

Date 23 Feb 2011

MEMORANDUM FOR SAF/PA

FROM: SAF/FMCE

SUBJECT: Public Release Approval Request

1. The attached material, described below, is forwarded for security and policy review in accordance with AFI 35-101, Chapter 15:

TITLE: USAF Summaries for 1945-2005  
(Please include page count)

AUTHOR/ORGANIZATION: SAF/FMCE

PRESENTATION TO: *General Public*

DATE: *As soon as "Approved" for Public Release*

LOCATION: *DTIC Public Database*

PUBLICATION IN: *N/A*

SUBMITTAL DEADLINE: *N/A*

REQUEST REPLY BY: *23 Feb 2011*

**DEPARTMENT OF THE AIR FORCE  
SAF/PA  
CLEARED THIS INFORMATION**

**FEB 23 2011**

**FOR PUBLIC RELEASE**

2. SAF/FMC has no objection to public release of this document upon approval from SAF/PA.

3. (This line is for any comments or recommendation you may have in reference to the document you are submitting for review; if prior coordination has been performed, please list POC and phone number.) Please list one addition POC other than submitter.

Signed/evb/022311/fmcee  
Eli V. Brown, Maj, USAF  
SAF/FMCEE

*Attachment  
6 Copies (required)*



DEPARTMENT OF THE AIR FORCE  
WASHINGTON, DC

21 Jan 2011

Office of the Secretary

MEMORANDUM FOR AF/HO

EVJ  
KAS-2005

FROM: SAF/PA (Security and Policy Review)

SUBJECT: Public Release Coordination (PAIRS 2011-0034)--USAF Summaries for ~~1976-1985~~ - FOR PUBLIC  
RELEASE SUSPENSE: 28 Jan 2011

The purpose of the memo is to obtain subject matter expert coordination for public release of the attached document and has been sent concurrently to each addressee. This memo replaces the Public Affairs Information Release System (PAIRS) form and should be protected as "For Official Use Only". Please review and respond in the 1st indorsement with one of the provided dispositions. If you have any questions, concerns, or comments feel free to contact me at 703-697-3222/3994. FAX 703-693-9452.

*Devallee Pridgen-Gattison*  
DEVALEE PRIDGEN-GATTISON  
Security Review Specialist  
Secretary of the Air Force  
Office of Public Affairs

1st Ind, AF/HO

TO: SAF/PA (Security and Policy Review)

- No objection
- No objection, subject to recommendation
- No objection, subject to amendments for security and policy as indicated by brackets
- Objection (Amendments to permit publication are impractical. State reason)
- No Equity

*William C. Heimdahl* 16/2/11  
(Reviewers Signature) (Date)  
William C. Heimdahl  
(Print Reviewer's Name/duty title/phone number)  
Deputy Director  
HQ USAF/HO 697-5600

DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON, D.C.



1 SEP 1978

REPLY TO  
ATTN OF: ACMC

SUBJECT: Declassification of Statistical Digest (Your ltr, 25 Aug 78)

TO: AF/CVAH(S)

All editions of the USAF Statistical Digest for the years 1945 thru 1963 are UNCLASSIFIED IAW Executive Order 11652 and downgrading instructions in AFR 205-1. Statistical Digests from 1964 thru 1977 are CLASSIFIED IAW instructions on the individual pages. Additional security information can be obtained from the office of primary responsibility.

*KM O'Over*

K.M. OLVER, Colonel, USAF  
Chief, Cost Analysis & Mgt Div  
Directorate of Cost & Management Analysis

# Report Documentation Page

*Form Approved*  
*OMB No. 0704-0188*

Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

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~~SECRET~~

RELATION TO  
USAF SPECIAL PROJECTS  
RESEARCH FILES

for info re. 741953 Stat Request  
call Mr. Watson or  
Mr. Wood. X. 73754

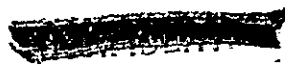
741454 Stat Request expected out July approx.  
same on list 1952 include for 53  
They said since its Registered Document  
LB (6/11/54).

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~~SECRET~~



This document has been regraded to Confidential per  
automatic downgrading category of Group 3 assigned  
Sgt. Davidson SAF/AAE 23 May 67



PUBLICATIONS

United States Air Force Statistical Digest

|   | Paragraph |
|---|-----------|
| Official Statistical Yearbook . . . . . | 1         |
| Distribution . . . . .                  | 2         |

1. Official Statistical Yearbook. "The United States Air Force Statistical Digest" prepared, published, and distributed by Headquarters USAF (Directorate of Statistical Services, Office of Comptroller) is hereby designated as the official Air Force Statistical yearbook for the presentation of summary statistics on all phases of Air Force activity, strength, and operations.

2. Distribution. A limited distribution of this digest will be made as determined by Headquarters USAF.

BY ORDER OF THE SECRETARY OF THE AIR FORCE:

HOYT S. VANDENBERG  
Chief of Staff, United States Air Force

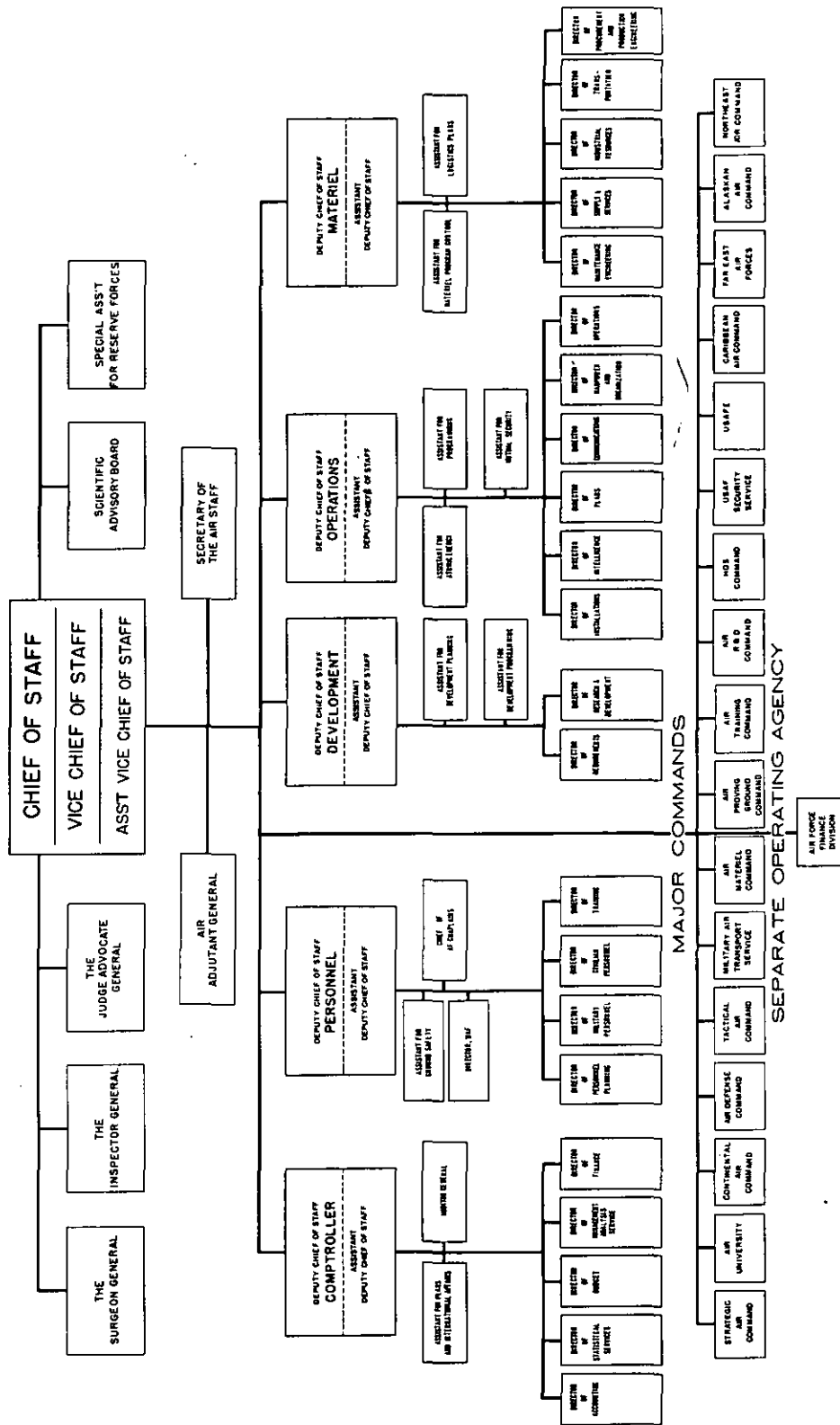
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B

HEADQUARTERS—UNITED STATES AIR FORCE





## FOREWORD

The "USAF Statistical Digest", (Short Title USAFSD-52) summarizes in one document the volume of statistical data collected and published by various offices in Headquarters, United States Air Force and certain major commands. It is to be used as the official basic reference document for the period and areas covered.

The Fiscal Year 1952 edition is the seventh edition of the series. Original editions - Army Air Forces Statistical Digest (World War II) and supplement Number 1, 1945 were followed by AAF Statistical Digest, 1946 and USAF Statistical Digest 1947. The 1946 and 1947 editions made Air Force Statistics available in summarized form available as far back as possible, with the exception of Combat Operations. This data is found only in the 1945 edition. The 1948 issue was the first strictly annual publication. The present issue, and the 1949, 1950, and 1951 editions are organized on a Fiscal Year basis.

Immediately following this introductory statement is the Glossary, containing terms and definitions appropriate to all data included in this issue. Definitions appropriate to only one area will be found in an introductory statement preceding Part in question.

Sources of the majority of the data are the published and unpublished records of the Directorate of Statistical Services. The balance of the data was furnished by other agencies as noted in source reference data.

Correspondence relative to the content of this document as well as recommendation for new material for inclusion should be addressed to Director of Statistical Services, Headquarters United States Air Force, Washington 25, D. C.

## GLOSSARY

### ACCIDENT AIRCRAFT

An event, involving one or more military aircraft, that occurs while the aircraft is engaged in any phase of aerial flight including takeoff and landing runs, taxiing, or while the aircraft is on the ground and power plant is in operation (except maintenance operation - servicing, repair, etc) and which results in death or injury to persons or damage to the aircraft.

### MAJOR AIRCRAFT ACCIDENT

An accident which results in death or major injury to persons or major damage to the aircraft. Major injury is that which will probably require hospitalization for a period of five or more days or results in unconsciousness, fractures (except simple finger or toe fractures), lacerations of muscles, or which cause hemorrhages, internal lesions and burns involving more than five percent of body surface, or involving less than five percent if to the second or third degrees. Major damage includes damage to such parts of the aircraft as landing gear, wings, fuselage, stabilizers and power plant to the extent that the part must undergo major repair or be replaced.

### MINOR AIRCRAFT ACCIDENTS

An accident which results in minor injury to persons or minor damage to the aircraft. Minor injury is less severe than major injury as defined above and requires that military personnel be reported on the daily sick report as sick in quarters or hospital, or in the case of civilian personnel, loss of regular working time beyond the work-day on which the accident occurred. Minor damage is such damage as to make the aircraft unsafe for flight but not damage so great as to be classified major damage as defined above.

### FATAL AIRCRAFT ACCIDENTS

An aircraft accident involving fatal injury to personnel.

### FATALITIES (Aircraft Accidents)

Fatalities which are the result of an aircraft accident.

### AIRCRAFT

The term aircraft and all type, model and series designations including prefixes are synonymous with the terminology of heavier-than-air-aircraft as used in AF Regulation 65-60, dated 9 May 1949, unless otherwise specifically noted.

### AIRCRAFT ACCEPTANCE

The status of previously shop-assembled aircraft which have been fully inspected by constituted USAF or Navy production authorities and the title, responsibility and accountability for which has been assumed by the contracting agencies or recipients.

### AIRCRAFT - ADMINISTRATIVE

Aircraft provided to certain headquarters organizations and other Air Force activities for the accomplishment of such missions as staff administration, courier service, emergency maintenance, and emergency delivery of supplies and equipment.

### AIRCRAFT - COMMAND SUPPORT

Additional aircraft assigned to a command to enable it to maintain the basic aircraft inventory of its organizations at authorized strength.

### AIRCRAFT - COMBAT CREW TRAINING

Aircraft assigned to Combat Crew Training schools for crew training.

### AIRCRAFT - FLYING AND TECHNICAL TRAINING

Aircraft assigned to the Air Training Command for its flying training and technical training, except for training in Combat Crew Training Schools.

### AIRCRAFT - MINIMUM INDIVIDUAL TRAINING

Aircraft assigned for the purpose of enabling those pilots to perform minimum annual requirements who are unable to obtain minimum individual flying training on other aircraft.

### AIRCRAFT - PROJECT

Aircraft on project to be assigned to fill a USAF requirement in an active category.

### AIRCRAFT - SERVICE TEST AND EXPERIMENTAL

Includes those aircraft, other than "X" prefixed aircraft, which have been procured or modified for service test purposes ("Y" Models) and also those standard production type aircraft which are reported as being used for experimental purposes.

### AIRCRAFT - SPECIAL MISSION

Aircraft assigned to special units and activities of the special missions assigned thereto, such as local rescue, local tow target (not tow target units) and special air missions.

### AIRCRAFT - TEST

Aircraft assigned to recognized testing agencies for test and/or evaluation of the aircraft, its equipment, and/or the adaptability of a particular usage of aircraft equipment or other equipment (except for "X" Models and aircraft on bailment contract for test).

### AIRCRAFT - TEST SUPPORT

Aircraft assigned to recognized testing agencies to support the test or evaluation project but which are not the subject or vehicle for such tests (except for "X" Models and aircraft on bailment contract for test support).

### AIRCRAFT - TRANSPORT

Aircraft assigned to Military Air Transport Service for the direct accomplishment of transport activities (USAF only).

### AIRCRAFT - UNIT TRAINING

Aircraft assigned as unit equipment for the direct accomplishment of the mission of tactical units bombardment, air refueling, fighter, strategic and tactical reconnaissance, troop carrier, assault transport, rescue, liaison, helicopter, tow target, strategic support, and geodetic control units.

### AIRCRAFT - UNIT SUPPORT

Aircraft assigned to each of the tactical units listed above for support of the primary mission.

### AIRCRAFT - INVENTORY

Active - The active inventory reflects the number aircraft provided for tactical, training and transport units, minimum individual training, administrative purposes, special missions, test purposes, command support and active projects.

Inactive - The inactive inventory reflects the number of aircraft in storage, undergoing modification, on loan or bailment (except those bailed for maintenance), flyable inactive, on inactive and non-USAF projects, accepted but not delivered, excess to command, recommended reclamation, excess to the USAF, and all "X" Model aircraft.

GLOSSARY (Continued)

First Line - Aircraft having characteristics and performance enabling them to perform critical and essential Air Force missions, the nature of which requires that the aircraft be maintained militarily modern.

Second Line - Aircraft whose characteristics and performance entail a military handicap and make them suitable to perform those missions which require first-line aircraft, and which have been formally evaluated and declared second-line.

AIR DEFENSE COMMAND

Established 21 March 1946; subordinate to Continental Air Command, 1 December 1948; discontinued 1 July 1940; re-established 1 January 1951 as a major air command.

AIR FORCE FINANCE DIVISION

Established, 1 January 1951 organized as a separate operating agency, and given the responsibilities and procedural functions of a major command.

AIRFRAME

The assembled principal structural components of an aircraft. It includes hull or fuselage, wings, stabilizers, vertical fins, control surface, landing gear nacelles, and (lighter-than-air) envelopes.

AIRFRAME WEIGHT

Unit weights are derived by deducting the following items from the empty weight: engine (dry weight), propellers, wheels, auxiliary power plant, turbo-supercharger, radio, radar, starter battery, generator, turrets and power-operated gun mounts.

AIR MATERIEL COMMAND

AAF Materiel and Services established, 17 July 1944; redesignated AAF Air Technical Service Command, 31 August 1944; redesignated Air Technical Service Command, 1 July 1945; redesignated Air Materiel Command, 9 March 1946.

AIR PICTORIAL SERVICE

Established, 1 April 1951 organized as a separate operating agency and given the responsibilities and procedural functions of a major command. Redesignated Hq Air Photographic and Charting Service, effective 16 April 1952, assigned to MATS.

AIR PROVING GROUND

AAF School of Applied Tactics, established 27 October 1942; redesignated AAF Tactical Center, 28 October 1943; redesignated AAF Center, effective 1 June 1945; redesignated AAF Proving Ground Command, 26 February 1946; redesignated Air Proving Ground Command, 10 July 1946; redesignated Air Proving Ground and assigned AMC, 20 January 1948; relieved from AMC and designated major Air Command, 1 June 1948.

AIR TRAINING COMMAND

Army Air Forces Training Command established 7 July 1943; redesignated Air Training Command, 1 July 1946.

AIR UNIVERSITY

AAF School of Applied Tactics established, 1 November 1943; redesignated Army Air Forces School, 1 July 1945; redesignated Air University, 12 March 1946.

ALASKAN AIR COMMAND

Activated Alaska Air Forces, 15 January 1942 redesignated 11th Air Force, 5 February 1942; redesignated Alaskan Air Command, 18 December 1945.

BAILMENT AIRCRAFT

Aircraft assigned to other than a Department of the Air Force activity under bailment contract. Bailment aircraft include the following categories: Bailment for test; for maintenance; for modification and bailment for other purposes. (See Table I AFL 150-10).

CARIBBEAN AIR COMMAND

Panama Canal Air Force, activated, 20 November 1940; redesignated Caribbean Air Force, 5 August 1941; redesignated Sixth Air Force, 5 February 1942; redesignated Caribbean Air Command, 31 July 1946. At the same time took over the functions of Antilles Air Command which was activated 25 August 1946.

CASUALTY ASSISTANCE (CHAPLAINS)

Any assistance rendered to the next of kin of military personnel on matters pertaining to their personal affairs. Chaplains will assist and advise dependents of military personnel (excluding legal assistance) in connection with, but not limited to the following:

1. Dependent's pensions
2. Family allowance of casualty dependents
3. Personal effects
4. Arrears in pay
5. Burial/memorial flag
6. Settlement of government life insurance
7. Burial allowance (See AF Reg 165-5, Mar 49)

CLASSIFICATION OF AIRCRAFT

The classification of aircraft is in accordance with AFR 65-60, dated 9 May 1949, Aeronautical Board Memorandum, dated 21 October 1947, and the latest AF Technical Orders. The type classification is generally based upon the basic type designator or the prefix preceding the basic type designator of each aircraft model.

Basic Type Designator

Aircraft are assigned a basic type designator in accordance with the function for which they are basically designed. The basic type designator consists of one letter as follows:

|               |                                  |   |
|---------------|----------------------------------|---|
| A . . . . .   | Amphibious                       | " |
| *B . . . . .  | Bomber                           |   |
| *C . . . . .  | Cargo                            |   |
| *F . . . . .  | Fighter                          |   |
| *G . . . . .  | Glider                           |   |
| H . . . . .   | Rotary Wing (Helicopter)         |   |
| *L . . . . .  | Liaison                          |   |
| *Q . . . . .  | Target Acft and Drones           |   |
| *R . . . . .  | Reconnaissance                   |   |
| *S . . . . .  | Search & Rescue                  |   |
| *T . . . . .  | Trainer                          |   |
| **X . . . . . | Special Research or Experimental |   |

- \* To be used as prefix symbols as required.
- \*\* To be used as a classification symbol as required.

Prefix Symbols. When an aircraft is modified to perform a function other than its basically designed function, the basic type designator will be prefixed by the appropriate auxiliary symbol. The prefix symbols listed below are used only when an aircraft is so modified that its originally intended usage is no longer applicable.

Prefix "B" is used to designate aircraft modified to function as bomber type aircraft.

CLASSIFICATION OF AIRCRAFT (Prefix Symbols)  
(Continued)

Prefix "C" is used to designate aircraft specifically modified for cargo use.

Prefix "D" is used to designate those aircraft which are modified to function as director aircraft in conjunction with remotely controlled aircraft or guided missiles.

Prefix "K" is used to designate all aircraft modified as "in flight" refueling tankers.

Prefix "L" is used to designate aircraft modified for liaison missions.

Prefix "M" is used to designate aircraft modified for use as missiles.

Prefix "Q" is used to designate aircraft modified through the inclusion of special electronic equipment for use as targets or drones.

Prefix "R" is used to designate aircraft which have been so modified as to make them suitable for photo or electronics reconnaissance missions.

Prefix "S" is used to designate aircraft modified through the inclusion of special search electronic equipment, life rafts, etc.

Prefix "T" is used to designate those aircraft which have had equipment removed to make them more suitable for training purposes through the inclusion of special training equipment.

Prefix "V" is used to designate aircraft which are modified as staff administrative transports.

Prefix "W" is used to designate those basic aircraft which have been so modified as to make them suitable for weather reconnaissance missions.

Classification Symbols - Aircraft may have any one of the following classification symbols where applicable:

Classification "E" is used to designate aircraft on special tests or experimental projects.

Classification "X" is used to designate experimental aircraft and indicates that the item being developed has not progressed to the stage where engineering tests indicate that the item is sufficiently satisfactory to warrant service tests.

Classification "Y" is used to designate aircraft which have the required military characteristics and are of a quantity produced to develop the potentialities of the model. This classification indicates the item has been developed beyond the experimental stage, but is now ready for classification as an adopted item.

Classification "Z" is used to designate aircraft which are considered by the Chief of Staff, USAF, to be obsolete.

CLASS OI Z AIRCRAFT

Complete aircraft used for ground instructional purposes.

COMBAT AIRPLANE

All bomber, tanker, fighter, reconnaissance, and search and rescue type airplanes.

CONTINENTAL AIR COMMAND

Established, 1 December 1948, Tactical Air Command and Air Defense Command, formerly Major Air Commands, were redesignated operational air commands and assigned to Continental Air Command on the same date. Tactical Air Command was reestablished a major air command, 1 December 1950 and Air Defense Command was reestablished a major air command, 1 January 1951.

FAR EAST AIR FORCES

Activated at Brisbane, Australia, 3 August 1944; redesignated Pacific Air Command, USAF, 6 December 1945; beginning, July 1945 it included Fifth and Thirtieth Air Forces and Seventh Air Force and Air Forces in Middle Pacific; redesignated Far East Air Forces, 1 January 1947.

GENERAL PURPOSE VEHICLE

A vehicle designed to be used for movement of personnel, supplies, ammunition or equipment, or for towing artillery carriages, trailers and semi-trailers and used without modification of body or chassis to satisfy general automotive transport needs.

HEADQUARTERS COMMAND, USAF

Bolling Field Command, established 15 December 1946; redesignated Headquarters Command, USAF, effective, 17 March 1948.

IN COMMISSION - AIRCRAFT

Aircraft which are capable of normal flight operations without additional repair or maintenance. This does not necessarily indicate that the aircraft is capable of performing a specific mission such as combat, photo, etc., but merely that the aircraft is flyable and that the AF Form 1 does not bear a red cross. Weather, runway conditions, shortage of operating personnel, or other factors not relating to the aircraft itself will not cause an aircraft to be reported out of commission.

MAJOR AIR COMMANDS

That portion of US Air Force command structure which includes appropriate headquarters and subordinate units and is immediately subordinate administratively to Headquarters US Air Force. By definition, this excludes US Air Force "exempted activities", which are units not subordinate to any of the major commands. (For history of each command listed below see specific command in alphabetical order):

Continental

1. Air Defense Command
2. Air Force Finance Division
3. Air Materiel Command
4. Air Pictorial Service
5. Air Proving Ground
6. Air Research and Development Command  
(See Research & Development)
7. Air Training Command
8. Air University
9. Continental Air Command
10. Headquarters Command
11. Military Air Transport Service
12. Special Weapons Command
13. Strategic Air Command
14. Tactical Air Command
15. USAF Security Service

Overseas

1. Alaskan Air Command
2. Caribbean Air Command
3. Far East Air Forces
4. Headquarters Command, USAF
5. Military Air Transport Service
6. Northeast Air Command
7. Strategic Air Command
8. U. S. Air Forces in Europe

## GLOSSARY (Continued)

### MILITARY AIR TRANSPORT SERVICE (MATS)

MATS was established from a consolidation of Air Transport Command and Naval Air Transport Service, effective 1 June 1948. Hq, Air Photographic and Charting Service, formerly Air Pictorial Service, assigned to MATS, effective 16 April 1952.

### NEXT OF KIN

The person most closely related to the person who has become a casualty and is the person entitled by law to make disposition of remains (AFR 30-11). Complete definition found on page 592 "Military Personnel" definitions.

### NORTHEAST AIR COMMAND

Newfoundland Base Command, redesignated Northeast Air Command and designated as a major air command, 1 October 1950.

### ON HAND - AIRCRAFT

Aircraft physically possessed by an organization for the accomplishment of its mission or when the organization is performing a service for the activity to which the aircraft is assigned.

### RESEARCH AND DEVELOPMENT COMMAND

Research and Development Command established, effective, 23 January 1950. Redesignated Air Research and Development Command, 16 September 1950. Air Engineering Development Division and Long Range Proving Ground Division assigned to ARDC on 1 May 1951 and 14 May 1951, respectively. Air Force Special Weapons Center, formerly Special Weapons Command assigned to ARDC on 1 April 1952.

### SPECIAL WEAPONS COMMAND

Established as a major command Kirtland Air Force Base, New Mexico at Albuquerque, effective 1 December 1940. Redesignated Air Force Special Weapons Center and assigned to ARDC, 1 April 1952.

### STRATEGIC AIR COMMAND

Established 21 March 1946.

### TACTICAL AIR COMMAND

Established 21 March 1946; became subordinate to Continental Air Command, 1 December 1948; regained status as a major air command, 1 December 1950.

### UNIT, USAF

A military activity having an organization prescribed by the Department of the Air Force. Under organization, units are identified as follows:

1. Table of Organization (T/O) Unit - A constituted military force activated in accordance with one of several types of tables, the most used being (T/O&E) Table of Organization and Equipment. This T/O&E is a Department of the Air Force publication which prescribes the personnel structure and equipment for multiple type units which have a fixed mission and workload.

2. Table of Organization and Equipment, Special (T/O&E-S). A (T/O) unit of a specialized nature activated in accordance with (T/O&E-S). A Department of the Air Force publication which prescribes the personnel structure and equipment for units of a specialized nature, the mission and workload requirement of which are fixed.

3. Table of Distribution (T/D) Unit - A designated military unit organized from non-T/O personnel, authorized by a Personnel Allotment Voucher, and in accordance with a Table of Distribution. A T/D is a major air command document which indicates the sectional distribution within a T/D unit of the military and civilian personnel authorized.

4. Provisional Unit - A unit organized with personnel from one or more T/O and/or T/D units.

### US AIR FORCES IN EUROPE

Eighth Air Force, activated, 28 January 1942; redesignated, USSTAF in Europe, 22 February 1944; redesignated USAF in Europe, 7 August 1945. Third Air Division assigned to USAFE, 21 January 1951.

### USAF SECURITY SERVICE

USAF Security Service established 20 October 1948.





# **FEAF - Korea Summary**

## **Part I**





~~CONFIDENTIAL~~

FEAF AND KOREA

CASUALTY

Any person who is dead (from any cause) or whose services are lost to his unit for 24 hours or more because of involuntary absence (missing), capture, internment, or wounds, or injuries requiring admission to a medical treatment facility. Any person undergoing treatment for wounds or injuries as of 2400 local time, is considered as having been lost to his unit for 24 hours or longer. Mental disorders psychoneurotic cases, colds and other diseases (not causing death) are not included as casualties. Casualties are divided into "battle" and "nonbattle" categories.

CASUALTY, BATTLE

A person in a theater of operations who becomes a casualty as defined herein, as a result of an outside force or agent of the enemy, in the face of the enemy, or as a result of going to or returning from a combat mission; provided that the incident is directly related to enemy action. Where evidence is not readily available that the casualty was due to nonbattle factors, the person is counted as a battle casualty.

DEATHS

Includes those persons killed outright (or dying before reaching a medical treatment facility): those wounded or injured persons who subsequently died of their wounds or injuries (after being admitted to a medical treatment facility): those persons reported as missing who were either subsequently conclusively determined to have been killed, or who, having been in a missing status for a year or more, were presumed to be no longer living; whether or not these incidents occurred "in action" or under "battle" or "nonbattle" conditions.

IN ACTION

A person is "in action" when going to or returning from a combat mission, if in contact with a force, element or agent of the enemy; when directly engaging the enemy; when participating in a combat mission strike against the enemy (if in contact with a force, element, or agent of the enemy); when in contact with a force, element, or agent of the enemy while engaged in firefighting; search and rescue or ground activities in connection with a combat mission; or while under attack by a force, element or agent of the enemy.

MISSING

Any person is missing who is involuntarily absent or who fails to return from a scheduled flight or mission, and who is not known to be dead, AWOL, in a hospital, in confinement, on leave, or in any other absent category.

PRISONERS OF WAR

Persons, previously listed as missing, who are verified by the International Red Cross, State Department, or other international organization as being in the hands of the enemy.

RETURNS TO MILITARY CONTROL

Persons, previously reported as missing, who have returned to military control from a missing status.

WOUNDED OR INJURED

Persons suffering physical harm or damage from causes other than disease, whether or not the harm or damage was caused by force or violence; was accompanied by external bleeding; resulted in the tearing, piercing, laceration or breaking of the skin or mucous membrane; or happened under "battle" or "nonbattle" conditions. Includes all persons reported as wounded or injured, but who later returned to duty, were evacuated to U. S., or were separated; excludes those persons reported as wounded or injured who subsequently die of their wounds or injuries.

KOREAN AIR ACTIVITY

This part of the Statistical Digest presents the outstanding aspects of the second year of the Korean War. In the beginning of Fiscal Year 1952, there were beliefs that the truce talks which had started would result in an end of hostilities.

By mid-August, the enemy increased both its ground and striking forces, resulting in extremely high activity by December. By the end of the Fiscal Year 1952, the truce talks continued, both both sides were stalemated.

Although committed USAP forces remained unchanged for the period, a phasing out of F-51, F-80 and F-82 aircraft occurred. They were replaced by F-84, F-86 and F-94 aircraft. Bomber, Reconnaissance and Cargo strength remained relatively stable throughout the year.

From August 1951 through 30 June 1952, a round the clock offensive was conducted by USAF planes against the enemy. This program was designed to create and maintain maximum unserviceability of the enemy's rail networks as well as harass and destroy his vehicle traffic. USAF planes flew 87,552 sorties during the interdiction program. The cost to the USAF, during Operation Strangle in Fiscal Year 1952, was 330 aircraft lost and 451 aircrew casualties.

Overall aircraft losses by committed units decreased by 13% in Fiscal Year 1952. Losses from ground fire resulted in 68% of those aircraft lost.

Subject matter covered in general in this part of the Statistical Digest are:

1. Organization.
2. Crews and Crew Personnel.
3. Personnel.
4. Casualties.
5. Aircraft and Crews Committed.
6. Sorties.
7. Aircraft Losses.
8. Flying Hours and Fuel Consumption.
9. Ammunition Expenditures.
10. Engines Removed from Aircraft.
11. Military Air Transport Service Operations.
12. Combat Cargo.
13. Health.
14. Morale.

# PRINCIPAL BOMB LINES IN KOREA

25 JUNE 1950 - 30 JUNE 1952

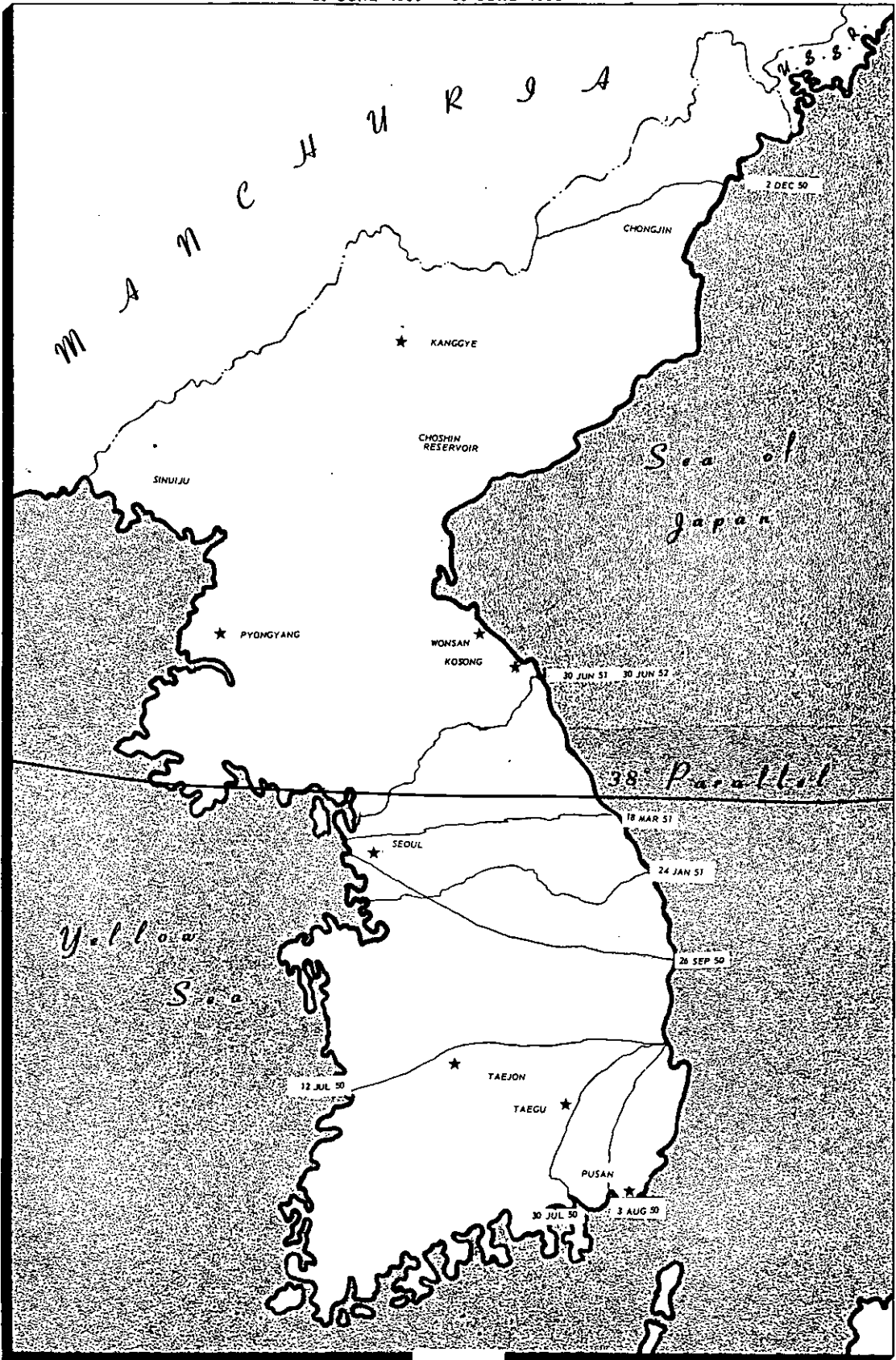


CHART 1

FAR EAST AIR FORCES

AREA OF RESPONSIBILITY

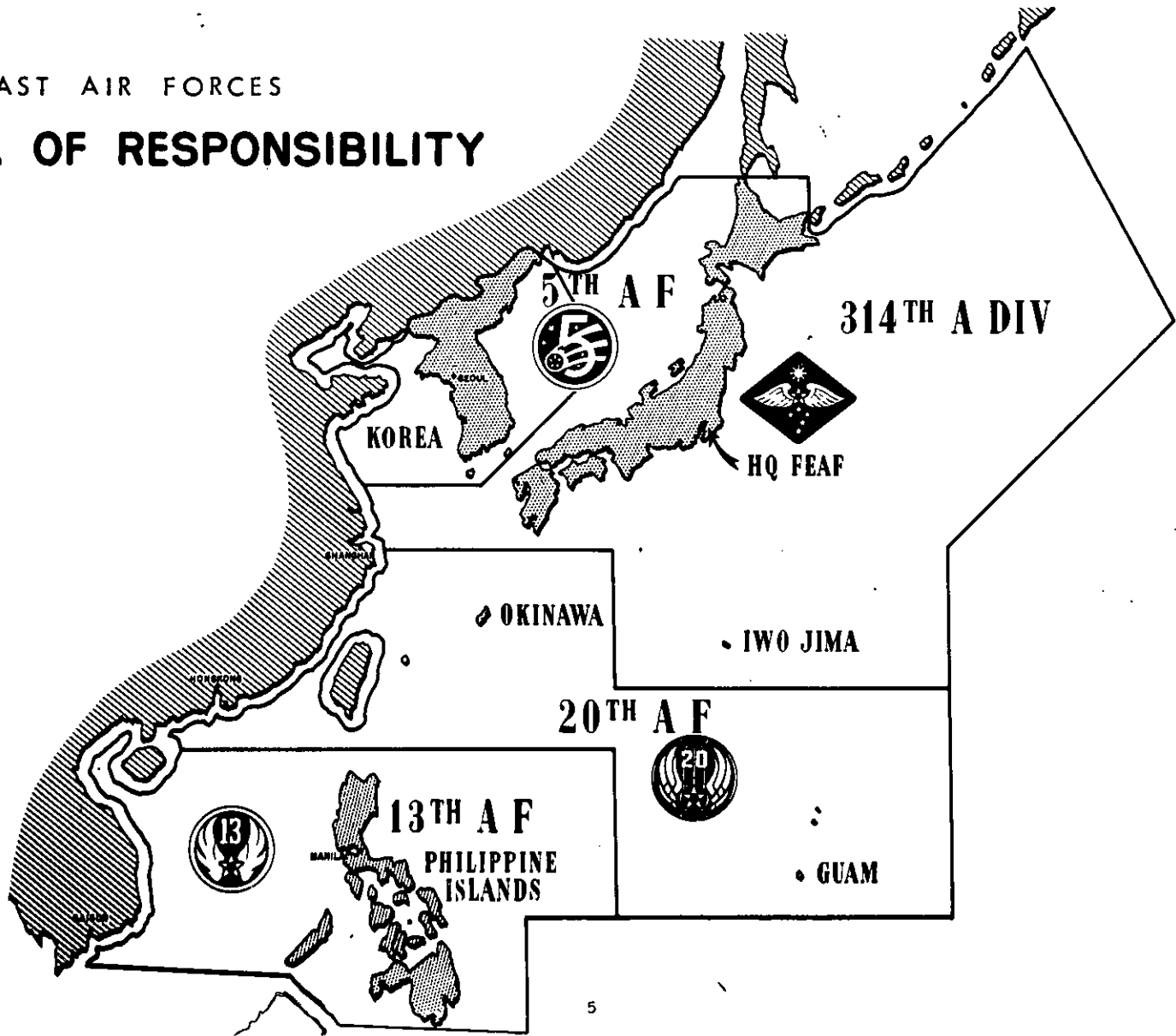


CHART - 2

TABLE 1 - FEAF ORGANIZATION - 30 JUNE 1952

30 JUNE 1952

|  |   |
|--|---|
| <p><u>5th Air Force</u></p> <p>8 Fighter Bomber Wing, 35, 36, and 80 Squadrons.<br/>           18 Fighter Bomber Wing, 12 and 67 Squadrons. Assigned 13th Air Force.<br/>           3 Bombardment Wing, Light, 8, 13, and 90 Squadrons.<br/>           17 Bombardment Wing, Light, 34, 37, and 95 Squadrons.<br/>           49 Fighter Bomber Wing, 7, 8, and 9 Squadrons.<br/>           67 Tactical Reconnaissance Wing, 12, 15, and 45 Squadrons.<br/>           51 Fighter Interceptor Wing, 16 and 25 Squadrons, assigned 20th Air Force.<br/>           39 Fighter Interceptor Squadron (35 Wing), assigned 214th Air Division.<br/>           4 Fighter Interceptor Wing, 334, 335, and 336 Squadrons assigned TAC, attached FEAF.<br/>           77 Royal Australian Air Force (RAAF) Fighter Squadron, attached FEAF.<br/>           2 South African Air Force (SAAF) Fighter Squadron, attached FEAF.<br/>           136 Fighter Bomber Wing, 11, 154, and 182 Squadrons. Assigned TAC, attached FEAF.</p> | <p><u>FEAMCOM</u></p> <p>4208 Depot Wing<br/>           6400 Air Depot Wing<br/>           6405 Air Support Wing Material<br/>           6418 Air Depot Wing</p> <p><u>Japan Air Defense Force</u></p> <p>35 Fighter Interceptor Wing, 40 and 41 Squadrons.<br/>           68 Fighter Interceptor Squadron.<br/>           339 Fighter Interceptor Squadron.<br/>           56 Strategic Reconnaissance Squadron, Medium, Weather. Assigned MATS, attached FEAF.<br/>           3 Air Rescue Squadron. Assigned MATS, attached FEAF.<br/>           334 Fighter Interceptor Squadron (4 Wing). Assigned ADC, attached FEAF.</p>   |
| <p><u>13th Air Force</u></p> <p>44 Fighter Bomber Squadron (18 Wing).<br/>           2 Air Rescue Squadron, Headquarters &amp; Flights A and B. Assigned MATS, attached FEAF.</p>  | <p><u>315th Air Division</u></p> <p>374 Troop Carrier Wing, Heavy, 6, 22 Heavy Squadrons, 21 Medium Squadron.<br/>           315 Troop Carrier Wing, Medium, 19, 34, 43, and 344 Squadrons.<br/>           314 Troop Carrier Group, Medium, 50, 61, and 62 Squadrons. Assigned TAC, attached FEAF.<br/>           61 Troop Carrier Group, Heavy, 15, 15, and 53 Squadrons. Assigned TAC, attached FEAF.<br/>           403 Troop Carrier Wing, Medium, 63, 64, and 65 Squadrons. Assigned TAC, attached FEAF.<br/>           Royal Hellenic Air Force (RHAF) Detachment (C-47), attached FEAF.<br/>           Royal Thailand Air Force (RTAF) Detachment (C-47), attached FEAF.</p> |
| <p><u>20th Air Force</u></p> <p>19 Bombardment Wing, Medium (less Group Headquarters and Three Squadrons).<br/>           4 Fighter Interceptor Squadron.<br/>           26 Fighter Interceptor Squadron (51 Wing). Assigned SAF.<br/>           54 Strategic Reconnaissance Squadron, Medium, Weather. Assigned MATS, attached FEAF.<br/>           2 Air Rescue Squadron, Flight C and D. Assigned MATS, attached FEAF.<br/>           11 Air Rescue Squadron, Flight D. Assigned MATS, attached FEAF.</p>   | <p><u>FEAF Bomber Command Provisional</u></p> <p>19 Bombardment Group, Medium, 28, 30, and 93 Squadrons. Assigned 20th Air Force.<br/>           98 Bombardment Group, Medium, 343, 344, and 345 Squadrons. Assigned SAC, attached FEAF.<br/>           307 Bombardment Group, Medium, 370, 371, and 372 Squadrons. Assigned SAC, attached FEAF.<br/>           91 Strategic Reconnaissance Squadron, Medium, Photo. Assigned SAC, attached FEAF.</p>   |

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 2 - BUILD-UP OF FAR EAST AIR FORCE TO E/UNITS - JULY 1951 THROUGH JUNE 1952

| U N I T   | AIRCRAFT |      | JULY 1951 | AUGUST                              | SEPTEMBER | OCTOBER | NOVEMBER | DECEMBER | JANUARY 1952 | FEBRUARY | MARCH | APRIL | MAY | JUNE  |
|---|----------|------|-----------|-------------------------------------|-----------|---------|----------|----------|--------------|----------|-------|-------|-----|-------|
|   | Type     | Auth |           |                                     |           |         |          |          |              |          |       |       |     |       |
| 19 Bomb Group, Medium . . . . .                                       | B-29     | 30   | 33        | 34                                  | 33        | 31      | 30       | 30       | 32           | 31       | 30    | 34    | 32  | 30    |
| 98 Bomb Group, Medium . . . . .<br>New Authorization Jun 52           | B-29     | 45   | 31        | 31                                  | 32        | 30      | 27       | 33       | 33           | 32       | 34    | 36    | 37  | --    |
|   | B-29     | 30   | --        | --                                  | --        | --      | --       | --       | --           | --       | --    | --    | --  | 29    |
| 307 Bomb Group, Medium . . . . .<br>New Authorization Jun 52          | B-29     | 45   | 32        | 32                                  | 31        | 28      | 32       | 30       | 31           | 27       | 33    | 34    | 34  | --    |
|   | B-29     | 30   | --        | --                                  | --        | --      | --       | --       | --           | --       | --    | --    | --  | 30    |
| 3 Bomb Group, Light . . . . .<br>New Authorization Mar 52             | B-26     | 48   | 52        | 52                                  | 52        | 47      | 45       | 51       | 47           | 45       | --    | --    | --  | --    |
|   | B-26     | 72   | --        | --                                  | --        | --      | --       | --       | --           | --       | 51    | 54    | 53  | 39    |
| 452 Bomb Group, Light (Replaced by<br>17 Group, Light----10 May 1952) | B-26     | 48   | 50        | 54                                  | 48        | 50      | 50       | 51       | 53           | 53       | 52    | 53    | --  | --    |
| 8 Fighter Bomber Group . . . . .                                      | F-80     | 75   | 37        | 57                                  | 67        | 66      | 79       | 71       | 66           | 73       | 84    | 78    | 77  | 84    |
| 18 Fighter Bomber Group . . . . .                                     | F-51     | 50   | 77        | 86                                  | 95        | 87      | 60       | 51       | 49           | 46       | 40    | 50    | 49  | 51    |
|   | F-80     | 25   | 28        | 28                                  | 28        | 27      | 25       | 25       | 25           | 26       | 26    | 23    | 28  | 27    |
| 49 Fighter Bomber Group . . . . .<br>New Authorization Aug 51         | F-80     | 25   | 22        | 23                                  | 6         | --      | --       | --       | --           | --       | --    | --    | --  | --    |
|   | F-84     | 50   | 41        | --                                  | --        | --      | --       | --       | --           | --       | --    | --    | --  | --    |
|   | F-84     | 75   | --        | 69                                  | 70        | 69      | 65       | 64       | 57           | 53       | 41    | 49    | 46  | 51    |
| 136 Fighter Bomber Group . . . . .                                    | --       | --   | --        | --                                  | --        | --      | --       | --       | --           | --       | --    | --    | --  | --    |
|   | F-84     | 75   | a/ 39     | 61                                  | 72        | 62      | 61       | 76       | 58           | 50       | 45    | 34    | 37  | 55    |
| 524 Fighter Escort Squadron (Assigned<br>to 27 Fighter Escort Group)  | F-84     | 25   | 23        | ← Returned to Z.I. 25 August 1951 → |           |         |          |          |              |          |       |       |     |       |
| 4 Fighter Interceptor Group . . . . .                                 | F-86     | 75   | 66        | 72                                  | 79        | 75      | 76       | 109      | 80           | 80       | 77    | 76    | 76  | 73    |
| 35 Fighter Interceptor Group . . . . .<br>New Authorization Aug 51    | F-80     | 75   | 33        | --                                  | --        | --      | --       | --       | --           | --       | --    | --    | --  | --    |
|   | F-51     | --   | 25        | --                                  | --        | --      | --       | --       | --           | --       | --    | --    | --  | --    |
|   | F-80     | 50   | --        | 32                                  | 27        | 25      | --       | --       | --           | --       | --    | --    | --  | --    |
| New Authorization Nov 51  | F-51     | 25   | --        | 27                                  | 27        | 26      | --       | --       | --           | --       | --    | --    | --  | --    |
|   | F-80     | 25   | --        | --                                  | --        | --      | 25       | 24       | 22           | 26       | 25    | 28    | 29  | --    |
| New Authorization Jun 52  | F-51     | 50   | --        | --                                  | --        | --      | 47       | 45       | 44           | 43       | 41    | 25    | 24  | --    |
|   | F-80     | 25   | --        | --                                  | --        | --      | --       | --       | --           | --       | --    | --    | --  | 27    |
|   | F-51     | 25   | --        | --                                  | --        | --      | --       | --       | --           | --       | --    | --    | --  | 28    |
|   | F-86     | 25   | --        | --                                  | --        | --      | --       | --       | --           | --       | --    | --    | --  | b/ -- |
| F-94<br>RF-80<br>MISC   | F-94     | --   | --        | --                                  | --        | 1       | 1        | 3        | 2            | 2        | 2     | --    | 4   | 2     |
|   | RF-80    | --   | --        | --                                  | --        | --      | --       | --       | --           | --       | --    | 2     | --  | --    |
|   | MISC     | --   | --        | --                                  | --        | --      | --       | 3        | 2            | 6        | --    | --    | --  | --    |

TABLE 2 - BUILD-UP OF FAR EAST AIR FORCE TO/E UNITS - JULY 1951 THROUGH JUNE 1952 (CONTINUED)

|   |                          |       |      |      |      |      |                                       |      |      |      |      |      |    |    |       |  |  |
|---|--------------------------|-------|------|------|------|------|---------------------------------------|------|------|------|------|------|----|----|-------|--|--|
| 51 Fighter Interceptor Group . . . . .                          | F-80                     | 75    | 51   | 64   | 66   | 73   | 30                                    | --   | --   | --   | --   | --   | -- | 28 | 28    |  |  |
|   | New Authorization Dec 51 | F-80  | 25   | --   | --   | --   | --                                    | 25   | 23   | 23   | 23   | 23   | 28 | -- | --    |  |  |
|   |                          | F-86  | 50   | --   | --   | --   | --                                    | --   | 51   | 51   | 55   | 53   | 52 | 49 | b/ 63 |  |  |
| 4 Fighter Interceptor Squadron . . . . .                        | F-82                     | 12    | 11   | --   | --   | --   | --                                    | --   | --   | --   | --   | --   | -- | -- | --    |  |  |
|   | F-82                     | --    | --   | 11   | 11   | 11   | 11                                    | 11   | 11   | 11   | 1    | --   | -- | -- | --    |  |  |
|   | F-80                     | --    | 4    | 4    | 4    | --   | --                                    | --   | --   | --   | --   | --   | -- | -- | --    |  |  |
|   | New Authorization Nov 51 | F-94  | 25   | --   | --   | --   | 4                                     | 12   | 12   | 12   | 26   | 24   | 25 | 24 | --    |  |  |
| 68 Fighter Interceptor Squadrons . . . . .                      | F-82                     | 12    | 9    | --   | --   | --   | --                                    | --   | --   | --   | --   | --   | -- | -- | --    |  |  |
|   | F-82                     | --    | --   | 4    | 9    | 10   | 10                                    | 10   | 10   | 11   | --   | --   | -- | -- | --    |  |  |
|   | New Authorization Aug 51 | F-94  | 25   | --   | --   | 10   | 11                                    | 15   | 15   | 24   | 22   | 23   | 24 | 23 | --    |  |  |
| 339 Fighter Interceptor Squadron . . . . .                      | F-94                     | 12    | 12   | 13   | 13   | 15   | 25                                    | 13   | 16   | --   | --   | --   | -- | -- | --    |  |  |
|   | New Authorization Feb 52 | F-94  | 25   | --   | --   | --   | --                                    | --   | --   | 24   | 23   | 24   | 21 | 22 | --    |  |  |
|   |                          | F-80  | --   | 4    | 4    | 4    | --                                    | --   | --   | --   | --   | --   | -- | -- | --    |  |  |
| 91 Strat Rcn Squadron, Medium, Photo.                           | RB-29                    | 12    | 12   | 11   | 11   | 11   | 11                                    | 10   | 10   | 12   | 13   | 13   | 14 | 14 | --    |  |  |
|   | RB-45                    | --    | --   | --   | --   | 3    | 3                                     | 3    | 3    | 3    | 3    | 3    | 3  | 2  | --    |  |  |
|   | RB-50                    | --    | --   | --   | --   | --   | --                                    | --   | --   | --   | --   | 4    | 3  | 3  | --    |  |  |
|   | B-50                     | --    | --   | --   | --   | --   | --                                    | --   | --   | --   | --   | --   | -- | 1  | --    |  |  |
| 67 Tactical Reconnaissance Group . . . . .                      | MISC                     | 81    | 49   | 88   | 94   | --   | --                                    | --   | --   | --   | --   | --   | -- | -- | --    |  |  |
|   | New Authorization Oct 51 | MISC  | 84   | --   | --   | --   | 95                                    | 96   | 93   | 97   | 87   | 81   | 86 | 84 | --    |  |  |
|   | " " Jun 52               | MISC  | 54   | --   | --   | --   | --                                    | --   | --   | --   | --   | --   | -- | -- | 82    |  |  |
| 4 Troop Carrier Sq., Heavy (Assigned to 62 Troop Carrier Group) | C-54                     | 12    | 12   | 11   | 12   | 12   | ← Returned to Z.I. 16 November 1951 → |      |      |      |      |      |    |    |       |  |  |
| 61 Troop Carrier, Heavy; 14 Squadron Assigned 16 November 1951  | C-54                     | 24    | 22   | 23   | 24   | 24   | 36                                    | --   | --   | --   | --   | --   | -- | -- | --    |  |  |
|   | C-54                     | 36    | --   | --   | --   | --   | --                                    | 37   | 35   | 34   | 32   | 35   | 35 | 40 | --    |  |  |
| 374 Troop Carrier Wing, Heavy . . . . .                         | C-54                     | 24    | 24   | 24   | 23   | 23   | 21                                    | 22   | 21   | 22   | 22   | --   | -- | -- | --    |  |  |
|   | C-47                     | 16    | 20   | 17   | 19   | 18   | 17                                    | 16   | 19   | 19   | 19   | 17   | 16 | 17 | --    |  |  |
|   | C-124                    | --    | --   | --   | --   | 1    | --                                    | --   | --   | --   | --   | --   | -- | -- | --    |  |  |
|   | VC-47                    | --    | 2    | 2    | 2    | 3    | 3                                     | 2    | 2    | 2    | 2    | 2    | 2  | -- | --    |  |  |
| New Authorization Apr 52  | C-124                    | 24    | --   | --   | --   | --   | --                                    | --   | --   | --   | 23   | 25   | 18 | -- |       |  |  |
| 314 Troop Carrier Group, Medium . . . . .                       | C-119                    | e/64  | e/76 | e/97 | e/79 | e/79 | e/76                                  | e/70 | e/67 | e/66 | e/70 | e/68 | -- | -- |       |  |  |
|   | New Authorization May 52 | C-119 | 48   | --   | --   | --   | --                                    | --   | --   | --   | --   | --   | 48 | 37 | --    |  |  |
| 437 Troop Carrier Group, Medium . . . . .                       | C-46                     | 64    | 53   | 57   | 60   | 61   | 61                                    | 61   | 60   | 58   | 55   | 57   | 54 | -- |       |  |  |
| 54 Strat Rcn Sq., Medium, Weather . . . . .                     | WB-29                    | 12    | 12   | 12   | 12   | 10   | 12                                    | 12   | 6    | 13   | 12   | 12   | 12 | 12 |       |  |  |
| 56 Strat Rcn Sq., Medium, Weather . . . . .                     | WB-29                    | 12    | 14   | 14   | 14   | 16   | 15                                    | 14   | 14   | 12   | 11   | 10   | 12 | 12 |       |  |  |
| 2 Air Rescue Squadron . . . . .                                 | MISC                     | 28    | 15   | 15   | 17   | 18   | 13                                    | 14   | 15   | 19   | 18   | 19   | 19 | 17 |       |  |  |
| 3 Air Rescue Squadron . . . . .                                 | MISC                     | 28    | 49   | 48   | 45   | 42   | 51                                    | 46   | 47   | 47   | 53   | 53   | 52 | 50 |       |  |  |
| 11 Air Rescue Squadron (Flight D only)                          | MISC                     | 7     | 6    | 6    | 6    | 10   | 5                                     | 5    | 5    | 5    | 4    | 5    | 5  | 5  |       |  |  |
| 116 Fighter Bomber Group . . . . .                              | F-84                     | 75    | d/   | 75   | 71   | 69   | 70                                    | 53   | 68   | 65   | 65   | 63   | 62 | 59 |       |  |  |
|   | B-26                     | --    | --   | --   | --   | --   | --                                    | --   | --   | --   | --   | 3    | -- | -- |       |  |  |

TABLE 2 - BUILD-UP OF FAR EAST AIR FORCE TO/E UNITS - JULY 1951 THROUGH JUNE 1952 (CONTINUED)

| U N I T  | AIRCRAFT   |          | JULY<br>1951           | AUGUST | SEPTEMBER | OCTOBER | NOVEMBER | DECEMBER | JANUARY<br>1952 | FEBRUARY | MARCH   | APRIL | MAY | JUNE |
|--|------------|----------|------------------------|--------|-----------|---------|----------|----------|-----------------|----------|---------|-------|-----|------|
|  | Type       | Auth     |                        |        |           |         |          |          |                 |          |         |       |     |      |
| 10 Liaison Squadron . . . . .  | L-5<br>T-6 | 12<br>-- | Activated 25 July 1951 | --     | --        | 11      | 12       | 14       | 14              | 15<br>2  | 15<br>2 | 15    | 15  | 17   |
| 319 Fighter Interceptor Squadron . .<br>(Arrived 10 March 1952)      | F-94       | 25       | --                     | --     | --        | --      | --       | --       | --              | --       | 25      | 25    | 25  | 24   |
| 403 Troop Carrier Group, Heavy . . .<br>(Arrived 14 April 1952)      | C-119      | 48       | --                     | --     | --        | --      | --       | --       | --              | --       | --      | --    | 18  | 27   |
| 17 Bomb Group, Light, (Replaced 452<br>Group 10 May 1952)            | B-26       | 48       | --                     | --     | --        | --      | --       | --       | --              | --       | --      | --    | 51  | 49   |
| 315 Troop Carrier Group, Medium . . .<br>(Replaced 437 10 June 1952) | C-46       | 64       | --                     | --     | --        | --      | --       | --       | --              | --       | --      | --    | --  | 54   |

a/ 111 Squadron arrived in theater 12 July 1951.

b/ F-86 aircraft of 39 Sq (asgd 35 Gp) included with 51 Gp.

c/ Includes aircraft and crews of 37 Sq (asgd 316 Gp).

d/ Arrived in theater 25 July 1951.

SOURCE: Operations Statistics Division D/Statistical Services DCS/C



TABLE 3 - AIR BASE FACILITIES IN FEAF BY AREA AS OF 30 JUNE 1952

| AIRFIELD BY AREA             | CLASS | RUNWAYS |                     |            |              | HARDSTAND                   |                      | APRONS                   |         | AVIATION FUEL BULK                 | REMARKS |  |
|------------------------------|-------|---------|---------------------|------------|--------------|-----------------------------|----------------------|--------------------------|---------|------------------------------------|---------|--|
|                              |       | No.     | Length (Ft)         | Width (Ft) | Surface      | Gross Load By Type Aircraft | No.                  | Surface                  | Warmup  |                                    |         | Service and Parking (Sq Ft)  |
| <u>TOKYO</u>                 |       |         |                     |            |              |                             |                      |                          |         |                                    |         |  |
| Kisarazu . . . . .           | AB    | 1       | 6,400               | 150        | ACON-CCON    | C-54                        | --                   | --                       | --      | 785,600                            | 14,385  |  |
| Atsugi . . . . .             | NAS   | 1       | 6,000               | 150        | CCON         | C-54                        | --                   | --                       | --      | 3,875,500                          | 22,000  |  |
| Haneda . . . . .             | AB    | 2       | 7,000<br>5,300      | 150<br>150 | ACON<br>ACON | C-97                        | --                   | --                       | --      | 1,283,300<br>730,309 <sup>a/</sup> | 22,500  | MATS International<br><sup>a/</sup> PSP Temp Parking Area                              |
| Johnson . . . . .            | AB    | 1       | 6,000               | 150        | CCON         | C-54                        | 58                   | SST & PSP                | --      | 91,000                             | 17,000  |  |
| Konoike . . . . .            | AAB   | 2       | 5,237<br>4,948      | 262<br>262 | CCON<br>CCON | F-51                        | --                   | --                       | --      | --                                 | --      |  |
| Mito East . . . . .          | AAB   | 1       | 3,155 <sup>a/</sup> | 238        | CCON-PSP     | P-6                         | (37,494)<br>(8q Yds) | --                       | --      | 354,348                            | --      | <sup>a/</sup> 1,976 CCON; 1,177 PSP<br>used as Air to Grd. Gun<br>Range                |
| Shiroi . . . . .             | AAB   | 1       | 4,970               | 328        | CCON         | T-6                         | --                   | --                       | --      | 86,198                             | --      |  |
| Tachikawa (Includes FEAMCON) | AB    | 1       | 5,000 <sup>a/</sup> | 150        | ACON         | C-54                        | 8                    | CCON                     | --      | 1,584,000                          | 12,500  | <sup>a/</sup> PSP Overrun 850'N 950'S  |
| Yokota . . . . .             | AB    | 1       | 8,000               | 150        | CCON         | B-29                        | (39<br>(21<br>(40    | PSP )<br>CCON )<br>SST ) | --      | 1,912,095                          | 74,340  | Overrun 1,000 ea. end  |
| <u>NAGOYA</u>                |       |         |                     |            |              |                             |                      |                          |         |                                    |         |  |
| Hanshin . . . . .            | AAB   | 2       | 5,226<br>4,226      | 328<br>328 | CCON<br>CCON | C-54                        | --                   | --                       | --      | 805,050                            | --      |  |
| Hamamatsu . . . . .          | AB    | 1       | 4,593               | 328        | CCON         | B-17                        | --                   | --                       | --      | 905,760                            | --      |  |
| Itami . . . . .              | AB    | 2       | 6,000<br>4,225      | 328<br>328 | CCON<br>CCON | --                          | --                   | --                       | --      | 1,315,810                          | 3,000   |  |
| Komaki . . . . .             | AB    | 1       | 7,500               | 150        | CCON         | C-54                        | 20x50 <sup>a/</sup>  | CCON                     | --      | 1,538,100                          | 34,500  | <sup>a/</sup> GCA  |
| Yaizu . . . . .              | AAB   | 1       | 4,921               | 262        | CCON         | B-26                        | --                   | --                       | --      | 162,804                            | --      | Encroachment   |
| <u>KYUSEU</u>                |       |         |                     |            |              |                             |                      |                          |         |                                    |         |  |
| Ashiya . . . . .             | AB    | 1       | 6,000               | 165        | CCON         | C-54                        | --                   | --                       | 252,025 | 1,817,938                          | 6,500   | PSP Overrun 200' SE 150'NW   |
| Brady . . . . .              | AB    | 2       | 4,191<br>3,781      | 150<br>264 | PSP<br>ACON  | C-54                        | 22                   | PSP                      | --      | 448,794                            | 2,000   | REUAF  |
| Itazuke . . . . .            | AB    | 1       | 9,000 <sup>a/</sup> | 150        | ACON-CCON    | C-124                       | 3                    | CCON                     | --      | 54,000                             | 25,500  | <sup>a/</sup> R/W being ext. to 9,000'<br>R/W closed using Apron ext.<br>6,100' x 100' |

TABLE 3 - AIR BASE FACILITIES IN FEAF BY AREA AS OF JUNE 1952 -- CONTINUED

| AIRFIELD BY AREA          | CLASS | RUNWAYS |                |            |                |                             | HARDSTAND |              | APRONS |                             | AVIATION FUEL BULK | REMARKS                     |
|---------------------------|-------|---------|----------------|------------|----------------|-----------------------------|-----------|--------------|--------|-----------------------------|--------------------|-----------------------------|
|                           |       | No.     | Length (Ft)    | Width (Ft) | Surface        | Gross Load By Type Aircraft | No.       | Surface      | Warmup | Service and Parking (Sq Ft) |                    |                             |
| <u>KYUSHU - Continued</u> |       |         |                |            |                |                             |           |              |        |                             |                    |                             |
| Kanoya . . . . .          | AAB   | 1       | 6,570          | 164        | CCON           | B-25                        | --        | --           | --     | 900,000                     | --                 |                             |
| Miyazaki . . . . .        | AAB   | 2       | 5,254<br>4,950 | 328<br>262 | CCON<br>CCON   | T-6                         | --        | --           | --     | 844,364                     | --                 | Encroachment                |
| Omura . . . . .           | AAB   | 1       | 2,970 a/       | 100        | CCON           | L-5                         | --        | --           | --     | --                          | --                 | a/ 270' Unservicable        |
| Sone . . . . .            | AAB   | 1       | 4,940          | 198        | CCON           | F-51                        | 2         | CCON         | --     | --                          | --                 | Encroachment                |
| Tsuiki . . . . .          | AAB   | 1       | 7,000          | 130        | PSP            | C-54                        | 70        | CCON         | --     | 2,482,492                   | 16,000             |                             |
| Hitoyoehi . . . . .       | AAB   | 1       | 2,920          | 164        | CCON           | AT-6                        | --        | --           | --     | --                          | --                 | Encroachment                |
| Tojimbara . . . . .       | AAB   | 1       | 1,800          | 151        | SD             | --                          | --        | --           | --     | --                          | --                 |                             |
| <u>NORTHERN HONSHU</u>    |       |         |                |            |                |                             |           |              |        |                             |                    |                             |
| Matsushima . . . . .      | AAB   | 2       | 6,000<br>5,000 | 150<br>273 | A/CCON<br>CCON | C-46                        | --        | --           | --     | 816,877                     | 12,000             | REUAJ<br>Airborne Tag. Fld. |
| Niigata . . . . .         | AAB   | 1       | 6,000          | 150        | CCON           | C-54                        | 25        | CCON         | --     | 150,000                     | 11,000             |                             |
| Misawa . . . . .          | AB    | 1       | 8,500 a/       | 150        | CCON           | B-29                        | 101       | --           | 80,000 | 2,474,392                   | 61,500             | a/ Overrun 1,000' ea. end   |
| Hachinohe . . . . .       | AAB   | 1       | 3,935          | 328        | CCON           | C-46                        | --        | --           | --     | 709,156                     | --                 | REUAJ                       |
| Kabayama . . . . .        | AAB   | 1       | 3,838          | 258        | CCON           | B-25                        | --        | --           | --     | --                          | --                 |                             |
| Jimmachi . . . . .        | AAB   | 1       | 4,920          | 164        | CCON           | C-46                        | --        | --           | --     | --                          | --                 | REUAJ                       |
| <u>SOUTHERN HONSHU</u>    |       |         |                |            |                |                             |           |              |        |                             |                    |                             |
| Bofu . . . . .            | AB    | 1       | 5,300          | 147        | CCON           | F-80 & C-54                 | --        | --           | --     | 232,000                     | --                 | Hills and Mts. near Fld.    |
| Iwakuni . . . . .         | AB    | 1       | 5,000          | 150        | CCON           | C-54                        | 2         | ACON         | --     | 1,168,489                   | 2,520              |                             |
| Miho . . . . .            | AB    | 2       | 6,000<br>4,053 | 150<br>262 | CCON<br>ACON   | C-54                        | 3<br>1    | CCON<br>ACON | --     | 1,333,363                   | 5,040              |                             |
| Minayama . . . . .        | AAB   | 1       | 2,000          | 80         | Gravel         | T-6                         | --        | --           | --     | --                          | --                 | Old Jap Taxiway used as R/W |
| Ozuki . . . . .           | AAB   | 1       | 3,960          | 198        | CCON           | T-6                         | --        | --           | --     | --                          | --                 | REUAJ                       |
| Komatsu . . . . .         | AAB   | 1       | 5,635          | 328        | CCON           | L-5                         | --        | --           | --     | --                          | --                 |                             |

TABLE 3 - AIR BASE FACILITIES IN FEAF BY AREA AS OF 30 JUNE 1952 -- CONTINUED

| AIRFIELD BY AREA     | CLASS | RUNWAYS |                         |                   |                      |                             | HARDSTAND            |               | APRONS  |                             | AVIATION FUEL BULK | REMARKS                            |
|----------------------|-------|---------|-------------------------|-------------------|----------------------|-----------------------------|----------------------|---------------|---------|-----------------------------|--------------------|------------------------------------|
|                      |       | No.     | Length (Ft)             | Width (Ft)        | Surface              | Gross Load By Type Aircraft | No.                  | Surface       | Warmup  | Service and Parking (Sq Ft) |                    |                                    |
| <u>SHIKOKU</u>       |       |         |                         |                   |                      |                             |                      |               |         |                             |                    |                                    |
| Takamatsu . . . . .  | AAB   | 1       | 4,100                   | 200               | ACON                 | F-51                        | --                   | --            | --      | 19,760                      | --                 |                                    |
| Kochi . . . . .      | AAB   | 1       | 4,133                   | 197               | CCON                 | C-47                        | --                   | --            | --      | 1,429,974                   | --                 | REUAJ                              |
| <u>HOKKAIDO</u>      |       |         |                         |                   |                      |                             |                      |               |         |                             |                    |                                    |
| Chitose #1 . . . . . | AAB   | 1       | 7,000                   | 150               | CCON                 | C-54                        | (50,000)<br>(Sq Yds) | --            | 80,000  | 742,940                     | 15,749             | REUAJ                              |
| Chitose #2 . . . . . | AAB   | 1       | 8,200                   | --                | CCON                 | --                          | --                   | --            | --      | --                          | --                 | REUAJ                              |
| Yakumo . . . . .     | AAB   | 1       | 6,000                   | 150               | CCON                 | C-54                        | --                   | --            | 160,000 | 1,913,000                   | 11,000             |                                    |
| <u>IWO JIMA</u>      |       |         |                         |                   |                      |                             |                      |               |         |                             |                    |                                    |
| Central . . . . .    | AB    | 1       | 9,800                   | 200               | ACON                 | B-29                        | --                   | --            | --      | 3,887,919                   | 20,000             |                                    |
| <u>GUAM</u>          |       |         |                         |                   |                      |                             |                      |               |         |                             |                    |                                    |
| Andersen . . . . .   | AFB   | 2       | 8,500 a/<br>8,500 a/    | 200<br>180        | ACON<br>ACON         | B-29                        | 76<br>80             | ACON<br>Coral | --      | 3,162,807                   | 21,000             | a/ Coral Overrun<br>1,000' ea. end |
| Harmon . . . . .     | AFB   | 1       | 7,000                   | 200               | SST                  | --                          | 82                   | SST           | --      | 5,454,900                   | --                 |                                    |
| N W #1 . . . . .     | AAB   | 2       | 8,503<br>8,519          | 180<br>150        | ACON<br>ACON         | --                          | 25<br>2              | Coral<br>ACON | --      | 7,885,647                   | --                 |                                    |
| <u>P. I.</u>         |       |         |                         |                   |                      |                             |                      |               |         |                             |                    |                                    |
| Clark . . . . .      | AFB   | 1       | 8,500                   | 150               | CCON                 | B-29                        | 87<br>2              | ACON<br>CCON  | --      | 2,312,280                   | 50,000             | Overruns 500' ea end               |
| <u>RYUKYUS</u>       |       |         |                         |                   |                      |                             |                      |               |         |                             |                    |                                    |
| Hirara . . . . .     | AAB   | 1       | 4,700                   | 150               | Coral                | C-47                        | --                   | --            | --      | --                          | --                 |                                    |
| Ie Shima . . . . .   | AFB   | 3       | 7,000<br>7,000<br>6,600 | 150<br>100<br>150 | COMB<br>COMB<br>COMB | --                          | --<br>200            | --<br>COMB    | --      | --<br>915,993               | --                 |                                    |
| <u>OKINAWA</u>       |       |         |                         |                   |                      |                             |                      |               |         |                             |                    |                                    |
| Avase . . . . .      | AAB   | 1       | 5,000                   | 160               | ACON                 | --                          | 67                   | COMB          | --      | 365,000                     | --                 |                                    |
| Bolo . . . . .       | AAB   | 1       | 7,500                   | 200               | Coral                | C-47                        | 91                   | CSAP          | --      | 1,849,990                   | --                 | Coral Overrun 500' ea. end         |
| Putema . . . . .     | AAB   | 1       | 6,500                   | 200               | ACON                 | B-29                        | --                   | --            | --      | 121,500                     | --                 | CSAP Overrun 300' SW<br>1,600' NE  |

TABLE 3 - AIR BASE FACILITIES IN FEAF BY AREA AS OF 30 JUNE 1952 -- CONTINUED

| AIRFIELD BY AREA           | CLASS | RUNWAYS |                   |            |                |                             | HARDSTAND |         | APRONS  |                             | AVIATION FUEL BULK   | REMARKS                         |
|----------------------------|-------|---------|-------------------|------------|----------------|-----------------------------|-----------|---------|---------|-----------------------------|----------------------|---------------------------------|
|                            |       | No.     | Length (Ft)       | Width (Ft) | Surface        | Gross Load By Type Aircraft | No.       | Surface | Warmup  | Service and Parking (Sq Ft) |                      |                                 |
| <u>OKINAWA - Continued</u> |       |         |                   |            |                |                             |           |         |         |                             |                      |                                 |
| Kadena . . . . .           | AB    | 2       | 8,500<br>8,500 a/ | 200<br>300 | ACON<br>A/CCON | B-29<br>B-36                | 89        | ACON    | --      | 1,281,600                   | 150,000              | a/ Under Construction           |
| Motobu . . . . .           | AAB   | 1       | 7,000             | 100        | Coral          | --                          | 51        | COMB    | --      | 1,719,650                   | --                   | Coral Overrun 50' SW<br>300' NE |
| Naha . . . . .             | AB    | 1       | 7,000             | 150        | ACON           | B-29                        | --        | --      | --      | 5,144,944                   | 70,000               | Coral Overrun 500' ea end       |
| Yonabaru . . . . .         | NAS   | 1       | 7,000             | 150        | ACON           | --                          | 86        | COMB    | --      | 4,462,200                   | --                   | Transferred to Navy             |
| Yontan . . . . .           | AAB   | 1       | 7,000             | 150        | ACON           | B-29                        | 115       | ACON    | --      | 1,345,122                   | 3,000                | Limited Active                  |
| <u>KOREA</u>               |       |         |                   |            |                |                             |           |         |         |                             |                      |                                 |
| K-1 Pusan West . . . . .   | AB    | 1       | 6,000             | 150        | PSP            | Jet & B-26                  | --        | --      | --      | 803,600                     | 13,000               |                                 |
| K-2 Taegu . . . . .        | AB    | 2       | 8,100<br>9,000    | 100<br>150 | PSP<br>CCON    | Jet &<br>C-124              | --        | --      | --      | 4,593,000                   | 3,000<br>13,000      |                                 |
| K-3 Pohang-Dong . . . . .  | AB    | 1       | 5,506             | 157        | CCON           | Navy Jet&B-26               | 47        | PSP     | --      | 365,000                     | 26,000               |                                 |
| K-4 Sachon . . . . .       | AB    | 1       | 4,923             | 197        | CCON           | --                          | --        | --      | --      | 60,000                      | --                   | Limited Operational             |
| K-5 Taejon . . . . .       | AB    | 1       | 3,840             | 115        | Gravel         | --                          | --        | --      | --      | 779,000                     | --                   |                                 |
| K-6 Pyongteak . . . . .    | AB    | 1       | 4,950             | 100        | PSP            | C-47                        | --        | --      | --      | 647,000                     | 6,000                |                                 |
| K-7 Kwanju . . . . .       | AB    | 1       | 3,825             | 100        | ASPH           | C-47                        | --        | --      | --      | --                          | --                   |                                 |
| K-6 Kunsan . . . . .       | AB    | 1       | 9,000 a/          | 150        | CCON           | C-54                        | --        | --      | --      | 712,000                     | 26,000               | a/ Resurfaced First 1,000'      |
| K-9 Pusan East . . . . .   | AB    | 1       | 6,015             | 150        | PSP            | Any Transport               | 46        | PSP     | 138,000 | 507,500                     | 3,000                |                                 |
| K-10 Chinhae . . . . .     | AB    | 1       | 4,328             | 150        | PSP            | C-47                        | --        | --      | 30,000  | 571,600                     | 13,000               |                                 |
| K-11 Ulsan . . . . .       | AB    | 1       | 2,000             | 50         | CCON&EARTH     | Liaison only                | --        | --      | --      | --                          | --                   |                                 |
| K-12 Mangun . . . . .      | AB    | 1       | 6,900             | 400        | a/             | --                          | --        | --      | --      | --                          | --                   | a/Reverting to farmland         |
| K-13 Suwon . . . . .       | AB    | 1       | 9,000             | 150        | Plant Mix      | Jet & C-124                 | --        | --      | 180,000 | 1,284,000                   | ( 2,000)<br>(22,000) |                                 |
| K-14 Kimpo . . . . .       | AB    | 1       | 6,200             | 150        | ASPH           | C-124                       | --        | --      | 105,000 | 2,443,000                   | ( 6,000)<br>(21,000) |                                 |
| K-16 Seoul . . . . .       | AB    | 1       | 4,500             | 120        | ASPH & PSP     | C-124                       | --        | --      | 72,000  | 867,500                     | --                   |                                 |

TABLE 3 - AIR BASE FACILITIES IN FEAF BY AREA AS OF 30 JUNE 1952 -- CONTINUED

| AIRFIELD BY AREA                       | CLASS | RUNWAYS |                     |                    |             |                                      | HARDSTAND |         | APRONS |                             | AVIATION FUEL BULK | REMARKS  |
|--|-------|---------|---------------------|--------------------|-------------|--------------------------------------|-----------|---------|--------|-----------------------------|--------------------|--|
|  |       | No.     | Length (Ft)         | Width (Ft)         | Surface     | Gross Load By Type Aircraft          | No.       | Surface | Warmup | Service and Parking (Sq Ft) |                    |  |
| <u>KOREA - Continued</u>               |       |         |                     |                    |             |                                      |           |         |        |                             |                    |  |
| K-1B Kangnung . . . . .                | AB    | 1       | 6,000               | 100                | PSP         | F-51,C-47                            | 12        | PSP     | 20,000 | 445,000                     | --                 |  |
| K-37 Taegu #2 . . . . .                | AB    | 1       | 4,033               | 140                | ASPH        | F-51,C-47                            | --        | --      | --     | 920,000                     | --                 |  |
| K-38 Wonju . . . . .                   | AB    | 1       | 2,700               | 100                | Gravel      | C-47                                 | --        | --      | --     | --                          | --                 |  |
| K-39 Mosulpo . . . . .                 | AB    | 1       | 4,000 <sup>a/</sup> | 3500 <sup>a/</sup> | SOD         | C-47                                 | --        | --      | --     | --                          | --                 | <sup>a/</sup> Area                             |
| K-40 Cheju . . . . .                   | AB    | 2       | 5,248<br>6,000      | 870<br>570         | SOD<br>SOD  | C-54                                 | --        | --      | --     | --                          | --                 | Limited Operations                             |
| K-41 Chungju . . . . .                 | AB    | 1       | 3,200               | 100                | Gravel      | C-47                                 | --        | --      | --     | 195,000                     | --                 | Limited operations Glide angle SW 6:1, RE 10:1 |
| K-42 Andong . . . . .                  | AB    | 1       | 3,250               | 100                | Gravel      | C-47                                 | --        | --      | --     | --                          | --                 | Limited Operations                             |
| K-43 Kyongju . . . . .                 | AB    | 1       | 3,620               | 100                | Gravel      | C-47                                 | --        | --      | --     | --                          | --                 | Limited operations                             |
| K-44 Changhovanni . . . . .            |       |         |                     |                    | W A S H     | Q U T                                |           |         |        | W A S H                     | Q U T              |  |
| K-45 Yoju . . . . .                    | AB    | 1       | 3,700               | 140                | Gravel      | C-47                                 | --        | --      | --     | 91,250                      | --                 | Limited Operations                             |
| K-46 Hoengsong . . . . .               | AB    | 1       | 4,800               | 100                | ASPH        | F-51,C-119                           | --        | --      | --     | 840,000                     | 2,000              |  |
| K-47 Chunchon . . . . .                | AB    | 1       | 4,260               | 150                | ASPH        | (CONV. Ptr )<br>(F-51,C-119)         | --        | --      | --     | 640,000                     | --                 |  |
| K-48 Iri . . . . .                     | AB    | 1       | 3,000               | 100                | DG          | --                                   | --        | --      | --     | --                          | --                 | Old Jap Runway                                 |
| K-49 Seoul East . . . . .              | --    | --      | --                  | --                 | --          | --                                   | --        | --      | --     | --                          | --                 | Site   |
| K-50 Sokcho-Ri <sup>a/</sup> . . . . . | AB    | 1       | 4,377               | 120                | DG          | (F-51,C-119,<br><sup>a/</sup> C-54 ) | --        | --      | --     | --                          | --                 | <sup>a/</sup> Limited Operation                |
| K-51 Inji . . . . .                    | AB    | 1       | 4,000               | 150                | Gravel Clay | C-47 <sup>a/</sup>                   | --        | --      | --     | --                          | --                 | <sup>a/</sup> Poor Glide Angle/Lmt.Oper        |
| K-52 Yanggu . . . . .                  | AB    | 1       | 6,200               | 150                | Gravel Clay | C-47                                 | --        | --      | --     | --                          | --                 |  |

Note: AFB - Air Force Base  
 AB - Air Base  
 AAB - Auxiliary Air Base  
 NAS - Naval Air Station

ACON - Asphalt Concrete  
 CCON - Cement Concrete  
 COWB - Coral Waterbound  
 CSAP - Crushed Stone Asphalt Penetrated

DG - Decomposed Granite  
 PSP - Pierced Steel Plank  
 SST - Single Asphaltic Surface Treatment

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 4 - USAF CREWS COMMITTED TO THE KOREAN WAR - JUL 1950 THROUGH JUN 1952

| Type and Model Aircraft                    | FY 1951       |              |              |               |              | FY 1952       |              |               |              |
|--|---------------|--------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|
|  | 31 Jul (1950) | 30 Sep       | 31 Dec       | 31 Mar (1951) | 30 Jun       | 30 Sep (1951) | 31 Dec       | 31 Mar (1952) | 30 Jun       |
| <b>TOTAL</b>                               | <u>797</u>    | <u>1,263</u> | <u>1,490</u> | <u>1,607</u>  | <u>1,371</u> | <u>1,558</u>  | <u>1,651</u> | <u>1,694</u>  | <u>1,566</u> |
| <b>Fighter - Total</b>                     | <u>498</u>    | <u>576</u>   | <u>748</u>   | <u>861</u>    | <u>575</u>   | <u>661</u>    | <u>736</u>   | <u>710</u>    | <u>650</u>   |
| F-51                                       | 48            | 237          | 151          | 164           | 118          | 115           | 141          | 137           | 83           |
| F-80                                       | 424           | 308          | 368          | 443           | 209          | 224           | 129          | 125           | 116          |
| F-82                                       | 26            | 31           | 46           | 58            | 9            | 10            | 13           | -             | -            |
| F-84                                       | -             | -            | 89           | 99            | 158          | 220           | 227          | 249           | 194          |
| F-86                                       | -             | -            | 94           | 97            | 81           | 92            | 216          | 174           | 221          |
| F-94                                       | -             | -            | -            | -             | -            | -             | 10           | 25            | 36           |
| <b>Bombers - Total</b>                     | <u>130</u>    | <u>242</u>   | <u>258</u>   | <u>237</u>    | <u>233</u>   | <u>239</u>    | <u>196</u>   | <u>247</u>    | <u>268</u>   |
| B-26                                       | 49            | 74           | 163          | 141           | 135          | 148           | 102          | 146           | 166          |
| B-29                                       | 81            | 168          | 95           | 96            | 98           | 91            | 94           | 101           | 102          |
| <b>Reconnaissance - Total</b>              | <u>49</u>     | <u>93</u>    | <u>113</u>   | <u>134</u>    | <u>124</u>   | <u>155</u>    | <u>166</u>   | <u>179</u>    | <u>170</u>   |
| RF-51                                      | -             | -            | 19           | 27            | 37           | 43            | 50           | 48            | 55           |
| RF-80                                      | 19            | 25           | 31           | 34            | 24           | 40            | 40           | 50            | 25           |
| RF-86                                      | -             | -            | -            | -             | -            | -             | -            | -             | 9            |
| RB-17                                      | 1             | 12           | -            | -             | -            | -             | -            | -             | -            |
| RB-26                                      | -             | 16           | 22           | 35            | 36           | 45            | 49           | 55            | 51           |
| RB-29                                      | 29            | 40           | 15           | 11            | 12           | 12            | 11           | 11            | 11           |
| RB-45                                      | -             | -            | 2            | 2             | 2            | 2             | 3            | 2             | 3            |
| RB-50                                      | -             | -            | -            | -             | -            | -             | -            | -             | 3            |
| RC-45                                      | -             | -            | -            | -             | -            | -             | -            | -             | -            |
| WB-29                                      | -             | -            | 24           | 25            | 13           | 13            | 13           | 13            | 13           |
| <b>Transport and Troop Carrier - Total</b> | <u>71</u>     | <u>226</u>   | <u>254</u>   | <u>261</u>    | <u>317</u>   | <u>370</u>    | <u>391</u>   | <u>379</u>    | <u>327</u>   |
| C-45                                       | 6             | 11           | 9            | -             | -            | -             | -            | -             | -            |
| C-46                                       | 7             | 29           | 58           | 81            | 81           | 96            | 114          | 116           | 65           |
| C-47                                       | 32            | 77           | 53           | 25            | 46           | 56            | 64           | 61            | 62           |
| C-54                                       | 26            | 12           | 37           | 60            | 118          | 123           | 126          | 116           | 123          |
| C-119                                      | -             | 97           | 97           | 95            | 72           | 95            | 87           | 86            | 77           |
| <b>Rescue - Total</b>                      | <u>28</u>     | <u>45</u>    | <u>67</u>    | <u>54</u>     | <u>32</u>    | <u>33</u>     | <u>36</u>    | <u>33</u>     | <u>38</u>    |
| H-5  | 12            | 12           | 31           | 23            | 15           | 17            | 18           | 15            | 11           |
| H-19                                       | -             | -            | -            | -             | -            | -             | -            | -             | 4            |
| SA-16                                      | -             | 4            | 6            | 12            | 8            | 11            | 14           | 14            | 14           |
| SB-17                                      | 16            | 25           | 22           | 10            | 5            | 1             | -            | -             | -            |
| SB-29                                      | -             | 3            | 8            | 9             | 4            | 4             | 4            | 4             | 8            |
| SC-47                                      | -             | 1            | -            | -             | -            | -             | -            | -             | 1            |
| <b>Tanker - Total</b>                      | -             | -            | -            | -             | -            | -             | -            | -             | 2            |
| KB-29                                      | -             | -            | -            | -             | -            | -             | -            | -             | 9            |
| <b>Other - Total</b>                       | <u>21</u>     | <u>81</u>    | <u>50</u>    | <u>60</u>     | <u>90</u>    | <u>100</u>    | <u>126</u>   | <u>146</u>    | <u>104</u>   |
| L-5  | -             | 28           | 7            | -             | 1            | 5             | -            | 10            | 12           |
| T-6  | 21            | 48           | 39           | 57            | 86           | 91            | 123          | 131           | 91           |
| T-33                                       | -             | 1            | -            | -             | -            | -             | -            | -             | -            |
| VB-17                                      | -             | 1            | 2            | 2             | -            | -             | -            | -             | -            |
| VC-47                                      | -             | 3            | 2            | 1             | 2            | 2             | 2            | 1             | 1            |
| VE-19                                      | -             | -            | -            | -             | 1            | 2             | 1            | 4             | -            |

Source: Personnel Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE 5 - NUMBER AND AVERAGE COMBAT EXPERIENCE LEVEL OF USAF CREW PERSONNEL BY  
 SELECTED AIRCRAFT TYPES IN COMMITTED UNITS - APR 1951 THROUGH JUN 1952  
 (Data prior to April 1951 were not available.)

| Date                | B - 29 |                          | B - 26 |                          | F - 84 |                          | F - 86 |                          |
|---------------------|--------|--------------------------|--------|--------------------------|--------|--------------------------|--------|--------------------------|
|                     | Number | Average Experience Level | Number | Average Experience Level | Number | Average Experience Level | Number | Average Experience Level |
| <u>1951</u>         |        |                          |        |                          |        |                          |        |                          |
| April . . . . .     | 1,002  | 24.3                     | 495    | 37.9                     | 95     | 84.4                     | 68     | 13.0                     |
| May . . . . .       | 1,212  | 17.2                     | 502    | 39.2                     | 92     | 79.8                     | 62     | 39.2                     |
| June . . . . .      | 1,175  | 20.1                     | 574    | 35.3                     | 158    | 18.6                     | 81     | 18.7                     |
| July . . . . .      | 1,051  | 21.6                     | 609    | 31.8                     | 162    | 22.4                     | 81     | 31.1                     |
| August . . . . .    | 1,159  | 19.9                     | 474    | 28.9                     | 214    | 22.6                     | 67     | 39.4                     |
| September . . . . . | 1,136  | 21.4                     | 590    | 27.0                     | 220    | 30.7                     | 92     | 26.6                     |
| October . . . . .   | 1,069  | 21.7                     | 417    | 29.7                     | 230    | 42.8                     | 81     | 42.6                     |
| November . . . . .  | 1,038  | 20.4                     | 441    | 26.2                     | 238    | 46.3                     | 163    | 27.7                     |
| December . . . . .  | 1,129  | 12.0                     | 459    | 23.8                     | 227    | 44.7                     | 216    | 34.2                     |
| <u>1952</u>         |        |                          |        |                          |        |                          |        |                          |
| January . . . . .   | 1,152  | 11.6                     | 458    | 22.9                     | 236    | 41.2                     | 202    | 37.6                     |
| February . . . . .  | 1,177  | 13.4                     | 500    | 19.8                     | 256    | 29.9                     | 215    | 37.2                     |
| March . . . . .     | 1,213  | 12.8                     | 627    | 18.6                     | 249    | 24.8                     | 174    | 45.4                     |
| April . . . . .     | 1,329  | 12.3                     | 645    | 18.5                     | 245    | 26.1                     | 192    | 53.1                     |
| May . . . . .       | 1,229  | 11.6                     | 651    | 21.7                     | 216    | 30.5                     | 223    | 53.8                     |
| June . . . . .      | 1,248  | 10.9                     | 616    | 22.5                     | 194    | 34.3                     | 221    | 42.5                     |

| Date                | F - 80 |                          | F - 51 |                          | F - 94 |                          |
|---------------------|--------|--------------------------|--------|--------------------------|--------|--------------------------|
|                     | Number | Average Experience Level | Number | Average Experience Level | Number | Average Experience Level |
| <u>1951</u>         |        |                          |        |                          |        |                          |
| April . . . . .     | 211    | 51.0                     | 95     | 55.7                     | -      | -                        |
| May . . . . .       | 212    | 44.0                     | 114    | 57.4                     | -      | -                        |
| June . . . . .      | 208    | 40.6                     | 118    | 51.8                     | -      | -                        |
| July . . . . .      | 197    | 40.0                     | 108    | 50.2                     | -      | -                        |
| August . . . . .    | 181    | 38.6                     | 124    | 49.5                     | -      | -                        |
| September . . . . . | 224    | 37.4                     | 115    | 44.7                     | -      | -                        |
| October . . . . .   | 221    | 47.8                     | 112    | 55.7                     | -      | -                        |
| November . . . . .  | 198    | 53.9                     | 133    | 47.1                     | 14     | -                        |
| December . . . . .  | 129    | 55.6                     | 141    | 44.8                     | 23     | -                        |
| <u>1952</u>         |        |                          |        |                          |        |                          |
| January . . . . .   | 132    | 52.1                     | 141    | 30.7                     | 30     | -                        |
| February . . . . .  | 114    | 35.2                     | 118    | 29.0                     | 42     | 31.8                     |
| March . . . . .     | 125    | 39.1                     | 137    | 29.9                     | 51     | -                        |
| April . . . . .     | 110    | 42.5                     | 135    | 32.1                     | 50     | -                        |
| May . . . . .       | 107    | 57.5                     | 101    | 33.4                     | 58     | 4.5                      |
| June . . . . .      | 116    | 50.9                     | 83     | 29.9                     | 76     | 5.3                      |

Source: Personnel Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE 6 - NUMBER AND AVERAGE EXPERIENCE LEVEL OF USAF CREW PERSONNEL RETIRED FROM UNITS COMMITTED TO THE KOREAN WAR - JUN 1951 THROUGH JUN 1952

| Date                | B - 29 |                          | B - 26 |                          | F - 84 |                          | F - 86 |                          |
|---------------------|--------|--------------------------|--------|--------------------------|--------|--------------------------|--------|--------------------------|
|                     | Number | Average Experience Level | Number | Average Experience Level | Number | Average Experience Level | Number | Average Experience Level |
| <u>1951</u>         |        |                          |        |                          |        |                          |        |                          |
| June . . . . .      | -      | -                        | 32     | 58.8                     | 53     | 112.5                    | -      | -                        |
| July . . . . .      | 180    | 30.1                     | 25     | 66.7                     | 4      | 95.0                     | 4      | 83.0                     |
| August . . . . .    | 123    | 24.6                     | 181    | 60.0                     | 4      | 98.0                     | -      | -                        |
| September . . . . . | 155    | 31.8                     | 59     | 54.8                     | 1      | 95.5                     | -      | -                        |
| October . . . . .   | 134    | 35.6                     | 166    | 55.2                     | -      | -                        | 11     | 78.3                     |
| November . . . . .  | 162    | 37.0                     | 106    | 55.3                     | 22     | 108.2                    | 9      | 105.6                    |
| December . . . . .  | 376    | 32.1                     | 140    | 54.2                     | 37     | 87.9                     | 2      | 105.5                    |
| <u>1952</u>         |        |                          |        |                          |        |                          |        |                          |
| January . . . . .   | 134    | 30.3                     | 79     | 53.6                     | 18     | 94.4                     | 20     | 85.0                     |
| February . . . . .  | 88     | 22.8                     | 96     | 54.9                     | 37     | 92.3                     | 9      | 115.7                    |
| March . . . . .     | 180    | 35.9                     | 67     | 65.1                     | 29     | 106.6                    | 47     | 84.2                     |
| April . . . . .     | 168    | 34.5                     | 82     | 65.4                     | 18     | 86.6                     | 10     | 103.5                    |
| May . . . . .       | 259    | 32.8                     | 84     | 63.1                     | 10     | 79.5                     | 36     | 103.0                    |
| June . . . . .      | 137    | 33.2                     | 44     | 60.5                     | 7      | 78.4                     | 22     | 102.7                    |

| Date                | F - 80 |                          | F - 51 |                          | F - 94 |                          |
|---------------------|--------|--------------------------|--------|--------------------------|--------|--------------------------|
|                     | Number | Average Experience Level | Number | Average Experience Level | Number | Average Experience Level |
| <u>1951</u>         |        |                          |        |                          |        |                          |
| June . . . . .      | 26     | 103.2                    | 11     | 98.2                     | -      | -                        |
| July . . . . .      | 11     | 113.7                    | 19     | 110.2                    | -      | -                        |
| August . . . . .    | 24     | 89.4                     | 6      | 88.8                     | -      | -                        |
| September . . . . . | 22     | 101.1                    | 26     | 98.6                     | -      | -                        |
| October . . . . .   | 10     | 102.5                    | 14     | 95.5                     | -      | -                        |
| November . . . . .  | 11     | 113.7                    | 16     | 111.1                    | -      | -                        |
| December . . . . .  | 52     | 78.2                     | 12     | 88.0                     | -      | -                        |
| <u>1952</u>         |        |                          |        |                          |        |                          |
| January . . . . .   | 11     | 96.4                     | 25     | 93.1                     | -      | -                        |
| February . . . . .  | 45     | 84.8                     | 23     | 92.5                     | -      | -                        |
| March . . . . .     | 17     | 44.1                     | 4      | 98.0                     | -      | -                        |
| April . . . . .     | 24     | 101.3                    | 5      | 79.6                     | -      | -                        |
| May . . . . .       | 16     | 105.5                    | 7      | 84.1                     | -      | -                        |
| June . . . . .      | 11     | 105.5                    | -      | -                        | -      | -                        |

Source: Personnel Statistics, Division, Dir. of Statistical Services, DCS/C



TABLE 7 - COMBAT EXPERIENCE LEVEL OF TACTICAL AIR CREW PERSONNEL IN FEAF -  
AS OF 30 JUN 1952

| Type and Model of Aircraft   | As-<br>signed | Cumulative Number of Sorties Flown |                 |                  |                  |                  |                  |                  |                  |                  |                  |                   |                    |                    |                    |                    |                    |                    |
|------------------------------|---------------|------------------------------------|-----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|                              |               | 0                                  | 1<br>thru<br>10 | 11<br>thru<br>20 | 21<br>thru<br>30 | 31<br>thru<br>40 | 41<br>thru<br>50 | 51<br>thru<br>60 | 61<br>thru<br>70 | 71<br>thru<br>80 | 81<br>thru<br>90 | 91<br>thru<br>100 | 101<br>thru<br>110 | 111<br>thru<br>120 | 121<br>thru<br>130 | 131<br>thru<br>140 | 141<br>thru<br>150 | 151<br>and<br>Over |
| <b>Total . . .</b>           | <b>5,987</b>  | <b>2,157</b>                       | <b>1,181</b>    | <b>897</b>       | <b>417</b>       | <b>358</b>       | <b>309</b>       | <b>181</b>       | <b>113</b>       | <b>112</b>       | <b>84</b>        | <b>95</b>         | <b>25</b>          | <b>18</b>          | <b>9</b>           | <b>3</b>           | <b>10</b>          | <b>18</b>          |
| <b>COMMITTED - Total</b>     | <b>5,268</b>  | <b>1,575</b>                       | <b>1,101</b>    | <b>889</b>       | <b>411</b>       | <b>352</b>       | <b>302</b>       | <b>175</b>       | <b>112</b>       | <b>111</b>       | <b>82</b>        | <b>79</b>         | <b>23</b>          | <b>18</b>          | <b>9</b>           | <b>3</b>           | <b>8</b>           | <b>18</b>          |
| <b>Fighter - Total</b>       | <b>688</b>    | <b>67</b>                          | <b>127</b>      | <b>107</b>       | <b>52</b>        | <b>60</b>        | <b>59</b>        | <b>56</b>        | <b>40</b>        | <b>42</b>        | <b>35</b>        | <b>39</b>         | <b>1</b>           | -                  | -                  | -                  | <b>1</b>           | <b>2</b>           |
| F-51 . . . . .               | 82            | 20                                 | 17              | 7                | 5                | 8                | 7                | 9                | 7                | 3                | 2                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| F-80 . . . . .               | 115           | 5                                  | 12              | 13               | 9                | 9                | 7                | 11               | 7                | 14               | 13               | 15                | -                  | -                  | -                  | -                  | -                  | -                  |
| F-84 . . . . .               | 194           | 9                                  | 36              | 30               | 21               | 22               | 19               | 25               | 14               | 8                | 4                | 6                 | -                  | -                  | -                  | -                  | -                  | -                  |
| F-86 . . . . .               | 221           | 21                                 | 25              | 33               | 17               | 21               | 26               | 11               | 12               | 17               | 16               | 18                | 1                  | -                  | -                  | -                  | 1                  | 2                  |
| F-94 . . . . .               | 76            | 28                                 | 34              | 14               | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| <b>Bomber - Total</b>        | <b>1,064</b>  | <b>243</b>                         | <b>657</b>      | <b>491</b>       | <b>225</b>       | <b>121</b>       | <b>100</b>       | <b>23</b>        | <b>3</b>         | <b>1</b>         | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| B-26 . . . . .               | 616           | 69                                 | 142             | 105              | 68               | 115              | 95               | 22               | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| B-29 . . . . .               | 1,248         | 174                                | 515             | 386              | 157              | 6                | 5                | 1                | 3                | 1                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| <b>Recon - Total</b>         | <b>556</b>    | <b>94</b>                          | <b>108</b>      | <b>128</b>       | <b>36</b>        | <b>52</b>        | <b>55</b>        | <b>38</b>        | <b>14</b>        | <b>10</b>        | <b>8</b>         | <b>6</b>          | -                  | -                  | -                  | -                  | -                  | -                  |
| RB-26 . . . . .              | 167           | 21                                 | 30              | 33               | 21               | 32               | 26               | 1                | 1                | 2                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| RB-29 . . . . .              | 135           | 3                                  | 49              | 71               | 1                | 11               | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| RB-45 . . . . .              | 8             | -                                  | 5               | 3                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| RB-50 . . . . .              | 48            | 48                                 | -               | -                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| RF-51 . . . . .              | 55            | 2                                  | 2               | 3                | 6                | 5                | 10               | 9                | 7                | 4                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| RF-80 . . . . .              | 25            | 2                                  | 1               | 2                | 2                | 4                | 2                | 5                | 2                | 3                | 2                | 2                 | -                  | -                  | -                  | -                  | -                  | -                  |
| RF-86 . . . . .              | 9             | -                                  | -               | -                | -                | -                | -                | 2                | 2                | 1                | 4                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| WB-29 . . . . .              | 109           | 18                                 | 21              | 16               | 6                | 7                | 17               | 21               | 2                | 1                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| <b>Tanker - Total</b>        | <b>72</b>     | <b>-</b>                           | <b>72</b>       | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>          | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           |
| KB-29 . . . . .              | 72            | -                                  | 72              | -                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| <b>Transport - Total</b>     | <b>1,755</b>  | <b>1,112</b>                       | <b>103</b>      | <b>90</b>        | <b>73</b>        | <b>74</b>        | <b>56</b>        | <b>44</b>        | <b>40</b>        | <b>40</b>        | <b>26</b>        | <b>26</b>         | <b>20</b>          | <b>17</b>          | <b>9</b>           | <b>3</b>           | <b>7</b>           | <b>15</b>          |
| C-46 . . . . .               | 371           | 327                                | 30              | 8                | 4                | 2                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| C-47 . . . . .               | 268           | 20                                 | 21              | 29               | 20               | 21               | 29               | 20               | 18               | 26               | 11               | 16                | 9                  | 6                  | 6                  | 3                  | 6                  | 7                  |
| C-54 . . . . .               | 711           | 450                                | 27              | 33               | 31               | 36               | 19               | 20               | 22               | 14               | 15               | 10                | 11                 | 11                 | 3                  | -                  | 1                  | 8                  |
| C-119 . . . . .              | 405           | 315                                | 25              | 20               | 18               | 15               | 8                | 4                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| <b>Rescue - Total</b>        | <b>226</b>    | <b>52</b>                          | <b>29</b>       | <b>44</b>        | <b>17</b>        | <b>24</b>        | <b>25</b>        | <b>11</b>        | <b>3</b>         | <b>10</b>        | <b>7</b>         | <b>3</b>          | <b>1</b>           | <b>1</b>           | <b>1</b>           | <b>1</b>           | <b>1</b>           | <b>1</b>           |
| H-5 . . . . .                | 26            | 1                                  | 3               | 1                | 4                | 6                | 5                | 1                | 2                | 1                | 2                | 1                 | -                  | -                  | -                  | -                  | -                  | -                  |
| H-19 . . . . .               | 7             | -                                  | 1               | 1                | 1                | 1                | 1                | 1                | 1                | 1                | 1                | 1                 | -                  | -                  | -                  | -                  | -                  | -                  |
| BA-16 . . . . .              | 100           | 9                                  | 10              | 25               | 9                | 14               | 11               | 8                | 1                | 7                | 4                | 1                 | -                  | 1                  | -                  | -                  | -                  | -                  |
| SB-29 . . . . .              | 88            | 41                                 | 14              | 16               | 2                | 4                | 8                | 2                | -                | 1                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| SC-47 . . . . .              | 5             | 1                                  | 2               | 1                | 1                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| <b>Other - Total</b>         | <b>107</b>    | <b>7</b>                           | <b>5</b>        | <b>29</b>        | <b>8</b>         | <b>14</b>        | <b>7</b>         | <b>3</b>         | <b>12</b>        | <b>8</b>         | <b>6</b>         | <b>2</b>          | <b>2</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>1</b>           |
| L-5 . . . . .                | 12            | 3                                  | 6               | 1                | 1                | 1                | 1                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| T-6 . . . . .                | 91            | 7                                  | 2               | 23               | 7                | 13               | 6                | 3                | 12               | 8                | 6                | 4                 | -                  | -                  | -                  | -                  | -                  | -                  |
| VC-47 . . . . .              | 4             | -                                  | -               | -                | -                | -                | -                | -                | -                | -                | -                | 1                 | 2                  | -                  | -                  | -                  | -                  | 1                  |
| <b>NOT COMMITTED - Total</b> | <b>719</b>    | <b>582</b>                         | <b>80</b>       | <b>8</b>         | <b>6</b>         | <b>6</b>         | <b>7</b>         | <b>6</b>         | <b>1</b>         | <b>1</b>         | <b>2</b>         | <b>16</b>         | <b>2</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>2</b>           | <b>-</b>           |
| <b>Fighter - Total</b>       | <b>378</b>    | <b>252</b>                         | <b>74</b>       | <b>3</b>         | <b>6</b>         | <b>6</b>         | <b>7</b>         | <b>6</b>         | <b>1</b>         | <b>1</b>         | <b>2</b>         | <b>16</b>         | <b>2</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>2</b>           | <b>-</b>           |
| F-51 . . . . .               | 33            | 30                                 | 1               | -                | -                | -                | -                | -                | 1                | 1                | 2                | 1                 | 2                  | -                  | -                  | -                  | -                  | -                  |
| F-80 . . . . .               | 102           | 80                                 | 2               | -                | -                | 1                | -                | -                | -                | 1                | 1                | 14                | 2                  | -                  | -                  | -                  | 1                  | -                  |
| F-84 . . . . .               | 92            | 26                                 | 64              | -                | 1                | -                | -                | -                | -                | -                | 1                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| F-94 . . . . .               | 151           | 116                                | 7               | 3                | 5                | 5                | 7                | 6                | -                | -                | 1                | -                 | -                  | -                  | -                  | -                  | 1                  | -                  |
| <b>Recon - Total</b>         | <b>183</b>    | <b>181</b>                         | <b>-</b>        | <b>2</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>          | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           |
| RB-17 . . . . .              | 30            | 28                                 | -               | 2                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| RC-45 . . . . .              | 6             | 6                                  | -               | -                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| WB-29 . . . . .              | 147           | 147                                | -               | -                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| <b>Transport - Total</b>     | <b>1</b>      | <b>1</b>                           | <b>-</b>        | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>          | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           |
| C-47 . . . . .               | 1             | 1                                  | -               | -                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| <b>Rescue - Total</b>        | <b>157</b>    | <b>148</b>                         | <b>6</b>        | <b>3</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>         | <b>-</b>          | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>           |
| H-5 . . . . .                | 6             | 6                                  | -               | -                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| H-19 . . . . .               | 1             | -                                  | -               | 1                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| BA-16 . . . . .              | 91            | 85                                 | 4               | 2                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| SB-29 . . . . .              | 45            | 44                                 | 1               | -                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |
| SC-47 . . . . .              | 14            | 13                                 | 1               | -                | -                | -                | -                | -                | -                | -                | -                | -                 | -                  | -                  | -                  | -                  | -                  | -                  |

Source: Personnel Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE 8 - PER CENT OF CREWS COMBAT READY IN UNITS COMMITTED TO KOREAN WAR EFFORT - FY 1952

| CREW NOMENCLATURE               | JUL<br>(1951) | AUG  | SEP  | OCT  | NOV  | DEC  | JAN<br>(1952) | FEB  | MAR  | APR  | MAY  | JUN  |
|---------------------------------|---------------|------|------|------|------|------|---------------|------|------|------|------|------|
| <u>B-26</u>                     |               |      |      |      |      |      |               |      |      |      |      |      |
| Possessed . . . . .             | 107           | 113  | 138  | 125  | 100  | 109  | 103           | 103  | 131  | 155  | 179  | 186  |
| Combat Ready . . . . .          | 90            | 96   | 116  | 110  | 89   | 81   | 75            | 75   | 90   | 113  | 132  | 136  |
| Per Cent Combat Ready . . . . . | 84.1          | 85.0 | 84.1 | 88.0 | 89.0 | 74.3 | 72.8          | 72.8 | 68.7 | 72.9 | 73.7 | 73.1 |
| <u>B-29</u>                     |               |      |      |      |      |      |               |      |      |      |      |      |
| Possessed . . . . .             | 89            | 87   | 89   | 89   | 86   | 96   | 93            | 88   | 97   | 104  | 106  | 100  |
| Combat Ready . . . . .          | 88            | 85   | 88   | 85   | 79   | 86   | 83            | 82   | 85   | 79   | 88   | 86   |
| Per Cent Combat Ready . . . . . | 98.9          | 97.7 | 98.9 | 95.5 | 91.9 | 89.6 | 89.2          | 93.2 | 87.6 | 76.0 | 83.0 | 86.0 |
| <u>F-51</u>                     |               |      |      |      |      |      |               |      |      |      |      |      |
| Possessed . . . . .             | 116           | 121  | 115  | 109  | 118  | 139  | 139           | 127  | 128  | 133  | 101  | 99   |
| Combat Ready . . . . .          | 89            | 89   | 90   | 90   | 90   | 103  | 103           | 105  | 103  | 104  | 79   | 73   |
| Per Cent Combat Ready . . . . . | 76.7          | 73.6 | 78.3 | 82.6 | 76.3 | 74.1 | 74.1          | 82.7 | 80.5 | 78.2 | 78.2 | 73.7 |
| <u>F-80</u>                     |               |      |      |      |      |      |               |      |      |      |      |      |
| Possessed . . . . .             | 236           | 191  | 207  | 233  | 221  | 138  | 127           | 135  | 120  | 118  | 118  | 116  |
| Combat Ready . . . . .          | 189           | 159  | 133  | 152  | 148  | 108  | 77            | 75   | 85   | 94   | 92   | 91   |
| Per Cent Combat Ready . . . . . | 80.1          | 83.2 | 64.3 | 65.2 | 67.0 | 78.3 | 60.6          | 55.6 | 70.8 | 79.7 | 78.0 | 78.4 |
| <u>F-84</u>                     |               |      |      |      |      |      |               |      |      |      |      |      |
| Possessed . . . . .             | 185           | 211  | 225  | 227  | 231  | 233  | 205           | 226  | 221  | 201  | 218  | 206  |
| Combat Ready . . . . .          | 141           | 155  | 174  | 200  | 205  | 183  | 153           | 145  | 145  | 144  | 171  | 152  |
| Per Cent Combat Ready . . . . . | 76.2          | 73.5 | 77.3 | 88.1 | 88.7 | 78.5 | 74.6          | 64.2 | 65.6 | 71.6 | 78.4 | 73.8 |
| <u>F-86</u>                     |               |      |      |      |      |      |               |      |      |      |      |      |
| Possessed . . . . .             | 88            | 82   | 90   | 85   | 116  | 201  | 217           | 210  | 201  | 178  | 202  | 223  |
| Combat Ready . . . . .          | 82            | 69   | 75   | 62   | 74   | 133  | 156           | 170  | 162  | 140  | 148  | 173  |
| Per Cent Combat Ready . . . . . | 93.2          | 84.1 | 83.3 | 72.9 | 63.8 | 66.2 | 71.9          | 81.0 | 80.6 | 78.7 | 73.3 | 77.6 |
| <u>T-6-IT-6</u>                 |               |      |      |      |      |      |               |      |      |      |      |      |
| Possessed . . . . .             | 88            | 81   | 90   | 97   | 100  | 115  | 122           | 118  | 93   | 83   | 89   | 93   |
| Combat Ready . . . . .          | 62            | 62   | 52   | 41   | 40   | 33   | 38            | 42   | 38   | 46   | 57   | 69   |
| Per Cent Combat Ready . . . . . | 70.5          | 76.5 | 57.8 | 42.3 | 40.0 | 28.7 | 31.1          | 35.6 | 40.9 | 55.4 | 64.0 | 74.2 |

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 9 - TACTICAL AIR CREW PERSONNEL RETIRED BY NUMBER OF SORTIES FLOWN AT COMPLETION OF TOUR OF DUTY - JAN 1951 THROUGH JUN 1952

| Crew Position By Type and Model of Aircraft      | Total        | 50 And Below | 51 through 60 | 61 through 70 | 71 through 80 | 81 through 90 | 91 through 100 | 101 through 150 | Over 150  |
|--|--------------|--------------|---------------|---------------|---------------|---------------|----------------|-----------------|-----------|
| <u>Retired - Total</u> . . . . .                 | <u>7,742</u> | <u>3,751</u> | <u>1,336</u>  | <u>697</u>    | <u>179</u>    | <u>154</u>    | <u>616</u>     | <u>948</u>      | <u>61</u> |
| <u>Fighter - Total</u> . . . . .                 | <u>1,116</u> | <u>56</u>    | <u>10</u>     | <u>22</u>     | <u>27</u>     | <u>31</u>     | <u>382</u>     | <u>577</u>      | <u>11</u> |
| F-51 Pilot . . . . .                             | 253          | 7            | 1             | 3             | 6             | 5             | 138            | 89              | 4         |
| F-80 Pilot . . . . .                             | 448          | 16           | 1             | 10            | 10            | 7             | 132            | 265             | 7         |
| F-84 Pilot . . . . .                             | 242          | 13           | 2             | 4             | 6             | 9             | 85             | 123             | -         |
| F-86 Pilot . . . . .                             | 170          | 18           | 5             | 5             | 5             | 10            | 27             | 100             | -         |
| F-94 Aircraft Observer Radar Interceptor         | 3            | 2            | 1             | -             | -             | -             | -              | -               | -         |
| <u>Bomber - Total</u> . . . . .                  | <u>3,960</u> | <u>2,321</u> | <u>1,033</u>  | <u>511</u>    | <u>84</u>     | <u>2</u>      | <u>8</u>       | <u>1</u>        | <u>-</u>  |
| <u>B-26 - Total</u> . . . . .                    | <u>1,298</u> | <u>100</u>   | <u>797</u>    | <u>341</u>    | <u>58</u>     | <u>1</u>      | <u>1</u>       | <u>-</u>        | <u>-</u>  |
| Pilot . . . . .                                  | 389          | 34           | 243           | 102           | 10            | -             | -              | -               | -         |
| Aircraft Observer Navigator . . . . .            | 381          | 17           | 256           | 94            | 14            | -             | -              | -               | -         |
| Aircraft Observer Navigator Bombardier . . . . . | 167          | 9            | 92            | 54            | 12            | -             | -              | -               | -         |
| Aircraft Observer Radar Operator . . . . .       | 7            | -            | 4             | 3             | -             | -             | -              | -               | -         |
| Aircraft Observer Bombardier . . . . .           | 66           | 10           | 47            | 5             | 4             | -             | -              | -               | -         |
| Turret Systems Mechanic Gunner . . . . .         | 288          | 30           | 155           | 83            | 18            | 1             | 1              | -               | -         |
| <u>B-29 - Total</u> . . . . .                    | <u>2,662</u> | <u>2,221</u> | <u>236</u>    | <u>170</u>    | <u>26</u>     | <u>1</u>      | <u>7</u>       | <u>1</u>        | <u>-</u>  |
| Pilot . . . . .                                  | 492          | 389          | 64            | 29            | 5             | 1             | 3              | 1               | -         |
| Aircraft Observer Navigator . . . . .            | 208          | 173          | 17            | 15            | 2             | -             | 1              | -               | -         |
| Aircraft Observer Bombardier . . . . .           | 216          | 169          | 25            | 19            | 1             | -             | 2              | -               | -         |
| Aircraft Observer Navigator Bombardier . . . . . | 51           | 28           | 7             | 14            | 1             | -             | 1              | -               | -         |
| Aircraft Observer Radar Operator . . . . .       | 143          | 138          | 5             | -             | -             | -             | -              | -               | -         |
| Aircraft Radio Operator . . . . .                | 263          | 213          | 32            | 16            | 2             | -             | -              | -               | -         |
| Turret Systems Mechanic Gunner . . . . .         | 1,039        | 900          | 67            | 63            | 9             | -             | -              | -               | -         |
| Flight Engineer Technician . . . . .             | 249          | 210          | 19            | 14            | 6             | -             | -              | -               | -         |
| Aerial Photographer . . . . .                    | 1            | 1            | -             | -             | -             | -             | -              | -               | -         |
| <u>Reconnaissance - Total</u> . . . . .          | <u>641</u>   | <u>201</u>   | <u>194</u>    | <u>91</u>     | <u>11</u>     | <u>18</u>     | <u>78</u>      | <u>47</u>       | <u>1</u>  |
| RF-51 Pilot . . . . .                            | 70           | 3            | 1             | 1             | -             | 1             | 39             | 24              | 1         |
| RF-80 Pilot . . . . .                            | 55           | 3            | -             | -             | 1             | 2             | 26             | 23              | -         |
| <u>RB-26 - Total</u> . . . . .                   | <u>363</u>   | <u>68</u>    | <u>171</u>    | <u>87</u>     | <u>10</u>     | <u>15</u>     | <u>12</u>      | <u>-</u>        | <u>-</u>  |
| Pilot . . . . .                                  | 98           | 16           | 44            | 21            | 3             | 5             | 9              | -               | -         |
| Aircraft Observer Navigator . . . . .            | 18           | -            | 13            | 1             | 3             | 1             | -              | -               | -         |
| Aircraft Observer Navigator Bombardier . . . . . | 204          | 38           | 99            | 54            | 1             | 9             | 3              | -               | -         |
| Weather Officer Reconnaissance . . . . .         | 9            | 1            | 1             | 5             | 2             | -             | -              | -               | -         |
| Senior Aircraft Radio Operator . . . . .         | 27           | 9            | 14            | 4             | -             | -             | -              | -               | -         |
| Air Traffic Control Technician . . . . .         | 3            | -            | -             | 2             | 1             | -             | -              | -               | -         |
| Meteorological Technician . . . . .              | 4            | 4            | -             | -             | -             | -             | -              | -               | -         |
| <u>RB-29 - Total</u> . . . . .                   | <u>153</u>   | <u>127</u>   | <u>22</u>     | <u>3</u>      | <u>-</u>      | <u>-</u>      | <u>1</u>       | <u>-</u>        | <u>-</u>  |
| Pilot . . . . .                                  | 22           | 17           | 4             | 1             | -             | -             | -              | -               | -         |
| Aircraft Observer Navigator . . . . .            | 16           | 13           | 3             | -             | -             | -             | -              | -               | -         |
| Aircraft Observer Radar Operator . . . . .       | 13           | 11           | 1             | 1             | -             | -             | -              | -               | -         |
| Aircraft Observer Bombardier . . . . .           | 2            | 2            | -             | -             | -             | -             | -              | -               | -         |
| Flight Engineer . . . . .                        | 3            | 2            | -             | -             | -             | -             | 1              | -               | -         |
| Electronic Countermeasure Officer . . . . .      | 3            | 3            | -             | -             | -             | -             | -              | -               | -         |
| Flight Engineer Technician . . . . .             | 10           | 8            | 2             | -             | -             | -             | -              | -               | -         |
| Aircraft Radio Operator . . . . .                | 14           | 13           | 1             | -             | -             | -             | -              | -               | -         |
| Turret Systems Mechanic Gunner . . . . .         | 48           | 40           | 7             | 1             | -             | -             | -              | -               | -         |
| Aerial Photographer . . . . .                    | 16           | 13           | 3             | -             | -             | -             | -              | -               | -         |
| Aerial Photographer Technician . . . . .         | 6            | 5            | 1             | -             | -             | -             | -              | -               | -         |
| <u>Other Reconnaissance - Total</u> . . . . .    | <u>94</u>    | <u>55</u>    | <u>14</u>     | <u>21</u>     | <u>2</u>      | <u>1</u>      | <u>-</u>       | <u>-</u>        | <u>-</u>  |
| <u>Transports - Total</u> . . . . .              | <u>1,630</u> | <u>1,012</u> | <u>70</u>     | <u>38</u>     | <u>43</u>     | <u>91</u>     | <u>88</u>      | <u>243</u>      | <u>45</u> |
| <u>Other - Total</u> . . . . .                   | <u>301</u>   | <u>106</u>   | <u>15</u>     | <u>14</u>     | <u>11</u>     | <u>11</u>     | <u>60</u>      | <u>80</u>       | <u>4</u>  |

Source: Personnel Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE 10- USAF PERSONNEL (ASSIGNED, OPERATIONAL, AND OTHER) ON DUTY IN FEAF - FY 1952

| Personnel                                     | June<br>(1950) | June<br>(1951)    | July<br>(1951) | August         | September      | October        | November       |
|---|----------------|-------------------|----------------|----------------|----------------|----------------|----------------|
| <u>Personnel - Total</u> . . . . .            | <u>54,477</u>  | <u>92,549</u>     | <u>92,601</u>  | <u>93,667</u>  | <u>99,798</u>  | <u>102,214</u> | <u>104,909</u> |
| <u>Officer - Total</u> . . . . .              | <u>5,067</u>   | <u>11,117</u>     | <u>11,483</u>  | <u>11,546</u>  | <u>11,993</u>  | <u>12,116</u>  | <u>12,354</u>  |
| <u>Enlisted - Total</u> . . . . .             | <u>39,610</u>  | <u>70,232</u>     | <u>69,837</u>  | <u>70,797</u>  | <u>76,514</u>  | <u>78,476</u>  | <u>80,771</u>  |
| <u>Civilian Assigned to FEAF - Total</u> . .  | <u>9,792</u>   | <u>11,200</u>     | <u>11,281</u>  | <u>11,324</u>  | <u>11,291</u>  | <u>11,622</u>  | <u>11,784</u>  |
| <u>Military Assigned to FEAF - Total</u> . .  | <u>35,122</u>  | <u>62,555</u>     | <u>61,447</u>  | <u>61,298</u>  | <u>67,698</u>  | <u>68,844</u>  | <u>71,300</u>  |
| Officer . . . . .                             | 3,733          | 8,157             | 8,290          | 8,333          | 8,802          | 8,804          | 8,997          |
| Enlisted . . . . .                            | 31,389         | 54,398            | 53,157         | 52,965         | 58,896         | 60,040         | 62,303         |
| <u>Operational Control FEAF - Total</u> . . . | <u>2,178</u>   | <u>10,336</u>     | <u>11,288</u>  | <u>12,659</u>  | <u>12,259</u>  | <u>12,742</u>  | <u>12,543</u>  |
| Officer . . . . .                             | 393            | 1,946             | 2,174          | 2,213          | 2,163          | 2,255          | 2,205          |
| Enlisted . . . . .                            | 1,785          | 8,390             | 9,114          | 10,446         | 10,096         | 10,487         | 10,338         |
| <u>FEAF - Other - Total</u> . . . . .         | <u>7,385</u>   | <u>8,458</u>      | <u>8,985</u>   | <u>8,986</u>   | <u>8,550</u>   | <u>9,006</u>   | <u>9,282</u>   |
| Officer . . . . .                             | 941            | 1,014             | 1,019          | 1,000          | 1,028          | 1,057          | 1,152          |
| Enlisted . . . . .                            | 6,444          | 7,444             | 7,566          | 7,386          | 7,522          | 7,949          | 8,130          |
|   | December       | January<br>(1952) | February       | March          | April          | May            | June           |
| <u>Personnel - Total</u> . . . . .            | <u>111,185</u> | <u>110,338</u>    | <u>113,399</u> | <u>115,024</u> | <u>118,158</u> | <u>118,998</u> | <u>124,551</u> |
| <u>Officer - Total</u> . . . . .              | <u>12,426</u>  | <u>12,225</u>     | <u>12,187</u>  | <u>13,062</u>  | <u>13,891</u>  | <u>13,851</u>  | <u>13,915</u>  |
| <u>Enlisted - Total</u> . . . . .             | <u>86,975</u>  | <u>86,341</u>     | <u>89,180</u>  | <u>89,841</u>  | <u>91,873</u>  | <u>93,207</u>  | <u>98,823</u>  |
| <u>Civilian Assigned to FEAF - Total</u> . .  | <u>11,784</u>  | <u>11,772</u>     | <u>12,032</u>  | <u>12,121</u>  | <u>12,394</u>  | <u>11,940</u>  | <u>11,813</u>  |
| <u>Military Assigned to FEAF - Total</u> . .  | <u>76,523</u>  | <u>75,199</u>     | <u>77,247</u>  | <u>78,409</u>  | <u>81,121</u>  | <u>80,622</u>  | <u>86,347</u>  |
| Officer . . . . .                             | 9,106          | 8,913             | 8,968          | 9,658          | 10,327         | 10,055         | 10,055         |
| Enlisted . . . . .                            | 67,417         | 66,286            | 68,279         | 68,751         | 70,794         | 70,567         | 76,292         |
| <u>Operational Control FEAF - Total</u> . . . | <u>13,338</u>  | <u>13,835</u>     | <u>13,848</u>  | <u>13,073</u>  | <u>14,787</u>  | <u>15,176</u>  | <u>15,117</u>  |
| Officer . . . . .                             | 2,243          | 2,127             | 2,035          | 2,162          | 2,451          | 2,474          | 2,520          |
| Enlisted . . . . .                            | 11,095         | 11,708            | 11,813         | 10,911         | 12,336         | 12,702         | 12,597         |
| <u>FEAF - Other - Total</u> . . . . .         | <u>9,540</u>   | <u>9,532</u>      | <u>10,272</u>  | <u>11,421</u>  | <u>9,856</u>   | <u>11,260</u>  | <u>11,274</u>  |
| Officer . . . . .                             | 1,077          | 1,185             | 1,184          | 1,242          | 1,113          | 1,322          | 1,340          |
| Enlisted . . . . .                            | 8,463          | 8,347             | 9,088          | 10,179         | 8,743          | 9,938          | 9,934          |

Source: Personnel Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE 11 - AIR FORCE AND SCARWAF STRENGTH IN FEAF - FY 1952

| Date                    | Authorized |           |         | Assigned |           |         |
|-------------------------|------------|-----------|---------|----------|-----------|---------|
|                         | Total      | Air Force | SCARWAF | Total    | Air Force | SCARWAF |
| TOTAL USAF              |            |           |         |          |           |         |
| July (1951)             | 73,518     | 66,407    | 7,111   | 59,967   | 54,838    | 5,129   |
| August                  | 74,490     | 67,379    | 7,111   | 60,067   | 55,068    | 4,999   |
| September <sup>a/</sup> | 80,784     | 72,485    | 8,299   | 69,124   | 62,614    | 6,510   |
| October                 | 85,366     | 77,064    | 8,302   | 71,888   | 64,986    | 6,902   |
| November                | 87,536     | 79,234    | 8,302   | 74,818   | 68,057    | 6,761   |
| December                | 89,407     | 80,108    | 9,299   | 78,930   | 71,498    | 7,432   |
| January (1952)          | 92,527     | 83,073    | 9,454   | 80,582   | 73,519    | 7,063   |
| February                | 94,727     | 85,273    | 9,454   | 82,838   | 75,249    | 7,589   |
| March                   | 94,825     | 85,541    | 9,284   | 81,640   | 74,245    | 7,395   |
| April                   | 94,859     | 85,558    | 9,301   | 86,813   | 79,134    | 7,679   |
| May                     | 96,604     | 87,286    | 9,318   | 88,954   | 80,427    | 8,527   |
| June                    | 97,474     | 87,654    | 9,820   | 91,789   | 81,586    | 10,203  |
| OFFICER                 |            |           |         |          |           |         |
| July (1951)             | 9,273      | 8,954     | 319     | 7,993    | 7,739     | 254     |
| August                  | 9,456      | 9,137     | 319     | 8,134    | 7,888     | 246     |
| September <sup>a/</sup> | 10,082     | 9,712     | 370     | 8,977    | 8,669     | 308     |
| October                 | 10,853     | 10,480    | 373     | 9,744    | 9,459     | 285     |
| November                | 11,025     | 10,652    | 373     | 9,896    | 9,582     | 314     |
| December                | 11,164     | 10,746    | 418     | 9,941    | 9,577     | 364     |
| January (1952)          | 11,490     | 11,066    | 424     | 10,011   | 9,677     | 334     |
| February                | 11,723     | 11,299    | 424     | 9,837    | 9,532     | 305     |
| March                   | 11,835     | 11,415    | 420     | 10,284   | 9,978     | 306     |
| April                   | 11,835     | 11,415    | 420     | 11,133   | 10,833    | 300     |
| May                     | 12,043     | 11,624    | 419     | 11,490   | 11,122    | 368     |
| June                    | 12,084     | 11,595    | 489     | 11,333   | 10,914    | 419     |
| ENLISTED                |            |           |         |          |           |         |
| July (1951)             | 64,245     | 57,453    | 6,792   | 51,974   | 47,099    | 4,875   |
| August                  | 65,034     | 58,242    | 6,792   | 51,933   | 47,180    | 4,753   |
| September <sup>a/</sup> | 70,702     | 62,773    | 7,929   | 60,147   | 53,945    | 6,202   |
| October                 | 74,513     | 66,584    | 7,929   | 62,144   | 55,527    | 6,617   |
| November                | 76,511     | 68,582    | 7,929   | 64,922   | 58,475    | 6,447   |
| December                | 78,243     | 69,362    | 8,881   | 68,989   | 61,921    | 7,068   |
| January (1952)          | 81,037     | 72,007    | 9,030   | 70,571   | 63,842    | 6,729   |
| February                | 83,004     | 73,974    | 9,030   | 73,001   | 65,717    | 7,284   |
| March                   | 82,990     | 74,126    | 8,864   | 71,356   | 64,267    | 7,089   |
| April                   | 83,024     | 74,143    | 8,881   | 75,680   | 68,301    | 7,379   |
| May                     | 84,561     | 75,662    | 8,899   | 77,464   | 69,305    | 8,159   |
| June                    | 85,390     | 76,059    | 9,331   | 80,456   | 70,672    | 9,784   |

<sup>a/</sup> Units attached to FEAF for all purposes included in FEAF strength effective, September 1951.

Source: Personnel Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE 12 - AUTHORIZED AND EMPLOYED STRENGTH OF CIVILIAN PERSONNEL IN FEAF - FY 1952

| Personnel  | Jun<br>(1951) | Jul           | Aug           | Sep           | Oct           | Nov           | Dec           |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| US Citizens, Territorial Citizens, Non-Citizens a/   |               |               |               |               |               |               |               |
| <u>Authorized Strength - Total</u> . . . . .         | <u>11,475</u> | <u>11,991</u> | <u>12,134</u> | <u>12,276</u> | <u>11,746</u> | <u>11,658</u> | <u>11,928</u> |
| <u>Employed Strength - Total</u> . . . . .           | <u>11,200</u> | <u>11,281</u> | <u>11,324</u> | <u>11,291</u> | <u>11,622</u> | <u>11,784</u> | <u>11,784</u> |
| Continental US Citizens . . . . .                    | 2,700         | 2,753         | 2,693         | 2,681         | 2,716         | 2,788         | 2,788         |
| Citizens of US Territories and Possessions . . . . . | 179           | 178           | 330           | 321           | 309           | 319           | 319           |
| Non-US Citizens . . . . .                            | 8,321         | 8,350         | 8,301         | 8,289         | 8,597         | 8,677         | 8,677         |
| Indigenous Personnel b/                              |               |               |               |               |               |               |               |
| <u>Employed Strength - Total</u> . . . . .           | <u>4,048</u>  | <u>57,128</u> | <u>53,269</u> | <u>53,552</u> | <u>55,420</u> | <u>54,200</u> | <u>51,823</u> |
| Japanese . . . . .                                   | -             | 53,123        | 49,384        | 49,746        | 51,845        | 50,479        | 48,120        |
| Okinavans . . . . .                                  | 4,048         | 4,005         | 3,885         | 3,806         | 3,575         | 3,721         | 3,703         |

| Personnel  | Jan<br>(1952) | Feb           | Mar           | Apr           | May           | Jun           |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| US Citizens, Territorial Citizens, Non-Citizens a/   |               |               |               |               |               |               |
| <u>Authorized Strength - Total</u> . . . . .         | <u>12,890</u> | <u>12,935</u> | <u>12,980</u> | <u>13,102</u> | <u>13,132</u> | <u>13,172</u> |
| <u>Employed Strength - Total</u> . . . . .           | <u>11,772</u> | <u>12,032</u> | <u>12,121</u> | <u>12,394</u> | <u>11,940</u> | <u>11,813</u> |
| Continental US Citizens . . . . .                    | 2,716         | 2,639         | 2,631         | 2,684         | 2,586         | 2,567         |
| Citizens of US Territories and Possessions . . . . . | 335           | 339           | 384           | 370           | 311           | 306           |
| Non-US Citizens . . . . .                            | 8,721         | 9,054         | 9,106         | 9,340         | 9,043         | 8,940         |
| Indigenous Personnel b/                              |               |               |               |               |               |               |
| <u>Employed Strength - Total</u> . . . . .           | <u>50,460</u> | <u>50,517</u> | <u>49,049</u> | <u>48,185</u> | <u>47,352</u> | <u>47,330</u> |
| Japanese . . . . .                                   | 46,792        | 46,907        | 45,418        | 44,484        | 43,726        | 43,698        |
| Okinavans . . . . .                                  | 3,668         | 3,610         | 3,631         | 3,701         | 3,626         | 3,632         |

a/ Employees who are paid from 01, "Personal Services" funds.

b/ Employees who are paid from 07, "Other Contractual Services" funds.

Source: Personnel Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE B - USAF KOREAN BATTLE CASUALTIES BY TYPE OF CASUALTY,  
BY TYPE OF PERSONNEL - FY 1952

(These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. KIA - Killed in Action; MIA - Missing in Action; DOW - Died of Wounds Received in Action; POW - Prisoner of War.)

| Specified Period  | Total | Deaths |     |            |     | Wounded |                |                                   | Missing |                             |                              |             |          |      |                           |
|---|-------|--------|-----|------------|-----|---------|----------------|-----------------------------------|---------|-----------------------------|------------------------------|-------------|----------|------|---------------------------|
|   |       | Total  | KIA | MIA to KIA | DOW | Total   | Died of Wounds | Returned to Duty, Evacuated, Etc. | Total   | Missing to Killed in Action | Returned to Military Control |             |          | POW  | Net Missing During Period |
|   |       |        |     |            |     |         |                |                                   |         |                             | To Duty                      | With Wounds | From POW |      |                           |
|   |       |        |     |            |     |         |                |                                   |         |                             |                              |             |          |      |                           |
| (1)   | (2)   | (3)    | (4) | (5)        | (6) | (7)     | (8)            | (9)                               | (10)    | (11)                        | (12)                         | (13)        | (14)     | (15) |                           |
| CASUALTIES RESULTING FROM AIR AND GROUND OPERATIONS - OFFICERS AND AIRMEN |       |        |     |            |     |         |                |                                   |         |                             |                              |             |          |      |                           |
| Total . . .   | 601   | 142    | 46  | 96         | -   | 102     | -              | 102                               | 453     | 96                          | 10                           | -           | -        | 1    | 346                       |
| July(1951) . . .  | 40    | 19     | 3   | 16         | -   | 6       | -              | 6                                 | 31      | 16                          | -                            | -           | -        | -    | 15                        |
| August . . .  | 50    | 14     | 4   | 10         | -   | 8       | -              | 8                                 | 38      | 10                          | -                            | -           | -        | -    | 28                        |
| September . . .   | 56    | 10     | 6   | 4          | -   | 9       | -              | 9                                 | 41      | 4                           | 2                            | -           | -        | -    | 35                        |
| October . . .   | 117   | 33     | 13  | 20         | -   | 35      | -              | 35                                | 69      | 20                          | 7                            | -           | -        | -    | 42                        |
| November . . .  | 32    | 6      | 1   | 5          | -   | 10      | -              | 10                                | 21      | 5                           | -                            | -           | -        | -    | 16                        |
| December . . .  | 32    | 11     | 2   | 9          | -   | 2       | -              | 2                                 | 28      | 9                           | -                            | -           | -        | -    | 19                        |
| Jan(1952) . . .   | 61    | 12     | 3   | 9          | -   | 5       | -              | 5                                 | 53      | 9                           | -                            | -           | -        | -    | 44                        |
| February . . .  | 54    | 10     | 4   | 6          | -   | 6       | -              | 6                                 | 44      | 6                           | -                            | -           | -        | -    | 38                        |
| March . . .   | 33    | 12     | 3   | 9          | -   | 2       | -              | 2                                 | 28      | 9                           | -                            | -           | -        | -    | 19                        |
| April . . .   | 30    | 2      | 1   | 1          | -   | 7       | -              | 7                                 | 22      | 1                           | -                            | -           | -        | 1    | 20                        |
| May . . .   | 46    | 7      | 1   | 6          | -   | 9       | -              | 9                                 | 36      | 6                           | -                            | -           | -        | -    | 30                        |
| June . . .  | 50    | 6      | 5   | 1          | -   | 3       | -              | 3                                 | 42      | 1                           | 1                            | -           | -        | -    | 40                        |
| CASUALTIES RESULTING FROM AIR AND GROUND OPERATIONS - OFFICERS ONLY       |       |        |     |            |     |         |                |                                   |         |                             |                              |             |          |      |                           |
| Total . . .   | 481   | 127    | 36  | 91         | -   | 81      | -              | 81                                | 364     | 91                          | 7                            | -           | -        | -    | 266                       |
| July(1951) . . .  | 37    | 19     | 3   | 16         | -   | 6       | -              | 6                                 | 28      | 16                          | -                            | -           | -        | -    | 12                        |
| August . . .  | 40    | 13     | 3   | 10         | -   | 7       | -              | 7                                 | 30      | 10                          | -                            | -           | -        | -    | 20                        |
| September . . .   | 46    | 8      | 4   | 4          | -   | 8       | -              | 8                                 | 34      | 4                           | 1                            | -           | -        | -    | 29                        |
| October . . .   | 76    | 23     | 8   | 15         | -   | 22      | -              | 22                                | 46      | 15                          | 5                            | -           | -        | -    | 26                        |
| November . . .  | 29    | 6      | 1   | 5          | -   | 8       | -              | 8                                 | 20      | 5                           | -                            | -           | -        | -    | 15                        |
| December . . .  | 30    | 11     | 2   | 9          | -   | 2       | -              | 2                                 | 26      | 9                           | -                            | -           | -        | -    | 17                        |
| Jan(1952) . . .   | 50    | 12     | 3   | 9          | -   | 5       | -              | 5                                 | 42      | 9                           | -                            | -           | -        | -    | 33                        |
| February . . .  | 44    | 10     | 4   | 6          | -   | 5       | -              | 5                                 | 35      | 6                           | -                            | -           | -        | -    | 29                        |
| March . . .   | 30    | 12     | 3   | 9          | -   | 2       | -              | 2                                 | 25      | 9                           | -                            | -           | -        | -    | 16                        |
| April . . .   | 26    | 2      | 1   | 1          | -   | 5       | -              | 5                                 | 20      | 1                           | -                            | -           | -        | -    | 19                        |
| May . . .   | 42    | 7      | 1   | 6          | -   | 8       | -              | 8                                 | 33      | 6                           | -                            | -           | -        | -    | 27                        |
| June . . .  | 31    | 4      | 3   | 1          | -   | 3       | -              | 3                                 | 25      | 1                           | 1                            | -           | -        | -    | 23                        |
| CASUALTIES RESULTING FROM AIR AND GROUND OPERATIONS - AIRMEN ONLY         |       |        |     |            |     |         |                |                                   |         |                             |                              |             |          |      |                           |
| Total . . .   | 120   | 15     | 10  | 2          | -   | 21      | -              | 21                                | 89      | 2                           | 2                            | -           | -        | 1    | 80                        |
| July(1951) . . .  | 3     | -      | -   | -          | -   | -       | -              | -                                 | 3       | -                           | -                            | -           | -        | -    | 3                         |
| August . . .  | 10    | 1      | 1   | -          | -   | 1       | -              | 1                                 | 8       | -                           | -                            | -           | -        | -    | 8                         |
| September . . .   | 10    | 2      | 2   | -          | -   | 1       | -              | 1                                 | 7       | -                           | 1                            | -           | -        | -    | 6                         |
| October . . .   | 41    | 10     | 5   | 5          | -   | 13      | -              | 13                                | 23      | 5                           | 2                            | -           | -        | -    | 16                        |
| November . . .  | 3     | -      | -   | -          | -   | 2       | -              | 2                                 | 1       | -                           | -                            | -           | -        | -    | 1                         |
| December . . .  | 2     | -      | -   | -          | -   | -       | -              | -                                 | 2       | -                           | -                            | -           | -        | -    | 2                         |
| Jan(1952) . . .   | 11    | -      | -   | -          | -   | -       | -              | -                                 | 11      | -                           | -                            | -           | -        | -    | 11                        |
| February . . .  | 10    | -      | -   | -          | -   | 1       | -              | 1                                 | 9       | -                           | -                            | -           | -        | -    | 9                         |
| March . . .   | 3     | -      | -   | -          | -   | -       | -              | -                                 | 3       | -                           | -                            | -           | -        | -    | 3                         |
| April . . .   | 4     | -      | -   | -          | -   | 2       | -              | 2                                 | 2       | -                           | -                            | -           | -        | 1    | 1                         |
| May . . .   | 4     | -      | -   | -          | -   | 1       | -              | 1                                 | 3       | -                           | -                            | -           | -        | -    | 3                         |
| June . . .  | 19    | 2      | 2   | -          | -   | -       | -              | -                                 | 17      | -                           | -                            | -           | -        | -    | 17                        |

(Continued)

TABLE 13 - USAF KOREAN BATTLE CASUALTIES BY TYPE OF CASUALTY,  
BY TYPE OF PERSONNEL - FY 1952 - CONTINUED

(These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. KIA - Killed in Action; MIA - Missing in Action; DOW - Died of Wounds Received in Action; POW - Prisoner of War.)

| Specified Period   | Deaths     |            |           |            | Wounded |           |                | Missing                           |            |                             |                              |             |          |          |                           |
|--|------------|------------|-----------|------------|---------|-----------|----------------|-----------------------------------|------------|-----------------------------|------------------------------|-------------|----------|----------|---------------------------|
|  | Total      | Total      | KIA       | MIA to KIA | DOW     | Total     | Died of Wounds | Returned to Duty, Evacuated, Etc. | Total      | Missing to Killed in Action | Returned to Military Control |             |          | POW      | Net Missing During Period |
|  |            |            |           |            |         |           |                |                                   |            |                             | To Duty                      | With Wounds | From POW |          |                           |
|  | a/         | b/         | c/        | c/         | b/      | c/        | d/             | b/                                | c/         | (11)                        | (12)                         | (13)        | (14)     | (15)     |                           |
| (1)  | (2)        | (3)        | (4)       | (5)        | (6)     | (7)       | (8)            | (9)                               | (10)       | (11)                        | (12)                         | (13)        | (14)     | (15)     |                           |
| CASUALTIES RESULTING FROM AIR OPERATIONS - OFFICERS AND AIRMEN (Continued) |            |            |           |            |         |           |                |                                   |            |                             |                              |             |          |          |                           |
| <u>Total</u> . . .   | <u>591</u> | <u>139</u> | <u>43</u> | <u>96</u>  | -       | <u>26</u> | -              | <u>26</u>                         | <u>452</u> | <u>26</u>                   | <u>2</u>                     | -           | -        | <u>1</u> | <u>246</u>                |
| July(1951)   | 39         | 19         | 3         | 16         | -       | 5         | -              | 5                                 | 31         | 16                          | -                            | -           | -        | -        | 15                        |
| August . . .   | 48         | 13         | 3         | 10         | -       | 7         | -              | 7                                 | 38         | 10                          | -                            | -           | -        | -        | 28                        |
| September . . .  | 54         | 10         | 6         | 4          | -       | 8         | -              | 8                                 | 40         | 4                           | 1                            | -           | -        | -        | 35                        |
| October . . .  | 116        | 33         | 13        | 20         | -       | 34        | -              | 34                                | 69         | 20                          | 7                            | -           | -        | -        | 42                        |
| November . . .   | 31         | 6          | 1         | 5          | -       | 9         | -              | 9                                 | 21         | 5                           | -                            | -           | -        | -        | 16                        |
| December . . .   | 32         | 11         | 2         | 9          | -       | 2         | -              | 2                                 | 28         | 9                           | -                            | -           | -        | -        | 19                        |
| Jan(1952) . . .  | 61         | 12         | 3         | 9          | -       | 5         | -              | 5                                 | 53         | 9                           | -                            | -           | -        | -        | 44                        |
| February . . .   | 54         | 10         | 4         | 6          | -       | 6         | -              | 6                                 | 44         | 6                           | -                            | -           | -        | -        | 38                        |
| March . . .  | 33         | 12         | 3         | 9          | -       | 2         | -              | 2                                 | 28         | 9                           | -                            | -           | -        | -        | 19                        |
| April . . .  | 29         | 2          | 1         | 1          | -       | 6         | -              | 6                                 | 22         | 1                           | -                            | -           | -        | 1        | 20                        |
| May . . .  | 46         | 7          | 1         | 6          | -       | 9         | -              | 9                                 | 36         | 6                           | -                            | -           | -        | -        | 30                        |
| June . . .   | 48         | 4          | 3         | 1          | -       | 3         | -              | 3                                 | 42         | 1                           | 1                            | -           | -        | -        | 40                        |
| CASUALTIES RESULTING FROM AIR OPERATIONS - OFFICERS ONLY                   |            |            |           |            |         |           |                |                                   |            |                             |                              |             |          |          |                           |
| <u>Total</u> . . .   | <u>479</u> | <u>127</u> | <u>36</u> | <u>91</u>  | -       | <u>72</u> | -              | <u>72</u>                         | <u>364</u> | <u>21</u>                   | <u>7</u>                     | -           | -        | -        | <u>266</u>                |
| July(1951)   | 36         | 19         | 3         | 16         | -       | 5         | -              | 5                                 | 28         | 16                          | -                            | -           | -        | -        | 12                        |
| August . . .   | 40         | 13         | 3         | 10         | -       | 7         | -              | 7                                 | 30         | 10                          | -                            | -           | -        | -        | 20                        |
| September . . .  | 46         | 8          | 4         | 4          | -       | 8         | -              | 8                                 | 34         | 4                           | 1                            | -           | -        | -        | 29                        |
| October . . .  | 76         | 23         | 8         | 15         | -       | 22        | -              | 22                                | 46         | 15                          | 5                            | -           | -        | -        | 26                        |
| November . . .   | 28         | 6          | 1         | 5          | -       | 7         | -              | 7                                 | 20         | 5                           | -                            | -           | -        | -        | 15                        |
| December . . .   | 30         | 11         | 2         | 9          | -       | 2         | -              | 2                                 | 26         | 9                           | -                            | -           | -        | -        | 17                        |
| Jan(1952) . . .  | 50         | 12         | 3         | 9          | -       | 5         | -              | 5                                 | 42         | 9                           | -                            | -           | -        | -        | 33                        |
| February . . .   | 44         | 10         | 4         | 6          | -       | 5         | -              | 5                                 | 35         | 6                           | -                            | -           | -        | -        | 29                        |
| March . . .  | 30         | 12         | 3         | 9          | -       | 2         | -              | 2                                 | 25         | 9                           | -                            | -           | -        | -        | 16                        |
| April . . .  | 26         | 2          | 1         | 1          | -       | 5         | -              | 5                                 | 20         | 1                           | -                            | -           | -        | -        | 19                        |
| May . . .  | 42         | 7          | 1         | 6          | -       | 8         | -              | 8                                 | 33         | 6                           | -                            | -           | -        | -        | 27                        |
| June . . .   | 31         | 4          | 3         | 1          | -       | 3         | -              | 3                                 | 25         | 1                           | 1                            | -           | -        | -        | 23                        |
| CASUALTIES RESULTING FROM AIR OPERATIONS - AIRMEN ONLY                     |            |            |           |            |         |           |                |                                   |            |                             |                              |             |          |          |                           |
| <u>Total</u> . . .   | <u>112</u> | <u>12</u>  | <u>7</u>  | <u>5</u>   | -       | <u>17</u> | -              | <u>17</u>                         | <u>88</u>  | <u>5</u>                    | <u>2</u>                     | -           | -        | <u>1</u> | <u>80</u>                 |
| July(1951)   | 3          | -          | -         | -          | -       | -         | -              | -                                 | 3          | -                           | -                            | -           | -        | -        | 3                         |
| August . . .   | 8          | -          | -         | -          | -       | -         | -              | -                                 | 8          | -                           | -                            | -           | -        | -        | 8                         |
| September . . .  | 8          | 2          | 2         | -          | -       | -         | -              | -                                 | 6          | -                           | -                            | -           | -        | -        | 6                         |
| October . . .  | 40         | 10         | 5         | 5          | -       | 12        | -              | 12                                | 23         | 5                           | 2                            | -           | -        | -        | 16                        |
| November . . .   | 3          | -          | -         | -          | -       | 2         | -              | 2                                 | 1          | -                           | -                            | -           | -        | -        | 1                         |
| December . . .   | 2          | -          | -         | -          | -       | -         | -              | -                                 | 2          | -                           | -                            | -           | -        | -        | 2                         |
| Jan(1952) . . .  | 11         | -          | -         | -          | -       | -         | -              | -                                 | 11         | -                           | -                            | -           | -        | -        | 11                        |
| February . . .   | 10         | -          | -         | -          | -       | 1         | -              | 1                                 | 9          | -                           | -                            | -           | -        | -        | 9                         |
| March . . .  | 3          | -          | -         | -          | -       | -         | -              | -                                 | 3          | -                           | -                            | -           | -        | -        | 3                         |
| April . . .  | 3          | -          | -         | -          | -       | 1         | -              | 1                                 | 2          | -                           | -                            | -           | -        | 1        | 1                         |
| May . . .  | 4          | -          | -         | -          | -       | 1         | -              | 1                                 | 3          | -                           | -                            | -           | -        | -        | 3                         |
| June . . .   | 17         | -          | -         | -          | -       | -         | -              | -                                 | 17         | -                           | -                            | -           | -        | -        | 17                        |

(Continued)



TABLE B - USAF KOREAN BATTLE CASUALTIES BY TYPE OF CASUALTY,  
BY TYPE OF PERSONNEL - FY 1952 - CONTINUED

(These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. KIA - Killed in Action; MIA - Missing in Action; DOW - Died of Wounds Received in Action; POW - Prisoner of War.)

| Specified Period  | Total | Deaths |     |            | Wounded |       |                | Missing                           |       |                             |                              |             |          |      |                           |
|---|-------|--------|-----|------------|---------|-------|----------------|-----------------------------------|-------|-----------------------------|------------------------------|-------------|----------|------|---------------------------|
|   |       | Total  | KIA | MIA to KIA | DOW     | Total | Died of Wounds | Returned to Duty, Evacuated, Etc. | Total | Missing to Killed in Action | Returned to Military Control |             |          | POW  | Net Missing During Period |
|   |       |        |     |            |         |       |                |                                   |       |                             | To Duty                      | With Wounds | From POW |      |                           |
|   |       | a/     | b/  | c/         | c/      | b/    | c/             | d/                                | b/    | c/                          | (11)                         | (12)        | (13)     | (14) | (15)                      |
| (1)   | (2)   | (3)    | (4) | (5)        | (6)     | (7)   | (8)            | (9)                               | (10)  | (11)                        | (12)                         | (13)        | (14)     | (15) |                           |
| CASUALTIES RESULTING FROM GROUND OPERATIONS - OFFICERS AND AIRMEN (Continued) |       |        |     |            |         |       |                |                                   |       |                             |                              |             |          |      |                           |
| <u>Total</u> . . .  | 10    | 3      | 3   | -          | -       | 6     | -              | 6                                 | 1     | -                           | 1                            | -           | -        | -    |                           |
| July(1951) . . .  | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -        | -    |                           |
| August . . . . .  | 2     | 1      | 1   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -        | -    |                           |
| September . . . .   | 2     | -      | -   | -          | -       | 1     | -              | 1                                 | 1     | -                           | 1                            | -           | -        | -    |                           |
| October . . . . .   | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -        | -    |                           |
| November . . . . .  | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -        | -    |                           |
| December . . . . .  | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| Jan(1952) . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| February . . . . .  | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| March . . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| April . . . . .   | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -        | -    |                           |
| May . . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| June . . . . .  | 2     | 2      | 2   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| CASUALTIES RESULTING FROM GROUND OPERATIONS - OFFICERS ONLY                   |       |        |     |            |         |       |                |                                   |       |                             |                              |             |          |      |                           |
| <u>Total</u> . . . . .  | 2     | -      | -   | -          | -       | 2     | -              | 2                                 | -     | -                           | -                            | -           | -        | -    |                           |
| July(1951) . . . .  | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -        | -    |                           |
| August . . . . .  | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| September . . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| October . . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| November . . . . .  | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -        | -    |                           |
| December . . . . .  | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| Jan(1952) . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| February . . . . .  | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| March . . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| April . . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| May . . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| June . . . . .  | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| CASUALTIES RESULTING FROM GROUND OPERATIONS - AIRMEN ONLY                     |       |        |     |            |         |       |                |                                   |       |                             |                              |             |          |      |                           |
| <u>Total</u> . . . . .  | 8     | 3      | 3   | -          | -       | 4     | -              | 4                                 | 1     | -                           | 1                            | -           | -        | -    |                           |
| July(1951) . . . .  | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| August . . . . .  | 2     | 1      | 1   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -        | -    |                           |
| September . . . . .   | 2     | -      | -   | -          | -       | 1     | -              | 1                                 | 1     | -                           | 1                            | -           | -        | -    |                           |
| October . . . . .   | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -        | -    |                           |
| November . . . . .  | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| December . . . . .  | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| Jan(1952) . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| February . . . . .  | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| March . . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| April . . . . .   | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -        | -    |                           |
| May . . . . .   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |
| June . . . . .  | 2     | 2      | 2   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -        | -    |                           |

(Continued)

TABLE 13 - USAF KOREAN BATTLE CASUALTIES BY TYPE OF CASUALTY,  
BY TYPE OF PERSONNEL - FY 1952 - CONTINUED

(These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. KIA - Killed in Action; MIA - Missing in Action; DOW - Died of Wounds Received in Action; POW - Prisoner of War.)

| Specified Period                        | Total | Deaths |     |            |     | Wounded |                |                                   | Missing |                             |                              |             |          |      |                           |
|---|-------|--------|-----|------------|-----|---------|----------------|-----------------------------------|---------|-----------------------------|------------------------------|-------------|----------|------|---------------------------|
|   |       | Total  | KIA | MIA to KIA | DOW | Total   | Died of Wounds | Returned to Duty, Evacuated, Etc. | Total   | Missing to Killed in Action | Returned to Military Control |             |          | POW  | Net Missing During Period |
|   |       |        |     |            |     |         |                |                                   |         |                             | To Duty                      | With Wounds | From POW |      |                           |
|   |       | a/     | b/  | c/         | c/  | b/      | c/             | d/                                | b/      | c/                          | (11)                         | (12)        | (13)     | (14) | (15)                      |
| (1)                                     | (2)   | (3)    | (4) | (5)        | (6) | (7)     | (8)            | (9)                               | (10)    | (11)                        | (12)                         | (13)        | (14)     | (15) |                           |
| OFFICER CASUALTIES - PILOTS (Continued) |       |        |     |            |     |         |                |                                   |         |                             |                              |             |          |      |                           |
| Total . . .                             | 367   | 112    | 28  | 84         | -   | 66      | -              | 66                                | 273     | 84                          | 3                            | -           | -        | -    | 186                       |
| July(1951) . . .                        | 31    | 17     | 3   | 14         | -   | 5       | -              | 5                                 | 23      | 14                          | -                            | -           | -        | -    | 9                         |
| August . . .                            | 32    | 13     | 3   | 10         | -   | 5       | -              | 5                                 | 24      | 10                          | -                            | -           | -        | -    | 14                        |
| September . . .                         | 32    | 6      | 2   | 4          | -   | 8       | -              | 8                                 | 22      | 4                           | 1                            | -           | -        | -    | 17                        |
| October . . .                           | 46    | 13     | 3   | 10         | -   | 14      | -              | 14                                | 29      | 10                          | 1                            | -           | -        | -    | 18                        |
| November . . .                          | 22    | 6      | 1   | 5          | -   | 5       | -              | 5                                 | 16      | 5                           | -                            | -           | -        | -    | 11                        |
| December . . .                          | 28    | 11     | 2   | 9          | -   | 2       | -              | 2                                 | 24      | 9                           | -                            | -           | -        | -    | 15                        |
| Jan(1952) . . .                         | 42    | 12     | 3   | 9          | -   | 5       | -              | 5                                 | 34      | 9                           | -                            | -           | -        | -    | 25                        |
| February . . .                          | 34    | 9      | 3   | 6          | -   | 5       | -              | 5                                 | 26      | 6                           | -                            | -           | -        | -    | 20                        |
| March . . .                             | 24    | 12     | 3   | 9          | -   | 2       | -              | 2                                 | 19      | 9                           | -                            | -           | -        | -    | 10                        |
| April . . .                             | 22    | 2      | 1   | 1          | -   | 5       | -              | 5                                 | 16      | 1                           | -                            | -           | -        | -    | 15                        |
| May . . .                               | 34    | 7      | 1   | 6          | -   | 8       | -              | 8                                 | 25      | 6                           | -                            | -           | -        | -    | 19                        |
| June . . .                              | 20    | 4      | 3   | 1          | -   | 2       | -              | 2                                 | 15      | 1                           | 1                            | -           | -        | -    | 13                        |
| OFFICER CASUALTIES - OTHER RATED        |       |        |     |            |     |         |                |                                   |         |                             |                              |             |          |      |                           |
| Total . . .                             | 112   | 15     | 8   | 7          | -   | 14      | -              | 14                                | 90      | 7                           | 4                            | -           | -        | -    | 79                        |
| July (1951) . . .                       | 6     | 2      | -   | 2          | -   | 1       | -              | 1                                 | 5       | 2                           | -                            | -           | -        | -    | 3                         |
| August . . .                            | 7     | -      | -   | -          | -   | 1       | -              | 1                                 | 6       | -                           | -                            | -           | -        | -    | 6                         |
| September . . .                         | 13    | 2      | 2   | -          | -   | -       | -              | -                                 | 11      | -                           | -                            | -           | -        | -    | 11                        |
| October . . .                           | 30    | 10     | 5   | 5          | -   | 8       | -              | 8                                 | 17      | 5                           | 4                            | -           | -        | -    | 8                         |
| November . . .                          | 7     | -      | -   | -          | -   | 3       | -              | 3                                 | 4       | -                           | -                            | -           | -        | -    | 4                         |
| December . . .                          | 2     | -      | -   | -          | -   | -       | -              | -                                 | 2       | -                           | -                            | -           | -        | -    | 2                         |
| Jan(1952) . . .                         | 8     | -      | -   | -          | -   | -       | -              | -                                 | 8       | -                           | -                            | -           | -        | -    | 8                         |
| February . . .                          | 10    | 1      | 1   | -          | -   | -       | -              | -                                 | 9       | -                           | -                            | -           | -        | -    | 9                         |
| March . . .                             | 6     | -      | -   | -          | -   | -       | -              | -                                 | 6       | -                           | -                            | -           | -        | -    | 6                         |
| April . . .                             | 4     | -      | -   | -          | -   | -       | -              | -                                 | 4       | -                           | -                            | -           | -        | -    | 4                         |
| May . . .                               | 8     | -      | -   | -          | -   | -       | -              | -                                 | 8       | -                           | -                            | -           | -        | -    | 8                         |
| June . . .                              | 11    | -      | -   | -          | -   | 1       | -              | 1                                 | 10      | -                           | -                            | -           | -        | -    | 10                        |
| OFFICER CASUALTIES - NON RATED          |       |        |     |            |     |         |                |                                   |         |                             |                              |             |          |      |                           |
| Total . . .                             | 2     | -      | -   | -          | -   | 1       | -              | 1                                 | 1       | -                           | -                            | -           | -        | -    | 1                         |
| July(1951) . . .                        | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -    | -                         |
| August . . .                            | 1     | -      | -   | -          | -   | 1       | -              | 1                                 | -       | -                           | -                            | -           | -        | -    | -                         |
| September . . .                         | 1     | -      | -   | -          | -   | -       | -              | -                                 | 1       | -                           | -                            | -           | -        | -    | 1                         |
| October . . .                           | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -    | -                         |
| November . . .                          | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -    | -                         |
| December . . .                          | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -    | -                         |
| Jan(1952) . . .                         | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -    | -                         |
| February . . .                          | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -    | -                         |
| March . . .                             | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -    | -                         |
| April . . .                             | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -    | -                         |
| May . . .                               | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -    | -                         |
| June . . .                              | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -    | -                         |

(Continued)

TABLE B - USAF KOREAN BATTLE CASUALTIES BY TYPE OF CASUALTY,  
BY TYPE OF PERSONNEL - FY 1952 - CONTINUED

(These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. KIA - Killed in Action; MIA - Missing in Action; DOW - Died of Wounds Received in Action; POW - Prisoner of War.)

| Specified Period                        | Total | Deaths |     |            | Wounded |       |                | Missing                           |       |                             |                              |             | Net Missing During Period |      |          |
|---|-------|--------|-----|------------|---------|-------|----------------|-----------------------------------|-------|-----------------------------|------------------------------|-------------|---------------------------|------|----------|
|   |       | Total  | KIA | MIA to KIA | DOW     | Total | Died of Wounds | Returned to Duty, Evacuated, Etc. | Total | Missing to Killed in Action | Returned to Military Control |             |                           | POW  |          |
|   |       |        |     |            |         |       |                |                                   |       |                             | To Duty                      | With Wounds |                           |      | From POW |
|   |       |        |     |            |         |       |                |                                   |       |                             |                              |             |                           |      |          |
| (1)                                     | (2)   | (3)    | (4) | (5)        | (6)     | (7)   | (8)            | (9)                               | (10)  | (11)                        | (12)                         | (13)        | (14)                      | (15) |          |
| AIRMEN CASUALTIES - AIRCREW (Continued) |       |        |     |            |         |       |                |                                   |       |                             |                              |             |                           |      |          |
| Total                                   | 111   | 11     | 6   | 5          | -       | 17    | -              | 17                                | 88    | 2                           | 2                            | -           | -                         | 1    | 80       |
| July(1951)                              | 3     | -      | -   | -          | -       | -     | -              | -                                 | 3     | -                           | -                            | -           | -                         | -    | 3        |
| August                                  | 8     | -      | -   | -          | -       | -     | -              | -                                 | 8     | -                           | -                            | -           | -                         | -    | 8        |
| September                               | 7     | 1      | 1   | -          | -       | -     | -              | -                                 | 6     | -                           | -                            | -           | -                         | -    | 6        |
| October                                 | 40    | 10     | 5   | 5          | -       | 12    | -              | 12                                | 23    | 5                           | 2                            | -           | -                         | -    | 16       |
| November                                | 3     | -      | -   | -          | -       | 2     | -              | 2                                 | 1     | -                           | -                            | -           | -                         | -    | 1        |
| December                                | 2     | -      | -   | -          | -       | -     | -              | -                                 | 2     | -                           | -                            | -           | -                         | -    | 2        |
| Jan(1952)                               | 11    | -      | -   | -          | -       | -     | -              | -                                 | 11    | -                           | -                            | -           | -                         | -    | 11       |
| February                                | 10    | -      | -   | -          | -       | 1     | -              | 1                                 | 9     | -                           | -                            | -           | -                         | -    | 9        |
| March                                   | 3     | -      | -   | -          | -       | -     | -              | -                                 | 3     | -                           | -                            | -           | -                         | -    | 3        |
| April                                   | 3     | -      | -   | -          | -       | 1     | -              | 1                                 | 2     | -                           | -                            | -           | -                         | 1    | 1        |
| May                                     | 4     | -      | -   | -          | -       | 1     | -              | 1                                 | 3     | -                           | -                            | -           | -                         | -    | 3        |
| June                                    | 17    | -      | -   | -          | -       | -     | -              | -                                 | 17    | -                           | -                            | -           | -                         | -    | 17       |
| AIRMEN CASUALTIES - NON AIRCREW         |       |        |     |            |         |       |                |                                   |       |                             |                              |             |                           |      |          |
| Total                                   | 2     | 4      | 4   | -          | -       | 4     | -              | 4                                 | 1     | -                           | 1                            | -           | -                         | -    | -        |
| July(1951)                              | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -    | -        |
| August                                  | 2     | 1      | 1   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -                         | -    | -        |
| September                               | 3     | 1      | 1   | -          | -       | 1     | -              | 1                                 | 1     | -                           | 1                            | -           | -                         | -    | -        |
| October                                 | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -                         | -    | -        |
| November                                | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -    | -        |
| December                                | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -    | -        |
| Jan(1952)                               | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -    | -        |
| February                                | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -    | -        |
| March                                   | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -    | -        |
| April                                   | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -                         | -    | -        |
| May                                     | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -    | -        |
| June                                    | 2     | 2      | 2   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -    | -        |

a/ Total casualties consist of "total deaths," persons "wounded, but who returned to duty, etc.," persons "missing, but returned to duty," "prisoners of war," "prisoners of war returned to military control", and "net missing during period."

b/ Represents all persons ever reported (for periods specified) under the respective categories (dead, wounded, and missing).

c/ Columns (4) and (10), and (5) and (7) are duplicated in order to show source and eventual disposition of certain sub-categories and to add to totals - columns (2) and (6); however, duplication of figures is not reflected in "total" column (1).

d/ Figures shown in column (12) are also included in column (8), but only column (8) is included in column (1) - "total".

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 14 - USAF KOREAN BATTLE CASUALTIES BY TYPE AND BY GRADE  
OF PERSONNEL - FY 1952

( These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. )

| Specified Period                 | Total      | Officers   |          |          |           |            |            |           | Airmen     |          |          |           |           |           |           |          |
|----------------------------------|------------|------------|----------|----------|-----------|------------|------------|-----------|------------|----------|----------|-----------|-----------|-----------|-----------|----------|
|                                  |            | Total      | COL      | LT COL   | MAJ       | CAPT       | 1ST LT     | 2ND LT    | Total      | M SGT    | T SGT    | S SGT     | A1/C      | A2/C      | A3/C      | A B      |
| <b>TOTAL CASUALTIES</b>          |            |            |          |          |           |            |            |           |            |          |          |           |           |           |           |          |
| <u>Total</u>                     | <u>601</u> | <u>481</u> | <u>5</u> | <u>7</u> | <u>18</u> | <u>101</u> | <u>262</u> | <u>88</u> | <u>120</u> | <u>5</u> | <u>4</u> | <u>22</u> | <u>27</u> | <u>43</u> | <u>17</u> | <u>2</u> |
| Jul(1951)                        | 40         | 37         | 1        | -        | 1         | 9          | 16         | 10        | 3          | -        | -        | 1         | 1         | 1         | -         | -        |
| August                           | 50         | 40         | -        | -        | 2         | 8          | 25         | 5         | 10         | 1        | -        | 1         | 4         | 4         | -         | -        |
| September                        | 56         | 46         | -        | -        | -         | 12         | 24         | 10        | 10         | 1        | -        | 2         | 1         | 3         | 3         | -        |
| October                          | 117        | 76         | -        | 2        | 3         | 23         | 38         | 10        | 41         | 2        | 3        | 10        | 9         | 11        | 5         | 1        |
| November                         | 32         | 29         | 1        | 1        | 2         | 4          | 14         | 7         | 3          | -        | -        | -         | -         | 1         | 2         | -        |
| December                         | 32         | 30         | -        | -        | -         | 5          | 21         | 4         | 2          | -        | 1        | -         | -         | 1         | -         | -        |
| Jan(1952)                        | 61         | 50         | -        | 2        | 2         | 6          | 26         | 14        | 11         | 1        | -        | 2         | 1         | 4         | 3         | -        |
| February                         | 54         | 44         | -        | -        | 1         | 9          | 23         | 11        | 10         | -        | -        | 3         | 1         | 5         | 1         | -        |
| March                            | 33         | 30         | -        | 1        | 1         | 7          | 15         | 6         | 3          | -        | -        | -         | -         | 1         | 2         | -        |
| April                            | 30         | 26         | -        | -        | 1         | 8          | 18         | 4         | 4          | -        | -        | -         | 2         | 2         | -         | -        |
| May                              | 46         | 42         | 3        | -        | 4         | 3          | 23         | 4         | 4          | -        | -        | -         | 1         | 3         | -         | -        |
| June                             | 50         | 31         | -        | 1        | 1         | 7          | 19         | 3         | 19         | -        | -        | 3         | 7         | 7         | 1         | 1        |
| <b>DEATHS</b>                    |            |            |          |          |           |            |            |           |            |          |          |           |           |           |           |          |
| <u>Total</u>                     | <u>142</u> | <u>127</u> | <u>2</u> | <u>3</u> | <u>6</u>  | <u>25</u>  | <u>69</u>  | <u>22</u> | <u>15</u>  | <u>2</u> | <u>1</u> | <u>2</u>  | <u>2</u>  | <u>3</u>  | <u>4</u>  | <u>1</u> |
| Jul(1951)                        | 19         | 19         | 1        | -        | 1         | 6          | 8          | 3         | -          | -        | -        | -         | -         | -         | -         | -        |
| August                           | 14         | 13         | -        | -        | 1         | 3          | 6          | 3         | 1          | -        | -        | -         | -         | 1         | -         | -        |
| September                        | 10         | 8          | -        | -        | -         | 1          | 4          | 3         | 2          | -        | -        | -         | -         | 1         | 1         | -        |
| October                          | 33         | 23         | -        | -        | 1         | 6          | 14         | 2         | 10         | 2        | 1        | 2         | 2         | 1         | 2         | -        |
| November                         | 6          | 6          | 1        | -        | 1         | -          | 3          | 1         | -          | -        | -        | -         | -         | -         | -         | -        |
| December                         | 11         | 11         | -        | -        | -         | 1          | 10         | -         | -          | -        | -        | -         | -         | -         | -         | -        |
| Jan(1952)                        | 12         | 12         | -        | 1        | 1         | 2          | 7          | 1         | -          | -        | -        | -         | -         | -         | -         | -        |
| February                         | 10         | 10         | -        | -        | -         | 2          | 6          | 2         | -          | -        | -        | -         | -         | -         | -         | -        |
| March                            | 12         | 12         | -        | 1        | -         | 4          | 4          | 3         | -          | -        | -        | -         | -         | -         | -         | -        |
| April                            | 2          | 2          | -        | -        | -         | -          | 1          | 1         | -          | -        | -        | -         | -         | -         | -         | -        |
| May                              | 7          | 7          | -        | -        | 1         | -          | 4          | 2         | -          | -        | -        | -         | -         | -         | -         | -        |
| June                             | 6          | 4          | -        | 1        | -         | -          | 2          | 1         | 2          | -        | -        | -         | -         | -         | 1         | 1        |
| <b>WOUNDED OR INJURED</b>        |            |            |          |          |           |            |            |           |            |          |          |           |           |           |           |          |
| <u>Total</u>                     | <u>102</u> | <u>81</u>  | <u>-</u> | <u>-</u> | <u>2</u>  | <u>21</u>  | <u>46</u>  | <u>12</u> | <u>21</u>  | <u>-</u> | <u>-</u> | <u>5</u>  | <u>6</u>  | <u>7</u>  | <u>2</u>  | <u>1</u> |
| Jul(1951)                        | 6          | 6          | -        | -        | -         | 2          | 1          | 3         | -          | -        | -        | -         | -         | -         | -         | -        |
| August                           | 8          | 7          | -        | -        | -         | 1          | 5          | 1         | 1          | -        | -        | -         | 1         | -         | -         | -        |
| September                        | 9          | 8          | -        | -        | -         | 6          | 2          | -         | 1          | -        | -        | -         | -         | 1         | -         | -        |
| October                          | 35         | 22         | -        | -        | 2         | 8          | 9          | 3         | 13         | -        | -        | 4         | 3         | 5         | -         | 1        |
| November                         | 10         | 8          | -        | -        | -         | -          | 8          | -         | 2          | -        | -        | -         | -         | -         | 2         | -        |
| December                         | 2          | 2          | -        | -        | -         | -          | 2          | -         | -          | -        | -        | -         | -         | -         | -         | -        |
| Jan(1952)                        | 5          | 5          | -        | -        | -         | 2          | 2          | 1         | -          | -        | -        | -         | -         | -         | -         | -        |
| February                         | 6          | 5          | -        | -        | -         | 1          | 2          | 2         | 1          | -        | -        | 1         | -         | -         | -         | -        |
| March                            | 2          | 2          | -        | -        | -         | -          | 2          | -         | -          | -        | -        | -         | -         | -         | -         | -        |
| April                            | 7          | 5          | -        | -        | -         | 1          | 4          | -         | 2          | -        | -        | -         | 1         | 1         | -         | -        |
| May                              | 9          | 8          | -        | -        | -         | -          | 7          | 1         | 1          | -        | -        | -         | 1         | -         | -         | -        |
| June                             | 3          | 3          | -        | -        | -         | -          | 2          | 1         | -          | -        | -        | -         | -         | -         | -         | -        |
| <b>NET MISSING DURING PERIOD</b> |            |            |          |          |           |            |            |           |            |          |          |           |           |           |           |          |
| <u>Total</u>                     | <u>347</u> | <u>266</u> | <u>2</u> | <u>4</u> | <u>10</u> | <u>52</u>  | <u>144</u> | <u>54</u> | <u>81</u>  | <u>3</u> | <u>3</u> | <u>15</u> | <u>18</u> | <u>31</u> | <u>11</u> | <u>-</u> |
| Jul(1951)                        | 15         | 12         | -        | -        | -         | 1          | 7          | 4         | 3          | -        | -        | 1         | 1         | 1         | -         | -        |
| August                           | 28         | 20         | -        | -        | 1         | 4          | 14         | 1         | 8          | 1        | -        | 1         | 3         | 3         | -         | -        |
| September                        | 35         | 29         | -        | -        | -         | 4          | 18         | 7         | 6          | 1        | -        | 2         | 1         | -         | 2         | -        |
| October                          | 42         | 26         | -        | 2        | -         | 7          | 12         | 5         | 16         | -        | 2        | 4         | 3         | 4         | 3         | -        |
| November                         | 16         | 15         | -        | 1        | 1         | 4          | 3          | 6         | 1          | -        | -        | -         | -         | 1         | -         | -        |
| December                         | 19         | 17         | -        | -        | -         | 4          | 9          | 4         | 2          | -        | 1        | -         | -         | 1         | -         | -        |
| Jan(1952)                        | 44         | 33         | -        | 1        | 1         | 2          | 17         | 12        | 11         | 1        | -        | 2         | 1         | 4         | 3         | -        |
| February                         | 38         | 29         | -        | -        | 1         | 6          | 15         | 7         | 9          | -        | -        | 2         | 1         | 5         | 1         | -        |
| March                            | 19         | 16         | -        | -        | 1         | 3          | 9          | 3         | 3          | -        | -        | -         | -         | 1         | 2         | -        |
| April                            | 21         | 19         | -        | -        | 1         | 2          | 13         | 3         | 2          | -        | -        | -         | 1         | b/1       | -         | -        |
| May                              | 30         | 27         | 3        | -        | 3         | 8          | 12         | 1         | 3          | -        | -        | -         | -         | 3         | -         | -        |
| June                             | 40         | 23         | a/0      | -        | 1         | 7          | 15         | 1         | 17         | -        | -        | 3         | 7         | 7         | -         | -        |

(Continued)

TABLE 14 - USAF KOREAN BATTLE CASUALTIES BY TYPE AND BY GRADE  
OF PERSONNEL - FY 1952 - CONTINUED

( These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. )

| Specified Period             | Total | Officers |     |        |     |      |        |        | Airmen |       |       |       |      |      |      |     |
|------------------------------|-------|----------|-----|--------|-----|------|--------|--------|--------|-------|-------|-------|------|------|------|-----|
|                              |       | Total    | COL | LT COL | MAJ | CAPT | 1ST LT | 2ND LT | Total  | M SGT | T SGT | S SGT | A1/C | A2/C | A3/C | A B |
| RETURNED TO MILITARY CONTROL |       |          |     |        |     |      |        |        |        |       |       |       |      |      |      |     |
| Total                        | 10    | 7        | 1   | -      | -   | 3    | 3      | -      | 3      | -     | -     | -     | 1    | 2    | -    | -   |
| Jul(1951)                    | -     | -        | -   | -      | -   | -    | -      | -      | -      | -     | -     | -     | -    | -    | -    | -   |
| August                       | -     | -        | -   | -      | -   | -    | -      | -      | -      | -     | -     | -     | -    | -    | -    | -   |
| September                    | 2     | 1        | -   | -      | -   | 1    | -      | -      | 1      | -     | -     | -     | -    | 1    | -    | -   |
| October                      | 7     | 5        | -   | -      | -   | 2    | 3      | -      | 2      | -     | -     | -     | 1    | 1    | -    | -   |
| November                     | -     | -        | -   | -      | -   | -    | -      | -      | -      | -     | -     | -     | -    | -    | -    | -   |
| December                     | -     | -        | -   | -      | -   | -    | -      | -      | -      | -     | -     | -     | -    | -    | -    | -   |
| Jan(1952)                    | -     | -        | -   | -      | -   | -    | -      | -      | -      | -     | -     | -     | -    | -    | -    | -   |
| February                     | -     | -        | -   | -      | -   | -    | -      | -      | -      | -     | -     | -     | -    | -    | -    | -   |
| March                        | -     | -        | -   | -      | -   | -    | -      | -      | -      | -     | -     | -     | -    | -    | -    | -   |
| April                        | -     | -        | -   | -      | -   | -    | -      | -      | -      | -     | -     | -     | -    | -    | -    | -   |
| May                          | -     | -        | -   | -      | -   | -    | -      | -      | -      | -     | -     | -     | -    | -    | -    | -   |
| June                         | 1     | 1        | 1   | -      | -   | -    | -      | -      | -      | -     | -     | -     | -    | -    | -    | -   |

a/ Deduct 1 in adding to total officers. Adjustment is necessary since one person missing in May returned to military control in June.

b/ Includes 1 POW.

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 15 - USAF KOREAN BATTLE CASUALTIES RESULTING FROM GROUND AND  
FROM AIR OPERATIONS - FY 1952

(These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. Data represent total casualties from all battle categories.)

| Specified Period | Total | Casualties Resulting from Ground Operations | Casualties Resulting From Air Operations by Type Model Aircraft |      |      |      |      |      |      |      |      |     |     |       |       |
|------------------|-------|---|---|------|------|------|------|------|------|------|------|-----|-----|-------|-------|
|                  |       |   | Total   | B-26 | B-29 | F-51 | F-80 | F-84 | F-86 | F-94 | C-46 | T-6 | H-5 | RF-51 | RF-80 |
| Total            | 601   | 10  | 591   | 150  | 144  | 73   | 73   | 62   | 22   | 2    | 7    | 30  | 4   | 7     | 3     |
| July (1951)      | 40    | 1   | 39  | 14   | -    | 8    | 10   | 5    | -    | -    | -    | 2   | -   | -     | -     |
| August           | 50    | 2   | 48  | 12   | 11   | 10   | 11   | 2    | -    | -    | -    | 1   | -   | 1     | -     |
| September        | 56    | 2   | 54  | 30   | 1    | 7    | 6    | 2    | 2    | -    | -    | 4   | 2   | -     | -     |
| October          | 117   | 1   | 116   | 10   | 77   | a/8  | 8    | 7    | 2    | -    | -    | 4   | -   | -     | -     |
| November         | 32    | 1   | 31  | 7    | 6    | 2    | 6    | 4    | 2    | -    | -    | 4   | -   | -     | -     |
| December         | 32    | -   | 32  | 7    | -    | 7    | 5    | 8    | 3    | -    | -    | 2   | -   | -     | -     |
| January (1952)   | 61    | -   | 61  | 11   | 14   | b/10 | 11   | 8    | 4    | -    | -    | 1   | -   | 2     | -     |
| February         | 54    | -   | 54  | 15   | 6    | 5    | 4    | 5    | 3    | 2    | 7    | -   | -   | 4     | 3     |
| March            | 33    | -   | 33  | 12   | -    | 3    | 1    | 13   | 1    | -    | -    | 3   | -   | -     | -     |
| April            | 30    | 1   | 29  | 9    | 1    | 5    | 7    | 4    | 2    | -    | -    | 1   | -   | -     | -     |
| May              | 46    | -   | 46  | 16   | -    | 5    | 3    | 10   | 6    | -    | -    | 6   | -   | -     | -     |
| June             | 50    | 2   | 48  | 7    | 28   | 3    | 1    | 1    | 4    | -    | -    | 2   | 2   | -     | -     |

a/ Includes 1 F7F.

b/ Includes 1 F-272.

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 16 - USAF KOREAN BATTLE CASUALTIES BY COMMAND - FY 1952

(These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. KIA - Killed in Action; MIA - Missing in Action; DOW - Died of Wounds Received in Action; POW - Prisoner of War.)

| Specified Period                      | Total | Deaths |     |            | Wounded |       |                | Missing                           |       |                             |                              |             | Net Missing During Period |     |          |
|---------------------------------------|-------|--------|-----|------------|---------|-------|----------------|-----------------------------------|-------|-----------------------------|------------------------------|-------------|---------------------------|-----|----------|
|                                       |       | Total  | KIA | MIA to KIA | DOW     | Total | Died of Wounds | Returned to Duty, Evacuated, Etc. | Total | Missing to Killed in Action | Returned to Military Control |             |                           | POW |          |
|                                       |       |        |     |            |         |       |                |                                   |       |                             | To Duty                      | With Wounds |                           |     | From POW |
| a/                                    | b/    | c/     | c/  | b/         | c/      | d/    | b/             | c/                                | (11)  | (12)                        | (13)                         | (14)        | (15)                      |     |          |
| <b>FAR EAST AIR FORCE</b>             |       |        |     |            |         |       |                |                                   |       |                             |                              |             |                           |     |          |
| <u>Total</u> . . .                    | 444   | 107    | 29  | 78         | -       | 70    | -              | 70                                | 345   | 78                          | 2                            | -           | -                         | 1   | 261      |
| July (1951) . . .                     | 35    | 17     | 3   | 14         | -       | 5     | -              | 5                                 | 27    | 14                          | -                            | -           | -                         | -   | 13       |
| August . . .                          | 39    | 14     | 4   | 10         | -       | 8     | -              | 8                                 | 27    | 10                          | -                            | -           | -                         | -   | 17       |
| September . . .                       | 51    | 8      | 4   | 4          | -       | 9     | -              | 9                                 | 38    | 4                           | 2                            | -           | -                         | -   | 32       |
| October . . .                         | 38    | 15     | 2   | 13         | -       | 15    | -              | 15                                | 21    | 13                          | 2                            | -           | -                         | -   | 6        |
| November . . .                        | 21    | 4      | -   | 4          | -       | 5     | -              | 5                                 | 16    | 4                           | -                            | -           | -                         | -   | 12       |
| December . . .                        | 27    | 9      | -   | 9          | -       | 2     | -              | 2                                 | 25    | 9                           | -                            | -           | -                         | -   | 16       |
| Jan (1952)                            | 54    | 9      | 2   | 7          | -       | 5     | -              | 5                                 | 47    | 7                           | -                            | -           | -                         | -   | 40       |
| February . . .                        | 48    | 9      | 4   | 5          | -       | 5     | -              | 5                                 | 39    | 5                           | -                            | -           | -                         | -   | 34       |
| March . . .                           | 22    | 8      | 3   | 5          | -       | 2     | -              | 2                                 | 17    | 5                           | -                            | -           | -                         | -   | 12       |
| April . . .                           | 23    | 1      | 1   | -          | -       | 4     | -              | 4                                 | 18    | -                           | -                            | -           | -                         | 1   | 17       |
| May . . .                             | 40    | 7      | 1   | 6          | -       | 8     | -              | 8                                 | 31    | 6                           | -                            | -           | -                         | -   | 25       |
| June . . .                            | 46    | 6      | 5   | 1          | -       | 2     | -              | 2                                 | 39    | 1                           | 1                            | -           | -                         | -   | 37       |
| <b>STRATEGIC AIR COMMAND</b>          |       |        |     |            |         |       |                |                                   |       |                             |                              |             |                           |     |          |
| <u>Total</u> . . .                    | 25    | 17     | 11  | 6          | -       | 26    | -              | 26                                | 28    | 6                           | 2                            | -           | -                         | -   | 47       |
| July (1951)                           | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| August . . .                          | 11    | -      | -   | -          | -       | -     | -              | -                                 | 11    | -                           | -                            | -           | -                         | -   | 11       |
| September . . .                       | 1     | -      | -   | -          | -       | -     | -              | -                                 | 1     | -                           | -                            | -           | -                         | -   | 1        |
| October . . .                         | 70    | 17     | 11  | 6          | -       | 19    | -              | 19                                | 40    | 6                           | 5                            | -           | -                         | -   | 29       |
| November . . .                        | 6     | -      | -   | -          | -       | 5     | -              | 5                                 | 1     | -                           | -                            | -           | -                         | -   | 1        |
| December . . .                        | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| Jan (1952)                            | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| February . . .                        | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| March . . .                           | 5     | -      | -   | -          | -       | -     | -              | -                                 | 5     | -                           | -                            | -           | -                         | -   | 5        |
| April . . .                           | 1     | -      | -   | -          | -       | 1     | -              | 1                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| May . . .                             | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| June . . .                            | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| <b>MILITARY AIR TRANSPORT SERVICE</b> |       |        |     |            |         |       |                |                                   |       |                             |                              |             |                           |     |          |
| <u>Total</u> . . .                    | 6     | 2      | 2   | -          | -       | -     | -              | -                                 | 4     | -                           | -                            | -           | -                         | -   | 4        |
| July (1951)                           | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| August . . .                          | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| September . . .                       | 2     | 2      | 2   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| October . . .                         | 1     | -      | -   | -          | -       | -     | -              | -                                 | 1     | -                           | -                            | -           | -                         | -   | 1        |
| November . . .                        | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| December . . .                        | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| Jan (1952)                            | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| February . . .                        | 1     | -      | -   | -          | -       | -     | -              | -                                 | 1     | -                           | -                            | -           | -                         | -   | 1        |
| March . . .                           | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| April . . .                           | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| May . . .                             | -     | -      | -   | -          | -       | -     | -              | -                                 | -     | -                           | -                            | -           | -                         | -   | -        |
| June . . .                            | 2     | -      | -   | -          | -       | -     | -              | -                                 | 2     | -                           | -                            | -           | -                         | -   | 2        |

(Continued)

TABLE 16 - USAF KOREAN BATTLE CASUALTIES BY COMMAND - FY 1952 - CONTINUED

(These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. KIA - Killed in Action; MIA - Missing in Action; DOW - Died of Wounds Received in Action; POW - Prisoner of War.)

| Specified Period            | Total     | Deaths    |          |            | Wounded |                |                                   | Missing  |                             |                              |             |          | Net Missing During Period |           |
|-----------------------------|-----------|-----------|----------|------------|---------|----------------|-----------------------------------|----------|-----------------------------|------------------------------|-------------|----------|---------------------------|-----------|
|                             |           | Total     | KIA      | MIA to KIA | DOW     | Died of Wounds | Returned to Duty, Evacuated, Etc. | Total    | Missing to Killed in Action | Returned to Military Control |             |          |                           | POW       |
|                             |           |           |          |            |         |                |                                   |          |                             | To Duty                      | With Wounds | From POW |                           |           |
| a/                          | b/        | c/        | c/       | b/         | c/      | d/             | b/                                | c/       | (11)                        | (12)                         | (13)        | (14)     | (15)                      |           |
| <b>TACTICAL AIR COMMAND</b> |           |           |          |            |         |                |                                   |          |                             |                              |             |          |                           |           |
| <u>Total</u> . . .          | <u>34</u> | <u>14</u> | <u>2</u> | <u>12</u>  | -       | <u>2</u>       | -                                 | <u>2</u> | <u>30</u>                   | <u>12</u>                    | -           | -        | -                         | <u>18</u> |
| July(1951) . . .            | 5         | 2         | -        | 2          | -       | 1              | -                                 | 1        | 4                           | 2                            | -           | -        | -                         | 2         |
| August . . .                | -         | -         | -        | -          | -       | -              | -                                 | -        | -                           | -                            | -           | -        | -                         | -         |
| September . . .             | -         | -         | -        | -          | -       | -              | -                                 | -        | -                           | -                            | -           | -        | -                         | -         |
| October . . .               | 6         | 1         | -        | 1          | -       | 1              | -                                 | 1        | 5                           | 1                            | -           | -        | -                         | 4         |
| November . . .              | 3         | 2         | 1        | 1          | -       | -              | -                                 | -        | 2                           | 1                            | -           | -        | -                         | 1         |
| December . . .              | 2         | -         | -        | -          | -       | -              | -                                 | -        | 2                           | -                            | -           | -        | -                         | 2         |
| Jan(1952) . . .             | 6         | 3         | 1        | 2          | -       | -              | -                                 | -        | 5                           | 2                            | -           | -        | -                         | 3         |
| February . . .              | 2         | 1         | -        | 1          | -       | -              | -                                 | -        | 2                           | 1                            | -           | -        | -                         | 1         |
| March . . .                 | 5         | 4         | -        | 4          | -       | -              | -                                 | -        | 5                           | 4                            | -           | -        | -                         | 1         |
| April . . .                 | 3         | 1         | -        | 1          | -       | -              | -                                 | -        | 3                           | 1                            | -           | -        | -                         | 2         |
| May . . .                   | 2         | -         | -        | -          | -       | -              | -                                 | -        | 2                           | -                            | -           | -        | -                         | 2         |
| June . . .                  | -         | -         | -        | -          | -       | -              | -                                 | -        | -                           | -                            | -           | -        | -                         | -         |
| <b>AIR DEFENSE COMMAND</b>  |           |           |          |            |         |                |                                   |          |                             |                              |             |          |                           |           |
| <u>Total</u> . . .          | <u>22</u> | <u>2</u>  | <u>2</u> | -          | -       | <u>4</u>       | -                                 | <u>4</u> | <u>16</u>                   | -                            | -           | -        | -                         | <u>16</u> |
| July(1951) . . .            | -         | -         | -        | -          | -       | -              | -                                 | -        | -                           | -                            | -           | -        | -                         | -         |
| August . . .                | -         | -         | -        | -          | -       | -              | -                                 | -        | -                           | -                            | -           | -        | -                         | -         |
| September . . .             | 2         | -         | -        | -          | -       | -              | -                                 | -        | 2                           | -                            | -           | -        | -                         | 2         |
| October . . .               | 2         | -         | -        | -          | -       | -              | -                                 | -        | 2                           | -                            | -           | -        | -                         | 2         |
| November . . .              | 2         | -         | -        | -          | -       | -              | -                                 | -        | 2                           | -                            | -           | -        | -                         | 2         |
| December . . .              | 3         | 2         | 2        | -          | -       | -              | -                                 | -        | 1                           | -                            | -           | -        | -                         | 1         |
| Jan(1952) . . .             | 1         | -         | -        | -          | -       | -              | -                                 | -        | 1                           | -                            | -           | -        | -                         | 1         |
| February . . .              | 2         | -         | -        | -          | -       | -              | -                                 | -        | 2                           | -                            | -           | -        | -                         | 2         |
| March . . .                 | 1         | -         | -        | -          | -       | -              | -                                 | -        | 1                           | -                            | -           | -        | -                         | 1         |
| April . . .                 | 3         | -         | -        | -          | -       | 2              | -                                 | 2        | 1                           | -                            | -           | -        | -                         | 1         |
| May . . .                   | 4         | -         | -        | -          | -       | 1              | -                                 | 1        | 3                           | -                            | -           | -        | -                         | 3         |
| June . . .                  | 2         | -         | -        | -          | -       | 1              | -                                 | 1        | 1                           | -                            | -           | -        | -                         | 1         |

a/ Total casualties consist of "total deaths," persons "wounded, but who returned to duty, etc.," persons "missing, but returned to duty," "prisoners of war," "prisoners of war returned to military control", and "net missing during period".

b/ Represents all persons ever reported (for periods specified) under the respective categories (dead, wounded, and missing).

c/ Columns (4) and (10), and (5) and (7) are duplicated in order to show source and eventual disposition of certain sub-categories and to add to totals--columns (2) and (6); however, duplication of figures is not reflected in "total", column (1).

d/ Figures shown in column (12) are also included in column (8), but only column (8) is included in column (1) - "total".

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 17 - USAF KOREAN BATTLE CASUALTIES BY STATE OF RESIDENCE - FY 1952

(These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. KIA - Killed in Action; MIA - Missing in Action; DOW - Died of Wounds Received in Action; POW - Prisoner of War.)

| State of Residence                     | Total<br>a/ | Deaths      |     |                  |           | Wounded     |                      |   | Missing     |                                   |                              |                   |          |           |                                 |
|--|-------------|-------------|-----|------------------|-----------|-------------|----------------------|---|-------------|-----------------------------------|------------------------------|-------------------|----------|-----------|---------------------------------|
|  |             | Total<br>b/ | KIA | MIA to KIA<br>c/ | POW<br>e/ | Total<br>b/ | Died of Wounds<br>c/ | Returned to Duty, Evacuated, Etc.<br>d/ | Total<br>b/ | Missing to Killed in Action<br>c/ | Returned to Military Control |                   |          | POW<br>d/ | Net Missing During Period<br>e/ |
|  |             |             |     |                  |           |             |                      |   |             |                                   | To Duty                      | With Wounds<br>c/ | From POW |           |                                 |
|  |             |             |     |                  |           |             |                      |   |             |                                   |                              |                   |          |           |                                 |
| (1)                                    | (2)         | (3)         | (4) | (5)              | (6)       | (7)         | (8)                  | (9)                                     | (10)        | (11)                              | (12)                         | (13)              | (14)     | (15)      |                                 |
| TOTAL CASUALTIES - OFFICERS AND AIRMEN |             |             |     |                  |           |             |                      |   |             |                                   |                              |                   |          |           |                                 |
| Total . . .                            | 601         | 142         | 46  | 96               | -         | 102         | -                    | 102                                     | 453         | 96                                | 10                           | -                 | -        | 1         | 346                             |
| Alabama . . .                          | 8           | 4           | 1   | 3                | -         | -           | -                    | -                                       | 7           | 3                                 | -                            | -                 | -        | -         | 4                               |
| Arizona . . .                          | 9           | 3           | 1   | 2                | -         | -           | -                    | -                                       | 8           | 2                                 | -                            | -                 | -        | -         | 6                               |
| Arkansas . . .                         | 5           | 1           | -   | 1                | -         | -           | -                    | -                                       | 5           | 1                                 | -                            | -                 | -        | -         | 4                               |
| California . . .                       | 56          | 13          | 5   | 8                | -         | -           | -                    | -                                       | 51          | 8                                 | 1                            | -                 | -        | -         | 42                              |
| Colorado . . .                         | 7           | 2           | -   | 2                | -         | -           | -                    | -                                       | 7           | 2                                 | -                            | -                 | -        | -         | 5                               |
| Connecticut . . .                      | 6           | 2           | 1   | 1                | -         | -           | -                    | -                                       | 5           | 1                                 | -                            | -                 | -        | -         | 4                               |
| Delaware . . .                         | 3           | -           | -   | -                | -         | -           | -                    | -                                       | 3           | -                                 | -                            | -                 | -        | -         | 3                               |
| District of Columbia . . .             | 4           | 1           | -   | 1                | -         | -           | -                    | -                                       | 4           | 1                                 | -                            | -                 | -        | -         | 3                               |
| Florida . . .                          | 15          | 6           | -   | 6                | -         | -           | -                    | -                                       | 15          | 6                                 | -                            | -                 | -        | -         | 9                               |
| Georgia . . .                          | 7           | 3           | -   | 3                | -         | -           | -                    | -                                       | 7           | 3                                 | -                            | -                 | -        | -         | 4                               |
| Idaho . . .                            | 4           | -           | -   | -                | -         | -           | -                    | -                                       | 4           | -                                 | 1                            | -                 | -        | -         | 3                               |
| Illinois . . .                         | 16          | 2           | -   | 2                | -         | -           | -                    | -                                       | 16          | 2                                 | 1                            | -                 | -        | -         | 13                              |
| Indiana . . .                          | 12          | 3           | 1   | 2                | -         | -           | -                    | -                                       | 11          | 2                                 | -                            | -                 | -        | -         | 9                               |
| Iowa . . .                             | 8           | 4           | 1   | 3                | -         | -           | -                    | -                                       | 7           | 3                                 | -                            | -                 | -        | -         | 4                               |
| Kansas . . .                           | 5           | 3           | 1   | 2                | -         | -           | -                    | -                                       | 4           | 2                                 | -                            | -                 | -        | -         | 2                               |
| Kentucky . . .                         | 6           | 1           | -   | 1                | -         | -           | -                    | -                                       | 6           | 1                                 | -                            | -                 | -        | -         | 5                               |
| Louisiana . . .                        | 8           | 5           | 1   | 4                | -         | -           | -                    | -                                       | 7           | 4                                 | -                            | -                 | -        | -         | 3                               |
| Maine . . .                            | 6           | 1           | -   | 1                | -         | -           | -                    | -                                       | 6           | 1                                 | -                            | -                 | -        | -         | 5                               |
| Maryland . . .                         | 8           | 1           | -   | 1                | -         | -           | -                    | -                                       | 8           | 1                                 | -                            | -                 | -        | -         | 7                               |
| Massachusetts . . .                    | 13          | 3           | 2   | 1                | -         | -           | -                    | -                                       | 11          | 1                                 | -                            | -                 | -        | -         | 10                              |
| Michigan . . .                         | 22          | 5           | 1   | 4                | -         | -           | -                    | -                                       | 21          | 4                                 | -                            | -                 | -        | 1         | 16                              |
| Minnesota . . .                        | 8           | 1           | 1   | -                | -         | -           | -                    | -                                       | 7           | -                                 | -                            | -                 | -        | -         | 7                               |
| Mississippi . . .                      | 6           | 1           | 1   | -                | -         | -           | -                    | -                                       | 5           | -                                 | -                            | -                 | -        | -         | 5                               |
| Missouri . . .                         | 14          | 4           | 2   | 2                | -         | -           | -                    | -                                       | 12          | 2                                 | -                            | -                 | -        | -         | 10                              |
| Montana . . .                          | -           | -           | -   | -                | -         | -           | -                    | -                                       | -           | -                                 | -                            | -                 | -        | -         | -                               |
| Nebraska . . .                         | 2           | -           | -   | -                | -         | -           | -                    | -                                       | 2           | -                                 | -                            | -                 | -        | -         | 2                               |
| Nevada . . .                           | -           | -           | -   | -                | -         | -           | -                    | -                                       | -           | -                                 | -                            | -                 | -        | -         | -                               |
| New Hampshire . . .                    | -           | -           | -   | -                | -         | -           | -                    | -                                       | -           | -                                 | -                            | -                 | -        | -         | -                               |
| New Jersey . . .                       | 13          | 7           | 2   | 5                | -         | -           | -                    | -                                       | 11          | 5                                 | -                            | -                 | -        | -         | 6                               |
| New Mexico . . .                       | 4           | 3           | 1   | 2                | -         | -           | -                    | -                                       | 3           | 2                                 | -                            | -                 | -        | -         | 1                               |
| New York . . .                         | 29          | 5           | 2   | 3                | -         | -           | -                    | -                                       | 27          | 3                                 | -                            | -                 | -        | -         | 24                              |
| North Carolina . . .                   | 5           | 2           | 1   | 1                | -         | -           | -                    | -                                       | 4           | 1                                 | -                            | -                 | -        | -         | 3                               |
| North Dakota . . .                     | 4           | 1           | 1   | -                | -         | -           | -                    | -                                       | 3           | -                                 | -                            | -                 | -        | -         | 3                               |
| Ohio . . .                             | 21          | 3           | 1   | 2                | -         | -           | -                    | -                                       | 20          | 2                                 | 1                            | -                 | -        | -         | 17                              |
| Oklahoma . . .                         | 12          | 2           | -   | 2                | -         | -           | -                    | -                                       | 12          | 2                                 | -                            | -                 | -        | -         | 10                              |
| Oregon . . .                           | 6           | -           | -   | -                | -         | -           | -                    | -                                       | 6           | -                                 | -                            | -                 | -        | -         | 6                               |

(Continued)



TABLE 17 - USAF KOREAN BATTLE CASUALTIES BY STATE OF RESIDENCE - FY 1952 - CONTINUED

(These data are based on date of occurrence and include USAF military personnel only. Adjustments have been completed through 30 June 1953. KIA - Killed in Action; MIA - Missing in Action; DOW - Died of Wounds Received in Action; POW - Prisoner of War.)

| State of Residence                                 | Total | Deaths |     |            |     | Wounded |                |                                   | Missing |                             |                              |             |          | Net Missing During Period |     |
|--|-------|--------|-----|------------|-----|---------|----------------|-----------------------------------|---------|-----------------------------|------------------------------|-------------|----------|---------------------------|-----|
|  |       | Total  | KIA | MIA to KIA | POW | Total   | Died of Wounds | Returned to Duty, Evacuated, Etc. | Total   | Missing to Killed in Action | Returned to Military Control |             |          |                           | POW |
|  |       |        |     |            |     |         |                |                                   |         |                             | To Duty                      | With Wounds | From POW |                           |     |
|  |       |        |     |            |     |         |                |                                   |         |                             |                              |             |          |                           |     |
| (1)  | (2)   | (3)    | (4) | (5)        | (6) | (7)     | (8)            | (9)                               | (10)    | (11)                        | (12)                         | (13)        | (14)     | (15)                      |     |
| TOTAL CASUALTIES - OFFICERS AND AIRMEN (Continued) |       |        |     |            |     |         |                |                                   |         |                             |                              |             |          |                           |     |
| Pennsylvania . .                                   | 31    | 8      | 3   | 5          | -   | 1       | -              | 1                                 | 27      | 5                           | -                            | -           | -        | -                         | 22  |
| Rhode Island . .                                   | 4     | -      | -   | -          | -   | -       | -              | -                                 | 4       | -                           | -                            | -           | -        | -                         | 4   |
| South Carolina . .                                 | 5     | 2      | 1   | 1          | -   | -       | -              | -                                 | 4       | 1                           | -                            | -           | -        | -                         | 3   |
| South Dakota                                       | 3     | 2      | -   | 2          | -   | -       | -              | -                                 | 3       | 2                           | -                            | -           | -        | -                         | 1   |
| Tennessee . .                                      | 11    | 6      | 5   | 1          | -   | -       | -              | -                                 | 6       | 1                           | -                            | -           | -        | -                         | 5   |
| Texas . . .  | 41    | 17     | 4   | 13         | -   | 1       | -              | 1                                 | 36      | 13                          | -                            | -           | -        | -                         | 23  |
| Utah . . .   | 5     | 3      | 1   | 2          | -   | -       | -              | -                                 | 4       | 2                           | -                            | -           | -        | -                         | 2   |
| Vermont . . .                                      | 1     | -      | -   | -          | -   | -       | -              | -                                 | 1       | -                           | -                            | -           | -        | -                         | 1   |
| Virginia . .                                       | 15    | 3      | 2   | 1          | -   | -       | -              | -                                 | 13      | 1                           | -                            | -           | -        | -                         | 12  |
| Washington   | 8     | 2      | 2   | -          | -   | -       | -              | -                                 | 6       | -                           | -                            | -           | -        | -                         | 6   |
| West Virginia . .                                  | 8     | 1      | -   | 1          | -   | -       | -              | -                                 | 8       | 1                           | -                            | -           | -        | -                         | 7   |
| Wisconsin . .                                      | 4     | 1      | -   | 1          | -   | -       | -              | -                                 | 4       | 1                           | -                            | -           | -        | -                         | 3   |
| Wyoming . .  | 6     | 4      | -   | 4          | -   | -       | -              | -                                 | 6       | 4                           | -                            | -           | -        | -                         | 2   |
| Alaska . .   | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -                         | -   |
| Alutians . .                                       | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -                         | -   |
| Hawaii . .   | -     | -      | -   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -                         | -   |
| US at Large  | 1     | 1      | 1   | -          | -   | -       | -              | -                                 | -       | -                           | -                            | -           | -        | -                         | -   |
| Canada . .   | 1     | -      | -   | -          | -   | -       | -              | -                                 | 1       | -                           | -                            | -           | -        | -                         | 1   |
| Undetermined . .                                   | 105   | -      | -   | -          | -   | 100     | -              | 100                               | 5       | -                           | 6                            | -           | -        | -                         | e/o |

a/ Total casualties consist of "total deaths," persons "wounded, but who returned to duty, etc.," persons "missing, but returned to duty," "prisoners of war," "prisoners of war returned to military control", and "net missing during period".

b/ Represents all persons ever reported (for periods specified) under the respective categories (dead, wounded, and missing).

c/ Columns (4) and (10), and (5) and (7) are duplicated in order to show source and eventual disposition of certain sub-categories and to add to totals--columns (2) and (6); however, duplication of figures is not reflected in "total", column (1).

d/ Figures shown in column (12) are also included in column (8), but only column (8) is included in column (1) - "total".

e/ When adding to sum of net missing or to total for "Undetermined", deduct one. Adjustment is necessary due to return to military control of an individual reported missing in previous fiscal year.

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 18 - FEA- AIRCRAFT IN COMMITTED UNITS POSSESSED AND COMBAT READY

| TYPE AND MODEL        | DAILY AVERAGE |              |          |              |           |              |         |              |          |              |          |              |
|-----------------------|---------------|--------------|----------|--------------|-----------|--------------|---------|--------------|----------|--------------|----------|--------------|
|                       | 1951 JULY     |              | AUGUST   |              | SEPTEMBER |              | OCTOBER |              | NOVEMBER |              | DECEMBER |              |
|                       | Poss'd        | Combat Ready | Poss'd   | Combat Ready | Poss'd    | Combat Ready | Poss'd  | Combat Ready | Poss'd   | Combat Ready | Poss'd   | Combat Ready |
| <b>TOTAL</b>          | 990           | 685          | 1,021    | 669          | 1,038     | 693          | 1,027   | 685          | 1,004    | 668          | 1,064    | 654          |
| <b>BOMBER</b>         | 198           | 144          | 206      | 153          | 201       | 147          | 192     | 141          | 186      | 134          | 196      | 130          |
| B-26                  | 103           | 70           | 109      | 78           | 104       | 76           | 99      | 75           | 97       | 75           | 99       | 73           |
| B-29                  | 95            | 74           | 97       | 75           | 97        | 71           | 93      | 66           | 89       | 59           | 97       | 57           |
| <b>FIGHTERS</b>       | 380           | 239          | 405      | 219          | 415       | 229          | 408     | 233          | 381      | 216          | 415      | 215          |
| F-51/TF-51            | 95            | 65           | 112      | 70           | 110       | 61           | 115     | 56           | 96       | 53           | 76       | 38           |
| F-80                  | 136           | 73           | 124      | 66           | 118       | 59           | 111     | 58           | 98       | 56           | 79       | 47           |
| F-82 a/               | 5             | 2            | 4        | 2            | 6         | 2            | 5       | 2            | 6        | 1            | 6        | 2            |
| F-84                  | 103           | 64           | 126      | 50           | 137       | 74           | 135     | 73           | 125      | 73           | 127      | 70           |
| F-86                  | 41            | 35           | 39       | 31           | 44        | 33           | 42      | 34           | 56       | 33           | 127      | 58           |
| F-94 b/               | -             | -            | -        | -            | -         | -            | -       | -            | -        | -            | -        | -            |
| <b>CARGO</b>          | 244           | 192          | 239      | 184          | 245       | 201          | 244     | 190          | 242      | 192          | 238      | 170          |
| C-46/TC-46            | 55            | 43           | 56       | 42           | 59        | 51           | 60      | 43           | 61       | 47           | 61       | 46           |
| C-47(sc/vc47-cl17)    | 52            | 47           | 49       | 42           | 46        | 38           | 46      | 40           | 46       | 40           | 46       | 38           |
| C-54                  | 59            | 47           | 58       | 48           | 59        | 47           | 59      | 48           | 58       | 45           | 58       | 47           |
| C-119                 | 78            | 55           | 76       | 52           | 80        | 64           | 78      | 58           | 77       | 60           | 73       | 39           |
| C-124                 | -             | -            | -        | -            | 1         | 1            | 1       | 1            | -        | -            | -        | -            |
| <b>RECONNAISSANCE</b> | 72            | 47           | 81       | 56           | 85        | 54           | 89      | 51           | 100      | 60           | 111      | 67           |
| RB-26                 | 17            | 15           | 21       | 17           | 22        | 17           | 22      | 15           | 22       | 14           | 21       | 14           |
| RB-29                 | 13            | 7            | 11       | 8            | 11        | 7            | 11      | 7            | 11       | 7            | 11       | 5            |
| RB-45                 | 2             | 1            | 2        | 1            | 2         | 1            | 3       | 1            | 3        | 1            | 3        | 1            |
| RB-50                 | -             | -            | -        | -            | -         | -            | -       | -            | -        | -            | -        | -            |
| WB-29                 | 14            | 5            | 14       | 5            | 14        | 7            | 15      | 5            | 15       | 5            | 13       | 3            |
| RF-51 (TRF-51)        | 5             | 3            | 5        | 4            | 6         | 3            | 7       | 4            | 20       | 12           | 32       | 21           |
| RF-80                 | 21            | 16           | 28       | 21           | 30        | 19           | 31      | 19           | 29       | 21           | 31       | 23           |
| RF-86                 | -             | -            | -        | -            | -         | -            | -       | -            | -        | -            | -        | -            |
| <b>MISCELLANEOUS</b>  | 96            | 63           | 90       | 57           | 92        | 62           | 94      | 70           | 95       | 66           | 104      | 72           |
| T-6                   | 54            | 32           | 51       | 29           | 52        | 34           | 49      | 35           | 48       | 32           | 45       | 30           |
| Other                 | 42            | 31           | 39       | 28           | 40        | 28           | 45      | 35           | 47       | 34           | 59       | 42           |
|                       | 1952 JANUARY  |              | FEBRUARY |              | MARCH     |              | APRIL   |              | MAY      |              | JUNE     |              |
| <b>TOTAL</b>          | 1,101         | 653          | 1,084    | 674          | 1,066     | 667          | 1,050   | 687          | 1,031    | 664          | 1,067    | 716          |
| <b>BOMBERS</b>        | 200           | 140          | 194      | 144          | 211       | 150          | 218     | 141          | 209      | 129          | 199      | 133          |
| B-26                  | 104           | 75           | 102      | 83           | 106       | 78           | 109     | 77           | 107      | 71           | 106      | 69           |
| B-29                  | 96            | 65           | 92       | 61           | 105       | 72           | 109     | 64           | 102      | 58           | 93       | 64           |
| <b>FIGHTERS</b>       | 421           | 212          | 411      | 229          | 398       | 230          | 375     | 248          | 367      | 240          | 400      | 284          |
| F-51 (TF-51)          | 71            | 48           | 70       | 44           | 60        | 35           | 54      | 43           | 47       | 41           | 51       | 28           |
| F-80                  | 69            | 34           | 69       | 35           | 81        | 49           | 82      | 49           | 79       | 49           | 87       | 54           |
| F-82 a/               | 10            | 3            | 10       | 2            | -         | -            | -       | -            | -        | -            | -        | -            |
| F-84                  | 123           | 61           | 109      | 54           | 88        | 48           | 85      | 47           | 87       | 46           | 103      | 80           |
| F-86                  | 133           | 61           | 133      | 85           | 133       | 80           | 129     | 93           | 131      | 90           | 135      | 108          |
| F-94 b/               | 15            | 5            | 20       | 9            | 36        | 18           | 25      | 16           | 23       | 14           | 24       | 14           |
| <b>CARGO</b>          | 240           | 151          | 240      | 140          | 245       | 141          | 225     | 147          | 225      | 141          | 228      | 141          |
| C-46/TC-46            | 60            | 45           | 58       | 41           | 65        | 35           | 57      | 39           | 54       | 42           | 55       | 44           |
| C-47(sc/vc47-cl17)    | 51            | 32           | 53       | 44           | 51        | 31           | 37      | 28           | 42       | 22           | 42       | 23           |
| C-54                  | 61            | 45           | 63       | 44           | 62        | 45           | 62      | 45           | 63       | 50           | 62       | 47           |
| C-119                 | 68            | 29           | 66       | 11           | 67        | 30           | 69      | 35           | 66       | 27           | 69       | 27           |
| C-124                 | -             | -            | -        | -            | -         | -            | -       | -            | -        | -            | -        | -            |
| <b>RECONNAISSANCE</b> | 117           | 67           | 109      | 66           | 104       | 62           | 105     | 66           | 108      | 66           | 107      | 65           |
| RB-26                 | 21            | 15           | 21       | 13           | 22        | 16           | 24      | 19           | 25       | 18           | 24       | 16           |
| RB-29                 | 12            | 6            | 13       | 5            | 13        | 6            | 13      | 6            | 14       | 7            | 14       | 6            |
| RB-45                 | 3             | 1            | 3        | 1            | 3         | 1            | 3       | 1            | 3        | 1            | 2        | -            |
| RB-50                 | 2             | -            | 2        | -            | 3         | -            | 3       | -            | 3        | 2            | 3        | 1            |
| WB-29                 | 14            | 6            | 13       | 5            | 12        | 5            | 12      | 4            | 12       | 5            | 12       | 5            |
| RF-51 (TRF-51)        | 31            | 18           | 26       | 23           | 23        | 16           | 23      | 19           | 22       | 14           | 21       | 14           |
| RF-80                 | 33            | 21           | 30       | 18           | 27        | 18           | 26      | 16           | 25       | 19           | 25       | 19           |
| RF-86                 | 1             | -            | 1        | 1            | 1         | -            | 1       | -            | 4        | -            | 6        | 4            |
| <b>MISCELLANEOUS</b>  | 123           | 83           | 130      | 95           | 128       | 84           | 127     | 85           | 122      | 88           | 133      | 93           |
| T-6                   | 60            | 37           | 68       | 51           | 63        | 48           | 66      | 50           | 57       | 42           | 55       | 43           |
| Other                 | 63            | 46           | 62       | 44           | 65        | 36           | 61      | 35           | 65       | 46           | 78       | 50           |

a/ F-82's ended operations February 1952.

b/ F-94's began operations January 1952.

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 19 - CREWS IN COMMITTED UNITS POSSESSED AND COMBAT READY FY 1952

| TYPE AND MODEL        | DAILY AVERAGE |              |              |              |              |              |              |              |              |              |              |              |
|-----------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                       | 1951 JULY     |              | AUGUST       |              | SEPTEMBER    |              | OCTOBER      |              | NOVEMBER     |              | DECEMBER     |              |
|                       | Poss'd        | Combat Ready | Poss'd       | Combat Ready | Poss'd       | Combat Ready | Poss'd       | Combat Ready | Poss'd       | Combat Ready | Poss'd       | Combat Ready |
| <b>TOTAL</b>          | <b>1,462</b>  | <b>1,217</b> | <b>1,496</b> | <b>1,242</b> | <b>1,591</b> | <b>1,294</b> | <b>1,550</b> | <b>1,256</b> | <b>1,534</b> | <b>1,235</b> | <b>1,627</b> | <b>1,269</b> |
| <b>BOMBER</b>         | 196           | 178          | 200          | 181          | 227          | 204          | 214          | 195          | 186          | 164          | 205          | 167          |
| B-26 . . . . .        | 107           | 90           | 113          | 95           | 138          | 116          | 125          | 110          | 100          | 85           | 109          | 81           |
| B-29 . . . . .        | 89            | 88           | 87           | 85           | 89           | 88           | 89           | 85           | 86           | 79           | 96           | 86           |
| <b>FIGHTER</b>        | 636           | 512          | 614          | 481          | 650          | 481          | 664          | 512          | 692          | 523          | 719          | 535          |
| F-51 . . . . .        | 116           | 89           | 121          | 89           | 115          | 90           | 109          | 90           | 118          | 90           | 139          | 103          |
| F-80 . . . . .        | 236           | 189          | 191          | 159          | 207          | 133          | 233          | 152          | 221          | 148          | 138          | 108          |
| F-82 a/ . . . . .     | 11            | 11           | 9            | 9            | 13           | 9            | 10           | 8            | 6            | 6            | 8            | 8            |
| F-84 . . . . .        | 185           | 141          | 211          | 155          | 225          | 174          | 227          | 200          | 231          | 205          | 233          | 183          |
| F-86 . . . . .        | 88            | 82           | 82           | 69           | 90           | 75           | 85           | 62           | 116          | 74           | 201          | 133          |
| F-94 b/ . . . . .     | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>CARGO</b>          | 342           | 309          | 391          | 352          | 425          | 390          | 386          | 348          | 373          | 349          | 387          | 362          |
| C-46 . . . . .        | 87            | 80           | 89           | 81           | 100          | 91           | 94           | 83           | 100          | 97           | 103          | 96           |
| C-47 . . . . .        | 66            | 64           | 66           | 61           | 66           | 62           | 63           | 61           | 64           | 62           | 65           | 62           |
| C-54 . . . . .        | 100           | 87           | 147          | 131          | 160          | 149          | 130          | 117          | 120          | 108          | 127          | 122          |
| C-119 . . . . .       | 89            | 78           | 89           | 79           | 98           | 87           | 98           | 86           | 89           | 82           | 92           | 82           |
| C-124 . . . . .       | -             | -            | -            | -            | 1            | 1            | 1            | 1            | -            | -            | -            | -            |
| <b>RECONNAISSANCE</b> | 157           | 117          | 167          | 129          | 157          | 128          | 146          | 120          | 137          | 116          | 151          | 123          |
| RB-26 . . . . .       | 37            | 23           | 38           | 24           | 36           | 29           | 37           | 25           | 29           | 18           | 38           | 24           |
| RB-29 . . . . .       | 13            | 12           | 12           | 12           | 12           | 12           | 11           | 9            | 11           | 11           | 11           | 11           |
| RB-45 . . . . .       | 2             | 2            | 2            | 2            | 2            | 2            | 3            | 3            | 3            | 3            | 3            | 3            |
| RB-50 . . . . .       | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| WB-29 . . . . .       | 12            | 12           | 13           | 12           | 13           | 12           | 14           | 13           | 15           | 13           | 13           | 12           |
| RF-51 . . . . .       | 50            | 37           | 50           | 45           | 45           | 39           | 45           | 38           | 48           | 43           | 48           | 43           |
| RF-80 . . . . .       | 43            | 31           | 52           | 34           | 49           | 34           | 36           | 32           | 31           | 28           | 38           | 30           |
| RF-86 . . . . .       | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>MISCELLANEOUS</b>  | 131           | 101          | 124          | 99           | 132          | 91           | 140          | 81           | 146          | 83           | 165          | 82           |
| T-6 . . . . .         | 88            | 62           | 81           | 62           | 90           | 52           | 97           | 41           | 100          | 40           | 115          | 33           |
| Other . . . . .       | 43            | 39           | 43           | 37           | 42           | 39           | 43           | 40           | 46           | 43           | 50           | 49           |
|                       | 1952 JANUARY  |              | FEBRUARY     |              | MARCH        |              | APRIL        |              | MAY          |              | JUNE         |              |
| <b>TOTAL</b>          | <b>1,630</b>  | <b>1,235</b> | <b>1,631</b> | <b>1,243</b> | <b>1,613</b> | <b>1,249</b> | <b>1,598</b> | <b>1,285</b> | <b>1,613</b> | <b>1,303</b> | <b>1,571</b> | <b>1,268</b> |
| <b>BOMBER</b>         | 196           | 158          | 191          | 157          | 228          | 175          | 259          | 192          | 285          | 220          | 286          | 222          |
| B-26 . . . . .        | 103           | 75           | 103          | 75           | 131          | 90           | 155          | 113          | 179          | 132          | 186          | 136          |
| B-29 . . . . .        | 93            | 83           | 88           | 82           | 97           | 85           | 104          | 79           | 106          | 88           | 100          | 86           |
| <b>FIGHTER</b>        | 709           | 507          | 730          | 511          | 695          | 512          | 655          | 505          | 664          | 508          | 668          | 507          |
| F-51 . . . . .        | 139           | 103          | 127          | 105          | 128          | 103          | 133          | 104          | 101          | 79           | 99           | 73           |
| F-80 . . . . .        | 127           | 77           | 135          | 75           | 120          | 85           | 118          | 94           | 118          | 92           | 116          | 91           |
| F-82 a/ . . . . .     | 9             | 9            | 7            | 7            | -            | -            | -            | -            | -            | -            | -            | -            |
| F-84 . . . . .        | 205           | 153          | 226          | 145          | 221          | 145          | 201          | 144          | 218          | 171          | 206          | 152          |
| F-86 . . . . .        | 217           | 156          | 210          | 170          | 201          | 162          | 178          | 140          | 202          | 148          | 223          | 173          |
| F-94 b/ . . . . .     | 12            | 9            | 25           | 9            | 25           | 17           | 25           | 23           | 25           | 18           | 24           | 18           |
| <b>CARGO</b>          | 389           | 368          | 389          | 373          | 386          | 364          | 382          | 368          | 358          | 341          | 329          | 311          |
| C-46 . . . . .        | 104           | 99           | 109          | 105          | 119          | 113          | 113          | 109          | 98           | 92           | 77           | 75           |
| C-47 . . . . .        | 66            | 63           | 66           | 64           | 67           | 65           | 62           | 60           | 65           | 63           | 49           | 48           |
| C-54 . . . . .        | 130           | 123          | 129          | 124          | 115          | 106          | 120          | 116          | 119          | 114          | 126          | 115          |
| C-119 . . . . .       | 89            | 83           | 85           | 80           | 85           | 80           | 87           | 83           | 76           | 72           | 77           | 73           |
| C-124 . . . . .       | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| <b>RECONNAISSANCE</b> | 161           | 118          | 150          | 112          | 172          | 124          | 184          | 143          | 180          | 144          | 157          | 127          |
| RB-26 . . . . .       | 36            | 22           | 36           | 22           | 45           | 29           | 48           | 25           | 44           | 26           | 35           | 24           |
| RB-29 . . . . .       | 11            | 11           | 11           | 11           | 11           | 11           | 12           | 12           | 13           | 12           | 11           | 11           |
| RB-45 . . . . .       | 3             | 3            | 2            | 2            | 3            | 3            | 3            | 3            | 3            | 3            | 3            | 2            |
| RB-50 . . . . .       | -             | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| WB-29 . . . . .       | 14            | 14           | 13           | 13           | 13           | 13           | 12           | 12           | 13           | 12           | 13           | 12           |
| RF-51 . . . . .       | 54            | 42           | 45           | 36           | 49           | 42           | 56           | 50           | 58           | 54           | 55           | 48           |
| RF-80 . . . . .       | 42            | 26           | 41           | 27           | 50           | 26           | 47           | 36           | 41           | 30           | 28           | 20           |
| RF-86 . . . . .       | -             | -            | 2            | 1            | 1            | -            | 3            | 2            | 5            | 4            | 9            | 8            |
| <b>MISCELLANEOUS</b>  | 175           | 84           | 171          | 90           | 132          | 74           | 118          | 77           | 126          | 90           | 131          | 101          |
| T-6 . . . . .         | 122           | 38           | 118          | 42           | 93           | 38           | 83           | 46           | 89           | 57           | 93           | 69           |
| Other . . . . .       | 53            | 46           | 53           | 48           | 39           | 36           | 35           | 31           | 37           | 33           | 38           | 32           |

a/ F-82's ended operations February 1952.

b/ F-94's began operations January 1952.

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 20 - COMBAT AIRCRAFT AND CREWS IN COMMITTED UNITS PROGRAMMED AND ACTUAL - FY 1952

| AIRCRAFT AND CREWS | Av.-1<br>Year<br>Period | 1951<br>JUL | AUG   | SEP   | OCT   | NOV   | DEC   | 1952<br>JAN | FEB   | MAR   | APR   | MAY   | JUN   |
|--------------------|-------------------------|-------------|-------|-------|-------|-------|-------|-------------|-------|-------|-------|-------|-------|
| <b>B-26:</b>       |                         |             |       |       |       |       |       |             |       |       |       |       |       |
| AIRCRAFT           | - Programmed            | 109         | 96    | 96    | 96    | 96    | 96    | 96          | 106   | 132   | 132   | 132   | 132   |
|                    | Actual                  | 103         | 103   | 109   | 104   | 99    | 97    | 99          | 104   | 106   | 107   | 107   | 102   |
|                    | % of Programmed         | 94.5        | 107.3 | 113.5 | 108.3 | 103.1 | 101.0 | 103.1       | 108.3 | 96.2  | 80.3  | 81.1  | 81.1  |
| CREWS              | - Programmed            | 156         | 144   | 144   | 144   | 144   | 144   | 144         | 144   | 180   | 180   | 180   | 180   |
|                    | Actual                  | 129         | 107   | 113   | 138   | 125   | 100   | 109         | 103   | 131   | 155   | 179   | 186   |
|                    | % of Programmed         | 82.7        | 74.3  | 78.5  | 95.8  | 86.8  | 69.4  | 75.7        | 71.5  | 71.5  | 72.8  | 86.1  | 99.4  |
| <b>B-29:</b>       |                         |             |       |       |       |       |       |             |       |       |       |       |       |
| AIRCRAFT           | - Programmed            | 94          | 90    | 90    | 90    | 90    | 90    | 90          | 90    | 99    | 99    | 99    | 99    |
|                    | Actual                  | 96          | 95    | 97    | 97    | 93    | 89    | 97          | 94    | 91    | 104   | 108   | 100   |
|                    | % of Programmed         | 102.1       | 105.6 | 107.8 | 107.8 | 103.3 | 98.9  | 107.8       | 104.4 | 91.9  | 105.1 | 109.1 | 101.0 |
| CREWS              | - Programmed            | 91          | 93    | 93    | 93    | 93    | 93    | 90          | 90    | 90    | 90    | 90    | 90    |
|                    | Actual                  | 94          | 89    | 87    | 89    | 89    | 86    | 96          | 93    | 88    | 97    | 104   | 106   |
|                    | % of Programmed         | 103.3       | 95.7  | 93.5  | 95.7  | 95.7  | 92.5  | 106.7       | 103.3 | 97.8  | 107.8 | 115.6 | 117.8 |
| <b>F-51:</b>       |                         |             |       |       |       |       |       |             |       |       |       |       |       |
| AIRCRAFT           | - Programmed            | 77          | 75    | 75    | 75    | 75    | 75    | 95          | 95    | 84    | 83    | 83    | 55    |
|                    | Actual                  | 80          | 95    | 112   | 110   | 115   | 96    | 76          | 73    | 70    | 60    | 54    | 46    |
|                    | % of Programmed         | 103.9       | 126.7 | 149.3 | 146.7 | 153.3 | 128.0 | 80.0        | 76.8  | 83.3  | 72.3  | 65.1  | 83.6  |
| CREWS              | - Programmed            | 107         | 113   | 113   | 113   | 113   | 113   | 113         | 114   | 114   | 114   | 76    | 76    |
|                    | Actual                  | 120         | 116   | 121   | 115   | 109   | 118   | 139         | 139   | 127   | 128   | 133   | 101   |
|                    | % of Programmed         | 112.1       | 102.7 | 107.1 | 101.8 | 96.5  | 104.4 | 123.0       | 123.0 | 111.4 | 112.3 | 116.7 | 132.9 |
| <b>F-80:</b>       |                         |             |       |       |       |       |       |             |       |       |       |       |       |
| AIRCRAFT           | - Programmed            | 99          | 125   | 125   | 125   | 125   | 75    | 75          | 83    | 83    | 83    | 83    | 83    |
|                    | Actual                  | 94          | 136   | 124   | 118   | 111   | 98    | 79          | 69    | 69    | 81    | 82    | 79    |
|                    | % of Programmed         | 94.9        | 108.8 | 99.2  | 94.4  | 88.8  | 78.4  | 105.3       | 92.0  | 83.1  | 97.6  | 98.8  | 95.2  |
| CREWS              | - Programmed            | 145         | 188   | 188   | 188   | 188   | 114   | 114         | 114   | 114   | 114   | 114   | 114   |
|                    | Actual                  | 163         | 236   | 191   | 207   | 223   | 221   | 138         | 127   | 135   | 120   | 118   | 118   |
|                    | % of Programmed         | 112.4       | 125.5 | 101.6 | 110.1 | 118.6 | 117.6 | 121.1       | 111.4 | 118.4 | 105.3 | 103.5 | 103.5 |
| <b>F-84:</b>       |                         |             |       |       |       |       |       |             |       |       |       |       |       |
| AIRCRAFT           | - Programmed            | 157         | 150   | 150   | 150   | 150   | 150   | 150         | 166   | 166   | 166   | 166   | 166   |
|                    | Actual                  | 112         | 103   | 126   | 137   | 135   | 125   | 127         | 123   | 109   | 88    | 85    | 87    |
|                    | % of Programmed         | 71.3        | 68.7  | 84.0  | 91.3  | 90.0  | 83.3  | 84.7        | 82.0  | 65.7  | 53.0  | 51.2  | 52.4  |
| CREWS              | - Programmed            | 227         | 226   | 226   | 226   | 226   | 226   | 228         | 228   | 228   | 228   | 228   | 228   |
|                    | Actual                  | 216         | 185   | 211   | 225   | 227   | 231   | 233         | 205   | 226   | 221   | 201   | 218   |
|                    | % of Programmed         | 95.2        | 81.9  | 93.4  | 99.6  | 100.4 | 102.2 | 102.2       | 89.9  | 99.1  | 96.9  | 88.2  | 95.6  |
| <b>F-86:</b>       |                         |             |       |       |       |       |       |             |       |       |       |       |       |
| AIRCRAFT           | - Programmed            | 114         | 75    | 75    | 75    | 75    | 125   | 125         | 125   | 139   | 139   | 139   | 138   |
|                    | Actual                  | 94          | 41    | 39    | 44    | 42    | 56    | 127         | 117   | 133   | 133   | 126   | 130   |
|                    | % of Programmed         | 82.5        | 54.7  | 52.0  | 58.7  | 56.0  | 44.8  | 101.6       | 93.6  | 95.7  | 95.7  | 90.6  | 94.2  |
| CREWS              | - Programmed            | 158         | 113   | 113   | 113   | 113   | 113   | 190         | 190   | 190   | 190   | 190   | 190   |
|                    | Actual                  | 158         | 88    | 82    | 90    | 85    | 116   | 201         | 217   | 210   | 201   | 178   | 202   |
|                    | % of Programmed         | 100.0       | 77.9  | 72.6  | 79.6  | 75.2  | 102.7 | 105.8       | 114.2 | 110.5 | 105.8 | 93.7  | 106.3 |

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 21 - COMBAT UTILIZATION OF THEATER INVENTORY AIRCRAFT AND CREWS - FY 1952

| AIRCRAFT AND CREWS                 | AVERAGE ONE YEAR PERIOD | 1951 JUL | AUG   | SEP   | OCT   | NOV   | DEC   | 1952 JAN | FEB   | MAR   | APR   | MAY   | JUN   |
|------------------------------------|-------------------------|----------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|
| <b>B-26:</b>                       |                         |          |       |       |       |       |       |          |       |       |       |       |       |
| <u>AIRCRAFT</u> -Theater Inventory | 161                     | 157      | 149   | 140   | 132   | 140   | 137   | 155      | 165   | 191   | 204   | 187   | 178   |
| In Committed Units                 | 104                     | 103      | 109   | 104   | 99    | 97    | 99    | 104      | 102   | 106   | 109   | 107   | 106   |
| % in Committed Units               | 64.6                    | 65.6     | 73.2  | 74.3  | 75.0  | 69.3  | 72.3  | 67.1     | 61.8  | 55.5  | 53.4  | 57.2  | 59.6  |
| <u>CREWS</u> -Total On Hand        | 131                     | 124      | 113   | 138   | 125   | 100   | 109   | 103      | 103   | 131   | 155   | 179   | 186   |
| In Committed Units                 | 129                     | 107      | 113   | 138   | 125   | 100   | 109   | 103      | 103   | 131   | 155   | 179   | 186   |
| % in Committed Units               | 98.5                    | 86.3     | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0    | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| <b>B-29:</b>                       |                         |          |       |       |       |       |       |          |       |       |       |       |       |
| <u>AIRCRAFT</u> -Theater Inventory | 107                     | 104      | 106   | 105   | 99    | 107   | 105   | 107      | 115   | 115   | 113   | 107   | 98    |
| In Committed Units                 | 97                      | 95       | 97    | 97    | 93    | 89    | 97    | 96       | 92    | 105   | 109   | 102   | 93    |
| % in Committed Units               | 90.7                    | 91.3     | 91.5  | 92.4  | 93.9  | 83.2  | 92.4  | 89.7     | 80.0  | 91.3  | 96.5  | 95.3  | 94.9  |
| <u>CREWS</u> -Total On Hand        | 94                      | 90       | 89    | 91    | 91    | 86    | 96    | 93       | 88    | 97    | 104   | 106   | 100   |
| In Committed Units                 | 94                      | 89       | 87    | 89    | 89    | 86    | 96    | 93       | 88    | 97    | 104   | 106   | 100   |
| % in Committed Units               | 100.0                   | 98.9     | 97.8  | 97.8  | 97.8  | 100.0 | 100.0 | 100.0    | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| <b>F-51:</b>                       |                         |          |       |       |       |       |       |          |       |       |       |       |       |
| <u>AIRCRAFT</u> -Theater Inventory | 159                     | 227      | 204   | 180   | 170   | 147   | 132   | 123      | 114   | 138   | 167   | 156   | 147   |
| In Committed Units                 | 80                      | 95       | 112   | 110   | 115   | 96    | 76    | 71       | 70    | 60    | 54    | 47    | 51    |
| % in Committed Units               | 50.3                    | 41.9     | 54.9  | 61.1  | 67.6  | 65.3  | 57.6  | 57.7     | 61.4  | 43.5  | 30.1  | 30.1  | 34.7  |
| <u>CREWS</u> -Total On Hand        | 159                     | 124      | 147   | 144   | 158   | 180   | 188   | 174      | 179   | 175   | 169   | 137   | 133   |
| In Committed Units                 | 120                     | 116      | 121   | 115   | 109   | 118   | 139   | 139      | 127   | 128   | 133   | 101   | 99    |
| % in Committed Units               | 75.5                    | 93.5     | 82.3  | 79.9  | 69.0  | 65.6  | 73.9  | 79.9     | 70.9  | 73.1  | 78.7  | 73.7  | 74.4  |
| <b>F-80:</b>                       |                         |          |       |       |       |       |       |          |       |       |       |       |       |
| <u>AIRCRAFT</u> -Theater Inventory | 223                     | 254      | 236   | 231   | 220   | 215   | 222   | 224      | 215   | 221   | 214   | 212   | 214   |
| In Committed Units                 | 94                      | 136      | 124   | 118   | 111   | 98    | 79    | 69       | 69    | 81    | 82    | 79    | 87    |
| % in Committed Units               | 42.2                    | 53.5     | 52.5  | 51.1  | 50.5  | 45.6  | 35.6  | 30.8     | 32.1  | 36.7  | 38.3  | 37.3  | 40.7  |
| <u>CREWS</u> -Total On Hand        | 262                     | 293      | 277   | 288   | 313   | 330   | 253   | 248      | 249   | 225   | 237   | 229   | 200   |
| In Committed Units                 | 163                     | 236      | 191   | 207   | 233   | 221   | 138   | 127      | 135   | 120   | 118   | 118   | 116   |
| % in Committed Units               | 62.2                    | 80.5     | 69.0  | 71.9  | 74.4  | 67.0  | 54.5  | 51.2     | 54.2  | 53.3  | 49.8  | 51.5  | 58.0  |
| <b>F-84:</b>                       |                         |          |       |       |       |       |       |          |       |       |       |       |       |
| <u>AIRCRAFT</u> -Theater Inventory | 209                     | 175      | 236   | 227   | 220   | 225   | 216   | 208      | 189   | 195   | 210   | 189   | 224   |
| In Committed Units                 | 112                     | 103      | 126   | 137   | 135   | 125   | 127   | 123      | 109   | 88    | 85    | 87    | 103   |
| % in Committed Units               | 55.6                    | 58.9     | 53.4  | 60.4  | 61.4  | 55.6  | 58.8  | 59.1     | 57.7  | 45.1  | 40.5  | 46.0  | 46.0  |
| <u>CREWS</u> -Total On Hand        | 286                     | 222      | 274   | 292   | 293   | 308   | 290   | 253      | 272   | 303   | 310   | 315   | 304   |
| In Committed Units                 | 216                     | 185      | 211   | 225   | 227   | 231   | 233   | 205      | 226   | 221   | 201   | 218   | 206   |
| % in Committed Units               | 75.5                    | 83.3     | 77.0  | 77.1  | 77.5  | 75.0  | 80.3  | 81.0     | 83.1  | 72.9  | 64.8  | 69.2  | 67.8  |
| <b>F-86:</b>                       |                         |          |       |       |       |       |       |          |       |       |       |       |       |
| <u>AIRCRAFT</u> -Theater Inventory | 147                     | 93       | 112   | 105   | 99    | 167   | 165   | 169      | 155   | 175   | 175   | 167   | 181   |
| In Committed Units                 | 95                      | 41       | 39    | 44    | 42    | 56    | 127   | 133      | 133   | 133   | 129   | 131   | 135   |
| % in Committed Units               | 64.6                    | 44.1     | 34.8  | 41.9  | 42.4  | 33.5  | 77.0  | 78.7     | 85.8  | 76.0  | 73.7  | 78.4  | 74.6  |
| <u>CREWS</u> -Total On Hand        | 166                     | 101      | 108   | 111   | 110   | 128   | 201   | 217      | 210   | 201   | 178   | 202   | 223   |
| In Committed Units                 | 158                     | 88       | 82    | 90    | 85    | 116   | 201   | 217      | 210   | 201   | 178   | 202   | 223   |
| % in Committed Units               | 95.2                    | 87.1     | 75.9  | 81.1  | 77.3  | 90.6  | 100.0 | 100.0    | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 22 - COMBAT READINESS OF TACTICAL UNITS (INCLUDING TROOP CARRIER)

| GROUP<br>BY<br>TYPE                                | OPERATIONAL READINESS INDEX |           |           |           |           |           |           |           |
|--|-----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
|  | TOTAL                       | 10-8      | 7-6       | 5-0       | TOTAL     | 10-8      | 7-6       | 5-0       |
|  | 10 JANUARY 1952             |           |           |           | JULY 1952 |           |           |           |
| <u>Group - Total</u> . . . . .                     | <u>76</u>                   | <u>35</u> | <u>11</u> | <u>30</u> | <u>79</u> | <u>46</u> | <u>9</u>  | <u>24</u> |
| Bomb Groups, Heavy . . . . .                       | 3                           | 2         | 1         | 0         | 3         | 2         | 1         | 0         |
| Bomb Groups, Medium . . . . .                      | 20                          | 11        | 0         | 9         | 22        | 12        | 2         | 8         |
| Bomb Groups, Light . . . . .                       | 4                           | 2         | 0         | 2         | 4         | 2         | 0         | 2         |
| Fighter Interceptor Groups <sup>1/</sup> . . . . . | 6                           | 5         | 0         | 1         | 6         | 5         | 0         | 1         |
| Fighter Bomber Groups . . . . .                    | 15                          | 6         | 4         | 5         | 15        | 11        | 0         | 4         |
| Fighter Escort Groups . . . . .                    | 3                           | 0         | 0         | 3         | 3         | 2         | 1         | 0         |
| Reconnaissance Groups, Strategic . . . . .         | 6                           | 3         | 1         | 2         | 7         | 4         | 0         | 3         |
| Reconnaissance Groups, Tactical . . . . .          | 4                           | 1         | 0         | 3         | 4         | 1         | 1         | 2         |
| Troop Carrier Groups, Heavy . . . . .              | 3                           | 2         | 0         | 1         | 3         | 3         | 0         | 0         |
| Troop Carrier Groups, Medium . . . . .             | 12                          | 3         | 5         | 4         | 12        | 4         | 4         | 4         |
| <u>Fighter Squadron - Total</u> . . . . .          | <u>41</u>                   | <u>4</u>  | <u>20</u> | <u>17</u> | <u>40</u> | <u>7</u>  | <u>12</u> | <u>21</u> |
| ADC Fighter Interceptor Squadrons in Z/I           | 41                          | 4         | 20        | 17        | 40        | 7         | 12        | 21        |
| <u>Air Refueling Squadron - Total</u> . . . . .    | <u>16</u>                   | <u>6</u>  | <u>3</u>  | <u>7</u>  | <u>15</u> | <u>9</u>  | <u>1</u>  | <u>5</u>  |
| Air Refueling Squadrons, Bomb . . . . .            | 14                          | 5         | 2         | 7         | 12        | 8         | 0         | 4         |
| Air Refueling Squadrons, Reconnaissance            | 2                           | 1         | 1         | 0         | 3         | 1         | 1         | 1         |
| <u>Other - Total</u> . . . . .                     | <u>29</u>                   | <u>11</u> | <u>8</u>  | <u>10</u> | <u>30</u> | <u>13</u> | <u>10</u> | <u>7</u>  |
| Separate Squadrons . . . . .                       | 29                          | 11        | 8         | 10        | 30        | 13        | 10        | 7         |

<sup>1/</sup> Does not include ADC Fighter Interceptor Squadrons in Z/I.

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 23 - USAF SORTIES BY TYPE MODEL - FY 1952

(A total of 13,504 Intra Japan cargo sorties were flown during FY 1952 and are not included in the following data.)

| TYPE MODEL                    | TOTAL or AVERAGE | JUL (1951)    | AUG           | SEP           | OCT           | NOV           | DEC           |
|-------------------------------|------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>SORTIES - TOTAL</b>        | <b>230,399</b>   | <b>15,914</b> | <b>17,456</b> | <b>19,311</b> | <b>21,887</b> | <b>19,166</b> | <b>19,328</b> |
| <b>BOMBER - TOTAL</b>         | <b>25,928</b>    | <b>1,998</b>  | <b>2,187</b>  | <b>2,482</b>  | <b>2,465</b>  | <b>2,298</b>  | <b>2,122</b>  |
| B-26                          | 20,506           | 1,499         | 1,710         | 1,962         | 1,956         | 1,668         | 1,698         |
| B-29                          | 5,422            | 499           | 477           | 520           | 509           | 430           | 424           |
| <b>FIGHTER - TOTAL</b>        | <b>109,395</b>   | <b>6,796</b>  | <b>7,194</b>  | <b>9,650</b>  | <b>11,402</b> | <b>9,187</b>  | <b>9,074</b>  |
| F-51                          | 21,634           | 2,370         | 2,227         | 2,811         | 3,181         | 2,070         | 1,545         |
| F-80                          | 29,673           | 2,289         | 2,308         | 2,777         | 3,106         | 2,678         | 2,362         |
| F-82 a/                       | 781              | 75            | 131           | 135           | 139           | 67            | 48            |
| F-84                          | 28,814           | 1,328         | 1,588         | 2,808         | 3,354         | 3,349         | 3,053         |
| F-86                          | 27,434           | 734           | 940           | 1,119         | 1,622         | 1,003         | 2,066         |
| F-94 b/                       | 1,059            | -             | -             | -             | -             | -             | -             |
| <b>CARGO - TOTAL</b>          | <b>60,118</b>    | <b>5,072</b>  | <b>5,546</b>  | <b>4,790</b>  | <b>5,156</b>  | <b>5,058</b>  | <b>5,218</b>  |
| C-46                          | 11,458           | 850           | 1,145         | 535           | 872           | 1,041         | 1,094         |
| C-47                          | 14,499           | 927           | 1,112         | 1,268         | 1,231         | 1,144         | 1,105         |
| VC-47                         | 615              | 66            | 40            | 35            | 30            | 73            | 58            |
| C-54                          | 26,725           | 2,379         | 2,209         | 2,548         | 2,298         | 2,335         | 2,193         |
| C-119                         | 6,797            | 850           | 1,040         | 400           | 705           | 465           | 768           |
| C-124                         | 24               | -             | -             | 4             | 20            | -             | -             |
| <b>RECONNAISSANCE - TOTAL</b> | <b>18,430</b>    | <b>851</b>    | <b>965</b>    | <b>1,152</b>  | <b>1,356</b>  | <b>1,383</b>  | <b>1,730</b>  |
| RB-26                         | 4,737            | 358           | 438           | 467           | 446           | 343           | 358           |
| RB-29                         | 530              | 39            | 36            | 56            | 60            | 47            | 32            |
| RB-45                         | 120              | 9             | 5             | 1             | 13            | 8             | 13            |
| RB-50                         | 11               | -             | -             | -             | -             | -             | -             |
| WB-29                         | 350              | 32            | 34            | 30            | 31            | 30            | 31            |
| RF-51                         | 6,075            | 93            | 85            | 98            | 115           | 411           | 764           |
| RF-80                         | 6,459            | 320           | 367           | 500           | 691           | 544           | 532           |
| RF-86                         | 148              | -             | -             | -             | -             | -             | -             |
| <b>SEARCH AND RESCUE</b>      | <b>5,014</b>     | <b>352</b>    | <b>587</b>    | <b>293</b>    | <b>506</b>    | <b>295</b>    | <b>301</b>    |
| <b>MISCELLANEOUS</b>          | <b>11,514</b>    | <b>845</b>    | <b>977</b>    | <b>944</b>    | <b>1,002</b>  | <b>945</b>    | <b>883</b>    |
| T-6                           | 11,063           | 833           | 969           | 942           | 1,000         | 945           | 845           |
| Other                         | 451              | 12            | 8             | 2             | 2             | -             | 38            |

|                               | JAN (1952)    | FEB           | MAR           | APR           | MAY           | JUN           |
|-------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>SORTIES - TOTAL</b>        | <b>18,581</b> | <b>16,972</b> | <b>19,653</b> | <b>18,541</b> | <b>23,954</b> | <b>19,636</b> |
| <b>BOMBER - TOTAL</b>         | <b>2,168</b>  | <b>1,927</b>  | <b>2,027</b>  | <b>1,854</b>  | <b>2,231</b>  | <b>2,169</b>  |
| B-26                          | 1,653         | 1,520         | 1,552         | 1,472         | 1,625         | 1,791         |
| B-29                          | 515           | 407           | 475           | 382           | 406           | 378           |
| <b>FIGHTER - TOTAL</b>        | <b>7,997</b>  | <b>7,615</b>  | <b>9,412</b>  | <b>9,664</b>  | <b>12,758</b> | <b>8,646</b>  |
| F-51                          | 1,333         | 1,206         | 1,172         | 1,082         | 1,421         | 1,216         |
| F-80                          | 1,600         | 1,612         | 2,438         | 2,629         | 3,460         | 2,414         |
| F-82 a/                       | 101           | 65            | -             | -             | -             | -             |
| F-84                          | 2,577         | 2,140         | 2,289         | 1,978         | 2,418         | 1,932         |
| F-86                          | 2,340         | 2,500         | 3,359         | 3,783         | 5,190         | 2,778         |
| F-94 b/                       | 46            | 92            | 154           | 192           | 269           | 306           |
| <b>CARGO - TOTAL</b>          | <b>5,333</b>  | <b>4,805</b>  | <b>5,392</b>  | <b>4,001</b>  | <b>4,682</b>  | <b>5,065</b>  |
| C-46                          | 1,110         | 1,106         | 966           | 527           | 887           | 1,325         |
| C-47                          | 1,324         | 1,220         | 1,578         | 1,387         | 1,158         | 1,045         |
| VC-47                         | 50            | 45            | 93            | 62            | 34            | 29            |
| C-54                          | 2,298         | 2,168         | 2,256         | 1,598         | 2,015         | 2,428         |
| C-119                         | 551           | 266           | 499           | 427           | 588           | 238           |
| C-124                         | -             | -             | -             | -             | -             | -             |
| <b>RECONNAISSANCE - TOTAL</b> | <b>1,549</b>  | <b>1,589</b>  | <b>1,604</b>  | <b>1,706</b>  | <b>2,443</b>  | <b>2,102</b>  |
| RB-26                         | 190           | 366           | 429           | 438           | 498           | 406           |
| RB-29                         | 30            | 34            | 44            | 40            | 62            | 50            |
| RB-45                         | 6             | 11            | 28            | 16            | 9             | 1             |
| RB-50                         | -             | -             | -             | 5             | 3             | 3             |
| WB-29                         | 31            | 29            | 31            | 30            | 32            | 9             |
| RF-51                         | 775           | 662           | 624           | 636           | 988           | 824           |
| RF-80                         | 515           | 470           | 447           | 539           | 815           | 719           |
| RF-86                         | 2             | 17            | 1             | 2             | 36            | 90            |
| <b>SEARCH AND RESCUE</b>      | <b>454</b>    | <b>369</b>    | <b>395</b>    | <b>333</b>    | <b>529</b>    | <b>600</b>    |
| <b>MISCELLANEOUS</b>          | <b>1,080</b>  | <b>667</b>    | <b>823</b>    | <b>983</b>    | <b>1,311</b>  | <b>1,054</b>  |
| T-6                           | 1,009         | 636           | 769           | 893           | 1,210         | 1,012         |
| Other                         | 71            | 31            | 54            | 90            | 101           | 42            |

a/ F-82's Ended operations February 1952.  
 b/ F-94's Began operations January 1952.

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 24 - USAF SORTIES AND OPERATIONAL HOURS - FY 1952

| TYPE AND MODEL           | SORTIES       |               |               | OPERATIONAL HOURS FLOWN a/ | SORTIES       |               |               | OPERATIONAL HOURS FLOWN a/ | SORTIES       |               |               | OPERATIONAL HOURS FLOWN a/ |
|--------------------------|---------------|---------------|---------------|----------------------------|---------------|---------------|---------------|----------------------------|---------------|---------------|---------------|----------------------------|
|                          | TOTAL         | Effective     | Non-Effective |                            | TOTAL         | Effective     | Non-Effective |                            | TOTAL         | Effective     | Non-Effective |                            |
|                          | JULY (1951)   |               |               | AUGUST                     |               |               |               | SEPTEMBER                  |               |               |               |                            |
| <b>TOTAL</b>             | <b>15,914</b> | <b>15,553</b> | <b>361</b>    | <b>46,242</b>              | <b>17,456</b> | <b>17,098</b> | <b>358</b>    | <b>49,096</b>              | <b>19,311</b> | <b>19,063</b> | <b>248</b>    | <b>51,684</b>              |
| <b>BOMBER</b>            | <b>1,998</b>  | <b>1,973</b>  | <b>25</b>     | <b>11,500</b>              | <b>2,187</b>  | <b>2,161</b>  | <b>26</b>     | <b>11,811</b>              | <b>2,482</b>  | <b>2,464</b>  | <b>18</b>     | <b>12,391</b>              |
| B-26                     | 1,499         | 1,486         | 13            | 7,159                      | 1,710         | 1,697         | 13            | 7,446                      | 1,962         | 1,955         | 7             | 7,760                      |
| B-29                     | 499           | 487           | 12            | 4,341                      | 477           | 464           | 13            | 4,365                      | 520           | 509           | 11            | 4,631                      |
| <b>FIGHTER</b>           | <b>6,796</b>  | <b>6,682</b>  | <b>114</b>    | <b>10,514</b>              | <b>7,194</b>  | <b>7,053</b>  | <b>141</b>    | <b>12,520</b>              | <b>9,650</b>  | <b>9,533</b>  | <b>117</b>    | <b>17,168</b>              |
| F-51                     | 2,370         | 2,335         | 35            | 2,918                      | 2,227         | 2,168         | 59            | 4,393                      | 2,811         | 2,778         | 33            | 5,019                      |
| F-80                     | 2,289         | 2,266         | 23            | 3,191                      | 2,308         | 2,288         | 20            | 3,335                      | 2,777         | 2,768         | 9             | 4,266                      |
| F-82 b/                  | 75            | 75            | -             | 176                        | 131           | 131           | -             | 276                        | 135           | 135           | -             | 286                        |
| F-84                     | 1,328         | 1,278         | 50            | 3,191                      | 1,588         | 1,536         | 52            | 3,202                      | 2,808         | 2,744         | 64            | 6,051                      |
| F-86                     | 734           | 728           | 6             | 1,038                      | 940           | 930           | 10            | 1,314                      | 1,119         | 1,108         | 11            | 1,546                      |
| F-94 c/                  | -             | -             | -             | -                          | -             | -             | -             | -                          | -             | -             | -             | -                          |
| <b>CARGO</b>             | <b>5,072</b>  | <b>4,986</b>  | <b>86</b>     | <b>17,234</b>              | <b>5,546</b>  | <b>5,477</b>  | <b>69</b>     | <b>17,676</b>              | <b>4,790</b>  | <b>4,736</b>  | <b>54</b>     | <b>15,224</b>              |
| C-46                     | 850           | 837           | 13            | 2,163                      | 1,145         | 1,126         | 19            | 2,759                      | 535           | 519           | 16            | 1,045                      |
| C-47                     | 993           | 977           | 16            | 4,991                      | 1,152         | 1,149         | 3             | 3,463                      | 1,303         | 1,300         | 3             | 3,346                      |
| C-54                     | 2,379         | 2,333         | 46            | 8,049                      | 2,209         | 2,193         | 16            | 8,517                      | 2,548         | 2,524         | 24            | 9,193                      |
| C-119                    | 650           | 639           | 11            | 2,031                      | 1,040         | 1,009         | 31            | 2,937                      | 400           | 389           | 11            | 1,628                      |
| C-124                    | -             | -             | -             | -                          | -             | -             | -             | -                          | 4             | 4             | -             | d/ 12                      |
| <b>RECONNAISSANCE</b>    | <b>851</b>    | <b>834</b>    | <b>17</b>     | <b>3,010</b>               | <b>965</b>    | <b>954</b>    | <b>11</b>     | <b>3,207</b>               | <b>1,152</b>  | <b>1,142</b>  | <b>10</b>     | <b>3,450</b>               |
| <b>SEARCH AND RESCUE</b> | <b>352</b>    | <b>343</b>    | <b>9</b>      | <b>610</b>                 | <b>587</b>    | <b>584</b>    | <b>3</b>      | <b>509</b>                 | <b>293</b>    | <b>285</b>    | <b>8</b>      | <b>221</b>                 |
| <b>MISCELLANEOUS</b>     | <b>845</b>    | <b>735</b>    | <b>110</b>    | <b>3,374</b>               | <b>977</b>    | <b>869</b>    | <b>108</b>    | <b>3,373</b>               | <b>944</b>    | <b>903</b>    | <b>41</b>     | <b>3,230</b>               |
| T-6                      | 833           | 724           | 109           | 3,309                      | 969           | 861           | 108           | 3,314                      | 942           | 901           | 41            | 3,184                      |
| Other                    | 12            | 11            | 1             | 65                         | 8             | 8             | -             | 59                         | 2             | 2             | -             | 46                         |
|                          | OCTOBER       |               |               | NOVEMBER                   |               |               |               | DECEMBER                   |               |               |               |                            |
| <b>TOTAL</b>             | <b>21,887</b> | <b>21,683</b> | <b>204</b>    | <b>53,840</b>              | <b>19,166</b> | <b>18,952</b> | <b>214</b>    | <b>49,346</b>              | <b>19,328</b> | <b>19,110</b> | <b>218</b>    | <b>49,086</b>              |
| <b>BOMBER</b>            | <b>2,465</b>  | <b>2,437</b>  | <b>28</b>     | <b>11,737</b>              | <b>2,298</b>  | <b>2,265</b>  | <b>33</b>     | <b>10,707</b>              | <b>2,122</b>  | <b>2,100</b>  | <b>22</b>     | <b>10,537</b>              |
| B-26                     | 1,956         | 1,951         | 5             | 7,279                      | 1,868         | 1,860         | 8             | 7,139                      | 1,698         | 1,694         | 4             | 6,708                      |
| B-29                     | 509           | 486           | 23            | 4,458                      | 430           | 405           | 25            | 3,568                      | 424           | 406           | 18            | 3,829                      |
| <b>FIGHTER</b>           | <b>11,402</b> | <b>11,318</b> | <b>84</b>     | <b>19,210</b>              | <b>9,187</b>  | <b>9,117</b>  | <b>70</b>     | <b>15,355</b>              | <b>9,074</b>  | <b>8,978</b>  | <b>96</b>     | <b>15,241</b>              |
| F-51                     | 3,181         | 3,148         | 33            | 5,920                      | 2,070         | 2,045         | 25            | 3,472                      | 1,545         | 1,517         | 28            | 3,083                      |
| F-80                     | 3,106         | 3,101         | 5             | 4,544                      | 2,678         | 2,670         | 8             | 3,818                      | 2,362         | 2,348         | 14            | 3,412                      |
| F-82 b/                  | 139           | 139           | -             | 292                        | 87            | 87            | -             | 219                        | 48            | 48            | -             | 225                        |
| F-84                     | 3,354         | 3,317         | 37            | 6,371                      | 3,349         | 3,316         | 33            | 6,711                      | 3,053         | 3,021         | 32            | 5,779                      |
| F-86                     | 1,622         | 1,613         | 9             | 2,083                      | 1,003         | 999           | 4             | 1,135                      | 2,066         | 2,044         | 22            | 2,742                      |
| F-94 c/                  | -             | -             | -             | -                          | -             | -             | -             | -                          | -             | -             | -             | -                          |
| <b>CARGO</b>             | <b>5,156</b>  | <b>5,123</b>  | <b>33</b>     | <b>15,613</b>              | <b>5,058</b>  | <b>5,024</b>  | <b>34</b>     | <b>15,578</b>              | <b>5,218</b>  | <b>5,173</b>  | <b>45</b>     | <b>16,385</b>              |
| C-46                     | 872           | 858           | 14            | 1,621                      | 1,041         | 1,026         | 15            | 1,575                      | 1,094         | 1,082         | 12            | 2,211                      |
| C-47                     | 1,261         | 1,259         | 2             | 2,933                      | 1,217         | 1,210         | 7             | 3,317                      | 1,163         | 1,151         | 12            | 3,341                      |
| C-54                     | 2,298         | 2,286         | 12            | 8,640                      | 2,335         | 2,326         | 9             | 8,727                      | 2,193         | 2,175         | 18            | 8,131                      |
| C-119                    | 705           | 700           | 5             | 2,357                      | 465           | 462           | 3             | 1,959                      | 768           | 765           | 3             | 2,702                      |
| C-124                    | 20            | 20            | -             | d/ 62                      | -             | -             | -             | -                          | -             | -             | -             | -                          |
| <b>RECONNAISSANCE</b>    | <b>1,356</b>  | <b>1,343</b>  | <b>13</b>     | <b>3,781</b>               | <b>1,383</b>  | <b>1,366</b>  | <b>17</b>     | <b>3,489</b>               | <b>1,730</b>  | <b>1,716</b>  | <b>14</b>     | <b>3,962</b>               |
| <b>SEARCH AND RESCUE</b> | <b>506</b>    | <b>495</b>    | <b>11</b>     | <b>356</b>                 | <b>295</b>    | <b>291</b>    | <b>4</b>      | <b>273</b>                 | <b>301</b>    | <b>299</b>    | <b>2</b>      | <b>304</b>                 |
| <b>MISCELLANEOUS</b>     | <b>1,002</b>  | <b>967</b>    | <b>35</b>     | <b>3,143</b>               | <b>945</b>    | <b>889</b>    | <b>56</b>     | <b>3,944</b>               | <b>883</b>    | <b>844</b>    | <b>39</b>     | <b>2,657</b>               |
| T-6                      | 1,000         | 965           | 35            | 3,040                      | 945           | 889           | 56            | 3,843                      | 845           | 806           | 39            | 2,355                      |
| Other                    | 2             | 2             | -             | 103                        | -             | -             | -             | 96                         | 38            | 38            | -             | 302                        |

a/ Operational Hours are those hours flown in combat or direct support of combat.

b/ F-82's ended operations February 1952.

c/ F-94's began operations January 1952.

d/ Estimated.



TABLE 24 - USAF SORTIES AND OPERATIONAL HOURS - FY 1952 - CONTINUED

| TYPE AND MODEL           | SORTIES        |               |               | OPERATIONAL HOURS FLOWN a/ | SORTIES       |               |               | OPERATIONAL HOURS FLOWN a/ | SORTIES       |               |               | OPERATIONAL HOURS FLOWN a/ |
|--------------------------|----------------|---------------|---------------|----------------------------|---------------|---------------|---------------|----------------------------|---------------|---------------|---------------|----------------------------|
|                          | TOTAL          | Effective     | Non-Effective |                            | TOTAL         | Effective     | Non-Effective |                            | TOTAL         | Effective     | Non-Effective |                            |
|                          | JANUARY (1952) |               |               | FEBRUARY                   |               |               | MARCH         |                            |               |               |               |                            |
| <b>TOTAL</b>             | <b>18,581</b>  | <b>18,264</b> | <b>317</b>    | <b>46,190</b>              | <b>16,972</b> | <b>16,663</b> | <b>309</b>    | <b>42,333</b>              | <b>19,653</b> | <b>19,359</b> | <b>294</b>    | <b>49,397</b>              |
| <b>BOMBER</b>            | 2,168          | 2,128         | 40            | 10,431                     | 1,927         | 1,908         | 19            | 9,203                      | 2,027         | 1,997         | 30            | 10,197                     |
| B-26                     | 1,653          | 1,642         | 11            | 5,934                      | 1,520         | 1,517         | 3             | 5,530                      | 1,552         | 1,542         | 10            | 6,268                      |
| B-29                     | 515            | 486           | 29            | 4,497                      | 407           | 391           | 16            | 3,673                      | 475           | 455           | 20            | 3,929                      |
| <b>FIGHTER</b>           | 7,997          | 7,857         | 140           | 12,667                     | 7,615         | 7,477         | 138           | 12,187                     | 9,412         | 9,301         | 111           | 15,055                     |
| F-51                     | 1,333          | 1,286         | 37            | 2,039                      | 1,206         | 1,170         | 36            | 2,083                      | 1,172         | 1,137         | 35            | 2,309                      |
| F-80                     | 1,600          | 1,588         | 12            | 2,258                      | 1,612         | 1,596         | 16            | 2,293                      | 2,438         | 2,430         | 8             | 3,345                      |
| F-82 b/                  | 101            | 101           | --            | 223                        | 65            | 65            | --            | 158                        | --            | --            | --            | --                         |
| F-84                     | 2,577          | 2,530         | 47            | 4,969                      | 2,140         | 2,094         | 46            | 4,243                      | 2,289         | 2,253         | 36            | 4,412                      |
| F-86                     | 2,340          | 2,296         | 44            | 3,106                      | 2,500         | 2,460         | 40            | 3,293                      | 3,359         | 3,330         | 29            | 4,723                      |
| F-94 c/                  | 46             | 46            | --            | 72                         | 92            | 92            | --            | 117                        | 154           | 151           | 3             | 266                        |
| <b>CARGO</b>             | 5,333          | 5,269         | 64            | 15,829                     | 4,805         | 4,760         | 45            | 14,775                     | 5,392         | 5,353         | 39            | 17,038                     |
| C-46                     | 1,110          | 1,085         | 25            | 2,316                      | 1,106         | 1,086         | 20            | 2,958                      | 966           | 960           | 6             | 3,181                      |
| C-47                     | 1,374          | 1,351         | 23            | 2,964                      | 1,265         | 1,252         | 13            | 2,570                      | 1,671         | 1,644         | 27            | 3,431                      |
| C-54                     | 2,298          | 2,289         | 9             | 8,517                      | 2,168         | 2,157         | 11            | 8,223                      | 2,256         | 2,252         | 4             | 8,804                      |
| C-119                    | 551            | 544           | 7             | 2,032                      | 266           | 265           | 1             | 1,024                      | 499           | 497           | 2             | 1,622                      |
| C-124                    | --             | --            | --            | --                         | --            | --            | --            | --                         | --            | --            | --            | --                         |
| <b>RECONNAISSANCE</b>    | 1,549          | 1,498         | 51            | 4,131                      | 1,589         | 1,524         | 65            | 3,823                      | 1,604         | 1,514         | 90            | 4,066                      |
| <b>SEARCH AND RESCUE</b> | 454            | 454           | --            | 262                        | 369           | 353           | 16            | 401                        | 395           | 392           | 3             | 638                        |
| <b>MISCELLANEOUS</b>     | 1,080          | 1,058         | 22            | 2,870                      | 667           | 641           | 26            | 1,944                      | 823           | 802           | 21            | 2,403                      |
| T-6                      | 1,009          | 987           | 22            | 2,666                      | 636           | 610           | 26            | 1,841                      | 769           | 748           | 21            | 2,246                      |
| Other                    | 71             | 71            | --            | 204                        | 31            | 31            | --            | 103                        | 54            | 54            | --            | 157                        |
|                          | APRIL          |               |               | MAY                        |               |               | JUNE          |                            |               |               |               |                            |
| <b>TOTAL</b>             | <b>18,541</b>  | <b>18,195</b> | <b>346</b>    | <b>49,596</b>              | <b>23,954</b> | <b>23,644</b> | <b>310</b>    | <b>58,814</b>              | <b>19,636</b> | <b>19,356</b> | <b>280</b>    | <b>47,225</b>              |
| <b>BOMBER</b>            | 1,854          | 1,835         | 19            | 9,435                      | 2,231         | 2,208         | 23            | 11,170                     | 2,169         | 2,145         | 24            | 9,821                      |
| B-26                     | 1,472          | 1,468         | 4             | 6,019                      | 1,822         | 1,812         | 13            | 7,351                      | 1,791         | 1,781         | 10            | 6,408                      |
| B-29                     | 382            | 367           | 15            | 3,416                      | 406           | 396           | 10            | 3,819                      | 378           | 364           | 14            | 3,413                      |
| <b>FIGHTER</b>           | 9,664          | 9,486         | 178           | 15,667                     | 12,758        | 12,606        | 152           | 19,742                     | 8,646         | 8,524         | 122           | 12,988                     |
| F-51                     | 1,082          | 1,034         | 48            | 2,365                      | 1,421         | 1,377         | 44            | 2,737                      | 1,216         | 1,181         | 35            | 1,921                      |
| F-80                     | 2,629          | 2,574         | 55            | 3,640                      | 3,460         | 3,451         | 9             | 4,733                      | 2,414         | 2,404         | 10            | 2,956                      |
| F-82 b/                  | --             | --            | --            | --                         | --            | --            | --            | --                         | --            | --            | --            | --                         |
| F-84                     | 1,978          | 1,953         | 25            | 3,924                      | 2,418         | 2,376         | 42            | 4,675                      | 1,932         | 1,896         | 36            | 3,650                      |
| F-86                     | 3,783          | 3,742         | 41            | 5,440                      | 5,190         | 5,138         | 52            | 7,147                      | 2,778         | 2,742         | 36            | 3,965                      |
| F-94 c/                  | 192            | 183           | 9             | 298                        | 269           | 264           | 5             | 450                        | 306           | 301           | 5             | 496                        |
| <b>CARGO</b>             | 4,001          | 3,958         | 43            | 16,825                     | 4,682         | 4,656         | 26            | 17,360                     | 5,065         | 5,046         | 19            | 15,352                     |
| C-46                     | 527            | 518           | 9             | 2,051                      | 887           | 886           | 1             | 3,175                      | 1,325         | 1,324         | 1             | 5,667                      |
| C-47                     | 1,449          | 1,428         | 21            | 3,113                      | 1,192         | 1,189         | 3             | 2,565                      | 1,074         | 1,066         | 8             | 2,775                      |
| C-54                     | 1,598          | 1,594         | 4             | 9,671                      | 2,015         | 2,008         | 7             | 8,918                      | 2,428         | 2,423         | 5             | 5,793                      |
| C-119                    | 427            | 418           | 9             | 1,990                      | 588           | 573           | 15            | 2,702                      | 238           | 233           | 5             | 1,109                      |
| C-124                    | --             | --            | --            | --                         | --            | --            | --            | --                         | --            | --            | --            | 8                          |
| <b>RECONNAISSANCE</b>    | 1,706          | 1,630         | 76            | 4,034                      | 2,443         | 2,357         | 86            | 5,280                      | 2,102         | 2,016         | 86            | 4,256                      |
| <b>SEARCH AND RESCUE</b> | 333            | 329           | 4             | 757                        | 529           | 523           | 6             | 1,039                      | 600           | 597           | 3             | 1,068                      |
| <b>MISCELLANEOUS</b>     | 983            | 957           | 26            | 2,878                      | 1,311         | 1,294         | 17            | 4,223                      | 1,054         | 1,028         | 26            | 3,740                      |
| T-6                      | 893            | 867           | 26            | 2,498                      | 1,210         | 1,193         | 17            | 3,297                      | 1,012         | 986           | 26            | 3,038                      |
| Other                    | 90             | 90            | --            | 380                        | 101           | 101           | --            | 926                        | 42            | 42            | --            | 702                        |

a/ Operational Hours are those hours flown in combat or direct support of combat.

b/ F-82's ended operations February 1952.

c/ F-94's began operations January 1952.

d/ Estimated.

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 25 - KOREAN AIR WAR COMBAT HOURS AND SORTIE RATES PER COMMITTED CREW - FY 1952

(Sortie rates per committed crew based on 30 day month. Sorties flown are combat sorties.)

| CREW NOMENCLATURE              | JUL<br>(1951) | AUG   | SEP   | OCT   | NOV   | DEC   | JAN<br>(1952) | FEB   | MAR   | APR   | MAY   | JUN   |
|--------------------------------|---------------|-------|-------|-------|-------|-------|---------------|-------|-------|-------|-------|-------|
| <b>B-26</b>                    |               |       |       |       |       |       |               |       |       |       |       |       |
| Crews Committed . . . . .      | 107           | 113   | 138   | 125   | 100   | 109   | 103           | 103   | 131   | 155   | 179   | 186   |
| Sorties Flown . . . . .        | 1,499         | 1,710 | 1,962 | 1,956 | 1,868 | 1,698 | 1,653         | 1,520 | 1,592 | 1,472 | 1,825 | 1,791 |
| Sortie Rate per Committed Crew | 13.56         | 14.64 | 14.22 | 15.14 | 18.68 | 15.08 | 15.53         | 15.26 | 11.46 | 9.50  | 9.86  | 9.63  |
| Combat Hours Flown . . . . .   | 7,159         | 7,446 | 7,760 | 7,279 | 7,139 | 6,708 | 5,934         | 5,530 | 6,268 | 6,019 | 7,351 | 6,408 |
| Hours Flown per Committed Crew | 66.91         | 65.89 | 56.23 | 58.23 | 71.39 | 61.54 | 57.61         | 53.69 | 47.85 | 38.83 | 41.07 | 34.45 |
| <b>B-29</b>                    |               |       |       |       |       |       |               |       |       |       |       |       |
| Crews Committed . . . . .      | 89            | 87    | 89    | 89    | 86    | 96    | 93            | 88    | 97    | 104   | 106   | 100   |
| Sorties Flown . . . . .        | 499           | 477   | 520   | 509   | 430   | 424   | 515           | 407   | 475   | 382   | 406   | 378   |
| Sortie Rate per Committed Crew | 5.42          | 5.30  | 5.84  | 5.53  | 5.00  | 4.27  | 5.36          | 4.78  | 4.74  | 3.67  | 3.71  | 3.78  |
| Combat Hours Flown . . . . .   | 4,341         | 4,365 | 4,631 | 4,458 | 3,568 | 3,829 | 4,497         | 3,673 | 3,929 | 3,416 | 3,819 | 3,413 |
| Hours Flown per Committed Crew | 48.78         | 50.17 | 52.03 | 50.09 | 41.49 | 39.89 | 48.35         | 41.74 | 40.51 | 32.85 | 36.03 | 34.13 |
| <b>F-51</b>                    |               |       |       |       |       |       |               |       |       |       |       |       |
| Crews Committed . . . . .      | 116           | 121   | 115   | 109   | 118   | 139   | 139           | 127   | 128   | 133   | 101   | 99    |
| Sorties Flown . . . . .        | 2,370         | 2,227 | 2,811 | 3,181 | 2,070 | 1,545 | 1,333         | 1,206 | 1,172 | 1,082 | 1,421 | 1,216 |
| Sortie Rate per Committed Crew | 19.77         | 17.81 | 24.44 | 28.24 | 17.54 | 10.76 | 9.28          | 9.82  | 8.86  | 8.13  | 13.61 | 12.28 |
| Combat Hours Flown . . . . .   | 2,918         | 4,393 | 5,019 | 5,920 | 3,472 | 3,083 | 2,039         | 2,083 | 2,309 | 2,365 | 2,737 | 1,921 |
| Hours Flown per Committed Crew | 25.16         | 36.31 | 43.64 | 54.31 | 29.42 | 22.18 | 14.67         | 16.40 | 18.04 | 17.78 | 27.10 | 19.40 |
| <b>F-80</b>                    |               |       |       |       |       |       |               |       |       |       |       |       |
| Crews Committed . . . . .      | 236           | 191   | 207   | 233   | 221   | 138   | 127           | 135   | 120   | 118   | 118   | 116   |
| Sorties Flown . . . . .        | 2,289         | 2,308 | 2,777 | 3,106 | 2,678 | 2,362 | 1,600         | 1,612 | 2,438 | 2,629 | 3,460 | 2,414 |
| Sortie Rate per Committed Crew | 9.38          | 11.69 | 13.41 | 12.90 | 12.12 | 16.56 | 12.19         | 12.35 | 19.66 | 22.28 | 28.37 | 20.81 |
| Combat Hours Flown . . . . .   | 3,191         | 3,335 | 4,266 | 4,544 | 3,818 | 3,412 | 2,258         | 2,293 | 3,345 | 3,640 | 4,733 | 2,956 |
| Hours Flown per Committed Crew | 13.52         | 17.46 | 20.61 | 19.50 | 17.28 | 24.72 | 17.78         | 16.99 | 27.88 | 30.85 | 40.11 | 25.48 |
| <b>F-84</b>                    |               |       |       |       |       |       |               |       |       |       |       |       |
| Crews Committed . . . . .      | 185           | 211   | 225   | 227   | 231   | 233   | 205           | 226   | 221   | 201   | 218   | 206   |
| Sorties Flown . . . . .        | 1,328         | 1,588 | 2,808 | 3,354 | 3,349 | 3,053 | 2,577         | 2,140 | 2,289 | 1,978 | 2,418 | 1,932 |
| Sortie Rate per Committed Crew | 6.95          | 7.28  | 12.48 | 14.30 | 14.50 | 12.68 | 12.17         | 9.80  | 10.02 | 9.84  | 10.73 | 9.38  |
| Combat Hours Flown . . . . .   | 3,191         | 3,202 | 6,051 | 6,371 | 6,711 | 5,779 | 4,969         | 4,243 | 4,412 | 3,924 | 4,675 | 3,650 |
| Hours Flown per Committed Crew | 17.25         | 15.18 | 26.89 | 28.07 | 29.05 | 24.80 | 24.24         | 18.77 | 19.96 | 19.52 | 21.44 | 17.72 |
| <b>F-86</b>                    |               |       |       |       |       |       |               |       |       |       |       |       |
| Crews Committed . . . . .      | 88            | 82    | 90    | 85    | 116   | 201   | 217           | 210   | 201   | 178   | 202   | 223   |
| Sorties Flown . . . . .        | 734           | 940   | 1,119 | 1,622 | 1,003 | 2,066 | 2,340         | 2,500 | 3,359 | 3,783 | 5,190 | 2,778 |
| Sortie Rate per Committed Crew | 8.07          | 11.09 | 12.43 | 18.47 | 8.65  | 9.95  | 10.43         | 12.32 | 16.17 | 21.25 | 24.86 | 12.46 |
| Combat Hours Flown . . . . .   | 1,038         | 1,314 | 1,546 | 2,083 | 1,135 | 2,742 | 3,106         | 3,293 | 4,723 | 5,440 | 7,147 | 3,965 |
| Hours Flown per Committed Crew | 11.80         | 16.02 | 17.18 | 24.51 | 9.78  | 13.64 | 14.31         | 15.68 | 23.50 | 30.56 | 35.38 | 17.78 |
| <b>T-6-1P-6</b>                |               |       |       |       |       |       |               |       |       |       |       |       |
| Crews Committed . . . . .      | 88            | 81    | 90    | 97    | 100   | 115   | 122           | 118   | 93    | 83    | 89    | 93    |
| Sorties Flown . . . . .        | 833           | 969   | 942   | 1,000 | 945   | 845   | 1,009         | 636   | 769   | 893   | 1,210 | 1,012 |
| Sortie Rate per Committed Crew | 9.16          | 11.58 | 10.47 | 9.98  | 9.45  | 7.11  | 8.00          | 5.57  | 8.00  | 10.76 | 13.16 | 10.88 |
| Combat Hours Flown . . . . .   | 3,309         | 3,314 | 3,184 | 3,040 | 3,848 | 2,355 | 2,666         | 1,841 | 2,246 | 2,498 | 3,297 | 3,038 |
| Hours Flown per Committed Crew | 37.60         | 40.91 | 35.38 | 31.34 | 38.48 | 20.48 | 21.85         | 15.60 | 24.15 | 30.10 | 37.04 | 32.67 |

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/c

TABLE 26 - COMBAT HOURS PER SORTIE - AIRCRAFT AND CREW

| AIRCRAFT<br>AND<br>CREWS  | TOTAL<br>or<br>AVERAGE | JUL<br>(1951) | AUG   | SEP   | OCT   | NOV   | DEC   | JAN<br>(1952) | FEB   | MAR   | APR   | MAY   | JUN   |
|---|------------------------|---------------|-------|-------|-------|-------|-------|---------------|-------|-------|-------|-------|-------|
| <b>TOTAL COMBAT HOURS:</b>  |                        |               |       |       |       |       |       |               |       |       |       |       |       |
| B-26 . . . . .  | 81,001                 | 7,159         | 7,446 | 7,760 | 7,279 | 7,139 | 6,708 | 5,934         | 5,530 | 6,268 | 6,019 | 7,351 | 6,408 |
| B-29 . . . . .  | 47,939                 | 4,341         | 4,365 | 4,631 | 4,458 | 3,568 | 3,829 | 4,497         | 3,673 | 3,929 | 3,416 | 3,819 | 3,413 |
| F-51 . . . . .  | 38,259                 | 2,918         | 4,393 | 5,019 | 5,920 | 3,472 | 3,083 | 2,039         | 2,083 | 2,309 | 2,365 | 2,737 | 1,921 |
| F-80 . . . . .  | 41,791                 | 3,191         | 3,335 | 4,266 | 4,544 | 3,818 | 3,412 | 2,258         | 2,293 | 3,345 | 3,640 | 4,733 | 2,956 |
| F-84 . . . . .  | 57,178                 | 3,191         | 3,202 | 6,051 | 6,371 | 6,711 | 5,779 | 4,969         | 4,243 | 4,412 | 3,924 | 4,675 | 3,650 |
| F-86 . . . . .  | 37,532                 | 1,038         | 1,314 | 1,546 | 2,083 | 1,135 | 2,742 | 3,106         | 3,293 | 4,723 | 5,440 | 7,147 | 3,965 |
| <b>AVERAGE HOURS per<br/>SORTIE (Duration):</b>                   |                        |               |       |       |       |       |       |               |       |       |       |       |       |
| B-26 . . . . .  | 3.95                   | 4.78          | 4.35  | 3.96  | 3.72  | 3.82  | 3.95  | 3.59          | 3.64  | 4.04  | 4.09  | 4.03  | 3.58  |
| B-29 . . . . .  | 8.84                   | 8.70          | 9.15  | 8.91  | 8.76  | 8.30  | 9.03  | 8.73          | 9.02  | 8.27  | 8.94  | 9.41  | 9.03  |
| F-51 . . . . .  | 1.77                   | 1.23          | 1.97  | 1.79  | 1.86  | 1.68  | 2.00  | 1.53          | 1.73  | 1.97  | 2.19  | 1.93  | 1.58  |
| F-80 . . . . .  | 1.41                   | 1.39          | 1.44  | 1.54  | 1.46  | 1.43  | 1.44  | 1.41          | 1.42  | 1.37  | 1.38  | 1.37  | 1.22  |
| F-84 . . . . .  | 1.98                   | 2.40          | 2.02  | 2.15  | 1.90  | 2.00  | 1.89  | 1.93          | 1.98  | 1.93  | 1.98  | 1.93  | 1.89  |
| F-86 . . . . .  | 1.37                   | 1.41          | 1.40  | 1.38  | 1.28  | 1.13  | 1.33  | 1.33          | 1.32  | 1.41  | 1.44  | 1.38  | 1.43  |
| <b>TOTAL COMBAT HOURS per<br/>AVERAGE AIRCRAFT<br/>POSSESSED:</b> |                        |               |       |       |       |       |       |               |       |       |       |       |       |
| B-26 . . . . .  | 65                     | 70            | 68    | 75    | 74    | 74    | 68    | 57            | 54    | 59    | 55    | 69    | 60    |
| B-29 . . . . .  | 41                     | 46            | 45    | 48    | 48    | 40    | 39    | 47            | 40    | 37    | 31    | 37    | 37    |
| F-51 . . . . .  | 40                     | 37            | 39    | 46    | 51    | 36    | 41    | 29            | 30    | 38    | 44    | 58    | 38    |
| F-80 . . . . .  | 37                     | 23            | 27    | 36    | 41    | 39    | 43    | 33            | 33    | 41    | 44    | 60    | 34    |
| F-84 . . . . .  | 42                     | 31            | 25    | 44    | 47    | 54    | 46    | 40            | 39    | 50    | 46    | 54    | 35    |
| F-86 . . . . .  | 33                     | 25            | 34    | 35    | 50    | 20    | 22    | 23            | 25    | 36    | 42    | 55    | 29    |
| <b>TOTAL COMBAT HOURS per<br/>POSSESSED CREW:</b>                 |                        |               |       |       |       |       |       |               |       |       |       |       |       |
| B-26 . . . . .  | 52                     | 67            | 66    | 56    | 58    | 71    | 62    | 58            | 54    | 48    | 39    | 41    | 34    |
| B-29 . . . . .  | 43                     | 49            | 50    | 52    | 50    | 41    | 40    | 48            | 42    | 41    | 33    | 36    | 34    |
| F-51 . . . . .  | 26                     | 25            | 36    | 44    | 54    | 29    | 22    | 15            | 16    | 18    | 18    | 27    | 19    |
| F-80 . . . . .  | 21                     | 14            | 17    | 21    | 20    | 17    | 25    | 18            | 17    | 28    | 31    | 40    | 25    |
| F-84 . . . . .  | 29                     | 17            | 15    | 27    | 28    | 29    | 25    | 24            | 19    | 20    | 20    | 21    | 18    |
| F-86 . . . . .  | 20                     | 12            | 16    | 17    | 25    | 10    | 14    | 14            | 16    | 23    | 31    | 35    | 18    |
| <b>COMBAT HOURS per<br/>POSSESSED AIRCRAFT<br/>per DAY:</b>       |                        |               |       |       |       |       |       |               |       |       |       |       |       |
| B-26 . . . . .  | 2.1                    | 2.3           | 2.2   | 2.5   | 2.4   | 2.5   | 2.2   | 1.8           | 1.9   | 1.9   | 1.8   | 2.2   | 2.0   |
| B-29 . . . . .  | 1.4                    | 1.5           | 1.5   | 1.6   | 1.5   | 1.3   | 1.3   | 1.5           | 1.4   | 1.2   | 1.0   | 1.2   | 1.2   |
| F-51 . . . . .  | 1.3                    | 1.0           | 1.3   | 1.5   | 1.6   | 1.2   | 1.3   | 0.9           | 1.0   | 1.2   | 1.5   | 1.9   | 1.3   |
| F-80 . . . . .  | 1.2                    | 0.7           | 0.9   | 1.2   | 1.3   | 1.3   | 1.4   | 1.1           | 1.1   | 1.3   | 1.5   | 1.9   | 1.1   |
| F-84 . . . . .  | 1.4                    | 1.0           | 0.8   | 1.5   | 1.5   | 1.8   | 1.5   | 1.3           | 1.3   | 1.6   | 1.5   | 1.7   | 1.2   |
| F-86 . . . . .  | 1.1                    | 0.8           | 1.1   | 1.2   | 1.6   | 0.7   | 0.7   | 0.7           | 0.9   | 1.2   | 1.4   | 1.8   | 1.0   |

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 27 - COMBAT OPERATIONS - USAF NIGHT SORTIES BY TYPE MODEL AND MISSION - FY 1952

| BY TYPE MODEL AND MISSION             | TOTAL or AVERAGE | JUL (1951) | AUG    | SEP    | OCT    | NOV    | DEC    |
|---------------------------------------|------------------|------------|--------|--------|--------|--------|--------|
| <b>BY TYPE MODEL</b>                  |                  |            |        |        |        |        |        |
| NIGHT SORTIES - TOTAL                 | 44,445           | 2,627      | 3,477  | 3,420  | 3,545  | 3,793  | 3,612  |
| BOMBER - TOTAL                        | 23,787           | 1,521      | 1,712  | 2,073  | 2,092  | 2,151  | 2,067  |
| B-26                                  | 19,961           | 1,394      | 1,642  | 1,922  | 1,882  | 1,822  | 1,664  |
| B-29                                  | 3,826            | 127        | 70     | 151    | 210    | 329    | 403    |
| FIGHTER - TOTAL                       | 1,435            | 29         | 27     | 84     | 77     | 36     | 24     |
| F-51                                  | 15               | 15         | --     | --     | --     | --     | --     |
| F-80                                  | 4                | --         | --     | --     | 4      | --     | --     |
| F-82 a/                               | 384              | 13         | 27     | 48     | 73     | 36     | 24     |
| F-84                                  | 36               | --         | --     | 36     | --     | --     | --     |
| F-86                                  | --               | --         | --     | --     | --     | --     | --     |
| F-94 b/                               | 995              | --         | --     | --     | --     | --     | --     |
| RECONNAISSANCE                        | 4,256            | 302        | 396    | 414    | 399    | 292    | 305    |
| CARGO                                 | 14,966           | 775        | 1,342  | 848    | 977    | 1,314  | 1,216  |
| OTHER                                 | 1                | --         | --     | 1      | --     | --     | --     |
| <b>BY TYPE MISSION</b>                |                  |            |        |        |        |        |        |
| NIGHT SORTIES - TOTAL                 | 44,445           | 2,627      | 3,477  | 3,420  | 3,545  | 3,793  | 3,612  |
| TOTAL COMBAT                          | 28,781           | 1,827      | 2,093  | 2,513  | 2,522  | 2,420  | 2,368  |
| Close Support                         | 1,583            | 210        | 112    | 77     | 77     | 193    | 117    |
| Interdiction and Armed Reconnaissance | 21,643           | 1,304      | 1,554  | 1,984  | 1,983  | 1,901  | 1,920  |
| Counter Air and Interception          | 1,336            | 13         | 27     | 31     | 60     | 32     | 24     |
| Reconnaissance                        | 4,219            | 300        | 400    | 421    | 402    | 294    | 307    |
| TOTAL COMBAT SUPPORT                  | 15,664           | 800        | 1,384  | 907    | 1,023  | 1,373  | 1,244  |
| Cargo c/                              | 13,187           | 688        | 1,074  | 655    | 841    | 1,184  | 1,117  |
| Other                                 | 2,477            | 112        | 310    | 252    | 182    | 189    | 127    |
| TOTAL USAF SORTIES                    | 230,399          | 15,914     | 17,456 | 19,311 | 21,887 | 19,166 | 19,328 |
| Per Cent Night Sorties                | 19               | 17         | 20     | 18     | 16     | 20     | 19     |
|                                       |                  | JAN (1952) | FEB    | MAR    | APR    | MAY    | JUN    |
| <b>BY TYPE MODEL</b>                  |                  |            |        |        |        |        |        |
| NIGHT SORTIES - TOTAL                 | 3,891            | 3,699      | 3,977  | 3,706  | 4,451  | 4,247  |        |
| BOMBER - TOTAL                        | 2,105            | 1,918      | 2,018  | 1,849  | 2,214  | 2,067  |        |
| B-26                                  | 1,606            | 1,511      | 1,543  | 1,467  | 1,819  | 1,689  |        |
| B-29                                  | 499              | 407        | 475    | 382    | 395    | 378    |        |
| FIGHTER - TOTAL                       | 136              | 152        | 154    | 192    | 257    | 267    |        |
| F-51                                  | --               | --         | --     | --     | --     | --     |        |
| F-80                                  | --               | --         | --     | --     | --     | --     |        |
| F-82 a/                               | 100              | 63         | --     | --     | --     | --     |        |
| F-84                                  | --               | --         | --     | --     | --     | --     |        |
| F-86                                  | --               | --         | --     | --     | --     | --     |        |
| F-94 b/                               | 36               | 89         | 154    | 192    | 257    | 267    |        |
| RECONNAISSANCE                        | 197              | 364        | 392    | 394    | 453    | 348    |        |
| CARGO                                 | 1,453            | 1,265      | 1,413  | 1,271  | 1,527  | 1,565  |        |
| OTHER                                 | --               | --         | --     | --     | --     | --     |        |
| <b>BY TYPE MISSION</b>                |                  |            |        |        |        |        |        |
| NIGHT SORTIES - TOTAL                 | 3,891            | 3,699      | 3,977  | 3,706  | 4,451  | 4,247  |        |
| TOTAL COMBAT                          | 2,363            | 2,368      | 2,490  | 2,372  | 2,845  | 2,600  |        |
| Close Support                         | 167              | 81         | 84     | 69     | 37     | 359    |        |
| Interdiction and Armed Reconnaissance | 1,747            | 1,806      | 1,900  | 1,749  | 2,134  | 1,661  |        |
| Counter Air and Interception          | 130              | 152        | 151    | 192    | 257    | 267    |        |
| Reconnaissance                        | 319              | 329        | 355    | 362    | 417    | 313    |        |
| TOTAL COMBAT SUPPORT                  | 1,528            | 1,331      | 1,487  | 1,334  | 1,606  | 1,647  |        |
| Cargo c/                              | 1,299            | 1,134      | 1,281  | 1,122  | 1,371  | 1,421  |        |
| Other                                 | 229              | 197        | 206    | 212    | 235    | 226    |        |
| TOTAL USAF SORTIES                    | 18,581           | 16,972     | 19,653 | 18,541 | 23,954 | 19,636 |        |
| Per Cent Night Sorties                | 21               | 22         | 20     | 20     | 19     | 22     |        |

a/ F-82's Ended operations February 1952.

b/ F-94's Began operations January 1952.

c/ Does not include Non Cargo Missions by Cargo type Aircraft.

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 28 - USAF EFFECTIVE SORTIES BY TYPE MODEL - FY 1952

| TYPE MODEL                    | TOTAL or AVERAGE | JUL           | AUG           | SEP           | OCT           | NOV           | DEC           |
|-------------------------------|------------------|---------------|---------------|---------------|---------------|---------------|---------------|
|                               |                  | (1951)        |               |               |               |               |               |
| <b>SORTIES - TOTAL</b>        | <b>226,940</b>   | <b>15,553</b> | <b>17,098</b> | <b>19,063</b> | <b>21,683</b> | <b>18,952</b> | <b>19,110</b> |
| <b>BOMBER - TOTAL</b>         | <b>25,621</b>    | <b>1,973</b>  | <b>2,161</b>  | <b>2,464</b>  | <b>2,437</b>  | <b>2,265</b>  | <b>2,100</b>  |
| B-26                          | 20,405           | 1,486         | 1,697         | 1,955         | 1,951         | 1,850         | 1,694         |
| B-29                          | 5,216            | 487           | 464           | 509           | 486           | 405           | 406           |
| <b>FIGHTER - TOTAL</b>        | <b>107,932</b>   | <b>6,682</b>  | <b>7,053</b>  | <b>9,533</b>  | <b>11,318</b> | <b>9,117</b>  | <b>8,978</b>  |
| F-51                          | 21,186           | 2,335         | 2,168         | 2,778         | 3,148         | 2,045         | 1,517         |
| F-80                          | 29,484           | 2,266         | 2,288         | 2,768         | 3,101         | 2,670         | 2,348         |
| F-82 a/                       | 781              | 75            | 131           | 135           | 139           | 87            | 48            |
| F-84                          | 28,314           | 1,278         | 1,536         | 2,744         | 3,317         | 3,316         | 3,021         |
| F-86                          | 27,130           | 728           | 930           | 1,108         | 1,613         | 999           | 2,044         |
| F-94 b/                       | 1,037            | -             | -             | -             | -             | -             | -             |
| <b>CARGO - TOTAL</b>          | <b>59,561</b>    | <b>4,986</b>  | <b>5,477</b>  | <b>4,736</b>  | <b>5,123</b>  | <b>5,024</b>  | <b>5,173</b>  |
| C-46                          | 11,307           | 837           | 1,126         | 519           | 858           | 1,026         | 1,082         |
| C-47                          | 14,362           | 911           | 1,109         | 1,265         | 1,229         | 1,137         | 1,093         |
| VC-47                         | 614              | 66            | 40            | 35            | 30            | 73            | 58            |
| C-54                          | 26,560           | 2,333         | 2,193         | 2,524         | 2,286         | 2,326         | 2,175         |
| C-119                         | 6,694            | 839           | 1,009         | 389           | 700           | 462           | 765           |
| C-124                         | 24               | -             | -             | 4             | 20            | -             | -             |
| <b>RECONNAISSANCE - TOTAL</b> | <b>17,894</b>    | <b>834</b>    | <b>954</b>    | <b>1,142</b>  | <b>1,343</b>  | <b>1,366</b>  | <b>1,716</b>  |
| RB-26                         | 4,672            | 349           | 431           | 464           | 445           | 338           | 356           |
| RB-29                         | 487              | 38            | 35            | 52            | 55            | 42            | 32            |
| RB-45                         | 103              | 9             | 5             | 1             | 13            | 8             | 13            |
| RB-50                         | 11               | -             | -             | -             | -             | -             | -             |
| WB-29                         | 350              | 32            | 34            | 30            | 31            | 30            | 31            |
| RF-51                         | 6,034            | 89            | 85            | 98            | 115           | 404           | 757           |
| RF-80                         | 6,109            | 317           | 364           | 497           | 684           | 544           | 527           |
| RF-86                         | 128              | -             | -             | -             | -             | -             | -             |
| <b>SEARCH AND RESCUE</b>      | <b>4,945</b>     | <b>343</b>    | <b>584</b>    | <b>285</b>    | <b>495</b>    | <b>291</b>    | <b>299</b>    |
| <b>MISCELLANEOUS</b>          | <b>10,987</b>    | <b>735</b>    | <b>869</b>    | <b>903</b>    | <b>967</b>    | <b>889</b>    | <b>844</b>    |
| T-6                           | 10,537           | 724           | 861           | 901           | 965           | 889           | 806           |
| Other                         | 450              | 11            | 8             | 2             | 2             | -             | 38            |

| TYPE MODEL                    | TOTAL or AVERAGE | JAN           | FEB           | MAR           | APR           | MAY           | JUN |
|-------------------------------|------------------|---------------|---------------|---------------|---------------|---------------|-----|
|                               |                  | (1952)        |               |               |               |               |     |
| <b>SORTIES - TOTAL</b>        | <b>18,264</b>    | <b>16,663</b> | <b>19,359</b> | <b>18,195</b> | <b>23,644</b> | <b>19,356</b> |     |
| <b>BOMBER - TOTAL</b>         | <b>2,128</b>     | <b>1,908</b>  | <b>1,997</b>  | <b>1,835</b>  | <b>2,208</b>  | <b>2,145</b>  |     |
| B-26                          | 1,642            | 1,517         | 1,542         | 1,468         | 1,812         | 1,781         |     |
| B-29                          | 486              | 391           | 455           | 367           | 396           | 364           |     |
| <b>FIGHTER - TOTAL</b>        | <b>7,857</b>     | <b>7,477</b>  | <b>9,301</b>  | <b>9,486</b>  | <b>12,606</b> | <b>8,524</b>  |     |
| F-51                          | 1,296            | 1,170         | 1,137         | 1,034         | 1,377         | 1,181         |     |
| F-80                          | 1,588            | 1,596         | 2,430         | 2,574         | 3,451         | 2,404         |     |
| F-82 a/                       | 101              | 65            | -             | -             | -             | -             |     |
| F-84                          | 2,530            | 2,094         | 2,253         | 1,953         | 2,376         | 1,896         |     |
| F-86                          | 2,296            | 2,460         | 3,330         | 3,742         | 5,138         | 2,742         |     |
| F-94 b/                       | 46               | 92            | 151           | 183           | 264           | 301           |     |
| <b>CARGO - TOTAL</b>          | <b>5,269</b>     | <b>4,760</b>  | <b>5,353</b>  | <b>3,958</b>  | <b>4,656</b>  | <b>5,046</b>  |     |
| C-46                          | 1,085            | 1,086         | 960           | 518           | 886           | 1,324         |     |
| C-47                          | 1,301            | 1,207         | 1,552         | 1,366         | 1,155         | 1,037         |     |
| VC-47                         | 50               | 45            | 92            | 62            | 34            | 29            |     |
| C-54                          | 2,289            | 2,157         | 2,252         | 1,594         | 2,008         | 2,423         |     |
| C-119                         | 544              | 265           | 497           | 418           | 573           | 233           |     |
| C-124                         | -                | -             | -             | -             | -             | -             |     |
| <b>RECONNAISSANCE - TOTAL</b> | <b>1,498</b>     | <b>1,524</b>  | <b>1,514</b>  | <b>1,630</b>  | <b>2,357</b>  | <b>2,016</b>  |     |
| RB-26                         | 190              | 356           | 414           | 430           | 497           | 402           |     |
| RB-29                         | 30               | 32            | 39            | 36            | 56            | 40            |     |
| RB-45                         | 5                | 7             | 21            | 12            | 9             | -             |     |
| RB-50                         | -                | -             | -             | 5             | 3             | 3             |     |
| WB-29                         | 31               | 29            | 31            | 30            | 32            | 9             |     |
| RF-51                         | 763              | 660           | 619           | 636           | 984           | 824           |     |
| RF-80                         | 477              | 425           | 389           | 479           | 750           | 656           |     |
| RF-86                         | 2                | 15            | 1             | 2             | 26            | 82            |     |
| <b>SEARCH AND RESCUE</b>      | <b>454</b>       | <b>353</b>    | <b>392</b>    | <b>329</b>    | <b>523</b>    | <b>597</b>    |     |
| <b>MISCELLANEOUS</b>          | <b>1,058</b>     | <b>641</b>    | <b>802</b>    | <b>957</b>    | <b>1,294</b>  | <b>1,028</b>  |     |
| T-6                           | 987              | 610           | 748           | 867           | 1,193         | 986           |     |
| Other                         | 71               | 31            | 54            | 90            | 101           | 42            |     |

a/ F-82's Ended operations February 1952.  
b/ F-94's Began operations January 1952.

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 29 - USAF AVERAGE MONTHLY SORTIE RATE - FY 1952

| TYPE  | MODEL | ANNUAL RATE | JUL 1951  | AUG       | SEP       | OCT       | NOV       | DEC       | JAN 1952  | FEB       | MAR       | APR       | MAY       | JUN       |
|---|-------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>TOTAL SORTIES PER POSSESSED AIRCRAFT</b> |       | <u>18</u>   | <u>16</u> | <u>16</u> | <u>19</u> | <u>21</u> | <u>19</u> | <u>18</u> | <u>16</u> | <u>16</u> | <u>18</u> | <u>18</u> | <u>22</u> | <u>18</u> |
| <b>BOMBER - TOTAL</b>                       |       | 11          | 10        | 10        | 12        | 12        | 12        | 10        | 10        | 10        | 9         | 9         | 10        | 11        |
| B-26  |       | 15          | 14        | 15        | 19        | 19        | 17        | 17        | 15        | 15        | 14        | 14        | 17        | 17        |
| B-29  |       | 5           | 5         | 5         | 5         | 5         | 5         | 4         | 5         | 5         | 4         | 4         | 4         | 4         |
| <b>FIGHTER - TOTAL</b>                      |       | 23          | 17        | 17        | 23        | 27        | 24        | 21        | 18        | 19        | 23        | 26        | 34        | 22        |
| F-51  |       | 22          | 24        | 19        | 25        | 27        | 22        | 20        | 18        | 18        | 19        | 20        | 29        | 34        |
| F-80  |       | 26          | 16        | 18        | 24        | 27        | 29        | 22        | 24        | 24        | 29        | 32        | 42        | 28        |
| F-82  | a/    | 16          | 15        | 32        | 23        | 27        | 15        | 8         | 10        | 7         | -         | -         | -         | -         |
| F-84  |       | 21          | 12        | 12        | 20        | 24        | 27        | 23        | 20        | 20        | 25        | 23        | 27        | 19        |
| F-86  |       | 24          | 17        | 23        | 25        | 37        | 18        | 16        | 17        | 19        | 24        | 29        | 38        | 21        |
| F-94  | b/    | 7           | --        | --        | --        | --        | --        | --        | 3         | 5         | 4         | 8         | 11        | 13        |
| <b>CARGO - TOTAL</b>                        |       | 21          | 20        | 22        | 20        | 20        | 21        | 21        | 22        | 21        | 21        | 18        | 20        | 22        |
| C-46  |       | 15          | 15        | 20        | 9         | 14        | 17        | 17        | 18        | 20        | 14        | 9         | 15        | 23        |
| C-47 (VC-47)                                |       | 26          | 18        | 23        | 28        | 27        | 26        | 24        | 26        | 25        | 32        | 39        | 27        | 26        |
| C-54  |       | 37          | 39        | 37        | 43        | 38        | 40        | 37        | 36        | 36        | 35        | 26        | 31        | 39        |
| C-119                                       |       | 8           | 11        | 13        | 5         | 9         | 6         | 10        | 4         | 4         | 7         | 6         | 9         | 3         |
| C-124                                       |       | --          | --        | --        | 4         | 19        | --        | --        | --        | --        | --        | --        | --        | --        |
| <b>RECONNAISSANCE - TOTAL</b>               |       | 15          | 11        | 12        | 14        | 15        | 14        | 15        | 13        | 15        | 15        | 16        | 22        | 20        |
| RB-26                                       |       | 18          | 20        | 20        | 21        | 20        | 15        | 15        | 9         | 18        | 19        | 18        | 19        | 17        |
| RB-29                                       |       | 4           | 3         | 3         | 5         | 5         | 4         | 3         | 2         | 3         | 3         | 3         | 4         | 4         |
| RB-45                                       |       | 3           | 4         | 2         | 5         | 4         | 3         | 2         | 2         | 4         | 9         | 5         | 3         | 5         |
| RB-50                                       |       | 7           | --        | --        | --        | --        | --        | --        | --        | --        | --        | 2         | 1         | 1         |
| WB-29                                       |       | 3           | 3         | 2         | 4         | 4         | 3         | 2         | 3         | 4         | 3         | 3         | 5         | 4         |
| RF-51                                       |       | 28          | 18        | 16        | 16        | 16        | 21        | 23        | 24        | 26        | 26        | 28        | 43        | 39        |
| RF-80                                       |       | 19          | 15        | 13        | 17        | 22        | 19        | 17        | 15        | 16        | 16        | 21        | 32        | 29        |
| RF-86                                       |       | --          | --        | --        | --        | --        | --        | --        | --        | --        | --        | --        | --        | --        |
| <b>SEARCH AND RESCUE</b>                    |       | <u>11</u>   | <u>11</u> | <u>19</u> | <u>10</u> | <u>17</u> | <u>10</u> | <u>7</u>  | <u>12</u> | <u>10</u> | <u>9</u>  | <u>9</u>  | <u>14</u> | <u>13</u> |
| <b>MISCELLANEOUS</b>                        |       | 13          | 13        | 16        | 15        | 15        | 13        | 13        | 12        | 8         | 9         | 11        | 16        | 12        |
| T-16  |       | 15          | 15        | 18        | 18        | 20        | 18        | 18        | 15        | 12        | 12        | 21        | 21        | 18        |
| Other                                       |       | 2           | 1         | 1         | 2         | 1         | --        | 2         | 3         | 1         | 2         | 4         | 4         | 1         |
| <b>TOTAL SORTIES PER POSSESSED CREW</b>     |       | <u>12</u>   | <u>11</u> | <u>11</u> | <u>12</u> | <u>14</u> | <u>12</u> | <u>11</u> | <u>11</u> | <u>11</u> | <u>12</u> | <u>12</u> | <u>14</u> | <u>12</u> |
| <b>BOMBER - TOTAL</b>                       |       | 10          | 10        | 11        | 11        | 11        | 12        | 10        | 11        | 10        | 9         | 7         | 8         | 8         |
| B-26  |       | 13          | 14        | 15        | 14        | 15        | 15        | 15        | 16        | 15        | 11        | 9         | 16        | 10        |
| B-29  |       | 5           | 5         | 5         | 6         | 6         | 4         | 5         | 5         | 5         | 4         | 4         | 4         | 4         |
| <b>FIGHTER - TOTAL</b>                      |       | 13          | 10        | 11        | 15        | 17        | 13        | 12        | 11        | 11        | 13        | 15        | 19        | 13        |
| F-51  |       | 15          | 20        | 18        | 24        | 28        | 18        | 11        | 9         | 10        | 9         | 8         | 18        | 12        |
| F-80  |       | 15          | 9         | 12        | 13        | 13        | 12        | 17        | 12        | 12        | 20        | 15        | 28        | 21        |
| F-82  | a/    | 11          | 7         | 14        | 10        | 13        | 15        | 6         | 11        | 10        | --        | --        | --        | 9         |
| F-84  |       | 11          | 7         | 7         | 12        | 14        | 14        | 13        | 12        | 10        | 10        | 10        | 11        | 9         |
| F-86  |       | 14          | 8         | 11        | 12        | 18        | 9         | 10        | 10        | 12        | 16        | 21        | 25        | 12        |
| F-94  | b/    | 8           | --        | --        | --        | --        | --        | --        | 4         | 4         | 6         | 8         | 10        | 13        |
| <b>CARGO - TOTAL</b>                        |       | 13          | 14        | 14        | 11        | 13        | 14        | 13        | 13        | 13        | 14        | 10        | 13        | 15        |
| C-46  |       | 10          | 9         | 12        | 5         | 9         | 10        | 10        | 10        | 10        | 8         | 5         | 9         | 17        |
| C-47  |       | 19          | 15        | 17        | 20        | 19        | 19        | 17        | 20        | 20        | 24        | 23        | 18        | 22        |
| C-54  |       | 17          | 23        | 15        | 16        | 17        | 19        | 17        | 17        | 17        | 19        | 13        | 16        | 19        |
| C-119                                       |       | 6           | 9         | 11        | 4         | 7         | 5         | 8         | 6         | 3         | 6         | 5         | 7         | 3         |
| C-124                                       |       | --          | --        | --        | 4         | 19        | --        | --        | --        | --        | --        | --        | --        | --        |
| <b>RECONNAISSANCE - TOTAL</b>               |       | 9           | 5         | 6         | 7         | 9         | 10        | 11        | 9         | 11        | 9         | 9         | 13        | 13        |
| RB-26                                       |       | 10          | 9         | 11        | 13        | 12        | 12        | 9         | 5         | 11        | 9         | 9         | 11        | 12        |
| RB-29                                       |       | 4           | 3         | 3         | 5         | 5         | 4         | 3         | 3         | 3         | 4         | 3         | 5         | 5         |
| RB-45                                       |       | 3           | 4         | 2         | 1         | 4         | 3         | 4         | 2         | 3         | 9         | 5         | 3         | 3         |
| RB-50                                       |       | 1           | --        | --        | --        | --        | --        | --        | --        | --        | --        | 2         | 1         | 1         |
| WB-29                                       |       | 2           | 3         | 3         | 2         | 2         | 2         | 2         | 2         | 2         | 2         | 3         | 2         | 1         |
| RF-51                                       |       | 10          | 2         | 2         | 2         | 2         | 9         | 15        | 14        | 15        | 12        | 11        | 16        | 15        |
| RF-80                                       |       | 13          | 7         | 7         | 10        | 19        | 18        | 14        | 12        | 9         | 9         | 11        | 19        | 26        |
| RF-86                                       |       | 6           | --        | --        | --        | --        | --        | --        | 2         | 9         | 1         | 1         | 7         | 10        |
| <b>SEARCH AND RESCUE</b>                    |       | <u>12</u>   | <u>10</u> | <u>16</u> | <u>9</u>  | <u>15</u> | <u>9</u>  | <u>8</u>  | <u>10</u> | <u>9</u>  | <u>13</u> | <u>14</u> | <u>20</u> | <u>24</u> |
| <b>MISCELLANEOUS</b>                        |       | 9           | 8         | 11        | 10        | 9         | 8         | 7         | 8         | 5         | 8         | 10        | 13        | 10        |
| T-6   |       | 9           | 9         | 12        | 10        | 10        | 9         | 7         | 8         | 6         | 8         | 11        | 13        | 11        |
| Other                                       |       | 3           | 1         | 1         | 3         | 2         | --        | 3         | 7         | 3         | 5         | 8         | 8         | 3         |

a/ F-82's Ended operations February 1952  
 b/ F-94's Began operations January 1952

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/c

TABLE 30 - NON-EFFECTIVE SORTIE BY TYPE MODEL - FY 1952

| TYPE MODEL                    | TOTAL or AVERAGE | JUL 1951    | AUG         | SEP        | OCT        | NOV        | DEC        | JAN 1952   | FEB        | MAR        | APR        | MAY        | JUN        |
|-------------------------------|------------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| <b>TOTAL SORTIES</b>          | <b>3,459</b>     | <b>361</b>  | <b>358</b>  | <b>248</b> | <b>204</b> | <b>214</b> | <b>218</b> | <b>317</b> | <b>309</b> | <b>294</b> | <b>346</b> | <b>310</b> | <b>280</b> |
| <b>BOMBER - TOTAL</b>         | <b>307</b>       | <b>25</b>   | <b>26</b>   | <b>18</b>  | <b>28</b>  | <b>33</b>  | <b>22</b>  | <b>40</b>  | <b>19</b>  | <b>30</b>  | <b>19</b>  | <b>23</b>  | <b>24</b>  |
| B-26                          | 101              | 13          | 13          | 7          | 5          | 8          | 4          | 11         | 3          | 10         | 4          | 13         | 10         |
| B-29                          | 206              | 12          | 13          | 11         | 23         | 25         | 18         | 29         | 16         | 20         | 15         | 10         | 14         |
| <b>FIGHTER - TOTAL</b>        | <b>1,463</b>     | <b>114</b>  | <b>141</b>  | <b>117</b> | <b>84</b>  | <b>70</b>  | <b>96</b>  | <b>140</b> | <b>138</b> | <b>111</b> | <b>178</b> | <b>152</b> | <b>122</b> |
| F-51                          | 448              | 35          | 59          | 33         | 33         | 25         | 28         | 37         | 36         | 35         | 48         | 44         | 35         |
| F-80                          | 189              | 23          | 20          | 9          | 5          | 8          | 14         | 12         | 16         | 8          | 55         | 9          | 10         |
| F-82 a/                       | --               | --          | --          | --         | --         | --         | --         | --         | --         | --         | --         | --         | --         |
| F-84                          | 500              | 50          | 52          | 64         | 37         | 33         | 32         | 47         | 46         | 36         | 25         | 42         | 36         |
| F-86                          | 304              | 6           | 10          | 11         | 9          | 4          | 22         | 44         | 40         | 29         | 41         | 52         | 36         |
| F-94 b/                       | 22               | --          | --          | --         | --         | --         | --         | --         | --         | 3          | 9          | 5          | 5          |
| <b>CARGO - TOTAL</b>          | <b>557</b>       | <b>86</b>   | <b>69</b>   | <b>54</b>  | <b>33</b>  | <b>34</b>  | <b>45</b>  | <b>64</b>  | <b>45</b>  | <b>39</b>  | <b>43</b>  | <b>26</b>  | <b>19</b>  |
| C-46                          | 151              | 13          | 19          | 16         | 14         | 15         | 12         | 25         | 20         | 6          | 9          | 7          | 7          |
| C-47                          | 137              | 16          | 3           | 3          | 2          | 7          | 12         | 23         | 13         | 26         | 21         | 3          | 8          |
| VC-47                         | 1                | --          | --          | --         | --         | --         | --         | --         | --         | 1          | --         | --         | --         |
| C-54                          | 165              | 46          | 16          | 24         | 12         | 9          | 18         | 9          | 11         | 4          | 4          | 7          | 5          |
| C-119                         | 103              | 11          | 31          | 11         | 5          | 3          | 3          | 7          | 1          | 2          | 9          | 15         | 5          |
| C-124                         | --               | --          | --          | --         | --         | --         | --         | --         | --         | --         | --         | --         | --         |
| <b>RECONNAISSANCE - TOTAL</b> | <b>536</b>       | <b>17</b>   | <b>11</b>   | <b>10</b>  | <b>13</b>  | <b>17</b>  | <b>14</b>  | <b>51</b>  | <b>65</b>  | <b>90</b>  | <b>76</b>  | <b>86</b>  | <b>86</b>  |
| RB-26                         | 65               | 9           | 7           | 3          | 1          | 5          | 2          | --         | 10         | 15         | 8          | 7          | 4          |
| RB-29                         | 43               | 1           | 1           | 4          | 5          | --         | --         | --         | 2          | 5          | 4          | 6          | 10         |
| RB-45                         | 17               | --          | --          | --         | --         | --         | --         | 1          | 4          | 7          | 4          | --         | 1          |
| RB-50                         | --               | --          | --          | --         | --         | --         | --         | --         | --         | --         | --         | --         | --         |
| WB-29                         | --               | --          | --          | --         | --         | --         | --         | --         | --         | --         | --         | --         | --         |
| RF-51                         | 41               | 4           | --          | --         | --         | 7          | 7          | 12         | 2          | 5          | --         | 4          | --         |
| RF-80                         | 350              | 3           | 3           | 3          | 7          | --         | 5          | 38         | 45         | 58         | 60         | 65         | 63         |
| RF-86                         | 20               | --          | --          | --         | --         | --         | --         | --         | 2          | --         | --         | 10         | 8          |
| <b>SEARCH AND RESCUE</b>      | <b>69</b>        | <b>9</b>    | <b>3</b>    | <b>8</b>   | <b>11</b>  | <b>4</b>   | <b>2</b>   | <b>--</b>  | <b>16</b>  | <b>3</b>   | <b>4</b>   | <b>6</b>   | <b>3</b>   |
| <b>MISCELLANEOUS</b>          | <b>527</b>       | <b>110</b>  | <b>108</b>  | <b>41</b>  | <b>35</b>  | <b>56</b>  | <b>39</b>  | <b>22</b>  | <b>26</b>  | <b>21</b>  | <b>26</b>  | <b>17</b>  | <b>26</b>  |
| T-6                           | 526              | 109         | 108         | 41         | 35         | 56         | 39         | 22         | 26         | 21         | 28         | 17         | 26         |
| Other                         | 1                | 1           | --          | --         | --         | --         | --         | --         | --         | --         | --         | --         | --         |
| <b>PER CENT NON-EFFECTIVE</b> |                  |             |             |            |            |            |            |            |            |            |            |            |            |
| <b>TOTAL SORTIES</b>          | <b>1.5</b>       | <b>2.3</b>  | <b>2.1</b>  | <b>1.3</b> | <b>0.9</b> | <b>1.1</b> | <b>1.1</b> | <b>1.7</b> | <b>1.8</b> | <b>1.5</b> | <b>1.9</b> | <b>1.3</b> | <b>1.4</b> |
| <b>BOMBER - TOTAL</b>         | <b>1.2</b>       | <b>1.3</b>  | <b>1.2</b>  | <b>0.7</b> | <b>1.1</b> | <b>1.4</b> | <b>1.0</b> | <b>1.8</b> | <b>1.0</b> | <b>1.5</b> | <b>1.0</b> | <b>1.0</b> | <b>1.1</b> |
| B-26                          | 0.5              | 0.9         | 0.8         | 0.4        | 0.3        | 0.4        | 0.2        | 0.7        | 0.2        | 0.6        | 0.3        | 0.7        | 0.6        |
| B-29                          | 3.0              | 2.4         | 2.7         | 2.1        | 4.5        | 5.8        | 4.2        | 5.6        | 3.9        | 4.2        | 3.9        | 2.5        | 3.7        |
| <b>FIGHTER - TOTAL</b>        | <b>1.3</b>       | <b>1.7</b>  | <b>2.0</b>  | <b>1.2</b> | <b>0.7</b> | <b>0.8</b> | <b>1.1</b> | <b>1.8</b> | <b>1.8</b> | <b>1.2</b> | <b>1.8</b> | <b>1.2</b> | <b>1.4</b> |
| F-51                          | 2.1              | 1.5         | 2.6         | 1.2        | 1.0        | 1.2        | 1.8        | 2.8        | 3.0        | 3.0        | 4.4        | 3.1        | 2.9        |
| F-80                          | 0.6              | 1.0         | 0.9         | 0.3        | 0.2        | 0.3        | 0.6        | 0.8        | 1.0        | 0.3        | 2.1        | 0.3        | 0.4        |
| F-82 a/                       | --               | --          | --          | --         | --         | --         | --         | --         | --         | --         | --         | --         | --         |
| F-84                          | 1.7              | 3.4         | 3.3         | 2.3        | 1.1        | 1.0        | 1.0        | 1.8        | 2.1        | 1.6        | 1.3        | 1.7        | 1.9        |
| F-86                          | 1.1              | 0.8         | 1.1         | 1.0        | 0.6        | 0.4        | 1.1        | 1.9        | 1.6        | 0.9        | 1.1        | 1.0        | 1.3        |
| F-94 b/                       | 2.1              | --          | --          | --         | --         | --         | --         | --         | --         | 1.9        | 4.7        | 1.9        | 1.6        |
| <b>CARGO - TOTAL</b>          | <b>0.9</b>       | <b>1.7</b>  | <b>1.2</b>  | <b>1.1</b> | <b>0.6</b> | <b>0.7</b> | <b>0.9</b> | <b>1.2</b> | <b>0.9</b> | <b>0.7</b> | <b>1.1</b> | <b>0.6</b> | <b>0.4</b> |
| C-46                          | 1.3              | 1.5         | 1.7         | 3.0        | 1.6        | 1.4        | 1.1        | 2.3        | 1.8        | 0.6        | 1.7        | 0.1        | 0.1        |
| C-47                          | 0.9              | 1.7         | 0.3         | 0.2        | 0.2        | 0.6        | 1.1        | 1.7        | 1.1        | 1.6        | 1.5        | 0.3        | 0.8        |
| VC-47                         | 0.2              | --          | --          | --         | --         | --         | --         | --         | --         | 1.1        | --         | --         | --         |
| C-54                          | 0.6              | 1.9         | 0.7         | 0.9        | 0.5        | 0.4        | 0.8        | 0.4        | 0.5        | 0.2        | 0.3        | 0.3        | 0.2        |
| C-119                         | 1.5              | 1.3         | 3.0         | 2.8        | 0.7        | 0.6        | 0.4        | 1.3        | 0.4        | 0.4        | 2.1        | 2.6        | 2.1        |
| C-124                         | --               | --          | --          | --         | --         | --         | --         | --         | --         | --         | --         | --         | --         |
| <b>RECONNAISSANCE - TOTAL</b> | <b>2.9</b>       | <b>2.0</b>  | <b>1.1</b>  | <b>0.9</b> | <b>1.0</b> | <b>1.2</b> | <b>0.8</b> | <b>3.3</b> | <b>4.1</b> | <b>5.6</b> | <b>4.5</b> | <b>3.5</b> | <b>4.1</b> |
| RB-26                         | 1.4              | 2.5         | 1.6         | 0.6        | 0.2        | 1.5        | 0.6        | --         | 2.7        | 3.4        | 1.8        | 0.2        | 1.0        |
| RB-29                         | 8.1              | 2.6         | 2.8         | 7.1        | 8.3        | 10.6       | --         | --         | 5.9        | 11.4       | 10.0       | 9.7        | 20.0       |
| RB-45                         | 14.2             | --          | --          | --         | --         | --         | --         | 16.7       | 36.4       | 25.0       | 25.0       | --         | 100.0      |
| RB-50                         | --               | --          | --          | --         | --         | --         | --         | --         | --         | --         | --         | --         | --         |
| WB-29                         | --               | --          | --          | --         | --         | --         | --         | --         | --         | --         | --         | --         | --         |
| RF-51                         | 0.8              | 4.3         | --          | --         | --         | 1.7        | 0.9        | 1.5        | 0.3        | 0.8        | --         | 0.4        | --         |
| RF-80                         | 5.4              | 0.9         | 0.8         | 0.6        | 1.0        | --         | 0.9        | 7.4        | 9.6        | 13.0       | 11.1       | 8.0        | 8.8        |
| RF-86                         | 13.5             | --          | --          | --         | --         | --         | --         | --         | 11.8       | --         | --         | 27.8       | 8.9        |
| <b>SEARCH AND RESCUE</b>      | <b>1.4</b>       | <b>2.6</b>  | <b>0.5</b>  | <b>2.7</b> | <b>2.2</b> | <b>1.4</b> | <b>0.7</b> | <b>--</b>  | <b>4.3</b> | <b>0.8</b> | <b>1.2</b> | <b>1.1</b> | <b>0.5</b> |
| <b>MISCELLANEOUS</b>          | <b>4.6</b>       | <b>13.0</b> | <b>11.1</b> | <b>4.3</b> | <b>3.5</b> | <b>5.9</b> | <b>4.4</b> | <b>2.0</b> | <b>3.9</b> | <b>2.6</b> | <b>2.6</b> | <b>1.3</b> | <b>2.5</b> |
| T-6                           | 4.8              | 13.1        | 11.1        | 4.4        | 3.5        | 5.9        | 4.6        | 2.1        | 4.1        | 2.7        | 2.9        | 1.4        | 2.6        |
| Other                         | 0.2              | 8.3         | --          | --         | --         | --         | --         | --         | --         | --         | --         | --         | --         |

a/ F-82's Ended operations February 1952  
 b/ F-94's Began operations January 1952

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 31 - FEAF BOMBER COMMAND EFFORT - BY TYPE TARGET - FY 1952

| T A R G E T S                              | T O T A L |         | PER CENT OF TOTAL TONNAGE | JULY (1951) |          | AUGUST  |         | SEPTEMBER |         | OCTOBER |         | NOVEMBER |         |         |
|--|-----------|---------|---------------------------|-------------|----------|---------|---------|-----------|---------|---------|---------|----------|---------|---------|
|  | Sorties   | Tonnage |                           | Sorties     | Tonnage  | Sorties | Tonnage | Sorties   | Tonnage | Sorties | Tonnage | Sorties  | Tonnage |         |
| <u>T O T A L</u>                           | 5,456     | 44,522  | 100.0                     | 508         | 4,104    | 488     | 3,812   | 520       | 3,879   | 534     | 3,913   | 420      | 2,902   |         |
| EFFECTIVE . . . . .                        | 5,248     | 42,090  |                           | 493         | 3,925    | 476     | 3,656   | 509       | 3,689   | 509     | 3,640   | 398      | 2,674   |         |
| NON-EFFECTIVE . . . . .                    | 208       | 2,432   | 5.5                       | 15          | 179      | 12      | 156     | 11        | 190     | 25      | 273     | 22       | 228     |         |
| PER CENT EFFECTIVE . . .                   | 96        | 95      |                           | 97          | 96       | 98      | 96      | 98        | 95      | 95      | 93      | 95       | 92      |         |
| Close Support . . . . .                    | 1,076     | 9,987   | 22.4                      | 118         | 1,116    | 58      | 563     | 91        | 805     | 123     | 1,132   | 133      | 1,155   |         |
| Airfields . . . . .                        | 396       | 2,782   | 6.3                       | 41          | 282      | 15      | 102     | 54        | 371     | 105     | 749     | 77       | 522     |         |
| Marshalling Yards . . . . .                | 920       | 7,522   | 16.9                      | 142         | 1,153    | 209     | 1,683   | 137       | 1,040   | 84      | 662     | 59       | 403     |         |
| Communication & Supply Centers             | 344       | 2,897   | 6.5                       | 131         | 1,182    | 143     | 1,142   | 46        | 382     | 23      | 184     | 1        | 7       |         |
| Rail Bridges . . . . .                     | 1,724     | 15,459  | 34.7                      | 5           | 20       | --      | --      | 125       | 899     | 104     | 618     | 35       | 230     |         |
| Highway Bridges . . . . .                  | 75        | 524     | 1.2                       | 13          | 56       | 14      | 113     | 15        | 101     | 7       | 66      | 12       | 87      |         |
| Traffic Choke Points . . . . .             | 147       | 1,401   | 3.1                       | --          | --       | --      | --      | --        | --      | --      | --      | --       | --      |         |
| Industrial & Manufacturing Areas . . . . . | 76        | 696     | 1.6                       | --          | --       | --      | --      | --        | --      | 16      | 109     | 7        | 53      |         |
| Miscellaneous . . . . .                    | 107       | 822     | 1.8                       | 15          | 116      | 8       | 53      | 12        | 91      | 15      | 120     | 29       | 217     |         |
| Leaflet Missions(No. of Bombs)             | 376       | 11,797  | N A                       | 28          | 877      | 29      | 924     | 29        | 913     | 32      | 959     | 45       | 1,412   |         |
| BDA Photo Flash (No. of Bombs)             | 7         | a/3,002 | N A                       | --          | --       | --      | --      | --        | --      | --      | --      | --       | --      |         |
|  | DECEMBER  |         | JANUARY (1952)            |             | FEBRUARY |         | MARCH   |           | APRIL   |         | MAY     |          | JUNE    |         |
|  | Sorties   | Tonnage | Sorties                   | Tonnage     | Sorties  | Tonnage | Sorties | Tonnage   | Sorties | Tonnage | Sorties | Tonnage  | Sorties | Tonnage |
| <u>T O T A L</u>                           | 436       | 3,478   | 504                       | 4,473       | 407      | 3,625   | 460     | 4,073     | 383     | 3,342   | 406     | 3,490    | 390     | 3,431   |
| EFFECTIVE . . . . .                        | 415       | 3,204   | 474                       | 4,114       | 392      | 3,457   | 441     | 3,868     | 368     | 3,188   | 396     | 3,376    | 377     | 3,299   |
| NON-EFFECTIVE . . . . .                    | 21        | 274     | 30                        | 359         | 15       | 168     | 19      | 205       | 15      | 154     | 10      | 114      | 13      | 132     |
| PER CENT EFFECTIVE . . .                   | 95        | 92      | 94                        | 92          | 96       | 95      | 96      | 95        | 96      | 95      | 98      | 97       | 97      | 96      |
| Close Support . . . . .                    | 136       | 1,204   | 116                       | 1,127       | 76       | 734     | 67      | 651       | 65      | 650     | 35      | 320      | 58      | 530     |
| Airfields . . . . .                        | 49        | 354     | 29                        | 221         | --       | --      | 17      | 122       | 4       | 26      | 5       | 33       | --      | --      |
| Marshalling Yards . . . . .                | 87        | 679     | 68                        | 618         | 22       | 206     | 32      | 312       | 32      | 279     | 22      | 207      | 26      | 280     |
| Communication & Supply Centers             | --        | --      | --                        | --          | --       | --      | --      | --        | --      | --      | --      | --       | --      | --      |
| Rail Bridges . . . . .                     | 91        | 828     | 210                       | 1,976       | 249      | 2,358   | 154     | 1,494     | 216     | 2,058   | 295     | 2,726    | 240     | 2,252   |
| Highway Bridges . . . . .                  | 6         | 27      | 7                         | 64          | 1        | 10      | --      | --        | --      | --      | --      | --       | --      | --      |
| Traffic Choke Points . . . . .             | --        | --      | --                        | --          | --       | --      | 133     | 1,265     | 14      | 136     | --      | --       | --      | --      |
| Industrial & Manufacturing Areas . . . . . | 7         | 66      | 7                         | 69          | 7        | 71      | 2       | 14        | 3       | 29      | 7       | 77       | 20      | 208     |
| Miscellaneous . . . . .                    | 8         | 46      | 6                         | 39          | 8        | 78      | 1       | 10        | 1       | 10      | 1       | 13       | 3       | 29      |
| Leaflet Missions(No. of Bombs)             | 31        | 977     | 31                        | 951         | 29       | 912     | 30      | 939       | 31      | 982     | 31      | 991      | 30      | 960     |
| BDA Photo Flash (No. of Bombs)             | --        | --      | --                        | --          | --       | --      | 5       | a/ 70     | 2       | a/736   | --      | 945      | --      | 1,249   |

a/ Includes BDA Photo Flash Bombs dropped by aircraft in Bombing Missions.

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C



TABLE 32 - AVERAGE NUMBER SORTIES DAILY BY TYPE - USAF, RHAF, RAAF, SAAF - FY 1952

(ROK Sorties not included in July 1951 through September 1951 as breakdown of figures is not available. Cumulative ROK Sorties from June 1950 through September 1951 are estimated 1,708.)

| M O N T H                | T O T A L           |               | C L O S E S U P P O R T |               | A R M E D R E C O N N A I S S A N C E<br>A N D I N T E R D I C T I O N |               |
|--------------------------|---------------------|---------------|-------------------------|---------------|--|---------------|
|                          | Sorties             | Daily Average | Sorties                 | Daily Average | Sorties  | Daily Average |
| JULY (1951) . . . . .    | 17,814              | 575           | 1,227                   | 40            | 6,290  | 203           |
| AUGUST . . . . .         | 19,947              | 643           | 889                     | 29            | 6,892  | 222           |
| SEPTEMBER . . . . .      | 21,813              | 727           | 1,000                   | 33            | 9,060  | 302           |
| OCTOBER . . . . .        | 24,640              | 795           | 1,244                   | 40            | 10,340   | 334           |
| NOVEMBER . . . . .       | 21,607              | 720           | 1,361                   | 45            | 9,314  | 310           |
| DECEMBER . . . . .       | 21,549              | 695           | 365                     | 12            | 8,837  | 285           |
| JANUARY (1952) . . . . . | 21,274              | 686           | 422                     | 14            | 7,285  | 235           |
| FEBRUARY . . . . .       | 19,684              | 679           | 191                     | 7             | 6,692  | 231           |
| MARCH . . . . .          | 22,553              | 728           | 1,113                   | 36            | 7,208  | 233           |
| APRIL . . . . .          | 20,988              | 700           | 771                     | 26            | 7,054  | 235           |
| MAY . . . . .            | 27,056              | 873           | 1,090                   | 35            | 8,791  | 284           |
| JUNE . . . . .           | 22,150              | 738           | 2,035                   | 68            | 6,803  | 227           |
|                          | C O U N T E R A I R |               | C A R G O <sup>a/</sup> |               | O T H E R  |               |
| JULY (1951) . . . . .    | 1,067               | 34            | 6,238                   | 201           | 2,992  | 97            |
| AUGUST . . . . .         | 1,569               | 51            | 6,824                   | 220           | 3,773  | 122           |
| SEPTEMBER . . . . .      | 2,014               | 67            | 5,953                   | 198           | 3,786  | 126           |
| OCTOBER . . . . .        | 2,503               | 81            | 6,185                   | 200           | 4,368  | 141           |
| NOVEMBER . . . . .       | 1,530               | 51            | 5,869                   | 196           | 3,533  | 118           |
| DECEMBER . . . . .       | 2,648               | 85            | 6,032                   | 195           | 3,667  | 118           |
| JANUARY (1952) . . . . . | 3,075               | 99            | 6,284                   | 203           | 4,208  | 136           |
| FEBRUARY . . . . .       | 3,243               | 112           | 5,693                   | 196           | 3,865  | 133           |
| MARCH . . . . .          | 4,033               | 130           | 6,313                   | 204           | 3,886  | 125           |
| APRIL . . . . .          | 4,382               | 146           | 4,559                   | 152           | 4,222  | 141           |
| MAY . . . . .            | 5,837               | 188           | 5,692                   | 184           | 5,646  | 182           |
| JUNE . . . . .           | 2,943               | 98            | 5,732                   | 191           | 4,637  | 155           |

<sup>a/</sup> Includes Intra-Japan Sorties

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 33 - SUMMARY OF AIRCRAFT LOSSES IN COMMITTED UNITS, BY TYPE MODEL - FY 1952

| TYPE<br>AND<br>MODEL | TOTAL<br>ALL<br>LOSSES | OPERATIONAL               |                  |                |                  |                                |           | NON-OPERATIONAL                   |                     |                               |
|----------------------|------------------------|---------------------------|------------------|----------------|------------------|--------------------------------|-----------|-----------------------------------|---------------------|-------------------------------|
|                      |                        | TOTAL<br>OPERA-<br>TIONAL | ENEMY ACTION     |                |                  | NON-ENEMY ACTION               |           | TOTAL<br>NON-<br>OPERA-<br>TIONAL | NON-ENEMY ACTION    |                               |
|                      |                        |                           | Air<br>to<br>Air | Ground<br>Fire | Cause<br>Unknown | Other On<br>Combat<br>Missions | Unknown   |                                   | Flying<br>Accidents | Other<br>Non-Opera-<br>tional |
| <u>T O T A L</u>     | <u>615</u>             | <u>535</u>                | <u>74</u>        | <u>218</u>     | <u>30</u>        | <u>139</u>                     | <u>74</u> | <u>80</u>                         | <u>73</u>           | <u>7</u>                      |
| B-26 . . . . .       | 78                     | 64                        | --               | 12             | 3                | 18                             | 31        | 14                                | 13                  | 1                             |
| B-29 . . . . .       | 33                     | 24                        | 6                | 3              | --               | 11                             | 4         | 9                                 | 6                   | 3                             |
| F-51 . . . . .       | 110                    | 105                       | 6                | 67             | 6                | 19                             | 7         | 5                                 | 3                   | 2                             |
| F-80 . . . . .       | 87                     | 77                        | 5                | 41             | 8                | 13                             | 10        | 10                                | 10                  | --                            |
| F-82 . . . . .       | 3                      | 3                         | --               | 1              | --               | 2                              | --        | --                                | --                  | --                            |
| F-84 . . . . .       | 149                    | 132                       | 13               | 66             | 8                | 36                             | 9         | 17                                | 16                  | 1                             |
| F-86 . . . . .       | 76                     | 68                        | 42               | 1              | 2                | 19                             | 4         | 8                                 | 8                   | --                            |
| F-94 . . . . .       | 2                      | 1                         | 1                | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| RB-26 . . . . .      | 7                      | 3                         | --               | --             | 1                | 1                              | 1         | 4                                 | 4                   | --                            |
| RB-29 . . . . .      | 1                      | 1                         | --               | --             | --               | --                             | 1         | --                                | --                  | --                            |
| RB-45 . . . . .      | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| RF-51 . . . . .      | 12                     | 11                        | --               | 9              | 2                | --                             | --        | 1                                 | 1                   | --                            |
| RF-80 . . . . .      | 8                      | 7                         | 1                | 1              | --               | 3                              | 2         | 1                                 | 1                   | --                            |
| RF-86 . . . . .      | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| C-46 . . . . .       | 7                      | 4                         | --               | --             | --               | 3                              | 1         | 3                                 | 3                   | --                            |
| C-47 . . . . .       | 4                      | 1                         | --               | --             | --               | 1                              | --        | 3                                 | 3                   | --                            |
| C-119 . . . . .      | 4                      | 1                         | --               | --             | --               | 1                              | --        | 3                                 | 3                   | --                            |
| T-6 . . . . .        | 19                     | 19                        | --               | 13             | --               | 2                              | 4         | --                                | --                  | --                            |
| T-33 . . . . .       | 1                      | --                        | --               | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| H-5 . . . . .        | 8                      | 8                         | --               | 3              | --               | 5                              | --        | --                                | --                  | --                            |
| L-5 . . . . .        | 2                      | 2                         | --               | --             | --               | 2                              | --        | --                                | --                  | --                            |
| TRF-51 . . . . .     | 1                      | 1                         | --               | 1              | --               | --                             | --        | --                                | --                  | --                            |
| YH-19 . . . . .      | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 34 - AIRCRAFT LOSSES IN COMMITTED UNITS - MONTHLY - FY 1952

| MONTH<br>TYPE<br>AND<br>MODEL | TOTAL<br>ALL<br>LOSSES | OPERATIONAL               |                  |                |                  |                                |           | NON-OPERATIONAL                   |                     |                               |
|-------------------------------|------------------------|---------------------------|------------------|----------------|------------------|--------------------------------|-----------|-----------------------------------|---------------------|-------------------------------|
|                               |                        | TOTAL<br>OPERA-<br>TIONAL | ENEMY ACTION     |                |                  | NON-ENEMY ACTION               |           | TOTAL<br>NON-<br>OPERA-<br>TIONAL | NON-ENEMY ACTION    |                               |
|                               |                        |                           | Air<br>to<br>Air | Ground<br>Fire | Cause<br>Unknown | Other On<br>Combat<br>Missions | Unknown   |                                   | Flying<br>Accidents | Other<br>Non-Opera-<br>tional |
| <u>TOTAL</u>                  | <u>615</u>             | <u>535</u>                | <u>74</u>        | <u>218</u>     | <u>30</u>        | <u>139</u>                     | <u>74</u> | <u>80</u>                         | <u>73</u>           | <u>7</u>                      |
| <u>JULY 1951</u>              | <u>59</u>              | <u>49</u>                 | <u>2</u>         | <u>16</u>      | <u>3</u>         | <u>17</u>                      | <u>11</u> | <u>10</u>                         | <u>9</u>            | <u>1</u>                      |
| B-26                          | 7                      | 7                         | --               | 1              | 1                | 2                              | 3         | --                                | --                  | --                            |
| F-51                          | 17                     | 14                        | 1                | 5              | 1                | 4                              | 3         | 3                                 | 2                   | 1                             |
| F-80                          | 12                     | 10                        | --               | 6              | 1                | 2                              | 1         | 2                                 | 2                   | --                            |
| F-82                          | 1                      | 1                         | --               | 1              | --               | --                             | --        | --                                | --                  | --                            |
| F-84                          | 11                     | 11                        | --               | 2              | --               | 7                              | 2         | --                                | --                  | --                            |
| F-86                          | 4                      | 2                         | 1                | --             | --               | 1                              | --        | 2                                 | 2                   | --                            |
| RB-26                         | 2                      | --                        | --               | --             | --               | --                             | --        | 2                                 | 2                   | --                            |
| C-46                          | 1                      | --                        | --               | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| L-5                           | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| T-6                           | 3                      | 3                         | --               | 1              | --               | --                             | 2         | --                                | --                  | --                            |
| <u>AUGUST 1951</u>            | <u>59</u>              | <u>50</u>                 | <u>3</u>         | <u>22</u>      | <u>3</u>         | <u>13</u>                      | <u>9</u>  | <u>9</u>                          | <u>9</u>            | <u>--</u>                     |
| B-26                          | 8                      | 6                         | --               | 1              | --               | 3                              | 2         | 2                                 | 2                   | --                            |
| B-29                          | 1                      | 1                         | --               | 1              | --               | --                             | --        | --                                | --                  | --                            |
| F-51                          | 15                     | 15                        | 3                | 7              | 1                | 1                              | 3         | --                                | --                  | --                            |
| F-80                          | 15                     | 15                        | --               | 6              | 2                | 4                              | 3         | --                                | --                  | --                            |
| F-82                          | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| F-84                          | 10                     | 6                         | --               | 4              | --               | 1                              | 1         | 4                                 | 4                   | --                            |
| F-86                          | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| RF-51                         | 1                      | 1                         | --               | 1              | --               | --                             | --        | --                                | --                  | --                            |
| RF-80                         | 1                      | 1                         | --               | 1              | --               | --                             | --        | --                                | --                  | --                            |
| C-46                          | 2                      | 1                         | --               | --             | --               | 1                              | --        | 1                                 | 1                   | --                            |
| C-47                          | 1                      | --                        | --               | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| H-5                           | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| T-6                           | 1                      | 1                         | --               | 1              | --               | --                             | --        | --                                | --                  | --                            |
| T-33                          | 1                      | --                        | --               | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| <u>SEPTEMBER 1951</u>         | <u>53</u>              | <u>46</u>                 | <u>6</u>         | <u>21</u>      | <u>--</u>        | <u>11</u>                      | <u>8</u>  | <u>7</u>                          | <u>6</u>            | <u>1</u>                      |
| B-26                          | 11                     | 11                        | --               | 3              | --               | 3                              | 5         | --                                | --                  | --                            |
| B-29                          | 2                      | 2                         | --               | --             | --               | 1                              | 1         | --                                | --                  | --                            |
| F-51                          | 10                     | 9                         | 1                | 7              | --               | 1                              | --        | 1                                 | --                  | 1                             |
| F-80                          | 8                      | 6                         | 1                | 3              | --               | 1                              | 1         | 2                                 | 2                   | --                            |
| F-84                          | 6                      | 5                         | 1                | 3              | --               | 1                              | --        | 1                                 | 1                   | --                            |
| F-86                          | 6                      | 6                         | 3                | --             | --               | 2                              | 1         | --                                | --                  | --                            |
| C-46                          | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| C-47                          | 2                      | --                        | --               | --             | --               | --                             | --        | 2                                 | 2                   | --                            |
| C-119                         | 1                      | --                        | --               | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| H-5                           | 2                      | 2                         | --               | 1              | --               | 1                              | --        | --                                | --                  | --                            |
| T-6                           | 4                      | 4                         | --               | 4              | --               | --                             | --        | --                                | --                  | --                            |
| <u>OCTOBER 1951</u>           | <u>68</u>              | <u>58</u>                 | <u>14</u>        | <u>23</u>      | <u>1</u>         | <u>16</u>                      | <u>4</u>  | <u>10</u>                         | <u>10</u>           | <u>--</u>                     |
| B-26                          | 10                     | 6                         | --               | 2              | --               | 2                              | 2         | 4                                 | 4                   | --                            |
| B-29                          | 9                      | 7                         | 4                | 1              | --               | 2                              | --        | 2                                 | 2                   | --                            |
| F-51                          | 8                      | 8                         | --               | 5              | --               | 2                              | 1         | --                                | --                  | --                            |
| F-80                          | 10                     | 9                         | --               | 6              | --               | 2                              | 1         | 1                                 | 1                   | --                            |
| F-84                          | 14                     | 13                        | 2                | 5              | --               | 6                              | --        | 1                                 | 1                   | --                            |
| F-86                          | 8                      | 8                         | 7                | --             | --               | 1                              | --        | --                                | --                  | --                            |
| RB-26                         | 3                      | 1                         | --               | --             | --               | 1                              | --        | 2                                 | 2                   | --                            |
| RF-51                         | 1                      | 1                         | --               | --             | 1                | --                             | --        | --                                | --                  | --                            |
| RF-80                         | 1                      | 1                         | 1                | --             | --               | --                             | --        | --                                | --                  | --                            |
| H-5                           | 1                      | 1                         | --               | 1              | --               | --                             | --        | --                                | --                  | --                            |
| T-6                           | 3                      | 3                         | --               | 3              | --               | --                             | --        | --                                | --                  | --                            |

TABLE 34 - AIRCRAFT LOSSES IN COMMITTED UNITS - MONTHLY - FY 1952 - CONTINUED

| MONTH<br>TYPE<br>AND<br>MODEL  | TOTAL<br>ALL<br>LOSSES | OPERATIONAL               |                  |                |                  |                                |           | NON-OPERATIONAL                   |                     |                               |
|--------------------------------|------------------------|---------------------------|------------------|----------------|------------------|--------------------------------|-----------|-----------------------------------|---------------------|-------------------------------|
|                                |                        | TOTAL<br>OPERA-<br>TIONAL | ENEMY ACTION     |                |                  | NON-ENEMY ACTION               |           | TOTAL<br>NON-<br>OPERA-<br>TIONAL | NON-ENEMY ACTION    |                               |
|                                |                        |                           | Air<br>to<br>Air | Ground<br>Fire | Cause<br>Unknown | Other On<br>Combat<br>Missions | Unknown   |                                   | Flying<br>Accidents | Other<br>Non-Opera-<br>tional |
| <b>NOVEMBER 1951</b> . . . . . | <u>39</u>              | <u>34</u>                 | <u>8</u>         | <u>11</u>      | <u>4</u>         | <u>9</u>                       | <u>2</u>  | <u>5</u>                          | <u>5</u>            | --                            |
| B-26 . . . . .                 | 2                      | 2                         | --               | --             | --               | --                             | 2         | --                                | --                  | --                            |
| B-29 . . . . .                 | 3                      | 3                         | 1                | 1              | --               | 1                              | --        | --                                | --                  | --                            |
| F-51 . . . . .                 | 7                      | 6                         | --               | 3              | 1                | 2                              | --        | 1                                 | 1                   | --                            |
| F-80 . . . . .                 | 8                      | 6                         | 1                | 4              | 1                | --                             | --        | 2                                 | 2                   | --                            |
| F-82 . . . . .                 | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| F-84 . . . . .                 | 11                     | 10                        | 3                | 2              | 2                | 3                              | --        | 1                                 | 1                   | --                            |
| F-86 . . . . .                 | 4                      | 3                         | 3                | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| H-5 . . . . .                  | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| T-6 . . . . .                  | 2                      | 2                         | --               | 1              | --               | 1                              | --        | --                                | --                  | --                            |
| <b>DECEMBER 1951</b> . . . . . | <u>46</u>              | <u>40</u>                 | <u>9</u>         | <u>21</u>      | <u>1</u>         | <u>4</u>                       | <u>5</u>  | <u>6</u>                          | <u>6</u>            | --                            |
| B-26 . . . . .                 | 3                      | 3                         | --               | 1              | --               | --                             | 2         | --                                | --                  | --                            |
| B-29 . . . . .                 | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| F-51 . . . . .                 | 9                      | 9                         | --               | 8              | --               | 1                              | --        | --                                | --                  | --                            |
| F-80 . . . . .                 | 7                      | 6                         | 2                | 3              | --               | 1                              | --        | 1                                 | 1                   | --                            |
| F-84 . . . . .                 | 14                     | 12                        | 1                | 8              | --               | 2                              | 1         | 2                                 | 2                   | --                            |
| F-86 . . . . .                 | 9                      | 7                         | 6                | --             | 1                | --                             | --        | 2                                 | 2                   | --                            |
| C-119 . . . . .                | 1                      | --                        | --               | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| T-6 . . . . .                  | 1                      | 1                         | --               | --             | --               | --                             | 1         | --                                | --                  | --                            |
| TRF-51 . . . . .               | 1                      | 1                         | --               | 1              | --               | --                             | --        | --                                | --                  | --                            |
| <b>JANUARY 1952</b> . . . . .  | <u>65</u>              | <u>59</u>                 | <u>5</u>         | <u>28</u>      | <u>4</u>         | <u>12</u>                      | <u>10</u> | <u>6</u>                          | <u>6</u>            | --                            |
| B-26 . . . . .                 | 6                      | 5                         | --               | 1              | --               | 1                              | 3         | 1                                 | 1                   | --                            |
| B-29 . . . . .                 | 4                      | 4                         | --               | --             | --               | 2                              | 2         | --                                | --                  | --                            |
| F-51 . . . . .                 | 9                      | 9                         | --               | 9              | --               | --                             | --        | --                                | --                  | --                            |
| F-80 . . . . .                 | 9                      | 9                         | --               | 6              | --               | 1                              | 2         | --                                | --                  | --                            |
| F-84 . . . . .                 | 18                     | 16                        | --               | 10             | 3                | 2                              | 1         | 2                                 | 2                   | --                            |
| F-86 . . . . .                 | 12                     | 11                        | 5                | --             | --               | 5                              | 1         | 1                                 | 1                   | --                            |
| RF-51 . . . . .                | 2                      | 2                         | --               | 1              | 1                | --                             | --        | --                                | --                  | --                            |
| RF-80 . . . . .                | 1                      | 1                         | --               | --             | --               | --                             | 1         | --                                | --                  | --                            |
| C-46 . . . . .                 | 1                      | --                        | --               | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| C-119 . . . . .                | 1                      | --                        | --               | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| T-6 . . . . .                  | 1                      | 1                         | --               | 1              | --               | --                             | --        | --                                | --                  | --                            |
| H-5 . . . . .                  | 1                      | 1                         | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| <b>FEBRUARY 1952</b> . . . . . | <u>51</u>              | <u>48</u>                 | <u>4</u>         | <u>19</u>      | <u>1</u>         | <u>17</u>                      | <u>7</u>  | <u>3</u>                          | <u>3</u>            | --                            |
| B-26 . . . . .                 | 3                      | 3                         | --               | --             | --               | --                             | 3         | --                                | --                  | --                            |
| B-29 . . . . .                 | 3                      | 2                         | --               | --             | --               | 2                              | --        | 1                                 | 1                   | --                            |
| F-51 . . . . .                 | 7                      | 7                         | --               | 5              | --               | 2                              | --        | --                                | --                  | --                            |
| F-80 . . . . .                 | 3                      | 3                         | --               | 1              | 1                | --                             | --        | --                                | --                  | --                            |
| F-84 . . . . .                 | 18                     | 16                        | 1                | 8              | --               | 6                              | 1         | 2                                 | 2                   | --                            |
| F-86 . . . . .                 | 5                      | 5                         | 2                | --             | --               | 3                              | --        | --                                | --                  | --                            |
| F-94 . . . . .                 | 1                      | 1                         | 1                | --             | --               | --                             | --        | --                                | --                  | --                            |
| RB-26 . . . . .                | 1                      | 1                         | --               | --             | --               | --                             | 1         | --                                | --                  | --                            |
| RF-51 . . . . .                | 5                      | 5                         | --               | 5              | --               | --                             | --        | --                                | --                  | --                            |
| RF-80 . . . . .                | 3                      | 3                         | --               | --             | --               | 2                              | 1         | --                                | --                  | --                            |
| C-46 . . . . .                 | 2                      | 2                         | --               | --             | --               | 1                              | 1         | --                                | --                  | --                            |
| <b>MARCH 1952</b> . . . . .    | <u>44</u>              | <u>40</u>                 | <u>5</u>         | <u>16</u>      | <u>2</u>         | <u>11</u>                      | <u>6</u>  | <u>4</u>                          | <u>3</u>            | <u>1</u>                      |
| B-26 . . . . .                 | 6                      | 6                         | --               | 2              | --               | 1                              | 3         | --                                | --                  | --                            |
| B-29 . . . . .                 | 2                      | 1                         | --               | --             | --               | 1                              | --        | 1                                 | --                  | 1                             |
| F-51 . . . . .                 | 7                      | 7                         | --               | 5              | --               | 2                              | --        | --                                | --                  | --                            |
| F-80 . . . . .                 | 1                      | --                        | --               | --             | --               | --                             | --        | 1                                 | 1                   | --                            |
| F-84 . . . . .                 | 20                     | 19                        | 2                | 8              | 2                | 6                              | 1         | 1                                 | 1                   | --                            |
| F-86 . . . . .                 | 5                      | 4                         | 3                | --             | --               | --                             | 1         | 1                                 | 1                   | --                            |
| RF-51 . . . . .                | 1                      | 1                         | --               | 1              | --               | --                             | --        | --                                | --                  | --                            |
| H-5 . . . . .                  | 1                      | --                        | --               | --             | --               | 1                              | --        | --                                | --                  | --                            |
| T-6 . . . . .                  | 1                      | 1                         | --               | --             | --               | --                             | 1         | --                                | --                  | --                            |

TABLE 34 - AIRCRAFT LOSSES IN COMMITTED UNITS - MONTHLY - FY 1952 - CONTINUED

| MONTH<br>TYPE<br>AND<br>MODEL | TOTAL<br>ALL<br>LOSSES | OPERATIONAL               |                  |                |                  |                                | NON-OPERATIONAL |                                   |                     |                               |
|-------------------------------|------------------------|---------------------------|------------------|----------------|------------------|--------------------------------|-----------------|-----------------------------------|---------------------|-------------------------------|
|                               |                        | TOTAL<br>OPERA-<br>TIONAL | ENEMY ACTION     |                |                  | NON-ENEMY ACTION               |                 | TOTAL<br>NON-<br>OPERA-<br>TIONAL | NON-ENEMY ACTION    |                               |
|                               |                        |                           | Air<br>to<br>Air | Ground<br>Fire | Cause<br>Unknown | Other On<br>Combat<br>Missions | Unknown         |                                   | Flying<br>Accidents | Other<br>Non-Opera-<br>tional |
| <u>APRIL 1952</u> . . . . .   | <u>43</u>              | <u>36</u>                 | <u>5</u>         | <u>15</u>      | <u>4</u>         | <u>8</u>                       | <u>4</u>        | <u>7</u>                          | <u>6</u>            | <u>1</u>                      |
| B-26 . . . . .                | 7                      | 4                         | --               | --             | --               | 2                              | 2               | 3                                 | 3                   | --                            |
| B-29 . . . . .                | 2                      | 1                         | --               | --             | --               | 1                              | --              | 1                                 | --                  | 1                             |
| F-51 . . . . .                | 10                     | 10                        | --               | 8              | 1                | 1                              | --              | --                                | --                  | --                            |
| F-80 . . . . .                | 8                      | 7                         | 1                | 2              | 3                | --                             | 1               | 1                                 | 1                   | --                            |
| F-84 . . . . .                | 8                      | 7                         | --               | 5              | --               | 1                              | 1               | 1                                 | 1                   | --                            |
| F-86 . . . . .                | 5                      | 5                         | 4                | --             | --               | 1                              | --              | --                                | --                  | --                            |
| RF-80 . . . . .               | 1                      | --                        | --               | --             | --               | --                             | --              | 1                                 | 1                   | --                            |
| C-47 . . . . .                | 1                      | 1                         | --               | --             | --               | 1                              | --              | --                                | --                  | --                            |
| C-119 . . . . .               | 1                      | 1                         | --               | --             | --               | 1                              | --              | --                                | --                  | --                            |
| <u>MAY 1952</u> . . . . .     | <u>51</u>              | <u>47</u>                 | <u>9</u>         | <u>17</u>      | <u>5</u>         | <u>11</u>                      | <u>5</u>        | <u>4</u>                          | <u>4</u>            | <u>--</u>                     |
| B-26 . . . . .                | 7                      | 6                         | --               | --             | 1                | 2                              | 3               | 1                                 | 1                   | --                            |
| F-51 . . . . .                | 8                      | 8                         | 1                | 3              | 1                | 3                              | --              | --                                | --                  | --                            |
| F-80 . . . . .                | 4                      | 4                         | --               | 3              | --               | 1                              | --              | --                                | --                  | --                            |
| F-84 . . . . .                | 15                     | 14                        | 3                | 9              | 1                | --                             | 1               | 1                                 | 1                   | --                            |
| F-86 . . . . .                | 11                     | 10                        | 5                | --             | 1                | 3                              | 1               | 1                                 | 1                   | --                            |
| RB-26 . . . . .               | 1                      | 1                         | --               | --             | 1                | --                             | --              | --                                | --                  | --                            |
| RF-51 . . . . .               | 2                      | 1                         | --               | 1              | --               | --                             | --              | 1                                 | 1                   | --                            |
| YH-19 . . . . .               | 1                      | 1                         | --               | --             | --               | 1                              | --              | --                                | --                  | --                            |
| T-6 . . . . .                 | 2                      | 2                         | --               | 1              | --               | 1                              | --              | --                                | --                  | --                            |
| <u>JUNE 1952</u> . . . . .    | <u>37</u>              | <u>28</u>                 | <u>4</u>         | <u>9</u>       | <u>2</u>         | <u>10</u>                      | <u>3</u>        | <u>9</u>                          | <u>6</u>            | <u>3</u>                      |
| B-26 . . . . .                | 8                      | 5                         | --               | 1              | 1                | 2                              | 1               | 3                                 | 2                   | 1                             |
| B-29 . . . . .                | 6                      | 2                         | 1                | --             | --               | --                             | 1               | 4                                 | 3                   | 1                             |
| F-51 . . . . .                | 3                      | 3                         | --               | 2              | 1                | --                             | --              | --                                | --                  | --                            |
| F-80 . . . . .                | 2                      | 2                         | --               | 1              | --               | 1                              | --              | --                                | --                  | --                            |
| F-84 . . . . .                | 4                      | 3                         | --               | 2              | --               | 1                              | --              | 1                                 | --                  | 1                             |
| F-86 . . . . .                | 6                      | 6                         | 3                | 1              | --               | 2                              | --              | --                                | --                  | --                            |
| F-94 . . . . .                | 1                      | --                        | --               | --             | --               | --                             | --              | 1                                 | 1                   | --                            |
| RB-29 . . . . .               | 1                      | 1                         | --               | --             | --               | --                             | 1               | --                                | --                  | --                            |
| RB-45 . . . . .               | 1                      | 1                         | --               | --             | --               | 1                              | --              | --                                | --                  | --                            |
| RF-80 . . . . .               | 1                      | 1                         | --               | --             | --               | 1                              | --              | --                                | --                  | --                            |
| RF-86 . . . . .               | 1                      | 1                         | --               | --             | --               | 1                              | --              | --                                | --                  | --                            |
| H-5 . . . . .                 | 1                      | 1                         | --               | 1              | --               | --                             | --              | --                                | --                  | --                            |
| L-5 . . . . .                 | 1                      | 1                         | --               | --             | --               | 1                              | --              | --                                | --                  | --                            |
| T-6 . . . . .                 | 1                      | 1                         | --               | 1              | --               | --                             | --              | --                                | --                  | --                            |

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 35 - AIRCRAFT LOSSES - AVERAGE AIRCRAFT POSSESSED AND AVERAGE MONTHLY LOSSES PER 100 SORTIES, IN COMMITTED UNITS - FY 1952

| TYPE AIRCRAFT                           | TOTAL SORTIES | AVERAGE AIRCRAFT POSSESSED | TOTAL LOSSES |                 |  | NON-OPNL LOSSES |  | TOTAL OPERATIONAL LOSSES |                 |  |
|---|---------------|----------------------------|--------------|-----------------|--|-----------------|--|--------------------------|-----------------|--|
|   |               |                            | Number       | Per 100 Sorties | Average Monthly Losses as % of Possessed | Number          | Average Monthly Losses as % of Possessed | Number                   | Per 100 Sorties | Average Monthly Losses as % of Possessed |
| <b>BOMBER - TOTAL</b> . . . . .         | 25,928        | 201                        | 111          | .43             | 4.60                                     | 23              | .95                                      | 88                       | .34             | 3.65                                     |
| B-26 . . . . .                          | 20,506        | 104                        | 78           | .38             | 5.25                                     | 14              | 1.12                                     | 64                       | .31             | 5.13                                     |
| B-29 . . . . .                          | 5,422         | 97                         | 33           | .61             | 2.84                                     | 9               | .77                                      | 24                       | .44             | 2.06                                     |
| <b>PROPELLER FTR - TOTAL</b> . . . . .  | 22,415        | 84                         | 113          | .50             | 11.21                                    | 5               | .50                                      | 108                      | .48             | 10.71                                    |
| F-51 . . . . .                          | 21,634        | 80                         | 110          | .51             | 11.46                                    | 5               | .52                                      | 105                      | .49             | 10.94                                    |
| F-82 a/. . . . .                        | 781           | 4                          | 3            | .38             | 6.25                                     | --              | --                                       | 3                        | .38             | 6.25                                     |
| <b>JET FTR - TOTAL</b> . . . . .        | 86,980        | 314                        | 314          | .36             | 8.33                                     | 36              | .96                                      | 278                      | .32             | 7.38                                     |
| F-80 . . . . .                          | 29,673        | 95                         | 87           | .29             | 7.63                                     | 10              | .88                                      | 77                       | .26             | 6.75                                     |
| F-84 . . . . .                          | 28,814        | 112                        | 149          | .52             | 11.08                                    | 17              | 1.26                                     | 132                      | .46             | 9.82                                     |
| F-86 . . . . .                          | 27,434        | 95                         | 76           | .28             | 6.66                                     | 8               | .70                                      | 68                       | .25             | 5.96                                     |
| F-94 b/. . . . .                        | 1,059         | 12                         | 2            | .19             | 1.39                                     | 1               | .69                                      | 1                        | .09             | .69                                      |
| <b>RECONNAISSANCE - TOTAL</b> . . . . . | 18,430c       | 99                         | 30           | .16             | 2.53                                     | 6               | .51                                      | 24                       | .13             | 2.02                                     |
| RB-26 . . . . .                         | 4,737         | 22                         | 7            | .15             | 2.65                                     | 4               | 1.52                                     | 3                        | .06             | 1.14                                     |
| RB-29 . . . . .                         | 530           | 12                         | 1            | .19             | .69                                      | --              | --                                       | 1                        | .19             | .69                                      |
| RB-45 . . . . .                         | 120           | 3                          | 1            | .83             | 2.78                                     | --              | --                                       | 1                        | .83             | 2.78                                     |
| RF-51 . . . . .                         | 6,075         | 18                         | 12           | .20             | 5.56                                     | 1               | .46                                      | 11                       | .18             | 5.09                                     |
| RF-80 . . . . .                         | 6,459         | 28                         | 8            | .12             | 2.38                                     | 1               | .30                                      | 7                        | .11             | 2.08                                     |
| RF-86 . . . . .                         | 148           | 1                          | 1            | .68             | 8.33                                     | --              | --                                       | 1                        | .68             | 8.33                                     |
| <b>CARGO - TOTAL</b> . . . . .          | 60,118c       | 238                        | 15           | .02             | .53                                      | 9               | .32                                      | 6                        | .01             | .21                                      |
| C-46 . . . . .                          | 11,458        | 58                         | 7            | .06             | 1.01                                     | 3               | .43                                      | 4                        | .03             | .57                                      |
| C-47 . . . . .                          | 15,114        | 47                         | 4            | .03             | .71                                      | 3               | .53                                      | 1                        | .01             | .18                                      |
| C-119 . . . . .                         | 6,797         | 72                         | 4            | .06             | .46                                      | 3               | .35                                      | 1                        | .01             | .12                                      |
| <b>MISC - TOTAL</b> . . . . .           | 16,528        | 111                        | 32           | .19             | 2.40                                     | 1               | .08                                      | 31                       | .19             | 2.33                                     |
| T-6 . . . . .                           | 11,063        | 55                         | 19           | .17             | 2.88                                     | --              | --                                       | 19                       | .17             | 2.88                                     |
| Other . . . . .                         | 5,465         | 56                         | 13           | .24             | 1.93                                     | 1               | .15                                      | 12                       | .22             | 1.79                                     |

OPERATIONAL LOSSES

|   | ENEMY ACTION |                 |                 |                 |                   | NON-ENEMY ACTION |                |                 |       |                 |
|---|--------------|-----------------|-----------------|-----------------|-------------------|------------------|----------------|-----------------|-------|-----------------|
|   | Total        | Per 100 Sorties | Enemy Air-craft | Per 100 Sorties | Enemy Ground Fire | Per 100 Sorties  | Causes Unknown | Per 100 Sorties | Other | Per 100 Sorties |
| <b>BOMBER - TOTAL</b> . . . . .         | 88           | .34             | 6               | .02             | 15                | .06              | 3              | .01             | 64    | .25             |
| B-26 . . . . .                          | 64           | .31             | --              | --              | 12                | .06              | 3              | .01             | 49    | .24             |
| B-29 . . . . .                          | 24           | .44             | 6               | .11             | 3                 | .06              | --             | --              | 15    | .28             |
| <b>PROPELLER FTR - TOTAL</b> . . . . .  | 108          | .48             | 6               | .03             | 68                | .30              | 6              | .03             | 28    | .12             |
| F-51 . . . . .                          | 105          | .49             | 6               | .03             | 67                | .31              | 6              | .03             | 26    | .12             |
| F-82 a/. . . . .                        | 3            | .38             | --              | --              | 1                 | .13              | --             | --              | 2     | .26             |
| <b>JET FTR - TOTAL</b> . . . . .        | 278          | .32             | 61              | .07             | 108               | .12              | 18             | .02             | 91    | .10             |
| F-80 . . . . .                          | 77           | .26             | 5               | .02             | 41                | .14              | 8              | .03             | 23    | .08             |
| F-84 . . . . .                          | 132          | .46             | 13              | .05             | 66                | .23              | 8              | .03             | 45    | .16             |
| F-86 . . . . .                          | 68           | .25             | 42              | .15             | 1                 | .01              | 2              | .01             | 23    | .08             |
| F-94 b/. . . . .                        | 1            | .09             | 1               | .09             | --                | --               | --             | --              | --    | --              |
| <b>RECONNAISSANCE - TOTAL</b> . . . . . | 24           | .13             | 1               | .01             | 10                | .05              | 3              | .02             | 10    | .05             |
| RB-26 . . . . .                         | 3            | .06             | --              | --              | --                | --               | 1              | .02             | 2     | .04             |
| RB-29 . . . . .                         | 1            | .19             | --              | --              | --                | --               | --             | --              | 1     | .19             |
| RB-45 . . . . .                         | 1            | .83             | --              | --              | --                | --               | --             | --              | 1     | .83             |
| RF-51 . . . . .                         | 11           | .18             | --              | --              | 9                 | .15              | 2              | .03             | --    | --              |
| RF-80 . . . . .                         | 7            | .11             | 1               | .02             | 1                 | .02              | --             | --              | 5     | .08             |
| RF-86 . . . . .                         | 1            | .68             | --              | --              | --                | --               | --             | --              | 1     | .68             |
| <b>CARGO - TOTAL</b> . . . . .          | 6            | .01             | --              | --              | --                | --               | --             | --              | 6     | .01             |
| C-46 . . . . .                          | 4            | .03             | --              | --              | --                | --               | --             | --              | 4     | .03             |
| C-47 . . . . .                          | 1            | .01             | --              | --              | --                | --               | --             | --              | 1     | .01             |
| C-119 . . . . .                         | 1            | .01             | --              | --              | --                | --               | --             | --              | 1     | .01             |
| <b>MISC - TOTAL</b> . . . . .           | 31           | .19             | --              | --              | 17                | .10              | --             | --              | 14    | .08             |
| T-6 . . . . .                           | 19           | .17             | --              | --              | 13                | .12              | --             | --              | 6     | .05             |
| Other . . . . .                         | 12           | .22             | --              | --              | 4                 | .07              | --             | --              | 8     | .15             |

a/ F-82's Ended Operations February 1952

b/ F-94's Began Operations January 1952

c/ Total Reconnaissance and Total Cargo Sorties include sorties flown by aircraft that had no losses.

d/ Less than .005

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C



TABLE 37 -- USAF CLAIMS OF ENEMY AIRCRAFT -- FY 1952

| USAF AIRCRAFT   | AIR - TO - AIR    |           |            |            |           |            |           |          |          |
|-----------------|-------------------|-----------|------------|------------|-----------|------------|-----------|----------|----------|
|                 | TOTAL             |           |            | MIG-15     |           |            | YAK-9     |          |          |
|                 | Destroyed         | Probable  | Damaged    | Destroyed  | Probable  | Damaged    | Destroyed | Probable | Damaged  |
| <u>TOTAL</u>    | <u>301</u>        | <u>51</u> | <u>401</u> | <u>282</u> | <u>51</u> | <u>394</u> | <u>5</u>  | --       | --       |
| B-29 . . . . .  | 9                 | 5         | --         | 9          | 5         | --         | --        | --       | --       |
| B-26 . . . . .  | 3                 | --        | 2          | --         | --        | 1          | --        | --       | --       |
| F-51 . . . . .  | --                | --        | 2          | --         | --        | 2          | --        | --       | --       |
| F-80 . . . . .  | 2                 | 5         | 18         | 2          | 5         | 18         | --        | --       | --       |
| F-84 . . . . .  | 3                 | 5         | 64         | 3          | 5         | 64         | --        | --       | --       |
| F-86 . . . . .  | 284               | 35        | 315        | 268        | 35        | 309        | 5         | --       | --       |
| F-94 . . . . .  | --                | 1         | --         | --         | 1         | --         | --        | --       | --       |
|                 | TU-2              |           |            | LA-9       |           |            | PO-2      |          |          |
| <u>TOTAL</u>    | <u>8</u>          | --        | <u>4</u>   | <u>3</u>   | --        | <u>2</u>   | <u>3</u>  | --       | <u>1</u> |
| B-29 . . . . .  | --                | --        | --         | --         | --        | --         | --        | --       | --       |
| B-26 . . . . .  | --                | --        | --         | --         | --        | --         | 3         | --       | 1        |
| F-51 . . . . .  | --                | --        | --         | --         | --        | --         | --        | --       | --       |
| F-80 . . . . .  | --                | --        | --         | --         | --        | --         | --        | --       | --       |
| F-84 . . . . .  | --                | --        | --         | --         | --        | --         | --        | --       | --       |
| F-86 . . . . .  | 8                 | --        | 4          | 3          | --        | 2          | --        | --       | --       |
| F-94 . . . . .  | --                | --        | --         | --         | --        | --         | --        | --       | --       |
|                 | AIR - TO - GROUND |           |            |            |           |            |           |          |          |
|                 | TOTAL             |           |            | MIG-15     |           |            | IL-10     |          |          |
| <u>TOTAL</u>    | <u>5</u>          | <u>2</u>  | <u>5</u>   | <u>4</u>   | <u>2</u>  | <u>5</u>   | <u>1</u>  | --       | --       |
| F-84 . . . . .  | --                | 1         | 1          | --         | 1         | 1          | --        | --       | --       |
| F-86 . . . . .  | 4                 | 1         | 4          | 4          | 1         | 4          | --        | --       | --       |
| RF-51 . . . . . | 1                 | --        | --         | --         | --        | --         | 1         | --       | --       |

RECAPITULATION

| ENEMY AIRCRAFT   | TOTAL      | DESTROYED  | PROBABLE  | DAMAGED    |
|------------------|------------|------------|-----------|------------|
| <u>TOTAL</u>     | <u>765</u> | <u>306</u> | <u>53</u> | <u>406</u> |
| MIG-15 . . . . . | 738        | 286        | 53        | 399        |
| YAK-9 . . . . .  | 5          | 5          | --        | --         |
| TU-2 . . . . .   | 12         | 8          | --        | 4          |
| LA-9 . . . . .   | 5          | 3          | --        | 2          |
| PO-2 . . . . .   | 4          | 3          | --        | 1          |
| IL-10 . . . . .  | 1          | 1          | --        | --         |

SOURCE: Operations Statistics, Division, Dir. of Statistical Services, DCS/C



TABLE 38 - OPERATIONAL AND NON-OPERATIONAL FLYING TIME BY SELECTED TYPE, MODEL

(Operational Hours represent those flown on combat mission and/or in direct support of the Korean Effort)

| TYPE AND MODEL AIRCRAFT | TOTAL          |               | TYPE AND MODEL AIRCRAFT | TOTAL          |                | TYPE AND MODEL AIRCRAFT | TOTAL          |                | TYPE AND MODEL AIRCRAFT | TOTAL         |                |               |
|-------------------------|----------------|---------------|-------------------------|----------------|----------------|-------------------------|----------------|----------------|-------------------------|---------------|----------------|---------------|
|                         | Opn'l          | Non-Opn'l     |                         | Opn'l          | Non-Opn'l      |                         | Opn'l          | Non-Opn'l      |                         | Opn'l         | Non-Opn'l      |               |
| <b>BOMBERS</b>          | <b>128,940</b> | <b>49,467</b> | <b>FIGHTERS</b>         | <b>179,283</b> | <b>120,515</b> | <b>TRANSPORTS</b>       | <b>194,851</b> | <b>195,692</b> | <b>ALL OTHERS</b>       | <b>90,683</b> | <b>102,427</b> |               |
| B-26                    | 81,001         | 33,862        | F-51                    | 39,202         | 18,579         | C-45                    | 96             | 9,597          | Recon.                  | 46,489        | 27,450         |               |
| B-29                    | 47,939         | 15,605        | F-80                    | 41,791         | 37,073         | C-46                    | 30,282         | 48,115         | S & R                   | 2,767         | 12,935         |               |
|                         |                |               | F-82                    | 1,874          | 2,951          | C-47                    | 39,197         | 89,780         | Trainer                 | 22,521        | 41,806         |               |
|                         |                |               | F-84                    | 57,178         | 36,878         | C-54                    | 101,183        | 32,102         | Other                   | 18,906        | 20,236         |               |
|                         |                |               | F-86                    | 37,532         | 11,420         | C-119                   | 24,093         | 16,098         |                         |               |                |               |
|                         |                |               | F-94                    | 1,706          | 13,616         |                         |                |                |                         |               |                |               |
| TYPE AND MODEL AIRCRAFT | JULY - 1951    |               | AUGUST                  |                | SEPTEMBER      |                         | OCTOBER        |                | NOVEMBER                |               | DECEMBER       |               |
|                         | Opn'l          | Non-Opn'l     | Opn'l                   | Non-Opn'l      | Opn'l          | Non-Opn'l               | Opn'l          | Non-Opn'l      | Opn'l                   | Non-Opn'l     | Opn'l          | Non-Opn'l     |
| <b>BOMBERS</b>          | <b>11,500</b>  | <b>4,076</b>  | <b>11,811</b>           | <b>3,664</b>   | <b>12,391</b>  | <b>3,783</b>            | <b>11,737</b>  | <b>3,352</b>   | <b>10,707</b>           | <b>3,085</b>  | <b>10,537</b>  | <b>3,347</b>  |
| B-26                    | 7,159          | 2,936         | 7,446                   | 2,991          | 7,760          | 2,472                   | 7,279          | 2,172          | 7,139                   | 1,859         | 6,708          | 2,462         |
| B-29                    | 4,341          | 1,140         | 4,365                   | 1,073          | 4,631          | 1,311                   | 4,458          | 1,187          | 3,568                   | 1,226         | 3,829          | 885           |
| <b>FIGHTERS</b>         | <b>11,457</b>  | <b>8,116</b>  | <b>12,520</b>           | <b>10,032</b>  | <b>17,183</b>  | <b>10,081</b>           | <b>19,210</b>  | <b>9,535</b>   | <b>15,355</b>           | <b>9,019</b>  | <b>15,248</b>  | <b>8,343</b>  |
| F-51                    | 3,861          | 1,630         | 4,393                   | 1,930          | 5,019          | 1,776                   | 5,920          | 1,614          | 3,472                   | 1,608         | 3,083          | 1,427         |
| F-80                    | 3,191          | 3,587         | 3,335                   | 3,456          | 4,266          | 3,255                   | 4,544          | 3,240          | 3,818                   | 2,937         | 3,412          | 2,659         |
| F-82                    | 176            | 397           | 276                     | 406            | 301            | 360                     | 292            | 449            | 219                     | 400           | 225            | 317           |
| F-84                    | 3,191          | 1,528         | 3,202                   | 3,032          | 6,051          | 3,652                   | 6,371          | 3,187          | 6,711                   | 2,303         | 5,779          | 2,296         |
| F-86                    | 1,038          | 758           | 1,314                   | 946            | 1,546          | 734                     | 2,083          | 585            | 1,135                   | 896           | 2,742          | 830           |
| F-94                    | -              | 216           | -                       | 262            | -              | 304                     | -              | 460            | -                       | 875           | 7              | 816           |
| <b>TRANSPORTS</b>       | <b>17,234</b>  | <b>15,757</b> | <b>17,676</b>           | <b>16,186</b>  | <b>15,212</b>  | <b>13,712</b>           | <b>15,551</b>  | <b>17,491</b>  | <b>15,578</b>           | <b>17,852</b> | <b>16,385</b>  | <b>17,098</b> |
| C-45                    | -              | 812           | -                       | 775            | -              | 731                     | -              | 800            | -                       | 900           | -              | 679           |
| C-46                    | 2,163          | 3,689         | 2,759                   | 3,854          | 1,045          | 1,825                   | 1,621          | 3,329          | 1,575                   | 4,436         | 2,211          | 4,815         |
| C-47                    | 4,991          | 8,352         | 3,463                   | 8,086          | 3,346          | 7,961                   | 2,933          | 8,534          | 3,317                   | 7,833         | 3,341          | 7,589         |
| C-54                    | 8,049          | 1,561         | 8,517                   | 2,000          | 9,193          | 2,190                   | 8,640          | 2,368          | 8,727                   | 2,337         | 8,131          | 2,784         |
| C-119                   | 2,031          | 1,343         | 2,937                   | 1,471          | 1,628          | 1,005                   | 2,357          | 2,460          | 1,959                   | 2,346         | 2,702          | 1,231         |
| <b>ALL OTHERS</b>       | <b>6,994</b>   | <b>7,840</b>  | <b>7,089</b>            | <b>7,775</b>   | <b>6,901</b>   | <b>7,808</b>            | <b>7,280</b>   | <b>8,622</b>   | <b>7,706</b>            | <b>7,162</b>  | <b>6,923</b>   | <b>7,253</b>  |
| Recon                   | 3,010          | 2,184         | 3,207                   | 2,318          | 3,450          | 2,211                   | 3,781          | 2,361          | 3,489                   | 2,008         | 3,962          | 1,922         |
| S & R                   | 187            | 1,039         | 144                     | 1,189          | 48             | 1,154                   | 39             | 1,436          | 19                      | 179           | 189            | 1,175         |
| Trainers                | 3,329          | 3,306         | 3,353                   | 3,160          | 3,195          | 2,976                   | 3,052          | 3,089          | 3,858                   | 2,601         | 2,518          | 2,749         |
| Other                   | 468            | 1,311         | 385                     | 1,108          | 208            | 1,467                   | 408            | 1,736          | 340                     | 2,374         | 254            | 1,407         |
| TYPE AND MODEL AIRCRAFT | JANUARY - 1952 |               | FEBRUARY                |                | MARCH          |                         | APRIL          |                | MAY                     |               | JUNE           |               |
|                         | Opn'l          | Non-Opn'l     | Opn'l                   | Non-Opn'l      | Opn'l          | Non-Opn'l               | Opn'l          | Non-Opn'l      | Opn'l                   | Non-Opn'l     | Opn'l          | Non-Opn'l     |
| <b>BOMBERS</b>          | <b>10,431</b>  | <b>3,510</b>  | <b>9,203</b>            | <b>4,114</b>   | <b>10,197</b>  | <b>4,934</b>            | <b>9,435</b>   | <b>6,195</b>   | <b>11,170</b>           | <b>4,815</b>  | <b>9,821</b>   | <b>4,585</b>  |
| B-26                    | 5,934          | 2,194         | 5,530                   | 3,090          | 6,268          | 3,606                   | 6,019          | 4,256          | 7,351                   | 3,197         | 6,408          | 3,027         |
| B-29                    | 4,497          | 1,316         | 3,673                   | 1,024          | 3,929          | 1,328                   | 3,416          | 1,939          | 3,819                   | 1,618         | 3,413          | 1,558         |
| <b>FIGHTERS</b>         | <b>12,667</b>  | <b>9,528</b>  | <b>12,187</b>           | <b>9,436</b>   | <b>15,059</b>  | <b>10,857</b>           | <b>15,667</b>  | <b>11,976</b>  | <b>19,742</b>           | <b>13,032</b> | <b>12,988</b>  | <b>10,560</b> |
| F-51                    | 2,039          | 1,618         | 2,083                   | 1,234          | 2,309          | 1,414                   | 2,365          | 1,520          | 2,737                   | 1,510         | 1,921          | 1,298         |
| F-80                    | 2,258          | 2,986         | 2,293                   | 2,805          | 3,345          | 2,935                   | 3,640          | 3,197          | 4,733                   | 3,336         | 2,956          | 2,680         |
| F-82                    | 223            | 318           | 158                     | 232            | 4              | 66                      | -              | 6              | -                       | -             | -              | -             |
| F-84                    | 4,969          | 2,990         | 4,243                   | 3,204          | 4,412          | 3,858                   | 3,924          | 4,286          | 4,675                   | 4,066         | 3,650          | 2,476         |
| F-86                    | 3,106          | 690           | 3,293                   | 878            | 4,723          | 843                     | 5,440          | 981            | 7,147                   | 1,800         | 3,965          | 1,479         |
| F-94                    | 72             | 926           | 117                     | 1,083          | 266            | 1,741                   | 298            | 1,986          | 450                     | 2,320         | 496            | 2,627         |
| <b>TRANSPORTS</b>       | <b>15,829</b>  | <b>17,253</b> | <b>14,775</b>           | <b>14,963</b>  | <b>17,038</b>  | <b>17,381</b>           | <b>16,789</b>  | <b>18,435</b>  | <b>17,385</b>           | <b>15,073</b> | <b>15,399</b>  | <b>14,491</b> |
| C-45                    | -              | 756           | -                       | 759            | -              | 909                     | -              | 968            | 41                      | 813           | 55             | 695           |
| C-46                    | 2,316          | 5,345         | 2,570                   | 4,916          | 3,181          | 5,286                   | 2,015          | 6,497          | 3,159                   | 3,155         | 5,667          | 968           |
| C-47                    | 2,954          | 7,815         | 2,958                   | 6,197          | 3,431          | 6,892                   | 3,113          | 6,767          | 2,565                   | 6,883         | 2,775          | 6,871         |
| C-54                    | 8,517          | 2,684         | 8,223                   | 2,522          | 8,804          | 2,701                   | 9,671          | 2,563          | 8,918                   | 3,153         | 5,793          | 5,239         |
| C-119                   | 2,032          | 653           | 1,024                   | 569            | 1,622          | 1,593                   | 1,990          | 1,640          | 2,702                   | 1,069         | 1,109          | 718           |
| <b>ALL OTHERS</b>       | <b>7,263</b>   | <b>8,566</b>  | <b>6,168</b>            | <b>8,205</b>   | <b>7,107</b>   | <b>10,115</b>           | <b>7,705</b>   | <b>9,766</b>   | <b>10,517</b>           | <b>9,909</b>  | <b>9,030</b>   | <b>9,406</b>  |
| Recon                   | 4,131          | 2,508         | 3,823                   | 2,375          | 4,066          | 2,224                   | 4,034          | 2,400          | 5,280                   | 2,434         | 4,256          | 2,505         |
| S & R                   | 93             | 1,090         | 205                     | 1,135          | 364            | 1,240                   | 436            | 1,288          | 518                     | 1,036         | 525            | 974           |
| Trainers                | 2,428          | 2,588         | 285                     | 3,044          | 16             | 4,534                   | 91             | 4,515          | 244                     | 5,062         | 152            | 4,182         |
| Other                   | 611            | 2,380         | 1,855                   | 1,651          | 2,661          | 2,117                   | 3,144          | 1,563          | 4,475                   | 1,377         | 4,097          | 1,745         |

SOURCE: Operations Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE 39 - FLYING TIME AND FUEL CONSUMPTION

| AIRCRAFT         | HOURS     |         |           | FUEL CONSUMED (1000's Gals.) | AIRCRAFT       | HOURS  |        |           | FUEL CONSUMED (1000's Gals.) | AIRCRAFT        | HOURS   |        |           | FUEL CONSUMED (1000's Gals.) |
|------------------|-----------|---------|-----------|------------------------------|----------------|--------|--------|-----------|------------------------------|-----------------|---------|--------|-----------|------------------------------|
|                  | TOTAL     | OPN'L   | NON-OPN'L |                              |                | TOTAL  | OPN'L  | NON-OPN'L |                              |                 | TOTAL   | OPN'L  | NON-OPN'L |                              |
| TOTAL            |           |         |           |                              | JULY - 1951    |        |        |           |                              | AUGUST - 1951   |         |        |           |                              |
| TOTAL            | 1,061,858 | 593,757 | 468,101   | 242,733                      | TOTAL          | 82,974 | 47,185 | 35,789    | 17,636                       | TOTAL           | 86,753  | 49,096 | 37,657    | 19,159                       |
| B-29.            | 63,544    | 47,939  | 15,605    | 30,594                       | B-29.          | 5,481  | 4,341  | 1,140     | 2,764                        | B-29.           | 5,438   | 4,365  | 1,073     | 2,713                        |
| B-26.            | 114,863   | 81,001  | 33,862    | 17,683                       | B-26.          | 10,095 | 7,159  | 2,936     | 1,557                        | B-26.           | 10,037  | 7,446  | 2,591     | 1,522                        |
| F-51.            | 57,781    | 39,202  | 18,579    | 3,950                        | F-51.          | 5,491  | 3,861  | 1,630     | 368                          | F-51.           | 6,323   | 4,393  | 1,930     | 424                          |
| F-80.            | 78,864    | 41,791  | 37,073    | 32,130                       | F-80.          | 6,778  | 3,191  | 3,587     | 2,624                        | F-80.           | 6,791   | 3,335  | 3,456     | 2,759                        |
| F-84.            | 94,056    | 57,178  | 36,878    | 36,748                       | F-84.          | 4,719  | 3,191  | 1,528     | 1,807                        | F-84.           | 6,234   | 3,202  | 3,032     | 2,425                        |
| F-86.            | 48,952    | 37,532  | 11,420    | 19,452                       | F-86.          | 1,796  | 1,038  | 758       | 730                          | F-86.           | 2,260   | 1,314  | 946       | 949                          |
| Other            | 603,798   | 289,114 | 314,684   | 102,176                      | Other          | 48,614 | 24,404 | 24,210    | 7,786                        | Other           | 49,670  | 25,041 | 24,629    | 8,367                        |
| SEPTEMBER - 1951 |           |         |           |                              | OCTOBER - 1951 |        |        |           |                              | NOVEMBER - 1951 |         |        |           |                              |
| TOTAL            | 87,071    | 51,687  | 35,384    | 20,175                       | TOTAL          | 92,785 | 53,778 | 39,007    | 21,739                       | TOTAL           | 86,464  | 49,346 | 37,118    | 19,489                       |
| B-29.            | 5,942     | 4,631   | 1,311     | 2,941                        | B-29.          | 5,645  | 4,458  | 1,187     | 2,865                        | B-29.           | 4,794   | 3,568  | 1,226     | 2,206                        |
| B-26.            | 10,232    | 7,760   | 2,472     | 1,587                        | B-26.          | 9,451  | 7,279  | 2,172     | 1,460                        | B-26.           | 8,998   | 7,139  | 1,859     | 1,402                        |
| F-51.            | 6,795     | 5,019   | 1,776     | 466                          | F-51.          | 7,534  | 5,920  | 1,614     | 491                          | F-51.           | 5,080   | 3,472  | 1,608     | 338                          |
| F-80.            | 7,521     | 4,266   | 3,255     | 3,135                        | F-80.          | 7,784  | 4,544  | 3,240     | 3,336                        | F-80.           | 6,755   | 3,818  | 2,937     | 2,771                        |
| F-84.            | 9,703     | 6,051   | 3,652     | 3,729                        | F-84.          | 9,558  | 6,371  | 3,187     | 3,831                        | F-84.           | 9,014   | 6,711  | 2,303     | 3,644                        |
| F-86.            | 2,280     | 1,546   | 734       | 918                          | F-86.          | 2,668  | 2,083  | 585       | 1,116                        | F-86.           | 2,031   | 1,135  | 896       | 871                          |
| Other            | 44,598    | 22,414  | 22,184    | 7,399                        | Other          | 50,145 | 23,123 | 27,022    | 8,640                        | Other           | 49,792  | 23,503 | 26,289    | 8,257                        |
| DECEMBER - 1951  |           |         |           |                              | JANUARY - 1952 |        |        |           |                              | FEBRUARY - 1952 |         |        |           |                              |
| TOTAL            | 85,134    | 49,093  | 36,041    | 19,335                       | TOTAL          | 85,047 | 46,190 | 38,857    | 19,326                       | TOTAL           | 79,051  | 42,333 | 36,718    | 18,107                       |
| B-29.            | 4,714     | 3,829   | 885       | 2,190                        | B-29.          | 5,813  | 4,497  | 1,316     | 2,753                        | B-29.           | 4,697   | 3,673  | 1,024     | 2,248                        |
| B-26.            | 9,170     | 6,708   | 2,462     | 1,418                        | B-26.          | 8,128  | 5,934  | 2,194     | 1,303                        | B-26.           | 8,620   | 5,530  | 3,090     | 1,338                        |
| F-51.            | 4,510     | 3,083   | 1,427     | 303                          | F-51.          | 3,657  | 2,039  | 1,618     | 259                          | F-51.           | 3,317   | 2,083  | 1,234     | 241                          |
| F-80.            | 6,071     | 3,412   | 2,659     | 2,339                        | F-80.          | 5,244  | 2,258  | 2,986     | 2,025                        | F-80.           | 5,098   | 2,293  | 2,805     | 2,039                        |
| F-84.            | 8,075     | 5,779   | 2,296     | 3,238                        | F-84.          | 7,959  | 4,969  | 2,990     | 3,076                        | F-84.           | 7,447   | 4,243  | 3,204     | 2,839                        |
| F-86.            | 3,572     | 2,742   | 830       | 1,526                        | F-86.          | 3,796  | 3,106  | 690       | 1,508                        | F-86.           | 4,171   | 3,293  | 878       | 1,483                        |
| Other            | 49,022    | 23,540  | 25,482    | 8,321                        | Other          | 50,450 | 23,387 | 27,063    | 8,402                        | Other           | 45,701  | 21,218 | 24,483    | 7,919                        |
| MARCH - 1952     |           |         |           |                              | APRIL - 1952   |        |        |           |                              | MAY - 1952      |         |        |           |                              |
| TOTAL            | 92,688    | 49,401  | 43,287    | 21,040                       | TOTAL          | 95,968 | 49,596 | 46,372    | 22,018                       | TOTAL           | 101,643 | 58,814 | 42,829    | 24,431                       |
| B-29.            | 5,257     | 3,929   | 1,328     | 2,486                        | B-29.          | 5,355  | 3,416  | 1,939     | 2,483                        | B-29.           | 5,437   | 3,819  | 1,618     | 2,553                        |
| B-26.            | 9,874     | 6,268   | 3,606     | 1,521                        | B-26.          | 10,275 | 6,019  | 4,256     | 1,511                        | B-26.           | 10,549  | 7,351  | 3,197     | 1,566                        |
| F-51.            | 3,723     | 2,309   | 1,414     | 264                          | F-51.          | 3,885  | 2,365  | 1,520     | 267                          | F-51.           | 4,247   | 2,737  | 1,510     | 294                          |
| F-80.            | 6,280     | 3,345   | 2,935     | 2,576                        | F-80.          | 6,837  | 3,640  | 3,197     | 2,799                        | F-80.           | 8,069   | 4,733  | 3,336     | 3,340                        |
| F-84.            | 8,270     | 4,412   | 3,858     | 3,242                        | F-84.          | 8,210  | 3,924  | 4,286     | 3,127                        | F-84.           | 8,741   | 4,675  | 4,066     | 3,381                        |
| F-86.            | 5,566     | 4,723   | 843       | 2,018                        | F-86.          | 6,421  | 5,440  | 981       | 2,537                        | F-86.           | 8,947   | 7,147  | 1,800     | 3,568                        |
| Other            | 53,718    | 24,415  | 29,303    | 8,933                        | Other          | 54,985 | 24,792 | 30,193    | 9,294                        | Other           | 55,654  | 28,352 | 27,302    | 9,729                        |
| JUNE - 1952      |           |         |           |                              |                |        |        |           |                              |                 |         |        |           |                              |
| TOTAL            | 86,280    | 47,238  | 39,042    | 20,278                       |                |        |        |           |                              |                 |         |        |           |                              |
| B-29.            | 4,971     | 3,413   | 1,558     | 2,392                        |                |        |        |           |                              |                 |         |        |           |                              |
| B-26.            | 9,435     | 6,408   | 3,027     | 1,498                        |                |        |        |           |                              |                 |         |        |           |                              |
| F-51.            | 3,219     | 1,921   | 1,298     | 235                          |                |        |        |           |                              |                 |         |        |           |                              |
| F-80.            | 5,636     | 2,956   | 2,680     | 2,387                        |                |        |        |           |                              |                 |         |        |           |                              |
| F-84.            | 6,126     | 3,650   | 2,476     | 2,409                        |                |        |        |           |                              |                 |         |        |           |                              |
| F-86.            | 5,444     | 3,965   | 1,479     | 2,228                        |                |        |        |           |                              |                 |         |        |           |                              |
| Other            | 51,449    | 24,925  | 26,524    | 9,129                        |                |        |        |           |                              |                 |         |        |           |                              |

SOURCE: Materiel Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE 40 - FUEL CONSUMPTION RATES

| AIRCRAFT                | FUEL CONSUMED  |           |       |           | PER HOUR |           |       |                       | AIRCRAFT | FUEL CONSUMED  |           |       |           | PER HOUR |           |                        |           | AIRCRAFT | FUEL CONSUMED  |           |       |           | PER HOUR |           |         |       |       |     |     |
|-------------------------|----------------|-----------|-------|-----------|----------|-----------|-------|-----------------------|----------|----------------|-----------|-------|-----------|----------|-----------|------------------------|-----------|----------|----------------|-----------|-------|-----------|----------|-----------|---------|-------|-------|-----|-----|
|                         | 1000's Gallons |           |       |           | Gallons  |           |       |                       |          | 1000's Gallons |           |       |           | Gallons  |           |                        |           |          | 1000's Gallons |           |       |           | Gallons  |           |         |       |       |     |     |
|                         | OPN'L          | NON-OPN'L | OPN'L | NON-OPN'L | OPN'L    | NON-OPN'L | OPN'L | NON-OPN'L             |          | OPN'L          | NON-OPN'L | OPN'L | NON-OPN'L | OPN'L    | NON-OPN'L | OPN'L                  | NON-OPN'L |          | OPN'L          | NON-OPN'L | OPN'L | NON-OPN'L | OPN'L    | NON-OPN'L |         |       |       |     |     |
| <b>T O T A L</b>        |                |           |       |           |          |           |       | <b>JULY - 1951</b>    |          |                |           |       |           |          |           | <b>AUGUST - 1951</b>   |           |          |                |           |       |           |          |           |         |       |       |     |     |
| TOTAL .                 | 141,337        | 101,396   | -     | -         | TOTAL .  | 10,115    | 7,521 | -                     | -        | TOTAL .        | 10,909    | 8,250 | -         | -        | B-29 .    | 2,096                  | 616       | 480      | 574            | B-29 .    | 2,096 | 616       | 480      | 574       |         |       |       |     |     |
| B-29 .                  | 22,525         | 8,069     | 354   | 168       | B-29 .   | 2,073     | 691   | 478                   | 606      | B-26 .         | 1,157     | 365   | 155       | 141      | B-26 .    | 1,157                  | 365       | 155      | 141            | F-51 .    | 287   | 137       | 65       | 71        | F-51 .  | 287   | 137   | 65  | 71  |
| B-26 .                  | 12,542         | 5,141     | 109   | 63        | B-26 .   | 1,096     | 461   | 153                   | 157      | F-80 .         | 1,405     | 1,354 | 421       | 392      | F-80 .    | 1,405                  | 1,354     | 421      | 392            | F-84 .    | 1,181 | 1,244     | 369      | 410       | F-84 .  | 1,181 | 1,244 | 369 | 410 |
| F-51 .                  | 2,646          | 1,304     | 46    | 32        | F-51 .   | 251       | 117   | 65                    | 72       | F-86 .         | 532       | 417   | 405       | 439      | F-86 .    | 532                    | 417       | 405      | 439            | Other .   | 4,250 | 4,117     | -        | -         | Other . | 4,250 | 4,117 | -   | -   |
| F-80 .                  | 17,592         | 14,538    | 223   | 348       | F-80 .   | 1,234     | 1,390 | 387                   | 388      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-84 .                  | 22,436         | 14,312    | 239   | 152       | F-84 .   | 1,187     | 620   | 372                   | 406      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-86 .                  | 14,526         | 4,926     | 297   | 131       | F-86 .   | 416       | 314   | 401                   | 414      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| Other .                 | 49,070         | 53,106    | -     | -         | Other .  | 3,858     | 3,928 | -                     | -        |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| <b>SEPTEMBER - 1951</b> |                |           |       |           |          |           |       | <b>OCTOBER - 1951</b> |          |                |           |       |           |          |           | <b>NOVEMBER - 1951</b> |           |          |                |           |       |           |          |           |         |       |       |     |     |
| TOTAL .                 | 12,136         | 8,039     | -     | -         | TOTAL .  | 13,267    | 8,472 | -                     | -        | TOTAL .        | 11,749    | 7,740 | -         | -        | B-29 .    | 1,643                  | 563       | 460      | 459            | B-29 .    | 1,643 | 563       | 460      | 459       |         |       |       |     |     |
| B-29 .                  | 2,064          | 877       | 446   | 669       | B-29 .   | 2,124     | 741   | 476                   | 624      | B-26 .         | 1,122     | 280   | 157       | 151      | B-26 .    | 1,122                  | 280       | 157      | 151            | F-51 .    | 228   | 110       | 66       | 68        | F-51 .  | 228   | 110   | 66  | 68  |
| B-26 .                  | 1,207          | 380       | 156   | 154       | B-26 .   | 1,128     | 332   | 155                   | 153      | F-80 .         | 1,619     | 1,152 | 424       | 392      | F-80 .    | 1,619                  | 1,152     | 424      | 392            | F-84 .    | 2,716 | 928       | 405      | 403       | F-84 .  | 2,716 | 928   | 405 | 403 |
| F-51 .                  | 339            | 127       | 68    | 72        | F-51 .   | 392       | 99    | 66                    | 61       | F-86 .         | 547       | 324   | 482       | 362      | F-86 .    | 547                    | 324       | 482      | 362            | Other .   | 3,874 | 4,383     | -        | -         | Other . | 3,874 | 4,383 | -   | -   |
| F-80 .                  | 1,820          | 1,315     | 427   | 404       | F-80 .   | 2,000     | 1,336 | 440                   | 412      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-84 .                  | 2,236          | 1,493     | 370   | 409       | F-84 .   | 2,567     | 1,264 | 403                   | 397      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-86 .                  | 609            | 309       | 394   | 421       | F-86 .   | 883       | 233   | 424                   | 398      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| Other .                 | 3,861          | 3,538     | -     | -         | Other .  | 4,173     | 4,467 | -                     | -        |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| <b>DECEMBER - 1951</b>  |                |           |       |           |          |           |       | <b>JANUARY - 1952</b> |          |                |           |       |           |          |           | <b>FEBRUARY - 1952</b> |           |          |                |           |       |           |          |           |         |       |       |     |     |
| TOTAL .                 | 11,913         | 7,422     | -     | -         | TOTAL .  | 11,204    | 8,122 | -                     | -        | TOTAL .        | 10,082    | 8,025 | -         | -        | B-29 .    | 1,718                  | 530       | 468      | 518            | B-29 .    | 1,718 | 530       | 468      | 518       |         |       |       |     |     |
| B-29 .                  | 1,733          | 457       | 453   | 516       | B-29 .   | 2,121     | 632   | 472                   | 480      | B-26 .         | 890       | 448   | 161       | 145      | B-26 .    | 890                    | 448       | 161      | 145            | F-51 .    | 150   | 91        | 72       | 74        | F-51 .  | 150   | 91    | 72  | 74  |
| B-26 .                  | 1,072          | 346       | 160   | 141       | B-26 .   | 949       | 354   | 160                   | 161      | F-80 .         | 951       | 1,068 | 415       | 388      | F-80 .    | 951                    | 1,068     | 415      | 388            | F-84 .    | 1,641 | 1,198     | 387      | 374       | F-84 .  | 1,641 | 1,198 | 387 | 374 |
| F-51 .                  | 190            | 113       | 62    | 79        | F-51 .   | 146       | 113   | 72                    | 70       | F-86 .         | 1,123     | 360   | 341       | 410      | F-86 .    | 1,123                  | 360       | 341      | 410            | Other .   | 3,609 | 4,310     | -        | -         | Other . | 3,609 | 4,310 | -   | -   |
| F-80 .                  | 1,325          | 1,014     | 388   | 381       | F-80 .   | 894       | 1,131 | 396                   | 379      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-84 .                  | 2,318          | 920       | 401   | 401       | F-84 .   | 1,964     | 1,112 | 395                   | 372      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-86 .                  | 1,142          | 384       | 416   | 463       | F-86 .   | 1,181     | 327   | 380                   | 474      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| Other .                 | 4,133          | 4,188     | -     | -         | Other .  | 3,949     | 4,453 | -                     | -        |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| <b>MARCH - 1952</b>     |                |           |       |           |          |           |       | <b>APRIL - 1952</b>   |          |                |           |       |           |          |           | <b>MAY - 1952</b>      |           |          |                |           |       |           |          |           |         |       |       |     |     |
| TOTAL .                 | 12,106         | 8,934     | -     | -         | TOTAL .  | 12,144    | 9,874 | -                     | -        | TOTAL .        | 14,667    | 9,764 | -         | -        | B-29 .    | 1,841                  | 712       | 482      | 440            | B-29 .    | 1,841 | 712       | 482      | 440       |         |       |       |     |     |
| B-29 .                  | 1,845          | 641       | 470   | 483       | B-29 .   | 1,611     | 872   | 472                   | 450      | B-26 .         | 1,066     | 500   | 145       | 156      | B-26 .    | 1,066                  | 500       | 145      | 156            | F-51 .    | 192   | 102       | 70       | 68        | F-51 .  | 192   | 102   | 70  | 68  |
| B-26 .                  | 958            | 563       | 153   | 156       | B-26 .   | 915       | 596   | 152                   | 140      | F-80 .         | 2,062     | 1,278 | 436       | 383      | F-80 .    | 2,062                  | 1,278     | 436      | 383            | F-84 .    | 1,833 | 1,548     | 392      | 381       | F-84 .  | 1,833 | 1,548 | 392 | 381 |
| F-51 .                  | 162            | 102       | 70    | 72        | F-51 .   | 164       | 103   | 69                    | 68       | F-86 .         | 2,788     | 780   | 390       | 433      | F-86 .    | 2,788                  | 780       | 390      | 433            | Other .   | 4,885 | 4,844     | -        | -         | Other . | 4,885 | 4,844 | -   | -   |
| F-80 .                  | 1,429          | 1,147     | 427   | 391       | F-80 .   | 1,556     | 1,243 | 427                   | 389      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-84 .                  | 1,769          | 1,473     | 401   | 382       | F-84 .   | 1,539     | 1,588 | 392                   | 371      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-86 .                  | 1,652          | 366       | 350   | 434       | F-86 .   | 2,110     | 427   | 388                   | 435      |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| Other .                 | 4,291          | 4,642     | -     | -         | Other .  | 4,249     | 5,045 | -                     | -        |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| <b>JUNE - 1952</b>      |                |           |       |           |          |           |       |                       |          |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| TOTAL .                 | 11,045         | 9,233     | -     | -         |          |           |       |                       |          |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| B-29 .                  | 1,655          | 737       | 485   | 473       |          |           |       |                       |          |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| B-26 .                  | 982            | 516       | 153   | 170       |          |           |       |                       |          |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-51 .                  | 145            | 90        | 75    | 69        |          |           |       |                       |          |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-80 .                  | 1,297          | 1,090     | 439   | 407       |          |           |       |                       |          |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-84 .                  | 1,485          | 924       | 407   | 373       |          |           |       |                       |          |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| F-86 .                  | 1,543          | 685       | 389   | 463       |          |           |       |                       |          |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |
| Other .                 | 3,938          | 5,191     | -     | -         |          |           |       |                       |          |                |           |       |           |          |           |                        |           |          |                |           |       |           |          |           |         |       |       |     |     |

SOURCE: Materiel Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE 41 - EXPENDITURE RATES; BOMBS, NAPALM, ROCKETS AND AMMO - FY 1952

| AIRCRAFT                           | TOTAL or AVERAGE | JUL (1951) | AUG    | SEP    | OCT    | NOV    | DEC    | JAN (1952) | FEB    | MAR    | APR   | MAY    | JUN    |
|------------------------------------|------------------|------------|--------|--------|--------|--------|--------|------------|--------|--------|-------|--------|--------|
| <b>B-26</b>                        |                  |            |        |        |        |        |        |            |        |        |       |        |        |
| BOMBS (Tons) . . . . .             | 41,583           | 2,175      | 2,779  | 3,671  | 3,367  | 3,451  | 3,631  | 3,571      | 3,714  | 3,814  | 3,529 | 3,965  | 3,916  |
| Per Sortie . . . . .               | 2.03             | 1.45       | 1.63   | 1.87   | 1.72   | 1.85   | 2.14   | 2.16       | 2.44   | 2.46   | 2.40  | 2.17   | 2.19   |
| Per Possessed Aircraft . . .       | 33.40            | 21.12      | 25.50  | 35.30  | 34.01  | 35.58  | 36.68  | 34.34      | 36.41  | 35.98  | 32.38 | 37.06  | 36.94  |
| Per Combat Ready Aircraft . .      | 46.20            | 31.07      | 35.63  | 48.30  | 44.89  | 46.01  | 49.74  | 47.61      | 44.75  | 48.90  | 45.83 | 55.85  | 56.75  |
| NAPALM (Tons) . . . . .            | 132              | 5          | 6      | --     | 106    | --     | 3      | --         | 4      | 8      | --    | --     | --     |
| Per Sortie . . . . .               | .01              | a/         | a/     | --     | .05    | --     | a/     | --         | a/     | .01    | --    | --     | --     |
| Per Possessed Aircraft . . .       | .11              | .05        | .06    | --     | 1.07   | --     | .03    | --         | .04    | .08    | --    | --     | --     |
| Per Combat Ready Aircraft . .      | .15              | .07        | .08    | --     | 1.41   | --     | .04    | --         | .05    | .10    | --    | --     | --     |
| ROCKETS (Rounds) . . . . .         | 1,094            | 13         | --     | 43     | 122    | 269    | 121    | 263        | 63     | 98     | 28    | 38     | 36     |
| Per Sortie . . . . .               | .05              | .01        | --     | .02    | .06    | .14    | .07    | .20        | .04    | .06    | .02   | .02    | .02    |
| Per Possessed Aircraft . . .       | .88              | .13        | --     | .41    | 1.23   | 2.77   | 1.22   | 2.53       | .62    | .92    | .26   | .36    | .34    |
| Per Combat Ready Aircraft . .      | 1.22             | .19        | --     | .57    | 1.63   | 3.59   | 1.66   | 3.51       | .76    | 1.26   | .36   | .54    | .52    |
| .50 CALIBER AMMO (100's) . . . . . | 149,500          | 7,671      | 8,641  | 15,739 | 18,493 | 17,924 | 17,596 | 14,398     | 11,873 | 7,715  | 6,291 | 12,264 | 10,895 |
| Per Sortie . . . . .               | 7.29             | 5.12       | 5.05   | 8.02   | 9.45   | 9.60   | 10.36  | 8.71       | 7.81   | 4.97   | 4.27  | 6.72   | 6.08   |
| Per Possessed Aircraft . . .       | 120.08           | 74.48      | 79.28  | 151.34 | 186.80 | 184.78 | 177.74 | 138.44     | 116.40 | 72.78  | 57.72 | 114.62 | 102.78 |
| Per Combat Ready Aircraft . .      | 166.11           | 109.59     | 110.78 | 207.09 | 245.85 | 238.99 | 241.04 | 191.97     | 143.05 | 98.91  | 81.70 | 172.73 | 157.90 |
| <b>B-29</b>                        |                  |            |        |        |        |        |        |            |        |        |       |        |        |
| BOMBS (Tons) . . . . .             | 44,936           | 4,068      | 3,765  | 3,879  | 3,724  | 3,054  | 3,501  | 4,602      | 3,718  | 4,253  | 3,417 | 3,542  | 3,413  |
| Per Sortie . . . . .               | 8.29             | 8.15       | 7.89   | 7.46   | 7.32   | 7.10   | 8.26   | 8.94       | 9.14   | 8.95   | 8.95  | 8.72   | 9.03   |
| Per Possessed Aircraft . . .       | 38.57            | 42.82      | 38.81  | 39.99  | 40.04  | 34.31  | 36.09  | 47.94      | 40.41  | 40.50  | 31.35 | 34.73  | 36.70  |
| Per Combat Ready Aircraft . .      | 57.17            | 54.97      | 50.20  | 54.63  | 56.42  | 51.76  | 61.42  | 70.80      | 60.95  | 59.07  | 53.39 | 61.07  | 53.33  |
| .50 CALIBER AMMO (100's) . . . . . | 12,826           | 1,410      | 2,485  | 559    | 1,233  | 540    | 552    | 314        | 271    | 379    | 526   | 1,990  | 2,567  |
| Per Sortie . . . . .               | 2.37             | 2.83       | 5.21   | 1.08   | 2.42   | 1.26   | 1.30   | 0.61       | 0.67   | 0.60   | 1.38  | 4.90   | 6.79   |
| Per Possessed Aircraft . . .       | 11.01            | 14.84      | 25.62  | 5.72   | 13.26  | 6.07   | 5.69   | 3.27       | 2.95   | 3.61   | 4.83  | 19.51  | 27.60  |
| Per Combat Ready Aircraft . .      | 16.32            | 19.05      | 32.13  | 7.87   | 18.69  | 9.15   | 9.68   | 4.83       | 4.44   | 5.26   | 8.22  | 34.31  | 40.11  |
| <b>F-51</b>                        |                  |            |        |        |        |        |        |            |        |        |       |        |        |
| BOMBS (Tons) . . . . .             | 6,245            | 689        | 379    | 592    | 802    | 568    | 512    | 470        | 380    | 420    | 393   | 535    | 505    |
| Per Sortie . . . . .               | .29              | .29        | .17    | .21    | .25    | .27    | .33    | .35        | .32    | .36    | .36   | .38    | .42    |
| Per Possessed Aircraft . . .       | 6.53             | 7.25       | 3.38   | 5.38   | 6.97   | 5.92   | 6.74   | 6.62       | 5.43   | 7.00   | 7.28  | 11.38  | 9.90   |
| Per Combat Ready Aircraft . .      | 10.55            | 10.60      | 5.41   | 9.70   | 12.15  | 10.72  | 13.47  | 9.79       | 8.64   | 12.00  | 9.14  | 13.05  | 18.04  |
| NAPALM (Tons) . . . . .            | 3,047            | 377        | 553    | 589    | 552    | 439    | 219    | 141        | 32     | 19     | --    | 71     | 55     |
| Per Sortie . . . . .               | .14              | .16        | .25    | .21    | .17    | .21    | .14    | .11        | .03    | .02    | --    | .05    | .05    |
| Per Possessed Aircraft . . .       | 3.18             | 3.97       | 4.94   | 5.35   | 4.80   | 4.57   | 2.88   | 1.99       | .46    | .32    | --    | 1.51   | 1.08   |
| Per Combat Ready Aircraft . .      | 5.15             | 5.80       | 7.90   | 9.66   | 8.36   | 8.28   | 5.76   | 2.94       | .73    | .54    | --    | 1.73   | 1.96   |
| ROCKETS (Rounds) . . . . .         | 44,609           | 6,835      | 3,788  | 5,510  | 7,122  | 5,931  | 3,944  | 3,354      | 1,952  | 1,884  | 760   | 1,871  | 1,658  |
| Per Sortie . . . . .               | 2.06             | 2.88       | 1.70   | 1.96   | 2.24   | 2.87   | 2.55   | 2.52       | 1.62   | 1.61   | .70   | 1.32   | 1.36   |
| Per Possessed Aircraft . . .       | 46.61            | 71.95      | 33.82  | 50.09  | 61.93  | 61.78  | 51.89  | 47.24      | 27.89  | 31.40  | 14.07 | 39.81  | 32.51  |
| Per Combat Ready Aircraft . .      | 75.35            | 105.15     | 54.11  | 90.33  | 107.91 | 111.91 | 103.79 | 69.88      | 44.36  | 53.83  | 17.67 | 45.63  | 59.21  |
| .50 CALIBER AMMO (100's) . . . . . | 124,211          | 13,676     | 11,032 | 15,286 | 19,277 | 20,597 | 10,478 | 6,890      | 4,829  | 4,966  | 4,087 | 6,454  | 6,639  |
| Per Sortie . . . . .               | 5.74             | 5.77       | 4.95   | 5.44   | 6.06   | 9.95   | 6.78   | 5.17       | 4.00   | 4.24   | 3.75  | 4.54   | 5.46   |
| Per Possessed Aircraft . . .       | 129.79           | 143.96     | 98.50  | 138.96 | 167.63 | 214.55 | 137.87 | 97.04      | 68.99  | 82.77  | 75.69 | 137.32 | 130.18 |
| Per Combat Ready Aircraft . .      | 209.82           | 210.40     | 157.60 | 250.59 | 292.08 | 388.62 | 275.74 | 143.54     | 109.75 | 141.89 | 95.05 | 157.41 | 237.11 |

a/ Less than .005

TABLE 41 - EXPENDITURE RATES; BOMBS, NAPALM, ROCKETS AND AMMO - FY 1952 - CONTINUED

| AIRCRAFT                           | TOTAL or AVERAGE | JUL (1951) | AUG    | SEP    | OCT    | NOV    | DEC    | JAN (1952) | FEB    | MAR    | APR    | MAY    | JUN   |
|------------------------------------|------------------|------------|--------|--------|--------|--------|--------|------------|--------|--------|--------|--------|-------|
| <b>F-80</b>                        |                  |            |        |        |        |        |        |            |        |        |        |        |       |
| BOMBS (Tons) . . . . .             | 18,035           | 1,180      | 988    | 1,269  | 1,610  | 1,357  | 1,355  | 1,175      | 1,139  | 1,654  | 1,900  | 2,421  | 1,987 |
| Per Sortie . . . . .               | .61              | .52        | .43    | .46    | .52    | .51    | .57    | .73        | .70    | .68    | .72    | .70    | .82   |
| Per Possessed Aircraft . . .       | 15.92            | 8.68       | 7.97   | 10.75  | 14.50  | 13.85  | 17.15  | 17.03      | 16.51  | 20.42  | 23.17  | 30.65  | 22.84 |
| Per Combat Ready Aircraft . .      | 28.67            | 16.16      | 14.97  | 21.51  | 27.76  | 24.23  | 28.83  | 34.56      | 32.54  | 33.76  | 38.78  | 49.41  | 36.80 |
| NAPALM (Tons) . . . . .            | 1,168            | 94         | 87     | 146    | 96     | 128    | 68     | 33         | 93     | 175    | 14     | 202    | 32    |
| Per Sortie . . . . .               | .04              | .04        | .04    | .05    | .03    | .05    | .03    | .02        | .06    | .07    | .01    | .06    | .01   |
| Per Possessed Aircraft . . .       | 1.03             | .69        | .70    | 1.24   | .86    | 1.31   | .86    | .48        | 1.35   | 2.16   | .17    | 2.56   | .37   |
| Per Combat Ready Aircraft . .      | 1.86             | 1.29       | 1.32   | 2.47   | 1.66   | 2.29   | 1.45   | .97        | 2.66   | 3.57   | .29    | 4.12   | .59   |
| ROCKETS (Rounds) . . . . .         | 2,798            | 316        | 550    | 1,325  | 238    | 5      | 12     | 15         | 63     | 217    | 57     | --     | --    |
| Per Sortie . . . . .               | .09              | .14        | .24    | .48    | .08    | a/     | .01    | .01        | .04    | .09    | .02    | --     | --    |
| Per Possessed Aircraft . . .       | 2.47             | 2.32       | 4.44   | 11.23  | 2.14   | .05    | .15    | .22        | .91    | 2.68   | .70    | --     | --    |
| Per Combat Ready Aircraft . .      | 4.45             | 4.33       | 8.33   | 22.46  | 4.10   | .09    | .26    | .44        | 1.80   | 4.43   | 1.16   | --     | --    |
| .50 CALIBER AMMO (100's) . . . . . | 172,206          | 16,085     | 20,208 | 23,958 | 25,104 | 29,315 | 21,455 | 10,413     | 5,421  | 6,886  | 4,825  | 5,312  | 3,224 |
| Per Sortie . . . . .               | 5.80             | 7.03       | 8.76   | 8.53   | 8.08   | 10.95  | 9.08   | 6.51       | 3.36   | 2.82   | 1.84   | 1.54   | 1.34  |
| Per Possessed Aircraft . . .       | 151.99           | 118.27     | 162.97 | 203.03 | 226.16 | 299.13 | 271.58 | 150.91     | 78.57  | 85.01  | 58.84  | 67.24  | 37.06 |
| Per Combat Ready Aircraft . .      | 273.78           | 220.34     | 306.18 | 406.07 | 432.83 | 523.48 | 456.49 | 306.26     | 154.89 | 140.53 | 98.47  | 108.41 | 59.70 |
| <b>F-84</b>                        |                  |            |        |        |        |        |        |            |        |        |        |        |       |
| BOMBS (Tons) . . . . .             | 15,302           | 199        | 445    | 1,047  | 1,754  | 1,695  | 1,523  | 1,832      | 1,542  | 1,673  | 1,052  | 1,140  | 1,400 |
| Per Sortie . . . . .               | .53              | .15        | .28    | .37    | .52    | .51    | .50    | .71        | .72    | .73    | .53    | .47    | .72   |
| Per Possessed Aircraft . . .       | 11.35            | 1.93       | 3.53   | 7.64   | 12.99  | 13.56  | 11.99  | 14.89      | 14.15  | 19.01  | 12.38  | 13.10  | 13.59 |
| Per Combat Ready Aircraft . .      | 20.68            | 3.11       | 8.90   | 14.15  | 24.03  | 23.22  | 21.76  | 30.03      | 28.56  | 34.85  | 22.38  | 24.78  | 17.50 |
| NAPALM (Tons) . . . . .            | 482              | 40         | 26     | 34     | 4      | 6      | 118    | 22         | 3      | 5      | 15     | 112    | 97    |
| Per Sortie . . . . .               | .02              | .03        | .02    | .01    | a/     | a/     | .04    | .01        | a/     | a/     | .01    | .05    | .05   |
| Per Possessed Aircraft . . .       | .36              | .39        | .21    | .25    | .03    | .05    | .93    | .18        | .03    | .06    | .18    | 1.29   | .94   |
| Per Combat Ready Aircraft . .      | .65              | .63        | .52    | .46    | .05    | .08    | 1.69   | .36        | .06    | .10    | .32    | 2.43   | 1.21  |
| ROCKETS (Rounds) . . . . .         | 9,596            | 250        | 622    | 386    | 319    | 16     | 288    | 117        | 20     | 1,729  | 1,019  | 2,412  | 2,418 |
| Per Sortie . . . . .               | .33              | .19        | .39    | .14    | .10    | a/     | .09    | .05        | .01    | .76    | .52    | 1.00   | 1.25  |
| Per Possessed Aircraft . . .       | 7.12             | 2.43       | 4.94   | 2.82   | 2.36   | .13    | 2.27   | .95        | .18    | 19.65  | 11.99  | 27.72  | 23.48 |
| Per Combat Ready Aircraft . .      | 12.97            | 3.91       | 12.44  | 5.22   | 4.37   | .22    | 4.11   | 1.92       | .37    | 36.02  | 21.68  | 52.43  | 30.23 |
| .50 CALIBER AMMO (100's) . . . . . | 59,600           | 3,989      | 4,232  | 4,304  | 3,577  | 2,314  | 5,674  | 4,512      | 3,451  | 7,066  | 7,165  | 6,024  | 7,292 |
| Per Sortie . . . . .               | 2.07             | 3.00       | 2.66   | 1.53   | 1.07   | .69    | 1.86   | 1.75       | 1.61   | 3.09   | 3.62   | 2.49   | 3.77  |
| Per Possessed Aircraft . . .       | 44.21            | 38.73      | 33.59  | 31.42  | 26.50  | 18.51  | 44.68  | 36.63      | 31.66  | 80.30  | 84.29  | 69.24  | 70.80 |
| Per Combat Ready Aircraft . .      | 80.54            | 62.33      | 84.64  | 58.16  | 49.00  | 31.70  | 81.06  | 73.97      | 63.91  | 147.21 | 152.45 | 130.96 | 91.15 |
| <b>F-86</b>                        |                  |            |        |        |        |        |        |            |        |        |        |        |       |
| BOMBS (Tons) . . . . .             | 13               | --         | --     | --     | --     | --     | --     | --         | --     | --     | --     | 13     | --    |
| Per Sortie . . . . .               | a/               | --         | --     | --     | --     | --     | --     | --         | --     | --     | --     | a/     | --    |
| Per Possessed Aircraft . . .       | a/               | --         | --     | --     | --     | --     | --     | --         | --     | --     | --     | .10    | --    |
| Per Combat Ready Aircraft . .      | a/               | --         | --     | --     | --     | --     | --     | --         | --     | --     | --     | .14    | --    |
| .50 CALIBER AMMO (100's) . . . . . | 19,672           | 242        | 261    | 480    | 1,358  | 1,070  | 1,397  | 1,672      | 1,882  | 3,359  | 3,569  | 3,232  | 1,150 |
| Per Sortie . . . . .               | .72              | .33        | .28    | .43    | .84    | 1.07   | .68    | .71        | .75    | 1.00   | .94    | .62    | .41   |
| Per Possessed Aircraft . . .       | 17.21            | 5.90       | 6.69   | 10.91  | 32.33  | 19.11  | 11.00  | 12.57      | 14.15  | 25.26  | 27.67  | 24.67  | 8.52  |
| Per Combat Ready Aircraft . .      | 26.55            | 6.91       | 8.42   | 14.55  | 39.94  | 32.42  | 24.09  | 27.41      | 22.14  | 41.99  | 38.38  | 35.91  | 10.65 |

SOURCE: Operations Statistics, Division, Dir. of Statistical Services, DCS/C

TABLE 42— ENGINES REMOVED AND AVERAGE HOURS FLOWN ON SELECTED AIRCRAFT IN FEAF FY 1952

(Average Hours Flown represents average hours flown on engines since manufacture or between major engine overhaul.)

| TYPE OF ENGINE<br>AND AIRCRAFT | FIRST QUARTER                |                           | SECOND QUARTER               |                           | THIRD QUARTER                |                           | FOURTH QUARTER               |                           |
|--------------------------------|------------------------------|---------------------------|------------------------------|---------------------------|------------------------------|---------------------------|------------------------------|---------------------------|
|                                | No. of<br>Engines<br>Removed | Average<br>Hours<br>Flown | No. of<br>Engines<br>Removed | Average<br>Hours<br>Flown | No. of<br>Engines<br>Removed | Average<br>Hours<br>Flown | No. of<br>Engines<br>Removed | Average<br>Hours<br>Flown |
|                                | F/RP-80                      |                           |                              |                           |                              |                           |                              |                           |
| J33-A-23                       | 132                          | 32451                     | 130                          | 34262                     | 88                           | 18742                     | 95                           | 20583                     |
| J33-A-35                       | 157                          | 35677                     | 203                          | 53590                     | 164                          | 42637                     | 87                           | 25298                     |
| J33-A-9B                       | 3                            | 636                       | 4                            | 300                       | 6                            | 397                       | 6                            | 650                       |
| J33-A-17                       | -                            | -                         | -                            | -                         | -                            | -                         | 19                           | 1911                      |
| J33-A-17A                      | 10                           | 1236                      | 29                           | 2111                      | 7                            | 1247                      | 1                            | 78                        |
| J33-A-17B                      | -                            | -                         | -                            | -                         | 15                           | 1221                      | -                            | -                         |
| J33-A-21                       | -                            | -                         | 12                           | 1547                      | 11                           | 1301                      | 23                           | 2368                      |
| F-84                           |                              |                           |                              |                           |                              |                           |                              |                           |
| J35-A-17A                      | 183                          | 18395                     | 148                          | 14557                     | 54                           | 6161                      | 27                           | 5498                      |
| J35-A-17B                      | 38                           | 7814                      | 231                          | 22738                     | 358                          | 34083                     | 391                          | 44807                     |
| F-86                           |                              |                           |                              |                           |                              |                           |                              |                           |
| J47-GE-7                       | 1                            | 350                       | 1                            | 33                        | 17                           | 487                       | 10                           | 660                       |
| J47-GE-13                      | 62                           | 7695                      | 103                          | 11508                     | 170                          | 14408                     | 254                          | 24630                     |
| F-94                           |                              |                           |                              |                           |                              |                           |                              |                           |
| J33-A-33                       | 7                            | 773                       | 10                           | 933                       | 23                           | 2005                      | 54                           | 11286                     |
| C-46                           |                              |                           |                              |                           |                              |                           |                              |                           |
| R-2800-75                      | 37                           | 27796                     | 36                           | 29408                     | 50                           | 40670                     | 73                           | 55597                     |
| C-47                           |                              |                           |                              |                           |                              |                           |                              |                           |
| R-1830-90D                     | 42                           | 26446                     | 50                           | 40373                     | 62                           | 46936                     | 92                           | 45905                     |
| R-1830-92                      | 30                           | 16263                     | 24                           | 16895                     | 19                           | 9483                      | 23                           | 15648                     |
| C-54                           |                              |                           |                              |                           |                              |                           |                              |                           |
| R-2000-9                       | 65                           | 49626                     | 46                           | 32377                     | 23                           | 20513                     | 24                           | 24490                     |
| R-2000-11                      | 164                          | 109745                    | 133                          | 94562                     | 140                          | 100049                    | 157                          | 111936                    |
| C-119                          |                              |                           |                              |                           |                              |                           |                              |                           |
| R-4360-20                      | 10                           | 7661                      | 7                            | 4765                      | 2                            | 208                       | 7                            | 2307                      |
| R-4360-20W/WA                  | 24                           | 12953                     | 25                           | 15279                     | 23                           | 15200                     | 19                           | 13319                     |
| B-26                           |                              |                           |                              |                           |                              |                           |                              |                           |
| R-2800-71                      | -                            | -                         | -                            | -                         | -                            | -                         | -                            | -                         |
| R-2800-79                      | 50                           | 26492                     | 63                           | 44973                     | 78                           | 48756                     | 83                           | 50947                     |
| B-29                           |                              |                           |                              |                           |                              |                           |                              |                           |
| R-3350-57AM                    | 17                           | 5999                      | 104                          | 28047                     | 107                          | 31560                     | 134                          | 40436                     |
| R-3350-57M                     | 218                          | 65876                     | 277                          | 87996                     | 239                          | 74512                     | 192                          | 58276                     |

SOURCE: Materiel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 43—FEAF AIRCRAFT INVENTORY ON HAND AND ENROUTE, MONTHLY F.Y. 1952

(Figures are as of end of month)

| TYPE AND MODEL            | FISCAL YEAR 1952 |       |       |       |       |       |          |       |       |       |       |       |
|---------------------------|------------------|-------|-------|-------|-------|-------|----------|-------|-------|-------|-------|-------|
|                           | Jul 1951         | Aug   | Sep   | Oct   | Nov   | Dec   | Jan 1952 | Feb   | Mar   | Apr   | May   | Jun   |
| TOTAL AIRCRAFT . . . . .  | 1,798            | 1,850 | 1,812 | 1,778 | 1,824 | 1,852 | 1,907    | 1,892 | 1,982 | 2,037 | 1,954 | 1,997 |
| TOTAL AIRPLANES . . . . . | 1,793            | 1,846 | 1,808 | 1,776 | 1,824 | 1,852 | 1,907    | 1,892 | 1,982 | 2,037 | 1,954 | 1,997 |
| <b>BOMBER.</b>            | 262              | 256   | 246   | 233   | 248   | 243   | 263      | 281   | 307   | 318   | 294   | 277   |
| B-17 . . . . .            | 1                | 1     | 1     | 2     | 1     | 1     | 1        | 1     | 1     | 1     | 1     | -     |
| B-26 . . . . .            | 157              | 149   | 140   | 132   | 140   | 137   | 155      | 165   | 191   | 204   | 187   | 178   |
| B-29 . . . . .            | 104              | 106   | 105   | 99    | 107   | 105   | 107      | 115   | 115   | 113   | 107   | 98    |
| B-50 . . . . .            | -                | -     | -     | -     | -     | -     | -        | -     | -     | -     | -     | 1     |
| <b>TANKER.</b>            | -                | 1     | 1     | 1     | 3     | 3     | 3        | 3     | 8     | 9     | 9     | 9     |
| KB-29 . . . . .           | -                | 1     | 1     | 1     | 3     | 3     | 3        | 3     | 8     | 9     | 9     | 9     |
| <b>FIGHTER</b>            | 787              | 842   | 797   | 776   | 820   | 812   | 826      | 800   | 856   | 892   | 825   | 866   |
| F-51 . . . . .            | 227              | 204   | 180   | 170   | 147   | 132   | 123      | 114   | 138   | 167   | 156   | 147   |
| F-30 . . . . .            | 254              | 236   | 231   | 220   | 215   | 222   | 224      | 215   | 221   | 214   | 212   | 214   |
| F-32 . . . . .            | 24               | 22    | 22    | 23    | 22    | 22    | 22       | 22    | 22    | 22    | -     | -     |
| F-34 . . . . .            | 175              | 236   | 227   | 220   | 225   | 216   | 208      | 189   | 195   | 210   | 189   | 224   |
| F-36 . . . . .            | 93               | 112   | 105   | 99    | 167   | 165   | 169      | 155   | 175   | 175   | 167   | 181   |
| F-94 . . . . .            | 14               | 32    | 32    | 44    | 44    | 55    | 80       | 105   | 105   | 104   | 101   | 100   |
| <b>RECONNAISSANCE.</b>    | 117              | 126   | 138   | 140   | 140   | 143   | 150      | 142   | 140   | 145   | 151   | 151   |
| RB-17 . . . . .           | 4                | 4     | 4     | 4     | 4     | 4     | 3        | 3     | 3     | 3     | 3     | 3     |
| RB-26 . . . . .           | 24               | 24    | 24    | 23    | 23    | 27    | 33       | 32    | 32    | 32    | 28    | 30    |
| RB-29 . . . . .           | 12               | 11    | 11    | 11    | 11    | 12    | 12       | 13    | 13    | 13    | 14    | 14    |
| WB-29 . . . . .           | 26               | 25    | 25    | 28    | 27    | 26    | 27       | 25    | 24    | 24    | 23    | 24    |
| RB-50 . . . . .           | -                | 1     | 1     | 2     | 3     | 2     | 2        | 2     | 3     | 4     | 3     | 3     |
| RB-45 . . . . .           | 2                | 2     | 2     | 3     | 3     | 3     | 3        | 3     | 3     | 3     | 3     | 2     |
| RC-45 . . . . .           | 6                | 6     | 6     | 6     | 6     | 6     | 6        | 6     | 6     | 6     | 6     | 6     |
| RF-51 . . . . .           | 7                | 18    | 30    | 29    | 29    | 29    | 28       | 26    | 25    | 24    | 23    | 22    |
| RF-80 . . . . .           | 36               | 35    | 35    | 34    | 34    | 34    | 34       | 30    | 30    | 30    | 42    | 42    |
| RF-86 . . . . .           | -                | -     | -     | -     | -     | -     | 2        | 2     | 1     | 6     | 6     | 5     |
| <b>SEARCH AND RESCUE</b>  | 38               | 36    | 39    | 37    | 38    | 41    | 43       | 43    | 43    | 43    | 43    | 44    |
| SA-16 . . . . .           | 17               | 17    | 20    | 20    | 21    | 22    | 22       | 23    | 25    | 26    | 29    | 30    |
| SB-17 . . . . .           | 11               | 9     | 9     | 7     | 7     | 7     | 6        | 5     | 4     | 3     | -     | -     |
| SB-29 . . . . .           | 7                | 7     | 7     | 7     | 7     | 10    | 11       | 12    | 11    | 11    | 12    | 12    |
| SC-47 . . . . .           | -                | -     | -     | -     | -     | -     | 1        | -     | -     | -     | -     | -     |
| SL-5 . . . . .            | 1                | 1     | 1     | 1     | 1     | 1     | 1        | 1     | 1     | 1     | 1     | 1     |
| SH-5 . . . . .            | 2                | 2     | 2     | 2     | 2     | 2     | 2        | 2     | 2     | 2     | 2     | 2     |
| <b>CARGO</b>              | 383              | 381   | 386   | 386   | 384   | 372   | 370      | 371   | 371   | 376   | 383   | 391   |
| C-45 . . . . .            | 22               | 22    | 22    | 22    | 22    | 22    | 22       | 22    | 22    | 22    | 22    | 22    |
| C-46 . . . . .            | 72               | 70    | 68    | 67    | 67    | 67    | 66       | 65    | 68    | 70    | 73    | 76    |
| C-47 . . . . .            | 129              | 128   | 133   | 134   | 135   | 129   | 130      | 129   | 131   | 132   | 132   | 131   |
| C-54 . . . . .            | 64               | 65    | 66    | 67    | 66    | 66    | 65       | 65    | 65    | 67    | 65    | 65    |
| C-117 . . . . .           | -                | -     | -     | -     | -     | -     | -        | 1     | 1     | 1     | -     | -     |
| C-119 . . . . .           | 86               | 86    | 86    | 85    | 85    | 79    | 78       | 79    | 77    | 76    | 75    | 74    |
| C-121 . . . . .           | 1                | 1     | 1     | 1     | -     | -     | -        | 1     | 1     | 1     | 1     | 1     |
| C-124 . . . . .           | -                | -     | 1     | 1     | -     | -     | -        | -     | -     | -     | 6     | 13    |
| VB-17 . . . . .           | 9                | 9     | 9     | 9     | 9     | 9     | 9        | 9     | 9     | 9     | 9     | 9     |
| <b>TRAINER</b>            | 142              | 140   | 139   | 139   | 132   | 138   | 136      | 133   | 134   | 133   | 132   | 136   |
| T-6 . . . . .             | 81               | 80    | 75    | 75    | 69    | 68    | 67       | 66    | 66    | 66    | 65    | 63    |
| T-7 . . . . .             | 19               | 19    | 19    | 19    | 19    | 19    | 19       | 19    | 19    | 19    | 18    | 18    |
| T-33 . . . . .            | 23               | 22    | 22    | 22    | 21    | 29    | 29       | 29    | 28    | 28    | 28    | 33    |
| TB-17 . . . . .           | 2                | 2     | 2     | 2     | 2     | 2     | 2        | 4     | 5     | 5     | 6     | 6     |
| TB-26 . . . . .           | 17               | 16    | 17    | 17    | 17    | 17    | 16       | 15    | 15    | 15    | 14    | 14    |
| TB-29 . . . . .           | -                | -     | -     | -     | -     | -     | -        | -     | -     | -     | 1     | 2     |
| TF-51 . . . . .           | -                | 1     | 4     | 4     | 4     | 3     | 3        | -     | 1     | -     | -     | -     |
| <b>COMMUNICATION</b>      | 64               | 64    | 62    | 64    | 59    | 100   | 116      | 119   | 123   | 121   | 117   | 123   |
| L-5 . . . . .             | 38               | 38    | 37    | 37    | 36    | 36    | 37       | 37    | 37    | 37    | 29    | 28    |
| L-20 . . . . .            | -                | -     | -     | -     | -     | -     | -        | -     | -     | -     | 6     | 15    |
| LT-6 . . . . .            | -                | -     | -     | -     | -     | 41    | 56       | 56    | 58    | 58    | 56    | 55    |
| H-5 . . . . .             | 25               | 25    | 23    | 22    | 21    | 21    | 21       | 20    | 20    | 19    | 19    | 17    |
| YH-19 . . . . .           | 1                | 1     | 2     | 2     | 2     | 2     | 2        | 6     | 8     | 8     | 7     | 8     |
| H-23 . . . . .            | -                | -     | -     | 3     | -     | -     | -        | -     | -     | -     | -     | -     |
| <b>GLIDER.</b>            | 3                | 2     | 2     | 2     | -     | -     | -        | -     | -     | -     | -     | -     |
| G-4 . . . . .             | 3                | 2     | 2     | 2     | -     | -     | -        | -     | -     | -     | -     | -     |
| <b>AERIAL TARGET</b>      | 2                | 2     | 2     | -     | -     | -     | -        | -     | -     | -     | -     | -     |
| Q-14 . . . . .            | 2                | 2     | 2     | -     | -     | -     | -        | -     | -     | -     | -     | -     |

SOURCE: Materiel Statistics Division, Dir. of Statistical Services, DCS/C

**TABLE 44 - MILITARY AIR TRANSPORT SERVICE ACTIVITY IN THE AIR EVACUATION OF KOREAN WAR CASUALTIES (BODIES ONLY) - FY 1952**

(Data below include both battle and non-battle casualties and represent net individuals evacuated from Japan to Hickam Field and not the number of times individuals were moved from location to location enroute. These data may not agree with other tables because of cut-off date.)

| Evacuations by Date   | Total         | Mental       |               |              | Disease      |                 | Wounded       |                 | Injured      |                 |
|---|---------------|--------------|---------------|--------------|--------------|-----------------|---------------|-----------------|--------------|-----------------|
|   |               | Severe       | Mod-<br>erate | Mild         | Litter       | Ambu-<br>latory | Litter        | Ambu-<br>latory | Litter       | Ambu-<br>latory |
| <b>SUMMARY</b>  |               |              |               |              |              |                 |               |                 |              |                 |
| <b>Total - (All Branches of Service 26 Jun '50 through 1 Jul '52)</b> | <b>38,646</b> | <b>1,279</b> | <b>225</b>    | <b>2,682</b> | <b>2,438</b> | <b>6,341</b>    | <b>12,055</b> | <b>5,547</b>    | <b>4,900</b> | <b>3,179</b>    |
| 26 Jun '50 through 7 Jul '51 . . .                                    | 23,365        | 360          | 157           | 1,737        | 898          | 2,275           | 8,422         | 3,522           | 3,658        | 2,336           |
| 8 Jul '51 through 1 Jul '52 . . .                                     | 15,281        | 919          | 68            | 945          | 1,540        | 4,066           | 3,633         | 2,025           | 1,242        | 843             |
| <b>USAF - Total (26 Jun '50 through 1 Jul '52)</b>                    | <b>1,154</b>  | <b>83</b>    | <b>16</b>     | <b>119</b>   | <b>198</b>   | <b>448</b>      | <b>77</b>     | <b>48</b>       | <b>100</b>   | <b>65</b>       |
| 26 Jun '50 through 7 Jul '51 . . .                                    | 371           | 13           | 8             | 37           | 52           | 114             | 46            | 19              | 53           | 29              |
| 8 Jul '51 through 1 Jul '52 . . .                                     | 783           | 70           | 8             | 82           | 146          | 334             | 31            | 29              | 47           | 36              |
| <b>US Army - Total (26 Jun '50 through 1 Jul '52)</b>                 | <b>27,915</b> | <b>909</b>   | <b>155</b>    | <b>1,042</b> | <b>1,521</b> | <b>4,191</b>    | <b>10,778</b> | <b>4,809</b>    | <b>3,052</b> | <b>1,458</b>    |
| 26 Jun '50 through 7 Jul '51 . . .                                    | 16,881        | 235          | 118           | 722          | 569          | 1,484           | 7,558         | 3,069           | 2,254        | 872             |
| 8 Jul '51 through 1 Jul '52 . . .                                     | 11,034        | 674          | 37            | 320          | 952          | 2,707           | 3,220         | 1,740           | 798          | 586             |
| <b>US Navy - Total (26 Jun '50 through 1 Jul '52)</b>                 | <b>2,396</b>  | <b>143</b>   | <b>26</b>     | <b>633</b>   | <b>274</b>   | <b>845</b>      | <b>85</b>     | <b>63</b>       | <b>175</b>   | <b>152</b>      |
| 26 Jun '50 through 7 Jul '51 . . .                                    | 1,129         | 63           | 14            | 362          | 101          | 289             | 60            | 34              | 107          | 99              |
| 8 Jul '51 through 1 Jul '52 . . .                                     | 1,267         | 80           | 12            | 271          | 173          | 556             | 25            | 29              | 68           | 53              |
| <b>US Marines - Total (26 Jun '50 through 1 Jul '52)</b>              | <b>6,372</b>  | <b>63</b>    | <b>21</b>     | <b>811</b>   | <b>287</b>   | <b>654</b>      | <b>1,019</b>  | <b>523</b>      | <b>1,525</b> | <b>1,469</b>    |
| 26 Jun '50 through 7 Jul '51 . . .                                    | 4,851         | 34           | 16            | 602          | 143          | 350             | 749           | 395             | 1,234        | 1,328           |
| 8 Jul '51 through 1 Jul '52 . . .                                     | 1,521         | 29           | 5             | 209          | 144          | 304             | 270           | 128             | 291          | 141             |
| <b>Foreign Government - Total (26 Jun '50 through 1 Jul '52)</b>      | <b>445</b>    | <b>13</b>    | <b>-</b>      | <b>52</b>    | <b>52</b>    | <b>84</b>       | <b>82</b>     | <b>100</b>      | <b>31</b>    | <b>24</b>       |
| 26 Jun '50 through 7 Jul '51 . . .                                    | 22            | 1            | -             | 1            | 3            | 1               | 7             | 3               | 3            | 3               |
| 8 Jul '51 through 1 Jul '52 . . .                                     | 423           | 12           | -             | 51           | 56           | 83              | 75            | 97              | 28           | 21              |
| <b>Civilian - Total (26 Jun '50 through 1 Jul '52)</b>                | <b>364</b>    | <b>68</b>    | <b>7</b>      | <b>25</b>    | <b>99</b>    | <b>119</b>      | <b>14</b>     | <b>4</b>        | <b>17</b>    | <b>11</b>       |
| 26 Jun '50 through 7 Jul '51 . . .                                    | 111           | 14           | 1             | 13           | 30           | 37              | 2             | 2               | 7            | 5               |
| 8 Jul '51 through 1 Jul '52 . . .                                     | 253           | 54           | 6             | 12           | 69           | 82              | 12            | 2               | 10           | 6               |
| <b>US AIR FORCE</b>   |               |              |               |              |              |                 |               |                 |              |                 |
| 8 Jul '51 through 27 Jul '51 . . .                                    | 33            | -            | 2             | 3            | 6            | 16              | 1             | 1               | 4            | -               |
| 28 Jul '51 through 26 Aug '51 . . .                                   | 48            | 3            | 1             | 2            | 7            | 25              | 3             | 2               | 2            | 3               |
| 27 Aug '51 through 25 Sep '51 . . .                                   | 58            | 5            | -             | 5            | 7            | 25              | 2             | 2               | 9            | 3               |
| 26 Sep '51 through 25 Oct '51 . . .                                   | 61            | 7            | -             | 8            | 11           | 25              | -             | 4               | 2            | 4               |
| 26 Oct '51 through 24 Nov '51 . . .                                   | 53            | 8            | -             | -            | 11           | 23              | 3             | -               | 7            | 1               |
| 25 Nov '51 through 24 Dec '51 . . .                                   | 76            | 9            | -             | 8            | 11           | 24              | 7             | 11              | 4            | 2               |
| 25 Dec '51 through 23 Jan '52 . . .                                   | 57            | 6            | 1             | 5            | 18           | 21              | 2             | -               | 2            | 2               |
| 24 Jan '52 through 22 Feb '52 . . .                                   | 77            | 7            | -             | 7            | 18           | 29              | 4             | -               | 4            | 8               |
| 23 Feb '52 through 23 Mar '52 . . .                                   | 60            | 7            | -             | 6            | 8            | 32              | 1             | 2               | 2            | 2               |
| 24 Mar '52 through 22 Apr '52 . . .                                   | 59            | 5            | 1             | 4            | 11           | 23              | 3             | 1               | 6            | 5               |
| 23 Apr '52 through 1 Jun '52 . . .                                    | 117           | 6            | 3             | 22           | 21           | 48              | 3             | 6               | 4            | 4               |
| 2 Jun '52 through 1 Jul '52 . . .                                     | 84            | 7            | -             | 12           | 17           | 43              | 2             | -               | 1            | 2               |
| <b>US ARMY</b>  |               |              |               |              |              |                 |               |                 |              |                 |
| 8 Jul '51 through 27 Jul '51 . . .                                    | 710           | 31           | 7             | 21           | 40           | 191             | 194           | 158             | 40           | 28              |
| 28 Jul '51 through 26 Aug '51 . . .                                   | 992           | 55           | 10            | 22           | 80           | 275             | 285           | 151             | 61           | 53              |
| 27 Aug '51 through 25 Sep '51 . . .                                   | 1,171         | 49           | 4             | 36           | 71           | 319             | 406           | 177             | 69           | 40              |
| 26 Sep '51 through 25 Oct '51 . . .                                   | 1,370         | 59           | 8             | 34           | 61           | 264             | 607           | 225             | 96           | 16              |
| 26 Oct '51 through 24 Nov '51 . . .                                   | 1,512         | 47           | 1             | 38           | 101          | 237             | 613           | 262             | 144          | 69              |
| 25 Nov '51 through 24 Dec '51 . . .                                   | 1,259         | 62           | 2             | 28           | 85           | 280             | 328           | 264             | 91           | 119             |
| 25 Dec '51 through 23 Jan '52 . . .                                   | 890           | 61           | 1             | 29           | 115          | 218             | 190           | 139             | 72           | 65              |
| 24 Jan '52 through 22 Feb '52 . . .                                   | 716           | 73           | 2             | 44           | 77           | 220             | 121           | 96              | 40           | 43              |
| 23 Feb '52 through 23 Mar '52 . . .                                   | 562           | 55           | -             | 18           | 66           | 161             | 113           | 69              | 38           | 42              |
| 24 Mar '52 through 22 Apr '52 . . .                                   | 581           | 51           | -             | 19           | 87           | 169             | 95            | 63              | 46           | 51              |
| 23 Apr '52 through 1 Jun '52 . . .                                    | 665           | 59           | 1             | 15           | 85           | 195             | 138           | 79              | 60           | 33              |
| 2 Jun '52 through 1 Jul '52 . . .                                     | 606           | 72           | 1             | 16           | 84           | 178             | 130           | 57              | 41           | 27              |

(Continued)



TABLE 44 - MILITARY AIR TRANSPORT SERVICE ACTIVITY IN THE AIR EVACUATION  
OF KOREAN WAR CASUALTIES (BODIES ONLY) - FY 1952 - CONTINUED

(Data below include both battle and non-battle casualties and represent net individuals evacuated from Japan to Hickam Field and not the number of times individuals were moved from location to location enroute. These data may not agree with other tables because of cut-off date.)

| Evacuations By Date               | Total | Mental |               |      | Disease |                 | Wounded |                 | Injured |                 |
|-----------------------------------|-------|--------|---------------|------|---------|-----------------|---------|-----------------|---------|-----------------|
|                                   |       | Severe | Mod-<br>erate | Mild | Litter  | Ambu-<br>latory | Litter  | Ambu-<br>latory | Litter  | Ambu-<br>latory |
| US NAVY                           |       |        |               |      |         |                 |         |                 |         |                 |
| 8 Jul '51 through 27 Jul '51 . .  | 70    | 6      | -             | 18   | 14      | 21              | 2       | 2               | 5       | 2               |
| 28 Jul '51 through 26 Aug '51 . . | 170   | 12     | -             | 42   | 25      | 66              | 3       | -               | 11      | 11              |
| 27 Aug '51 through 25 Sep '51 . . | 164   | 14     | -             | 57   | 14      | 59              | 1       | 8               | 5       | 6               |
| 26 Sep '51 through 25 Oct '51 . . | 114   | 5      | -             | 34   | 15      | 42              | 1       | 5               | 5       | 7               |
| 26 Oct '51 through 24 Nov '51 . . | 101   | 3      | -             | 18   | 8       | 49              | 8       | 3               | 7       | 5               |
| 25 Nov '51 through 24 Dec '51 . . | 106   | 10     | -             | 25   | 11      | 50              | 1       | 1               | 4       | 4               |
| 25 Dec '51 through 23 Jan '52 . . | 70    | 10     | -             | 17   | 3       | 35              | -       | -               | 4       | 1               |
| 24 Jan '52 through 22 Feb '52 . . | 69    | 4      | -             | 12   | 4       | 45              | 2       | 1               | 1       | -               |
| 23 Feb '52 through 23 Mar '52 . . | 100   | 10     | 2             | 19   | 15      | 45              | -       | -               | 5       | 4               |
| 24 Mar '52 through 22 Apr '52 . . | 99    | 4      | 6             | 12   | 13      | 45              | 3       | 4               | 9       | 3               |
| 23 Apr '52 through 1 Jun '52 . .  | 132   | 2      | 3             | 15   | 34      | 58              | 2       | 4               | 9       | 5               |
| 2 Jun '52 through 1 Jul '52 . .   | 72    | -      | 1             | 2    | 17      | 41              | 2       | 1               | 3       | 5               |
| US MARINES                        |       |        |               |      |         |                 |         |                 |         |                 |
| 8 Jul '51 through 27 Jul '51 . .  | 134   | 3      | -             | 31   | 11      | 16              | 21      | 7               | 33      | 12              |
| 28 Jul '51 through 26 Aug '51 . . | 163   | 3      | -             | 44   | 19      | 39              | 18      | 6               | 18      | 16              |
| 27 Aug '51 through 25 Sep '51 . . | 116   | 6      | -             | 25   | 11      | 29              | 22      | 9               | 8       | 6               |
| 26 Sep '51 through 25 Oct '51 . . | 343   | 1      | -             | 53   | 19      | 44              | 82      | 40              | 78      | 26              |
| 26 Oct '51 through 24 Nov '51 . . | 168   | 1      | -             | 12   | 10      | 32              | 39      | 15              | 37      | 22              |
| 25 Nov '51 through 24 Dec '51 . . | 104   | 4      | -             | 7    | 18      | 20              | 18      | 9               | 18      | 10              |
| 25 Dec '51 through 23 Jan '52 . . | 62    | 2      | -             | 10   | 6       | 20              | 7       | 5               | 7       | 5               |
| 24 Jan '52 through 22 Feb '52 . . | 34    | -      | -             | 1    | 3       | 16              | 3       | 2               | 4       | 5               |
| 23 Feb '52 through 23 Mar '52 . . | 74    | 5      | -             | 11   | 9       | 19              | 6       | 2               | 16      | 6               |
| 24 Mar '52 through 22 Apr '52 . . | 70    | 1      | 1             | 7    | 11      | 23              | 7       | 5               | 7       | 8               |
| 23 Apr '52 through 1 Jun '52 . .  | 144   | 1      | 4             | 4    | 12      | 29              | 26      | 12              | 40      | 16              |
| 2 Jun '52 through 1 Jul '52 . .   | 109   | 2      | -             | 4    | 15      | 17              | 21      | 16              | 25      | 9               |
| FOREIGN GOVERNMENT                |       |        |               |      |         |                 |         |                 |         |                 |
| 8 Jul '51 through 27 Jul '51 . .  | 8     | -      | -             | -    | 2       | -               | 6       | -               | -       | -               |
| 28 Jul '51 through 26 Aug '51 . . | 12    | -      | -             | -    | 2       | 6               | 6       | 1               | 2       | -               |
| 27 Aug '51 through 25 Sep '51 . . | 17    | -      | -             | -    | 5       | 1               | 4       | 1               | 2       | -               |
| 26 Sep '51 through 25 Oct '51 . . | 17    | -      | -             | 2    | 2       | 4               | 6       | -               | 2       | 1               |
| 26 Oct '51 through 24 Nov '51 . . | 52    | 2      | -             | 1    | 3       | 8               | 7       | 22              | 5       | 4               |
| 25 Nov '51 through 24 Dec '51 . . | 91    | 2      | -             | 12   | 11      | 18              | 12      | 26              | 6       | 4               |
| 25 Dec '51 through 23 Jan '52 . . | 27    | 1      | -             | 9    | 3       | 3               | 4       | 7               | -       | -               |
| 24 Jan '52 through 22 Feb '52 . . | 74    | -      | -             | 11   | 12      | 16              | 13      | 12              | 5       | 5               |
| 23 Feb '52 through 23 Mar '52 . . | 35    | 4      | -             | 3    | 6       | 8               | 4       | 9               | 1       | -               |
| 24 Mar '52 through 22 Apr '52 . . | 38    | -      | -             | 6    | 2       | 12              | 4       | 7               | 3       | 4               |
| 23 Apr '52 through 1 Jun '52 . .  | 23    | 2      | -             | 1    | 3       | 4               | 4       | 5               | 2       | 2               |
| 2 Jun '52 through 1 Jul '52 . .   | 29    | 1      | -             | 6    | 5       | 4               | 5       | 7               | -       | 1               |
| CIVILIANS                         |       |        |               |      |         |                 |         |                 |         |                 |
| 8 Jul '51 through 27 Jul '51 . .  | 17    | 8      | -             | -    | 3       | 4               | -       | 1               | -       | 1               |
| 28 Jul '51 through 26 Aug '51 . . | 16    | 2      | 1             | 2    | 4       | 6               | 1       | -               | -       | -               |
| 27 Aug '51 through 25 Sep '51 . . | 18    | 6      | -             | -    | 3       | 6               | -       | -               | -       | -               |
| 26 Sep '51 through 25 Oct '51 . . | 14    | 2      | 1             | -    | 7       | 4               | -       | -               | -       | -               |
| 26 Oct '51 through 24 Nov '51 . . | 2     | 2      | -             | -    | 5       | 6               | 11      | -               | 3       | -               |
| 25 Nov '51 through 24 Dec '51 . . | 16    | 5      | -             | 1    | 4       | 5               | -       | -               | -       | 1               |
| 25 Dec '51 through 23 Jan '52 . . | 28    | 7      | -             | -    | 6       | 14              | -       | -               | 1       | -               |
| 24 Jan '52 through 22 Feb '52 . . | 24    | 2      | -             | 3    | 7       | 9               | -       | 1               | 2       | -               |
| 23 Feb '52 through 23 Mar '52 . . | 17    | 4      | -             | 1    | 6       | 5               | -       | -               | 1       | -               |
| 24 Mar '52 through 22 Apr '52 . . | 26    | 4      | 1             | 1    | 7       | 10              | -       | -               | 2       | 1               |
| 23 Apr '52 through 1 Jun '52 . .  | 24    | 8      | -             | 2    | 9       | 3               | -       | -               | -       | 2               |
| 2 Jun '52 through 1 Jul '52 . .   | 26    | 4      | 1             | 2    | 8       | 10              | -       | -               | -       | 1               |

a/ Includes 1 Coast Guard.

SOURCE: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 45 - TOTAL MOVEMENTS TO JAPAN BY TYPE OF CARRIER (WESTBOUND)  
- FY 1952

(Table represents the actual number of passengers moved and not the number of movements.)

| Date                | Trips    |                   |                | Tonnage  |                   |                | Passengers |                   |                |
|---------------------|----------|-------------------|----------------|----------|-------------------|----------------|------------|-------------------|----------------|
|                     | Military | Civilian Contract | United Nations | Military | Civilian Contract | United Nations | Military   | Civilian Contract | United Nations |
| <u>1951</u>         |          |                   |                |          |                   |                |            |                   |                |
| July . . . . .      | 99       | 303               | 45             | 732.1    | 1,609.4           | 167.0          | 439        | 4,319             | 534            |
| August . . . . .    | 67       | 310               | 45             | 531.3    | 1,691.1           | 169.8          | 571        | 4,973             | 605            |
| September . . . . . | 63       | 340               | 41             | 410.5    | 1,729.0           | 142.2          | 98         | 5,108             | 595            |
| October . . . . .   | 118      | 380               | 41             | 888.5    | 1,975.5           | 149.4          | 801        | 5,420             | 485            |
| November . . . . .  | 58       | 389               | 39             | 376.2    | 1,927.9           | 137.4          | 258        | 4,746             | 568            |
| December . . . . .  | 95       | 362               | 39             | 462.5    | 1,732.5           | 139.7          | 268        | 3,552             | 519            |
| <u>1952</u>         |          |                   |                |          |                   |                |            |                   |                |
| January . . . . .   | 158      | 296               | 41             | 718.0    | 1,327.9           | 138.0          | 1,593      | 2,946             | 508            |
| February . . . . .  | 145      | 291               | 38             | 708.2    | 1,380.2           | 136.2          | 1,564      | 3,485             | 505            |
| March . . . . .     | 178      | 288               | 39             | 844.1    | 1,438.5           | 140.7          | 2,383      | 3,728             | 626            |
| April . . . . .     | 153      | 289               | 38             | 751.1    | 1,389.7           | 133.9          | 1,914      | 3,930             | 912            |
| May . . . . .       | 162      | 279               | 39             | 819.1    | 1,282.2           | 138.7          | 2,205      | 3,481             | 693            |
| June . . . . .      | 104      | 278               | 28             | 607.5    | 1,474.5           | 89.4           | 1,547      | 3,913             | 539            |

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 46 - AEROMEDICAL EVACUATION OF CASUALTIES FROM JAPAN  
BY TYPE OF WAR CASUALTY - FY 1952

(Table represents the actual number of passengers moved and not the number of movements.)

| Date                | Total | Mental | Disease | Wounded | Injury |
|---------------------|-------|--------|---------|---------|--------|
| <u>1951</u>         |       |        |         |         |        |
| July . . . . .      | 1,348 | 184    | 308     | 666     | 190    |
| August . . . . .    | 965   | 123    | 284     | 422     | 136    |
| September . . . . . | 1,000 | 124    | 210     | 558     | 108    |
| October . . . . .   | 1,279 | 107    | 163     | 861     | 148    |
| November . . . . .  | 1,814 | 90     | 311     | 1,086   | 327    |
| December . . . . .  | 1,167 | 95     | 288     | 576     | 208    |
| <u>1952</u>         |       |        |         |         |        |
| January . . . . .   | 859   | 92     | 282     | 369     | 116    |
| February . . . . .  | 616   | 101    | 242     | 203     | 70     |
| March . . . . .     | 648   | 84     | 239     | 207     | 118    |
| April . . . . .     | 633   | 64     | 252     | 208     | 109    |
| May . . . . .       | 655   | 78     | 240     | 213     | 124    |
| June . . . . .      | 685   | 85     | 261     | 234     | 105    |

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 47-- AEROMEDICAL EVACUATION OF CASUALTIES FROM JAPAN BY TYPE OF WAR AND NON-WAR CASUALTY - FY 1952

(Table represents actual number of persons moved and not the number of movements).

| Date                | Patients From Japan |       | Non-War Patients |            | War Patients |            |
|---------------------|---------------------|-------|------------------|------------|--------------|------------|
|                     | Non-War             | War   | Litter           | Ambulatory | Litter       | Ambulatory |
| <u>1951</u>         |                     |       |                  |            |              |            |
| July . . . . .      | 358                 | 1,348 | 155              | 203        | 767          | 581        |
| August . . . . .    | 389                 | 965   | 147              | 242        | 542          | 423        |
| September . . . . . | 334                 | 1,000 | 124              | 210        | 627          | 373        |
| October . . . . .   | 334                 | 1,279 | 116              | 218        | 945          | 334        |
| November . . . . .  | 364                 | 1,814 | 143              | 221        | 1,161        | 653        |
| December . . . . .  | 327                 | 1,167 | 132              | 195        | 574          | 593        |
| <u>1952</u>         |                     |       |                  |            |              |            |
| January . . . . .   | 332                 | 859   | 146              | 186        | 474          | 385        |
| February . . . . .  | 283                 | 616   | 143              | 140        | 334          | 282        |
| March . . . . .     | 248                 | 648   | 97               | 151        | 353          | 295        |
| April . . . . .     | 236                 | 633   | 113              | 123        | 326          | 307        |
| May . . . . .       | 229                 | 655   | 110              | 119        | 375          | 280        |
| June . . . . .      | 241                 | 685   | 106              | 135        | 401          | 284        |

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 48 - AEROMEDICAL EVACUATION OF CASUALTIES FROM JAPAN BY TYPE OF AIRCRAFT - FY 1952

(Table represents actual number of persons moved and not the number of movements).

| Date                | C-54     |       |                           | C-97     |       |                           |
|---------------------|----------|-------|---------------------------|----------|-------|---------------------------|
|                     | Patients | Trips | Average Patients Per Trip | Patients | Trips | Average Patients Per Trip |
| <u>1951</u>         |          |       |                           |          |       |                           |
| July . . . . .      | 1,067    | 45    | 24                        | 639      | 13    | 49                        |
| August . . . . .    | 868      | 36    | 24                        | 486      | 9     | 54                        |
| September . . . . . | 1,033    | 41    | 25                        | 301      | 6     | 50                        |
| October . . . . .   | 1,181    | 48    | 25                        | 432      | 16    | 27                        |
| November . . . . .  | 1,617    | 43    | 38                        | 561      | 8     | 70                        |
| December . . . . .  | 1,186    | 46    | 26                        | 308      | 6     | 51                        |
| <u>1952</u>         |          |       |                           |          |       |                           |
| January . . . . .   | 953      | 38    | 25                        | 238      | 5     | 48                        |
| February . . . . .  | 693      | 31    | 22                        | 206      | 5     | 41                        |
| March . . . . .     | 608      | 25    | 24                        | 288      | 6     | 48                        |
| April . . . . .     | 494      | 21    | 24                        | 375      | 9     | 42                        |
| May . . . . .       | 614      | 25    | 25                        | 270      | 7     | 39                        |
| June . . . . .      | 648      | 17    | 38                        | 278      | 4     | 70                        |

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 49 - PATIENT AEROMEDICAL EVACUATION STATISTICS - FY 1952

(Table represents the actual number of patients moved and not the number of movements.)

| Date                | Patient Movements |                |          | Average Miles Per Patient Flown | Nautical Patient Miles Flown |                |            |
|---------------------|-------------------|----------------|----------|---------------------------------|------------------------------|----------------|------------|
|                     | Total             | Continental US | Overseas |                                 | Total                        | Continental US | Overseas   |
| <u>1951</u>         |                   |                |          |                                 |                              |                |            |
| July . . . . .      | 11,146            | 7,166          | 3,980    | 1,399                           | 15,591,634                   | 5,674,202      | 9,917,432  |
| August . . . . .    | 10,027            | 6,454          | 3,573    | 1,351                           | 13,546,255                   | 4,756,165      | 8,790,090  |
| September . . . . . | 9,098             | 5,824          | 3,274    | 1,368                           | 12,442,919                   | 4,124,753      | 8,318,166  |
| October . . . . .   | 12,960            | 8,037          | 4,923    | 1,398                           | 18,117,843                   | 6,134,833      | 11,983,010 |
| November . . . . .  | 12,982            | 7,869          | 5,113    | 1,436                           | 18,646,665                   | 5,891,523      | 12,755,142 |
| December . . . . .  | 10,823            | 6,968          | 3,855    | 1,367                           | 14,793,031                   | 5,289,797      | 9,503,234  |
| <u>1952</u>         |                   |                |          |                                 |                              |                |            |
| January . . . . .   | 9,703             | 6,411          | 3,292    | 1,302                           | 12,633,953                   | 4,563,519      | 8,070,434  |
| February . . . . .  | 8,752             | 6,065          | 2,687    | 1,240                           | 10,849,709                   | 4,157,625      | 6,692,084  |
| March . . . . .     | 8,288             | 5,672          | 2,616    | 1,255                           | 10,399,217                   | 3,968,540      | 6,430,677  |
| April . . . . .     | 8,950             | 6,428          | 2,522    | 1,203                           | 10,770,903                   | 4,419,127      | 6,351,776  |
| May . . . . .       | 8,003             | 5,581          | 2,422    | 1,425                           | 11,402,257                   | 4,522,237      | 6,880,020  |
| June . . . . .      | 7,993             | 5,388          | 2,605    | 1,451                           | 11,599,024                   | 4,246,774      | 7,352,250  |

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 50 - AEROMEDICAL EVACUATION OF PATIENTS THROUGH US PORTS - FY 1952

| Date                | Westover | Brookley | Travis | McChord |
|---------------------|----------|----------|--------|---------|
| <u>1951</u>         |          |          |        |         |
| July . . . . .      | 220      | 22       | 1,818  | 27      |
| August . . . . .    | 278      | 28       | 1,638  | 39      |
| September . . . . . | 177      | 47       | 1,509  | 15      |
| October . . . . .   | 325      | 33       | 2,342  | 21      |
| November . . . . .  | 360      | 18       | 2,330  | 49      |
| December . . . . .  | 409      | 45       | 1,692  | 33      |
| <u>1952</u>         |          |          |        |         |
| January . . . . .   | 328      | 78       | 1,468  | 18      |
| February . . . . .  | 417      | 23       | 1,119  | 35      |
| March . . . . .     | 321      | 93       | 1,194  | 20      |
| April . . . . .     | 449      | 19       | 1,032  | 28      |
| May . . . . .       | 365      | 26       | 1,057  | 15      |
| June . . . . .      | 353      | 44       | 1,199  | 45      |

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 51 - MATS OPERATIONS FROM US (McCHORD AND TRAVIS) TO POINTS IN PACIFIC, INCLUDING TOKYO - FY 1952

| TYPE OF CARRIER            | FIRST HALF FISCAL YEAR 1952   |                 |                |                |                |                |                |                |                |                |                |                |                |                |
|----------------------------|---|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                            | 25 Jun 50-Jun 51  | JULY            | AUGUST         | SEPTEMBER      | OCTOBER        | NOVEMBER       | DECEMBER       |                |                |                |                |                |                |                |
|                            | DEPARTURES BY MONTH <sup>a/</sup> (NUMBER AIRCRAFT DEPARTED BY MONTH) |                 |                |                |                |                |                |                |                |                |                |                |                |                |
| <u>DEPARTURES - TOTAL</u>  | <u>5,910</u>  | <u>447</u>      | <u>422</u>     | <u>444</u>     | <u>539</u>     | <u>486</u>     | <u>496</u>     |                |                |                |                |                |                |                |
| Military Carrier . . . . . | 1,994   | 99              | 67             | 63             | 118            | 58             | 95             |                |                |                |                |                |                |                |
| Contract Carrier . . . . . | 3,500   | 303             | 310            | 340            | 380            | 389            | 362            |                |                |                |                |                |                |                |
| United Nations . . . . .   | 416   | 45              | 45             | 41             | 41             | 39             | 39             |                |                |                |                |                |                |                |
|                            | TONNAGE DEPARTED BY MONTH   |                 |                |                |                |                |                |                |                |                |                |                |                |                |
|                            | Total   | Tokyo b/        | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       |
| <u>TOTAL</u>               | <u>31,096.8</u>   | <u>26,094.0</u> | <u>2,508.5</u> | <u>2,007.3</u> | <u>2,392.2</u> | <u>1,952.7</u> | <u>2,281.7</u> | <u>1,876.7</u> | <u>3,013.4</u> | <u>2,492.5</u> | <u>2,441.5</u> | <u>2,101.7</u> | <u>2,334.7</u> | <u>1,870.5</u> |
| Military Carrier . . . . . | 11,586.0  | 8,046.4         | 732.1          | 533.3          | 531.3          | 375.1          | 410.5          | 285.0          | 888.5          | 685.5          | 376.2          | 266.9          | 462.5          | 304.1          |
| Contract Carrier . . . . . | 17,676.7  | 16,222.3        | 1,609.4        | 1,307.0        | 1,691.1        | 1,407.8        | 1,729.0        | 1,449.5        | 1,975.5        | 1,657.6        | 1,927.9        | 1,697.4        | 1,732.5        | 1,427.9        |
| United Nations . . . . .   | 1,834.1   | 1,825.3         | 167.0          | 167.0          | 169.8          | 169.8          | 142.2          | 142.2          | 149.4          | 149.4          | 137.4          | 137.4          | 139.7          | 138.5          |
|                            | PASSENGERS DEPARTED BY MONTH  |                 |                |                |                |                |                |                |                |                |                |                |                |                |
|                            | Total   | Tokyo b/        | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       |
| <u>TOTAL</u>               | <u>91,764</u>   | <u>76,864</u>   | <u>5,292</u>   | <u>4,117</u>   | <u>6,149</u>   | <u>4,919</u>   | <u>5,801</u>   | <u>4,698</u>   | <u>6,706</u>   | <u>5,265</u>   | <u>5,572</u>   | <u>4,565</u>   | <u>4,339</u>   | <u>2,889</u>   |
| Military Carrier . . . . . | 27,040  | 19,062          | 439            | 389            | 571            | 336            | 98             | 17             | 801            | 571            | 258            | 6              | 268            | 59             |
| Contract Carrier . . . . . | 57,305  | 50,383          | 4,319          | 3,194          | 4,973          | 3,978          | 5,108          | 4,086          | 5,420          | 4,209          | 4,746          | 3,991          | 3,552          | 2,311          |
| United Nations . . . . .   | 7,419   | 7,419           | 534            | 534            | 605            | 605            | 595            | 595            | 485            | 485            | 568            | 568            | 519            | 519            |

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TABLE 51 - MATS OPERATIONS FROM US (McCHORD AND TRAVIS) TO POINTS IN PACIFIC INCLUDING TOKYO - FY 1952 -- CONTINUED

| TYPE OF CARRIER   | LAST HALF FISCAL YEAR 1952 |                |                |                |                |                |                |                |                |                |                |                |
|---|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|   | JANUARY                    | FEBRUARY       | MARCH          | APRIL          | MAY            | JUNE           |                |                |                |                |                |                |
| DEPARTURES BY MONTH <sup>a/</sup> (NUMBER AIRCRAFT DEPARTED BY MONTH) |                            |                |                |                |                |                |                |                |                |                |                |                |
| <u>DEPARTURES - TOTAL</u>   | <u>495</u>                 | <u>474</u>     | <u>505</u>     | <u>480</u>     | <u>480</u>     | <u>410</u>     |                |                |                |                |                |                |
| Military Carrier . . . . .  | 158                        | 145            | 178            | 153            | 162            | 104            |                |                |                |                |                |                |
| Contract Carrier . . . . .  | 296                        | 291            | 288            | 289            | 279            | 278            |                |                |                |                |                |                |
| United Nations . . . . .  | 41                         | 38             | 39             | 38             | 39             | 28             |                |                |                |                |                |                |
| TONNAGE DEPARTED BY MONTH   |                            |                |                |                |                |                |                |                |                |                |                |                |
|   | Total                      | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       |
| <u>TOTAL</u>  | <u>2,183.9</u>             | <u>1,818.0</u> | <u>2,224.6</u> | <u>1,794.1</u> | <u>2,423.3</u> | <u>1,932.5</u> | <u>2,274.7</u> | <u>1,826.6</u> | <u>2,240.0</u> | <u>1,794.4</u> | <u>2,171.4</u> | <u>1,618.3</u> |
| Military Carrier . . . . .  | 718.0                      | 394.3          | 708.2          | 370.5          | 844.1          | 387.6          | 751.1          | 365.8          | 819.1          | 399.4          | 607.5          | 130.0          |
| Contract Carrier . . . . .  | 1,327.9                    | 1,287.6        | 1,380.2        | 1,288.7        | 1,438.5        | 1,404.2        | 1,389.7        | 1,326.9        | 1,282.2        | 1,256.3        | 1,474.5        | 1,398.9        |
| United Nations . . . . .  | 138.0                      | 136.1          | 136.2          | 134.9          | 140.7          | 140.7          | 133.9          | 133.9          | 138.7          | 138.7          | 89.4           | 89.4           |
| PASSENGERS DEPARTED BY MONTH  |                            |                |                |                |                |                |                |                |                |                |                |                |
|   | Total                      | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       | Total          | Tokyo b/       |
| <u>TOTAL</u>  | <u>5,047</u>               | <u>3,769</u>   | <u>5,554</u>   | <u>4,315</u>   | <u>6,737</u>   | <u>5,188</u>   | <u>6,756</u>   | <u>5,160</u>   | <u>6,379</u>   | <u>4,888</u>   | <u>5,999</u>   | <u>4,130</u>   |
| Military Carrier . . . . .  | 1,593                      | 395            | 1,564          | 568            | 2,383          | 929            | 1,914          | 664            | 2,205          | 812            | 1,547          | 10             |
| Contract Carrier . . . . .  | 2,946                      | 2,866          | 3,485          | 3,242          | 3,728          | 3,633          | 3,930          | 3,584          | 3,481          | 3,383          | 3,913          | 3,581          |
| United Nations . . . . .  | 508                        | 508            | 505            | 505            | 626            | 626            | 912            | 912            | 693            | 693            | 539            | 539            |

a/ McChord and Travis to all FEAF stations in the Pacific Area.

b/ Amount of total actually arriving in Tokyo.

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 52 - 315TH AIR DIVISION - COMBAT CARGO OPERATIONS - FY 1952  
(BY AREA)

(Includes operations of C-124 aircraft and RHAF C-47's which are not separately shown. Passenger and Ton Miles are shown in millions.)

| OPERATIONS                               | TOTAL<br>OR<br>AVERAGE | JULY<br>1951 | AUGUST | SEPTEMBER | OCTOBER | NOVEMBER | DECEMBER | JANUARY<br>1952 | FEBRUARY | MARCH  | APRIL  | MAY    | JUNE   |
|--|------------------------|--------------|--------|-----------|---------|----------|----------|-----------------|----------|--------|--------|--------|--------|
| <u>TOTAL</u>                             |                        |              |        |           |         |          |          |                 |          |        |        |        |        |
| Average Possessed . . . . .              | 214                    | 220          | 218    | 229       | 228     | 217      | 215      | 213             | 210      | 210    | 211    | 198    | 202    |
| Average Combat Ready . . . . .           | 148                    | 176          | 158    | 180       | 167     | 164      | 148      | 138             | 117      | 128    | 141    | 137    | 126    |
| Percent Combat Ready . . . . .           | 69                     | 80           | 72     | 79        | 73      | 76       | 69       | 65              | 56       | 61     | 67     | 69     | 62     |
| Number of Sorties . . . . .              | 69,703                 | 5,957        | 6,362  | 5,969     | 6,933   | 5,819    | 6,032    | 5,717           | 5,273    | 5,788  | 4,515  | 5,692  | 5,646  |
| Number Flying Hours . . . . .            | 240,906                | 21,393       | 24,483 | 19,389    | 23,137  | 19,339   | 19,566   | 19,982          | 18,536   | 19,611 | 19,288 | 17,985 | 18,197 |
| Per Average Aircraft Possessed . . . . . | 1,126                  | 97           | 111    | 88        | 101     | 89       | 91       | 94              | 88       | 93     | 91     | 91     | 90     |
| Total Tons Carried . . . . .             | 211,928                | 17,192       | 17,989 | 18,471    | 19,047  | 18,988   | 19,572   | 17,037          | 15,332   | 17,139 | 16,575 | 17,442 | 17,144 |
| Per Average Aircraft Possessed . . . . . | 990                    | 78           | 83     | 81        | 84      | 88       | 91       | 80              | 73       | 82     | 79     | 88     | 85     |
| Total Tons Freight . . . . .             | 100,598                | 8,397        | 8,418  | 10,073    | 9,528   | 9,944    | 10,814   | 8,464           | 6,953    | 7,807  | 6,309  | 7,148  | 6,743  |
| Total Personnel . . . . .                | 1,116,410              | 85,374       | 91,872 | 95,891    | 93,837  | 90,831   | 91,962   | 89,775          | 87,139   | 95,366 | 98,361 | 98,763 | 97,239 |
| Per Average Aircraft Possessed . . . . . | 5,217                  | 388          | 421    | 419       | 412     | 419      | 428      | 421             | 415      | 454    | 466    | 499    | 481    |
| Patients . . . . .                       | 79,083                 | 5,965        | 5,565  | 11,869    | 12,718  | 7,023    | 6,249    | 5,541           | 5,584    | 5,345  | 3,847  | 4,588  | 4,789  |
| Other . . . . .                          | 1,037,327              | 79,409       | 86,307 | 84,022    | 81,119  | 83,808   | 85,713   | 84,234          | 81,555   | 90,021 | 94,514 | 94,175 | 92,450 |
| Total Ton Miles . . . . .                | 44,894                 | 5,014        | 3,924  | 3,413     | 3,952   | 3,387    | 4,143    | 4,012           | 2,776    | 2,182  | 4,095  | 5,386  | 2,700  |
| Average Miles Flown . . . . .            | 211.8                  | 291.5        | 218.6  | 184.8     | 207.5   | 183.9    | 211.7    | 235.4           | 180.9    | 126.5  | 247.1  | 310.3  | 157.5  |
| Total Personnel Miles . . . . .          | 514,462                | 37,526       | 47,525 | 43,805    | 43,510  | 39,873   | 36,483   | 44,102          | 43,902   | 44,901 | 50,503 | 43,528 | 38,804 |
| Average Miles Flown . . . . .            | 460.8                  | 439.5        | 517.3  | 456.8     | 463.7   | 439.0    | 396.7    | 491.3           | 503.8    | 470.8  | 513.4  | 440.7  | 399.1  |
| <u>INTO KOREA</u>                        |                        |              |        |           |         |          |          |                 |          |        |        |        |        |
| Total Sorties . . . . .                  | 21,877                 | 1,706        | 2,328  | 1,851     | 1,941   | 2,029    | 2,199    | 1,808           | 1,578    | 1,836  | 1,203  | 1,647  | 1,751  |
| Total Tons Cargo . . . . .               | 88,938                 | 7,000        | 8,450  | 7,787     | 7,815   | 8,250    | 9,257    | 7,019           | 6,174    | 7,175  | 6,479  | 6,499  | 7,033  |
| Tons Freight . . . . .                   | 48,689                 | 4,357        | 4,866  | 4,835     | 4,905   | 5,104    | 5,886    | 3,773           | 2,934    | 3,624  | 2,544  | 2,715  | 3,146  |
| Total Personnel . . . . .                | 383,076                | 25,250       | 33,904 | 28,599    | 27,638  | 31,794   | 32,758   | 31,526          | 32,023   | 34,146 | 36,178 | 34,703 | 34,552 |
| Patients . . . . .                       | 797                    | -            | -      | -         | -       | -        | -        | -               | 778      | 2      | 15     | 2      | -      |
| Other . . . . .                          | 382,279                | 25,250       | 33,904 | 28,599    | 27,638  | 31,794   | 32,758   | 31,526          | 31,245   | 34,144 | 36,163 | 34,701 | 34,552 |
| Total Ton Miles . . . . .                | 20,355                 | 2,326        | 2,138  | 1,965     | 1,772   | 1,515    | 1,671    | 1,510           | 1,338    | .980   | 1,756  | 2,194  | 1,190  |
| Total Personnel Miles . . . . .          | 190,780                | 11,169       | 20,640 | 14,186    | 15,900  | 14,110   | 14,657   | 17,427          | 17,116   | 16,515 | 14,464 | 18,273 | 16,323 |

TABLE 52 - 315TH AIR DIVISION - COMBAT CARGO OPERATIONS - FY 1952 (CONTINUED)

| <u>INTRA KOREA</u>              |         |        |        |        |        |        |        |        |        |        |        |        |        |  |
|---------------------------------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|
| Total Sorties . . . . .         | 15,826  | 1,610  | 1,121  | 1,314  | 1,360  | 1,126  | 1,099  | 1,198  | 1,108  | 1,246  | 1,520  | 1,530  | 1,594  |  |
| Total Tons Cargo . . . . .      | 30,371  | 3,428  | 2,638  | 2,920  | 2,884  | 2,350  | 2,451  | 2,273  | 1,983  | 2,268  | 2,486  | 2,594  | 2,096  |  |
| Tons Freight . . . . .          | 17,105  | 1,634  | 1,345  | 2,066  | 1,531  | 1,550  | 1,540  | 1,409  | 1,139  | 1,291  | 1,302  | 1,319  | 979    |  |
| Total Personnel . . . . .       | 153,763 | 17,441 | 13,442 | 13,330 | 13,484 | 10,340 | 11,566 | 11,472 | 10,880 | 12,926 | 12,823 | 14,296 | 11,763 |  |
| Patients . . . . .              | 35,622  | 3,008  | 2,723  | 5,819  | 4,886  | 2,316  | 2,494  | 2,867  | 2,484  | 3,245  | 1,804  | 2,139  | 1,837  |  |
| Other . . . . .                 | 118,141 | 14,433 | 10,719 | 7,511  | 8,598  | 8,024  | 9,072  | 8,605  | 8,396  | 9,681  | 11,019 | 12,157 | 9,926  |  |
| Total Ton Miles . . . . .       | 3.060   | .396   | .288   | .291   | .394   | .359   | .358   | .322   | .105   | .106   | .130   | .184   | .127   |  |
| Total Personnel Miles . . . . . | 32.339  | 2.310  | 3.294  | 3.979  | 1.978  | 2.216  | 2.335  | 2.617  | 1.905  | 2.310  | 3.403  | 3.523  | 2.469  |  |
| <u>OUT OF KOREA</u>             |         |        |        |        |        |        |        |        |        |        |        |        |        |  |
| Total Sorties . . . . .         | 17,743  | 1,452  | 1,599  | 1,534  | 1,682  | 1,663  | 1,654  | 1,493  | 1,401  | 1,534  | 1,031  | 1,276  | 1,424  |  |
| Total Tons Cargo . . . . .      | 56,264  | 3,788  | 3,645  | 4,366  | 4,845  | 4,922  | 4,832  | 4,878  | 4,500  | 4,986  | 5,052  | 5,281  | 5,169  |  |
| Tons Freight . . . . .          | 17,209  | 790    | 806    | 1,649  | 1,260  | 1,787  | 1,682  | 1,684  | 1,430  | 1,562  | 1,400  | 1,666  | 1,493  |  |
| Total Personnel . . . . .       | 397,925 | 27,916 | 28,120 | 32,323 | 35,042 | 34,858 | 33,982 | 33,893 | 31,936 | 34,635 | 34,876 | 35,109 | 35,235 |  |
| Patients . . . . .              | 37,245  | 2,729  | 2,544  | 5,554  | 7,076  | 4,012  | 3,085  | 2,141  | 2,068  | 1,770  | 1,666  | 2,043  | 2,537  |  |
| Other . . . . .                 | 360,680 | 25,187 | 25,576 | 26,769 | 27,966 | 30,846 | 30,897 | 31,752 | 29,868 | 32,865 | 33,210 | 33,066 | 32,678 |  |
| Total Ton Miles . . . . .       | 9.778   | .604   | .646   | .520   | .564   | .510   | 1.282  | .792   | .636   | .540   | 1.259  | 1.786  | .639   |  |
| Total Personnel Miles . . . . . | 206.984 | 16.277 | 16.306 | 17.833 | 17.573 | 17.650 | 13.999 | 18.895 | 18.515 | 21.538 | 17.656 | 16.791 | 13.951 |  |
| <u>INTRA JAPAN</u>              |         |        |        |        |        |        |        |        |        |        |        |        |        |  |
| Total Sorties . . . . .         | 13,504  | 1,189  | 1,346  | 1,270  | 1,245  | 1,051  | 1,080  | 1,218  | 1,086  | 1,142  | 761    | 1,239  | 877    |  |
| Total Tons Cargo . . . . .      | 35,724  | 2,989  | 3,214  | 3,409  | 3,520  | 2,901  | 3,035  | 2,867  | 2,688  | 2,712  | 2,562  | 2,981  | 2,846  |  |
| Tons Freight . . . . .          | 17,595  | 1,616  | 1,401  | 1,523  | 1,832  | 1,503  | 1,706  | 1,598  | 1,450  | 1,330  | 1,063  | 1,448  | 1,125  |  |
| Total Personnel . . . . .       | 181,646 | 14,762 | 16,406 | 21,639 | 17,673 | 13,839 | 13,656 | 12,884 | 12,300 | 13,659 | 14,484 | 14,655 | 15,689 |  |
| Patients . . . . .              | 5,419   | 228    | 298    | 496    | 756    | 695    | 670    | 533    | 254    | 328    | 362    | 404    | 395    |  |
| Other . . . . .                 | 176,227 | 14,534 | 16,108 | 21,143 | 16,917 | 13,144 | 12,986 | 12,351 | 12,046 | 13,331 | 14,122 | 14,251 | 15,294 |  |
| Total Ton Miles . . . . .       | 11.791  | 1.688  | .852   | .637   | 1.222  | 1.003  | .832   | 1.388  | .697   | .556   | .950   | 1.222  | .744   |  |
| Total Personnel Miles . . . . . | 84.359  | 7.770  | 7.285  | 7.807  | 8.059  | 5.897  | 5.492  | 5.163  | 6.366  | 4.538  | 14.980 | 4.941  | 6.061  |  |

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C



TABLE 53 - 315TH AIR DIVISION - COMBAT CARGO OPERATIONS - FY 1952  
(BY TYPE OF AIRCRAFT)

| OPERATIONS                               | TOTAL<br>or<br>AVERAGE | JULY<br>1951 | AUGUST | SEPTEMBER | OCTOBER | NOVEMBER | DECEMBER | JANUARY<br>1952 | FEBRUARY | MARCH  | APRIL  | MAY    | JUNE   |
|--|------------------------|--------------|--------|-----------|---------|----------|----------|-----------------|----------|--------|--------|--------|--------|
| C-47 OPERATIONS                          |                        |              |        |           |         |          |          |                 |          |        |        |        |        |
| Average Aircraft Possessed . . . . .     | 25                     | 28           | 23     | 27        | 28      | 24       | 25       | 26              | 27       | 27     | 25     | 22     | 23     |
| Average Aircraft Combat Ready . . . . .  | 18                     | 24           | 19     | 18        | 20      | 18       | 18       | 19              | 20       | 19     | 18     | 15     | 12     |
| Percent Combat Ready . . . . .           | 72                     | 86           | 83     | 67        | 71      | 75       | 72       | 73              | 74       | 70     | 72     | 68     | 52     |
| Number of Sorties . . . . .              | 11,749                 | 1,261        | 932    | 1,253     | 1,115   | 981      | 903      | 719             | 690      | 768    | 1,246  | 1,017  | 864    |
| Number Hours Flown . . . . .             | 26,622                 | 3,053        | 2,978  | 2,869     | 2,744   | 2,544    | 2,306    | 1,875           | 1,752    | 1,973  | 1,887  | 1,507  | 1,134  |
| Per Average Aircraft Possessed . . . . . | 1,064                  | 109          | 129    | 106       | 98      | 106      | 92       | 72              | 65       | 73     | 75     | 69     | 49     |
| Total Tons Carried . . . . .             | 17,631                 | 2,298        | 1,476  | 2,035     | 1,774   | 2,128    | 1,385    | 1,068           | 948      | 1,198  | 1,185  | 1,106  | 1,030  |
| Per Average Aircraft Possessed . . . . . | 705                    | 82           | 64     | 75        | 63      | 89       | 55       | 41              | 35       | 44     | 47     | 50     | 45     |
| Total Personnel . . . . .                | 95,589                 | 12,683       | 8,341  | 11,284    | 10,313  | 7,098    | 7,021    | 6,104           | 5,626    | 7,209  | 7,360  | 6,639  | 5,911  |
| Per Average Aircraft Possessed . . . . . | 3,823                  | 453          | 362    | 418       | 368     | 296      | 281      | 235             | 208      | 267    | 294    | 302    | 560    |
| Patients . . . . .                       | 36,227                 | 2,859        | 2,632  | 5,469     | 4,606   | 2,617    | 2,768    | 2,862           | 2,605    | 3,368  | 2,037  | 2,358  | 2,046  |
| Other . . . . .                          | 59,362                 | 9,824        | 5,709  | 5,815     | 5,707   | 4,481    | 4,253    | 3,242           | 3,021    | 3,841  | 5,323  | 4,281  | 3,865  |
| C-46 OPERATIONS                          |                        |              |        |           |         |          |          |                 |          |        |        |        |        |
| Average Aircraft Possessed . . . . .     | 57                     | 56           | 57     | 59        | 60      | 59       | 61       | 59              | 58       | 56     | 56     | 51     | 54     |
| Average Aircraft Combat Ready . . . . .  | 42                     | 46           | 41     | 51        | 44      | 45       | 48       | 43              | 40       | 33     | 37     | 39     | 40     |
| Percent Combat Ready . . . . .           | 74                     | 82           | 72     | 86        | 73      | 76       | 79       | 73              | 69       | 59     | 66     | 76     | 74     |
| Number of Sorties . . . . .              | 14,771                 | 1,180        | 1,647  | 681       | 1,134   | 1,297    | 1,400    | 1,504           | 1,516    | 1,378  | 683    | 961    | 1,390  |
| Number Hours Flown . . . . .             | 60,623                 | 5,314        | 6,162  | 2,697     | 4,905   | 4,580    | 4,939    | 5,724           | 6,009    | 5,553  | 4,477  | 4,596  | 5,667  |
| Per Average Aircraft Possessed . . . . . | 1,064                  | 95           | 108    | 46        | 82      | 78       | 81       | 97              | 104      | 99     | 80     | 90     | 105    |
| Total Tons Cargo Carried . . . . .       | 34,135                 | 2,450        | 3,449  | 1,629     | 2,668   | 3,292    | 3,632    | 3,322           | 3,242    | 2,986  | 2,375  | 2,248  | 2,805  |
| Per Average Aircraft Possessed . . . . . | 599                    | 44           | 61     | 28        | 44      | 56       | 60       | 56              | 56       | 53     | 42     | 44     | 52     |
| Total Personnel . . . . .                | 143,983                | 12,322       | 15,313 | 6,014     | 9,931   | 9,546    | 11,969   | 13,153          | 14,669   | 12,654 | 13,490 | 12,499 | 12,423 |
| Per Average Aircraft Possessed . . . . . | 2,526                  | 220          | 269    | 102       | 166     | 162      | 196      | 223             | 253      | 226    | 241    | 245    | 230    |
| Patients . . . . .                       | 1,078                  | -            | -      | -         | -       | -        | 2        | 273             | 778      | -      | -      | 24     | 1      |
| Other . . . . .                          | 142,905                | 12,322       | 15,313 | 6,014     | 9,931   | 9,546    | 11,967   | 12,880          | 13,891   | 12,654 | 13,490 | 12,475 | 12,422 |

TABLE 53 - 315TH AIR DIVISION - COMBAT CARGO OPERATIONS - FY 1952 (CONTINUED)

|  | C-54 OPERATIONS  |        |        |        |        |        |        |        |        |        |        |        |        |
|--|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Average Aircraft Possessed . . . . .     | 60               | 58     | 60     | 61     | 61     | 60     | 60     | 60     | 59     | 60     | 61     | 60     | 60     |
| Average Aircraft Combat Ready . . . . .  | 46               | 48     | 47     | 44     | 46     | 46     | 46     | 46     | 45     | 46     | 45     | 50     | 47     |
| Percent Combat Ready . . . . .           | 77               | 83     | 78     | 72     | 75     | 77     | 77     | 77     | 76     | 77     | 74     | 83     | 78     |
| Number of Sorties . . . . .              | 33,909           | 2,646  | 2,634  | 3,426  | 3,700  | 2,863  | 2,710  | 2,733  | 2,659  | 2,989  | 2,003  | 2,531  | 3,015  |
| Number Flying Hours . . . . .            | 122,207          | 9,658  | 10,329 | 11,175 | 10,611 | 10,256 | 9,619  | 10,081 | 9,713  | 10,457 | 10,884 | 9,137  | 10,287 |
| Per Average Aircraft Possessed . . . . . | 2,035            | 167    | 172    | 183    | 174    | 171    | 160    | 168    | 165    | 174    | 178    | 152    | 171    |
| Total Tons Carried . . . . .             | 132,345          | 9,683  | 9,665  | 12,860 | 11,408 | 11,464 | 11,016 | 10,405 | 9,945  | 11,077 | 11,015 | 11,634 | 12,173 |
| Per Average Aircraft Possessed . . . . . | 2,206            | 167    | 161    | 211    | 187    | 191    | 184    | 173    | 169    | 185    | 181    | 194    | 203    |
| Total Personnel . . . . .                | 856,503          | 56,913 | 66,092 | 76,081 | 71,461 | 72,943 | 71,061 | 69,024 | 66,120 | 74,492 | 76,154 | 78,046 | 78,116 |
| Per Average Aircraft Possessed . . . . . | 14,274           | 981    | 1,101  | 1,247  | 1,171  | 1,216  | 1,184  | 1,150  | 1,121  | 1,241  | 1,248  | 1,301  | 1,302  |
| Patients . . . . .                       | 41,430           | 3,106  | 2,933  | 6,400  | 7,764  | 4,406  | 3,479  | 2,406  | 2,201  | 1,977  | 1,810  | 2,206  | 2,742  |
| Other . . . . .                          | 815,103          | 53,807 | 63,159 | 69,681 | 63,697 | 68,537 | 67,582 | 66,648 | 63,919 | 72,515 | 74,344 | 75,840 | 75,374 |
|  | C-119 OPERATIONS |        |        |        |        |        |        |        |        |        |        |        |        |
| Average Aircraft Possessed . . . . .     | 71               | 78     | 78     | 81     | 78     | 74     | 69     | 68     | 66     | 67     | 69     | 65     | 65     |
| Average Aircraft Combat Ready . . . . .  | 41               | 58     | 51     | 66     | 56     | 55     | 36     | 30     | 12     | 30     | 41     | 33     | 27     |
| Percent Combat Ready . . . . .           | 58               | 74     | 65     | 81     | 72     | 74     | 52     | 44     | 18     | 45     | 59     | 51     | 42     |
| Number of Sorties . . . . .              | 9,249            | 870    | 1,149  | 605    | 963    | 678    | 1,019  | 761    | 408    | 653    | 583    | 1,183  | 377    |
| Number Flying Hours . . . . .            | 31,106           | 3,368  | 5,014  | 2,632  | 4,815  | 1,959  | 2,702  | 2,032  | 1,062  | 1,628  | 2,040  | 2,745  | 1,109  |
| Per Average Aircraft Possessed . . . . . | 438              | 43     | 64     | 32     | 62     | 26     | 39     | 30     | 16     | 24     | 30     | 42     | 17     |
| Total Tons Carried . . . . .             | 27,504           | 2,761  | 3,399  | 1,892  | 2,908  | 2,104  | 3,539  | 2,237  | 1,197  | 1,878  | 2,000  | 2,454  | 1,135  |
| Per Average Aircraft Possessed . . . . . | 387              | 35     | 44     | 23     | 37     | 28     | 51     | 33     | 18     | 28     | 29     | 38     | 17     |
| Total Personnel . . . . .                | 19,683           | 3,456  | 2,126  | 2,456  | 1,566  | 1,244  | 1,911  | 1,464  | 724    | 1,011  | 1,357  | 1,579  | 789    |
| Per Average Aircraft Possessed . . . . . | 277              | 44     | 27     | 30     | 20     | 17     | 28     | 20     | 11     | 15     | 20     | 24     | 12     |
| Patients . . . . .                       | -                | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |
| Other . . . . .                          | 19,683           | 3,456  | 2,126  | 2,456  | 1,566  | 1,244  | 1,911  | 1,464  | 724    | 1,011  | 1,357  | 1,579  | 789    |

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/c

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TABLE 54 - SUMMARY OF FEAF HEALTH ADMISSION RATES TO FACILITIES - ALL CAUSES - FY 1952

(Admission rates are per thousand per annum.)

| Admission by Cause<br>FEAF Command Break | Jul<br>(1951) | Aug        | Sep        | Oct        | Nov        | Dec        | Jan<br>(1952) | Feb        | Mar        | Apr        | May        | Jun        |
|--|---------------|------------|------------|------------|------------|------------|---------------|------------|------------|------------|------------|------------|
| ALL CAUSES                               |               |            |            |            |            |            |               |            |            |            |            |            |
| <u>FEAF Overall</u> . . . . .            | <u>427</u>    | <u>442</u> | <u>436</u> | <u>406</u> | <u>361</u> | <u>342</u> | <u>370</u>    | <u>405</u> | <u>398</u> | <u>356</u> | <u>380</u> | <u>345</u> |
| 5th Air Force . . . . .                  | 488           | 470        | 499        | 490        | 405        | 395        | 402           | 459        | 490        | 486        | 493        | 426        |
| 13th Air Force . . . . .                 | 431           | 377        | 308        | 354        | 339        | 349        | 348           | 317        | 308        | 295        | 318        | 328        |
| 20th Air Force a/. . . . .               | 427           | 375        | b/357      | 312        | 305        | 296        | 344           | 348        | 303        | 217        | 236        | 188        |
| FEAMCCM . . . . .                        | 378           | 444        | 359        | 265        | 295        | 210        | 310           | 375        | 334        | 290        | 273        | 224        |
| 6000th B Sv Gp . . . . .                 | 351           | 379        | 319        | 386        | 209        | 395        | 443           | 204        | 229        | 153        | 167        | 153        |
| JADF c/. . . . .                         | 409           | 486        | 477        | 398        | 366        | 334        | 358           | 448        | 452        | 350        | 435        | 404        |
| 315th Air Division . . . . .             | e/            | e/         | e/         | e/         | e/         | e/         | e/            | e/         | e/         | e/         | e/         | e/         |
| 19th Bomb Wing . . . . .                 | 277           | 294        | 306        | 374        | 375        | 229        | 354           | 313        | 268        | 349        | 285        | 360        |
| DISEASES                                 |               |            |            |            |            |            |               |            |            |            |            |            |
| <u>FEAF Overall</u> . . . . .            | <u>370</u>    | <u>385</u> | <u>386</u> | <u>356</u> | <u>314</u> | <u>298</u> | <u>324</u>    | <u>355</u> | <u>348</u> | <u>316</u> | <u>325</u> | <u>299</u> |
| 5th Air Force . . . . .                  | 416           | 400        | 432        | 425        | 360        | 342        | 349           | 409        | 432        | 428        | 412        | 368        |
| 13th Air Force . . . . .                 | 351           | 292        | 245        | 284        | 270        | 278        | 285           | 248        | 253        | 250        | 284        | 281        |
| 20th Air Force a/. . . . .               | 363           | 313        | b/325      | 268        | 235        | 255        | 289           | 266        | 253        | 189        | 190        | 168        |
| FEAMCCM . . . . .                        | 357           | 416        | 331        | 249        | 281        | 197        | 282           | 325        | 296        | 269        | 253        | 196        |
| 6000th B Sv Gp . . . . .                 | 319           | 373        | 288        | 362        | 183        | 384        | 394           | 201        | 225        | 147        | 167        | 137        |
| JADF c/. . . . .                         | 361           | 435        | 432        | 356        | 316        | 296        | 327           | 406        | 393        | 316        | 377        | 352        |
| 315th Air Division . . . . .             | e/            | e/         | e/         | e/         | e/         | e/         | e/            | e/         | e/         | e/         | e/         | e/         |
| 19th Bomb Wing . . . . .                 | 238           | 255        | 271        | 322        | 306        | 163        | 274           | 247        | 228        | 285        | 220        | 314        |
| INFECTIVE AND PARASITIC DISEASES d/      |               |            |            |            |            |            |               |            |            |            |            |            |
| <u>FEAF Overall</u> . . . . .            | <u>26</u>     | <u>30</u>  | <u>24</u>  | <u>26</u>  | <u>21</u>  | <u>20</u>  | <u>22</u>     | <u>29</u>  | <u>22</u>  | <u>21</u>  | <u>27</u>  | <u>26</u>  |
| 5th Air Force . . . . .                  | 24            | 29         | 27         | 34         | 26         | 20         | 16            | 20         | 20         | 15         | 30         | 24         |
| 13th Air Force . . . . .                 | 38            | 32         | 23         | 28         | 32         | 33         | 34            | 44         | 24         | 39         | 26         | 29         |
| 20th Air Force a/. . . . .               | 21            | 17         | b/21       | 19         | 19         | 15         | 21            | 23         | 28         | 17         | 16         | 29         |
| FEAMCCM . . . . .                        | 44            | 47         | 26         | 19         | 19         | 14         | 35            | 31         | 24         | 25         | 25         | 26         |
| 6000th B Sv Gp . . . . .                 | 12            | 10         | 16         | 12         | 11         | 11         | 15            | 22         | 18         | 14         | 18         | 4          |
| JADF c/. . . . .                         | 30            | 29         | 25         | 24         | 20         | 23         | 27            | 54         | 32         | 29         | 36         | 37         |
| 315th Air Division . . . . .             | e/            | e/         | e/         | e/         | e/         | e/         | e/            | e/         | e/         | e/         | e/         | e/         |
| 19th Bomb Wing . . . . .                 | 3             | 5          | 19         | -          | 15         | 7          | 16            | 6          | 9          | 13         | 24         | 17         |
| INJURIES (AIRCRAFT)                      |               |            |            |            |            |            |               |            |            |            |            |            |
| <u>FEAF Overall</u> . . . . .            | <u>2</u>      | <u>2</u>   | <u>2</u>   | <u>6</u>   | <u>2</u>   | <u>2</u>   | <u>4</u>      | <u>5</u>   | <u>2</u>   | <u>1</u>   | <u>2</u>   | <u>2</u>   |
| 5th Air Force . . . . .                  | 3             | 5          | 4          | 8          | 5          | 2          | 7             | 2          | 1          | 2          | 4          | 4          |
| 13th Air Force . . . . .                 | -             | -          | -          | 4          | -          | -          | -             | -          | -          | 2          | 3          | -          |
| 20th Air Force a/. . . . .               | 4             | -          | b/         | -          | 1          | 11         | 12            | 22         | 1          | -          | -          | -          |
| FEAMCCM . . . . .                        | 2             | 2          | 2          | 6          | 2          | 2          | 4             | 5          | 2          | 1          | 2          | 2          |
| 6000th B Sv Gp . . . . .                 | -             | -          | -          | -          | -          | -          | -             | -          | -          | -          | -          | -          |
| JADF c/. . . . .                         | -             | 1          | 1          | 8          | -          | -          | 1             | 10         | 5          | 2          | 2          | 2          |
| 315th Air Division . . . . .             | e/            | e/         | e/         | e/         | e/         | e/         | e/            | e/         | e/         | e/         | e/         | e/         |
| 19th Bomb Wing . . . . .                 | -             | -          | -          | -          | -          | -          | -             | -          | -          | -          | -          | -          |
| INJURIES (OTHER)                         |               |            |            |            |            |            |               |            |            |            |            |            |
| <u>FEAF Overall</u> . . . . .            | <u>55</u>     | <u>55</u>  | <u>48</u>  | <u>44</u>  | <u>46</u>  | <u>42</u>  | <u>42</u>     | <u>45</u>  | <u>48</u>  | <u>39</u>  | <u>53</u>  | <u>44</u>  |
| 5th Air Force . . . . .                  | 69            | 65         | 63         | 57         | 40         | 51         | 46            | 48         | 57         | 56         | 77         | 54         |
| 13th Air Force . . . . .                 | 80            | 85         | 63         | 66         | 69         | 71         | 63            | 69         | 55         | 43         | 31         | 47         |
| 20th Air Force a/. . . . .               | 60            | 62         | b/32       | 44         | 68         | 30         | 43            | 60         | 49         | 28         | 46         | 20         |
| FEAMCCM . . . . .                        | 55            | 55         | 48         | 44         | 46         | 42         | 42            | 45         | 48         | 39         | 53         | 44         |
| 6000th B Sv Gp . . . . .                 | -             | -          | -          | -          | -          | -          | -             | -          | -          | -          | -          | -          |
| JADF c/. . . . .                         | 48            | 50         | 44         | 34         | 50         | 38         | 30            | 32         | 54         | 32         | 56         | 50         |
| 315th Air Division . . . . .             | e/            | e/         | e/         | e/         | e/         | e/         | e/            | e/         | e/         | e/         | e/         | e/         |
| 19th Bomb Wing . . . . .                 | 39            | 39         | 35         | 52         | 69         | 66         | 80            | 66         | 40         | 64         | 65         | 46         |

(Continued)

TABLE 54 - SUMMARY OF FEAF HEALTH ADMISSION RATES TO FACILITIES - ALL CAUSES - FY 1952 - CONTINUED

(Admission rates are per thousand per annum.)

| Admission by Cause<br>FEAF Command Break | Jul<br>(1951) | Aug        | Sep        | Oct       | Nov       | Dec       | Jan<br>(1952) | Feb        | Mar        | Apr        | May       | Jun       |
|--|---------------|------------|------------|-----------|-----------|-----------|---------------|------------|------------|------------|-----------|-----------|
| RESPIRATORY                              |               |            |            |           |           |           |               |            |            |            |           |           |
| <u>FEAF Overall</u> . . . . .            | <u>92</u>     | <u>101</u> | <u>109</u> | <u>88</u> | <u>80</u> | <u>91</u> | <u>105</u>    | <u>116</u> | <u>127</u> | <u>106</u> | <u>92</u> | <u>66</u> |
| 5th Air Force . . . . .                  | 118           | 111        | 135        | 100       | 106       | 115       | 132           | 163        | 203        | 188        | 157       | 84        |
| 13th Air Force . . . . .                 | 63            | 87         | 38         | 30        | 39        | 94        | 52            | 67         | 67         | 49         | 47        | 42        |
| 20th Air Force <sup>a/</sup> . . . . .   | 88            | 94         | b/ 90      | 76        | 83        | 110       | 114           | 90         | 90         | 51         | 25        | 27        |
| FEAMCOM . . . . .                        | 61            | 54         | 71         | 47        | 39        | 26        | 51            | 70         | 79         | 61         | 46        | 43        |
| 6000th B Sv Gp . . . . .                 | 154           | 150        | 125        | 153       | 53        | 129       | 186           | 14         | 11         | 6          | 7         | 11        |
| JADF c/ . . . . .                        | 76            | 101        | 107        | 91        | 72        | 73        | 81            | 109        | 103        | 90         | 94        | 82        |
| 315th Air Division . . . . .             | c/            | c/         | c/         | c/        | c/        | c/        | c/            | 70         | 75         | 49         | 53        | 50        |
| 19th Bomb Wing . . . . .                 | 65            | 87         | 129        | 122       | 62        | 42        | 106           | 75         | 58         | 62         | 38        | 77        |
| NEUROPSYCHIATRIC                         |               |            |            |           |           |           |               |            |            |            |           |           |
| <u>FEAF Overall</u> . . . . .            | <u>15</u>     | <u>14</u>  | <u>15</u>  | <u>16</u> | <u>12</u> | <u>10</u> | <u>9</u>      | <u>12</u>  | <u>9</u>   | <u>11</u>  | <u>13</u> | <u>17</u> |
| 5th Air Force . . . . .                  | 15            | 9          | 18         | 13        | 11        | 7         | 5             | 11         | 8          | 10         | 12        | 20        |
| 13th Air Force . . . . .                 | 13            | 16         | 13         | 30        | 37        | 28        | 21            | 16         | 24         | 12         | 13        | 13        |
| 20th Air Force <sup>a/</sup> . . . . .   | 7             | 9          | b/ 3       | 7         | 4         | 1         | 6             | 7          | -          | 7          | 10        | 9         |
| FEAMCOM . . . . .                        | 27            | 15         | 16         | 19        | 10        | 13        | 11            | 10         | 11         | 15         | 24        | 18        |
| 6000th B Sv Gp . . . . .                 | 4             | -          | -          | 6         | 4         | 4         | -             | 7          | 4          | 3          | 4         | 4         |
| JADF c/ . . . . .                        | 18            | 24         | 20         | 23        | 14        | 17        | 13            | 20         | 17         | 18         | 22        | 25        |
| 315th Air Division . . . . .             | c/            | c/         | c/         | c/        | c/        | c/        | c/            | 3          | -          | 5          | 1         | 4         |
| 19th Bomb Wing . . . . .                 | 10            | 5          | 3          | 7         | 7         | 3         | 8             | 6          | 6          | 7          | 5         | 6         |

- a/ Excludes 19th Bomb Wing.
- b/ Indicates no report from RYCOM.
- c/ JADF and 315th Air Division were combined until February 1952 and data were reported under JADF.
- d/ Excludes venereal diseases.

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 55 - NONEFFECTIVE HEALTH RATES FOR FEAF BY AREA - FY 1952

(Non-effective Rates equal Days Lost X 1,000 divided by Mean Strength X Days in reporting period.)

| Area                          | Jul<br>(1951) | Aug       | Sep       | Oct       | Nov       | Dec       | Jan<br>(1952) | Feb       | Mar       | Apr       | May       | Jun       |
|-------------------------------|---------------|-----------|-----------|-----------|-----------|-----------|---------------|-----------|-----------|-----------|-----------|-----------|
| <u>FEAF Overall</u> . . . . . | <u>13</u>     | <u>13</u> | <u>12</u> | <u>13</u> | <u>12</u> | <u>11</u> | <u>11</u>     | <u>13</u> | <u>13</u> | <u>11</u> | <u>12</u> | <u>11</u> |
| Ryukyus . . . . .             | 12            | 11        | 3         | 9         | 10        | 6         | 8             | 8         | 8         | 6         | 10        | 6         |
| Mariana - Bonins . . . . .    | 2             | 3         | 3         | 3         | 3         | 7         | 9             | 10        | 11        | 11        | 11        | 9         |
| Japan . . . . .               | 20            | 21        | 21        | 21        | 19        | 19        | 18            | 21        | 20        | 17        | 17        | 16        |
| Korea . . . . .               | 5             | 6         | 6         | 6         | 6         | 5         | 6             | 7         | 7         | 6         | 7         | 6         |
| Philippines . . . . .         | 12            | 12        | 10        | 11        | 11        | 9         | 10            | 11        | 10        | 9         | 10        | 12        |

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 56 - AWOL AND MAN DAYS LOST FROM GOING AWOL IN FEAF - FY 1952

(The following type of breakdown was not available from the given source for the first six months of FY 1952)

| By Area                     | January<br>(1952) | February | March | April | May | June |
|-----------------------------|-------------------|----------|-------|-------|-----|------|
| <u>FEAF Overall</u>         |                   |          |       |       |     |      |
| Number going AWOL . . . . . | 7                 | 6        | 7     | 8     | 6   | 6    |
| Man Days Lost . . . . .     | 45                | 29       | 14    | 15    | 22  | 34   |
| AWOL Rate . . . . .         | 1.8               | 2.0      | 2.4   | 2.7   | 2.0 | 2.0  |
| <u>FEAF Base</u>            |                   |          |       |       |     |      |
| Number going AWOL . . . . . | 108               | 32       | 28    | 29    | 20  | 19   |
| Man Days Lost . . . . .     | 140               | 197      | 102   | 115   | 80  | 46   |
| AWOL Rate . . . . .         | 3.3               | 1.1      | 0.8   | 0.8   | 0.5 | 0.5  |
| <u>13th Air Force</u>       |                   |          |       |       |     |      |
| Number going AWOL . . . . . | 9                 | 7        | 13    | 11    | 9   | 8    |
| Man Days Lost . . . . .     | 46                | 19       | 31    | 34    | 22  | 29   |
| AWOL Rate . . . . .         | 2.3               | 2.3      | 3.3   | 2.8   | 2.3 | 2.0  |
| <u>20th Air Force</u>       |                   |          |       |       |     |      |
| Number going AWOL . . . . . | 17                | 10       | 13    | 12    | 20  | 18   |
| Man Days Lost . . . . .     | 106               | 79       | 62    | 41    | 54  | 99   |
| AWOL Rate . . . . .         | 1.7               | 0.7      | 1.0   | 1.0   | 1.9 | 1.5  |
| <u>JADF <sup>a/</sup></u>   |                   |          |       |       |     |      |
| Number going AWOL . . . . . | 29                | 32       | 25    | 21    | 34  | 24   |
| Man Days Lost . . . . .     | 86                | 77       | 112   | 100   | 76  | 31   |
| AWOL Rate . . . . .         | 2.2               | 2.3      | 1.9   | 1.5   | 2.3 | 1.6  |
| <u>315th Air Division</u>   |                   |          |       |       |     |      |
| Number going AWOL . . . . . | 26                | 19       | 14    | 17    | 13  | 16   |
| Man Days Lost . . . . .     | 45                | 55       | 23    | 60    | 29  | 66   |
| AWOL Rate . . . . .         | 2.8               | 2.3      | 1.6   | 1.7   | 1.3 | 1.6  |
| <u>FEAF LOG FOR</u>         |                   |          |       |       |     |      |
| Number going AWOL . . . . . | 32                | 44       | 39    | 35    | 33  | 32   |
| Man Days Lost . . . . .     | 120               | 187      | 377   | 369   | 307 | 253  |
| AWOL Rate . . . . .         | 4.6               | 4.1      | 3.6   | 3.2   | 3.7 | 2.7  |

<sup>a/</sup> Includes BOMCOM

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 57 - COURT MARTIAL RATES IN FEAF - FY 1952

(The following formula was used in determining rates:  
 $\frac{\text{Number of trials} \times 1000}{\text{Mean strength}} = \text{rate}$ ).

| Command Unit and Type Rate | Jul (1951) | Aug | Sep | Oct | Nov | Dec | Jan (1952) | Feb | Mar | Apr | May | Jun |
|----------------------------|------------|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|
| <b>FEAF - Overall</b>      |            |     |     |     |     |     |            |     |     |     |     |     |
| <u>Trials</u>              |            |     |     |     |     |     |            |     |     |     |     |     |
| Summary - Total            | 255        | 277 | 244 | 239 | 268 | 217 | 278        | 180 | 293 | 256 | 305 | 282 |
| Special - Total            | 95         | 86  | 75  | 78  | 68  | 69  | 87         | 72  | 60  | 64  | 105 | 83  |
| General - Total            | 11         | 10  | 18  | 27  | 16  | 17  | 13         | 18  | 16  | 28  | 16  | 12  |
| <u>Rates - Total</u>       |            |     |     |     |     |     |            |     |     |     |     |     |
| Summary - Total            | 2.9        | 2.8 | 2.3 | 2.3 | 2.5 | 1.9 | 3.0        | 2.0 | 3.1 | 2.6 | 2.9 | 2.4 |
| Special - Total            | 1.1        | .8  | .7  | .8  | .6  | .6  | .9         | .8  | .9  | .9  | 1.0 | .7  |
| General - Total            | .1         | .1  | .1  | .3  | .1  | .1  | .1         | .2  | .2  | .3  | .2  | .1  |
| <b>5th Air Force</b>       |            |     |     |     |     |     |            |     |     |     |     |     |
| <u>Trials</u>              |            |     |     |     |     |     |            |     |     |     |     |     |
| Summary                    | 77         | 69  | 64  | 65  | 88  | 61  | 71         | 30  | 81  | 77  | 84  | 87  |
| Special                    | 24         | 31  | 25  | 35  | 20  | 27  | 29         | 17  | 29  | 25  | 32  | 27  |
| General                    | 3          | 2   | 3   | 3   | 5   | 6   | 4          | 9   | 3   | 11  | 4   | -   |
| <u>Rates</u>               |            |     |     |     |     |     |            |     |     |     |     |     |
| Summary                    | 3.3        | 2.5 | 2.2 | 2.2 | 2.9 | 2.6 | 2.3        | 1.0 | 2.9 | 2.5 | 2.7 | 2.7 |
| Special                    | 1.0        | 1.1 | .9  | 1.2 | .7  | .9  | .9         | .6  | 1.0 | .8  | 1.0 | .8  |
| General                    | .1         | .1  | .1  | .1  | .2  | .2  | .1         | .3  | .1  | .4  | .1  | 0.0 |
| <b>13th Air Force</b>      |            |     |     |     |     |     |            |     |     |     |     |     |
| <u>Trials</u>              |            |     |     |     |     |     |            |     |     |     |     |     |
| Summary                    | 28         | 28  | 22  | 34  | 51  | 33  | 42         | 11  | 39  | 29  | 24  | 43  |
| Special                    | 6          | 6   | 6   | 7   | 9   | 4   | 5          | 2   | 6   | 4   | 10  | 4   |
| General                    | 1          | 3   | 1   | -   | -   | -   | 2          | 1   | 6   | -   | 2   | 4   |
| <u>Rates</u>               |            |     |     |     |     |     |            |     |     |     |     |     |
| Summary                    | 5.2        | 5.3 | 4.1 | 6.3 | 9.2 | 5.7 | 7.2        | 1.9 | 7.0 | 6.6 | 4.5 | 7.8 |
| Special                    | 1.1        | 1.1 | 1.1 | 1.3 | 1.6 | .7  | .9         | .4  | 1.1 | .9  | 1.9 | .8  |
| General                    | .2         | .4  | .2  | 0.0 | 0.0 | 0.0 | .3         | .2  | 1.0 | 0.9 | .4  | .8  |
| <b>20th Air Force</b>      |            |     |     |     |     |     |            |     |     |     |     |     |
| <u>Trials</u>              |            |     |     |     |     |     |            |     |     |     |     |     |
| Summary                    | 51         | 62  | 62  | 53  | 24  | 32  | 30         | 31  | 51  | 30  | 50  | 34  |
| Special                    | 13         | 14  | 10  | 13  | 5   | 7   | 8          | 7   | 10  | 10  | 8   | 8   |
| General                    | -          | 1   | 3   | 2   | 3   | 2   | 5          | 7   | 3   | 7   | 3   | 3   |
| <u>Rates</u>               |            |     |     |     |     |     |            |     |     |     |     |     |
| Summary                    | 5.8        | 5.9 | 6.1 | 5.5 | 2.3 | 2.6 | 2.7        | 2.8 | 4.4 | 2.5 | 3.8 | 3.1 |
| Special                    | 1.2        | 1.3 | 1.0 | 1.4 | .5  | .6  | .7         | .6  | .9  | .8  | .6  | .7  |
| General                    | 0.0        | .1  | .3  | .2  | .3  | .2  | .5         | .6  | .3  | .6  | .2  | .3  |
| <b>FEANCOM a/</b>          |            |     |     |     |     |     |            |     |     |     |     |     |
| <u>Trials</u>              |            |     |     |     |     |     |            |     |     |     |     |     |
| Summary                    | 8          | 12  | 8   | 12  | 7   | 11  | 20         | 22  | 26  | 33  | 30  | 20  |
| Special                    | 13         | 3   | 1   | 8   | 3   | 7   | 9          | 13  | 4   | 2   | 21  | 11  |
| General                    | -          | -   | -   | -   | -   | -   | -          | -   | -   | -   | -   | -   |
| <u>Rates</u>               |            |     |     |     |     |     |            |     |     |     |     |     |
| Summary                    | 1.4        | 2.0 | 1.3 | 1.9 | 1.1 | 1.6 | 2.7        | 2.9 | 3.4 | 4.1 | 3.7 | 2.4 |
| Special                    | 2.3        | .5  | .2  | 1.3 | .5  | .9  | .1         | 1.7 | .5  | .2  | 2.6 | 1.3 |
| General                    | -          | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0        | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

(Continued)

TABLE 57 - COURT MARTIAL RATES IN FEAF - FY 1952 - CONTINUED

(The following formula was used in determining rates:  
 $\frac{\text{Number of trials} \times 1000}{\text{Mean strength}} = \text{rate}$ )

| Command Unit and Type Rate   | Jul (1951) | Aug | Sep | Oct | Nov | Dec | Jan (1952) | Feb | Mar | Apr | May | June |
|------------------------------|------------|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|------|
| <u>JADF b/</u>               |            |     |     |     |     |     |            |     |     |     |     |      |
| <u>Trials</u>                |            |     |     |     |     |     |            |     |     |     |     |      |
| Summary . . . . .            | 54         | 51  | 50  | 29  | 55  | 33  | 63         | 54  | 51  | 40  | 74  | 61   |
| Special . . . . .            | 20         | 19  | 21  | 8   | 16  | 12  | 19         | 24  | 21  | 26  | 20  | 20   |
| General . . . . .            | 5          | 3   | 9   | 17  | 8   | 9   | 2          | 1   | 2   | 9   | 7   | 3    |
| <u>Rates</u>                 |            |     |     |     |     |     |            |     |     |     |     |      |
| Summary . . . . .            | 3.1        | 2.6 | 2.5 | 1.3 | 2.6 | 1.3 | 2.6        | 2.3 | 1.9 | 1.5 | 2.4 | 1.9  |
| Special . . . . .            | 1.1        | 1.0 | 1.0 | .4  | .8  | .5  | .8         | 1.0 | .8  | 1.0 | .7  | .6   |
| General . . . . .            | .2         | .1  | .3  | .4  | .2  | .2  | 0.05       | .02 | .04 | .19 | .13 | .05  |
| <u>315th Air Division a/</u> |            |     |     |     |     |     |            |     |     |     |     |      |
| <u>Trials</u>                |            |     |     |     |     |     |            |     |     |     |     |      |
| Summary . . . . .            | 25         | 44  | 36  | 41  | 40  | 39  | 38         | 28  | 38  | 34  | 33  | 29   |
| Special . . . . .            | 17         | 10  | 12  | 4   | 12  | 12  | 13         | 5   | 9   | 9   | 5   | 10   |
| General . . . . .            | -          | -   | -   | -   | -   | -   | -          | -   | -   | -   | -   | -    |
| <u>Rates</u>                 |            |     |     |     |     |     |            |     |     |     |     |      |
| Summary . . . . .            | 2.7        | 4.4 | 3.7 | 4.3 | 3.9 | 3.9 | 4.0        | 2.8 | 4.0 | 3.3 | 3.1 | 2.7  |
| Special . . . . .            | 1.7        | .1  | 1.2 | .4  | 1.2 | 1.2 | 1.4        | .5  | .9  | .8  | 4.7 | .9   |
| General . . . . .            | 0.0        | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0        | 0.0 | 0.0 | 0.0 | 0.0 | 0.0  |
| <u>19th Bomb Wing</u>        |            |     |     |     |     |     |            |     |     |     |     |      |
| <u>Trials</u>                |            |     |     |     |     |     |            |     |     |     |     |      |
| Summary . . . . .            | 12         | 11  | 2   | 5   | 3   | 8   | 14         | 4   | 7   | 13  | 10  | 10   |
| Special . . . . .            | 2          | 3   | -   | 3   | 3   | -   | 4          | 4   | 1   | 8   | 9   | 3    |
| General . . . . .            | 2          | 1   | 2   | 5   | -   | -   | -          | -   | 2   | 1   | -   | 2    |
| <u>Rates</u>                 |            |     |     |     |     |     |            |     |     |     |     |      |
| Summary . . . . .            | 3.0        | 2.8 | .5  | 1.3 | .8  | 2.1 | 3.5        | .9  | 1.5 | 2.7 | 2.1 | 2.1  |
| Special . . . . .            | .5         | .8  | 0.0 | .8  | .8  | 0.0 | 1.0        | .9  | .2  | 1.7 | 1.9 | .6   |
| General . . . . .            | .5         | .3  | .5  | 1.3 | 0.0 | 0.0 | -          | 0.0 | .4  | .2  | 0.0 | .4   |

a/ FEAMCOM and 315 Air Division under JADF for general court martial jurisdiction.  
 b/ 6000 B Sv. Gp. under JADF for all court martial jurisdiction.

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C

TABLE 58 - OSI OPERATIONS IN FEAF - FY 1952

| Type  | Jul<br>(1951) | Aug        | Sep        | Oct        | Nov        | Dec        | Jan<br>(1952) | Feb        | Mar        | Apr        | May        | Jun        |
|---|---------------|------------|------------|------------|------------|------------|---------------|------------|------------|------------|------------|------------|
| Return of Reported Offenses                   |               |            |            |            |            |            |               |            |            |            |            |            |
| <u>Total</u>                                  | <u>401</u>    | <u>402</u> | <u>396</u> | <u>323</u> | <u>241</u> | <u>345</u> | <u>325</u>    | <u>263</u> | <u>289</u> | <u>322</u> | <u>300</u> | <u>317</u> |
| Unfounded . . . . .                           | 208           | 236        | 270        | 199        | 126        | 220        | 182           | 116        | 127        | 140        | 102        | 99         |
| Investigated . . . . .                        | 172           | 142        | 119        | 113        | 99         | 116        | 120           | 126        | 147        | 174        | 169        | 207        |
| Referred to<br>Other agencies                 | 21            | 24         | 7          | 11         | 16         | 9          | 15            | 21         | 15         | 8          | 29         | 11         |
| Known - Possible - Probable Communists        |               |            |            |            |            |            |               |            |            |            |            |            |
| Identified . . . . .                          | 56            | 48         | 41         | 45         | 32         | 38         | 29            | 30         | 22         | 24         | 27         | 49         |
| Discharged . . . . .                          | 53            | 37         | 22         | 47         | 41         | 27         | 32            | 21         | 31         | 20         | 27         | 44         |
| Background Investigations                     |               |            |            |            |            |            |               |            |            |            |            |            |
| Opened . . . . .                              | 920           | 726        | 998        | 922        | 1,265      | 1,104      | 1,434         | 7,725      | 1,415      | 1,588      | 2,099      | 1,967      |
| Closed . . . . .                              | 908           | 631        | 504        | 569        | 459        | 596        | 528           | 1,128      | 997        | 1,797      | 1,943      | 2,207      |
| Pending . . . . .                             | 4,224         | 4,319      | 4,813      | 5,166      | 5,972      | 6,480      | 7,386         | 798        | 8,143      | 7,934      | 8,091      | 7,851      |
| Counter Intelligence Complaint Investigations |               |            |            |            |            |            |               |            |            |            |            |            |
| Opened . . . . .                              | 23            | 14         | 12         | 13         | 13         | 20         | 14            | 12         | 10         | 16         | 13         | 17         |
| Closed . . . . .                              | 26            | 27         | 14         | 17         | 20         | 12         | 13            | 10         | 23         | 15         | 12         | 23         |
| Pending . . . . .                             | 43            | 32         | 30         | 26         | 19         | 27         | 28            | 30         | 21         | 22         | 23         | 17         |
| Criminal Investigations                       |               |            |            |            |            |            |               |            |            |            |            |            |
| Opened . . . . .                              | 150           | 129        | 110        | 101        | 87         | 101        | 117           | 115        | 134        | 161        | 157        | 193        |
| Closed . . . . .                              | 131           | 124        | 139        | 124        | 112        | 86         | 96            | 113        | 135        | 147        | 150        | 179        |
| Pending . . . . .                             | 206           | 211        | 181        | 159        | 134        | 149        | 167           | 169        | 169        | 182        | 188        | 202        |

Source: Personnel Statistics Division, Dir. of Statistical Services, DCS/C





## **Combat & Airlift Units**

## **Part II**



PART II - COMBAT UNITS AND CREWS

Definitions affecting this issue are:

ASSIGNED CREWS

Organized combat crews fully manned in accordance with the combat position requirements of the possessed aircraft.

COMBAT UNITS

A classification of military force having an organization prescribed by the Department of the Air Force, the primary mission of which is one or more of the following:

1. Destruction of enemy forces, resources, and/or installations, for example, bombardment and fighter units, and Troop Carrier Units which have a mission of providing airlift for Combat elements.
2. Furnishing operational assistance to combat elements, for example, reconnaissance, troop carrier, and separate squadrons.

A combat unit is said to be combat ready when it is manned, equipped and fully prepared to perform its combat mission. The present concept for Combat Units from FY 1952 on will be Major Forces.

COMBAT MISSION

The combat mission of an organization is the specific combat task assigned or, if no specific combat task is assigned the task ordinarily performed by that type of organizations under combat conditions. In the latter case, the mission may be limited by the weapon in the possession of a unit. For example, a unit authorized jet fighters but actually possessing F-51's will consider as its mission the type of operation ordinarily performed by F-51's.

SEPARATE SQUADRONS

Separate squadrons as shown in the following tables are those squadrons consisting of designated types other than those comprising a Combat Group or Wing structure and having a mission of furnishing operational assistance to combat elements.



TABLE 1 - SUMMARY OF ACTIVE USAF ORGANIZATIONS - 1948 THROUGH 1952

| T/O and T/D ORGANIZATION                                    | 1 MAY 1948   |               | 1 JULY 1949  |            | 1 JULY 1950  |            | 1 JULY 1951   |            | 1 JULY 1952  |            |
|---|--------------|---------------|--------------|------------|--------------|------------|---------------|------------|--------------|------------|
|   | Regular      | Reserve<br>2/ | Regular      | Reserve    | Regular      | Reserve    | 1/<br>Regular | Reserve    | Regular      | Reserve    |
| <u>REGULAR AND RESERVE ORGANIZATION - GRAND TOTAL . . .</u> | <u>1,574</u> | X             | <u>3,354</u> | X          | <u>3,200</u> | X          | <u>4,416</u>  | X          | <u>5,074</u> | X          |
| <u>REGULAR - TOTAL . . .</u>                                | <u>1,574</u> | X             | <u>2,523</u> | X          | <u>2,206</u> | X          | <u>3,784</u>  | X          | <u>4,227</u> | X          |
| <u>RESERVE - TOTAL . . .</u>                                | --           | X             | <u>831</u>   | X          | <u>994</u>   | X          | <u>632</u>    | X          | <u>847</u>   | X          |
| <u>TOTAL . . . . .</u>                                      | <u>1,574</u> | --            | <u>2,523</u> | <u>831</u> | <u>2,206</u> | <u>994</u> | <u>3,784</u>  | <u>632</u> | <u>4,227</u> | <u>847</u> |
| Headquarters USAF . . . . .                                 | 1            | --            | 1            | --         | 1            | --         | 1             | --         | 1            | --         |
| Major Air Command a/. . . . .                               | 13           | --            | 16           | --         | 22           | --         | 21            | --         | 18           | --         |
| Sub Command b/. . . . .                                     | 31           | --            | 36           | 9          | 26           | 9          | 34            | --         | 39           | --         |
| Divisions . . . . .   | 9            | --            | 9            | 21         | 11           | --         | 33            | --         | 39           | --         |
| Districts . . . . .   | --           | --            | --           | --         | --           | --         | 6             | --         | 10           | --         |
| Wings c/. . . . .   | 48           | --            | 95           | 11         | 91           | 54         | 166           | 6          | 185          | 19         |
| Groups c/. . . . .  | 225          | --            | 426          | 100        | 428          | 251        | 662           | 120        | 719          | 163        |
| Squadrons . . . . .   | 531          | --            | 1,586        | 630        | 1,437        | 674        | 2,633         | 506        | 2,918        | 664        |
| Flights . . . . .   | --           | --            | 11           | 1          | 9            | --         | 35            | --         | 89           | 1          |
| Units . . . . .   | 86           | --            | 182          | 9          | 47           | 6          | 29            | --         | --           | --         |
| Air Force Base Units . . . . .                              | 300          | --            | --           | --         | --           | --         | --            | --         | --           | --         |
| Miscellaneous . . . . .                                     | 330          | --            | 161          | 50         | 134          | --         | 164           | --         | 209          | --         |

1/ Includes Reserve and National Guard units called to extensive Active Duty with the Regular Air Force.

2/ Information on Reserve Units not available for year 1948.

a/ Major Air Commands include Separate Operating Agency.

b/ Sub Commands include Air Forces, Defense Forces, Aviation Engineering Force, Far East Logistical Force, Task Force, Services, Areas, and Base Commands.

c/ Includes Combat and Non-Combat Units.

SOURCE: Operations Statistics Division, Dir. of Statistical Services, DCS/C.

TABLE 2 COMBAT AND AIRLIFT WINGS AND SQUADRONS BY TYPE, WORLDWIDE ✓ - FY 1952

Statistics on the number of Combat and Airlift Wings and Squadrons (including Flying Supporting Units) presented in the following tables include only those units which were actually activated and/or organized prior to or on the dates shown, and for which inactivation or discontinuance orders had not been actually accomplished by the dates shown. The units are listed by the number of wing headquarters (with certain exceptions) and squadrons of Bomber, Fighter, Reconnaissance as the Combat types and the Troop Carrier as the Airlift type. The Flying Supporting units are MATS Air Transport Squadrons, Air Refueling Squadrons, Medium and Separate Squadrons, i.e., Air Rescue, Air Resupply, Liaison - Helicopter, Strategic Reconnaissance Medium Weather, Strategic Support, Two Target and Pilotless Bomber Light Squadrons. The exception in concept of a Wing referred to above are those squadrons which have no wing headquarters but are considered as equivalent of a wing on the basis of three squadrons comprising one wing and are so included in these tables. Figures within parentheses represent the number of squadrons of the type corresponding to the wing. Activated units presented in these tables are defined in AFR 20-38, 17 November 1950.

Units located within the continental limits of the United States are shown within their respective assigned commands. Units located outside the continental limits of the United States are shown in major commands in which they are located.

| Type of Unit                                       | FISCAL YEAR 1952 |          |          |          |          |          |           |          |          |          |          |           |
|--|------------------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|-----------|
|  | 31 Jul 51        | 31 Aug   | 30 Sep   | 31 Oct   | 30 Nov   | 31 Dec   | 31 Jan 52 | 28 Feb   | 31 Mar   | 30 Apr   | 31 May   | 30 Jun 52 |
|  | WORLDWIDE        |          |          |          |          |          |           |          |          |          |          |           |
| COMBAT - AIRLIFT WINGS - TOTAL . . . . .           | 87 (262)         | 87 (264) | 88 (267) | 90 (273) | 90 (273) | 90 (273) | 90 (273)  | 90 (273) | 91 (276) | 91 (276) | 93 (282) | 95 (288)  |
| COMBAT WINGS - TOTAL . . . . .                     | 72 (215)         | 72 (217) | 73 (220) | 75 (226) | 75 (226) | 75 (226) | 75 (226)  | 75 (226) | 76 (229) | 76 (229) | 78 (235) | 80 (241)  |
| Heavy Bomb . . . . .                               | 3 (9)            | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)     | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 4 (12)    |
| Medium Bomb . . . . .                              | 18 (54)          | 18 (54)  | 19 (57)  | 20 (60)  | 20 (60)  | 20 (60)  | 20 (60)   | 20 (60)  | 21 (63)  | 21 (63)  | 22 (66)  | 22 (66)   |
| Light Bomb . . . . .                               | 5 (13)           | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)    | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)    |
| Fighter Bomb . . . . .                             | 15 (45)          | 15 (45)  | 15 (45)  | 15 (45)  | 15 (45)  | 15 (45)  | 15 (45)   | 15 (45)  | 15 (45)  | 15 (45)  | 15 (45)  | 15 (45)   |
| Fighter Escort . . . . .                           | 3 (9)            | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)     | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)     |
| Fighter Interceptor . . . . .                      | 20 (60)          | 20 (60)  | 20 (60)  | 20 (60)  | 20 (60)  | 20 (60)  | 20 (60)   | 20 (60)  | 20 (60)  | 20 (60)  | 20 (60)  | 20 (60)   |
| Strategic Reconnaissance, Heavy . . . . .          | 2 (6)            | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)     | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 3 (9)     |
| Strategic Reconnaissance, Medium . . . . .         | 2 (7)            | 3 (10)   | 3 (10)   | 4 (13)   | 4 (13)   | 4 (13)   | 4 (13)    | 4 (13)   | 4 (13)   | 4 (13)   | 5 (16)   | 5 (16)    |
| Tactical Reconnaissance . . . . .                  | 4 (12)           | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)    | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)    |
| AIRLIFT WINGS - TOTAL . . . . .                    | 15 (47)          | 15 (47)  | 15 (47)  | 15 (47)  | 15 (47)  | 15 (47)  | 15 (47)   | 15 (47)  | 15 (47)  | 15 (47)  | 15 (47)  | 15 (47)   |
| Troop Carrier, Heavy . . . . .                     | 3 (9)            | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)     | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)     |
| Troop Carrier, Medium . . . . .                    | 12 (37)          | 12 (37)  | 12 (37)  | 12 (37)  | 12 (37)  | 12 (37)  | 12 (37)   | 12 (37)  | 12 (37)  | 12 (37)  | 12 (37)  | 12 (37)   |
| Troop Carrier, Assault . . . . .                   | 0 (1)            | 0 (1)    | 0 (1)    | 0 (1)    | 0 (1)    | 0 (1)    | 0 (1)     | 0 (1)    | 0 (1)    | 0 (1)    | 0 (1)    | 0 (1)     |
| SUPPORTING UNITS                                   |                  |          |          |          |          |          |           |          |          |          |          |           |
| MATS Air Transport Squadrons - Total . . . . .     | 23               | 23       | 24       | 28       | 28       | 28       | 31        | 31       | 31       | 31       | 31       | 31        |
| Air Refueling Squadrons, Medium - Total . . . . .  | 15               | 15       | 16       | 16       | 16       | 16       | 16        | 16       | 16       | 16       | 15       | 15        |
| SEPARATE SQUADRONS - TOTAL . . . . .               | 29               | 29       | 29       | 30       | 30       | 30       | 31        | 31       | 32       | 32       | 32       | 32        |
| Air Rescue . . . . .                               | 11               | 11       | 11       | 11       | 11       | 11       | 11        | 11       | 12       | 12       | 12       | 12        |
| Air Resupply . . . . .                             | 2                | 2        | 2        | 2        | 2        | 2        | 2         | 2        | 2        | 2        | 2        | 2         |
| Liaison Helicopter . . . . .                       | 3                | 3        | 3        | 3        | 3        | 3        | 3         | 3        | 3        | 3        | 3        | 3         |
| Strategic Reconnaissance, Medium Weather . . . . . | 6                | 6        | 6        | 6        | 6        | 6        | 6         | 6        | 6        | 6        | 6        | 6         |
| Strategic Support . . . . .                        | 3                | 3        | 3        | 3        | 3        | 3        | 3         | 3        | 3        | 3        | 3        | 3         |
| Two Target . . . . .                               | 4                | 4        | 4        | 4        | 4        | 4        | 4         | 4        | 4        | 4        | 4        | 4         |
| Pilotless Bomber, Light . . . . .                  | -                | -        | -        | 1        | 1        | 1        | 2         | 2        | 2        | 2        | 2        | 2         |

1/ Includes Flying Supporting Units.

TABLE 2 COMBAT AND AIRLIFT WINGS AND SQUADRONS BY TYPE, WORLDWIDE - FY 1952 (CONTINUED)

|  | FISCAL YEAR 1952 |          |          |          |          |          |           |          |          |          |          |           |
|--|------------------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|-----------|
|  | 31 Jul 51        | 31 Aug   | 30 Sep   | 31 Oct   | 30 Nov   | 31 Dec   | 31 Jan 52 | 28 Feb   | 31 Mar   | 30 Apr   | 31 May   | 30 Jun 52 |
| CONTINENTAL  |                  |          |          |          |          |          |           |          |          |          |          |           |
| COMBAT - AIRLIFT WINGS - TOTAL . . . . .           | 61 (178)         | 60 (178) | 60 (177) | 62 (183) | 62 (183) | 61 (181) | 61 (181)  | 60 (178) | 61 (180) | 60 (177) | 62 (184) | 60 (179)  |
| COMBAT WINGS - TOTAL . . . . .                     | 51 (149)         | 51 (152) | 51 (151) | 53 (157) | 53 (157) | 52 (155) | 52 (155)  | 51 (152) | 52 (154) | 52 (154) | 54 (160) | 52 (155)  |
| Heavy Bomb . . . . .                               | 3 (9)            | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)     | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 4 (12)    |
| Medium Bomb . . . . .                              | 14 (42)          | 14 (42)  | 15 (44)  | 16 (47)  | 16 (47)  | 16 (48)  | 16 (48)   | 16 (48)  | 17 (51)  | 17 (51)  | 18 (54)  | 18 (54)   |
| Light Bomb . . . . .                               | 3 (7)            | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 1 (3)    | 1 (3)     | 1 (3)    | 1 (3)    | 1 (3)    | 1 (3)    | 0 (1)     |
| Fighter Bomb . . . . .                             | 8 (24)           | 8 (24)   | 8 (24)   | 8 (24)   | 8 (24)   | 7 (21)   | 7 (21)    | 7 (21)   | 7 (21)   | 7 (21)   | 7 (21)   | 5 (15)    |
| Fighter Escort . . . . .                           | 2 (5)            | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 3 (9)    | 3 (9)     | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)     |
| Fighter Interceptor . . . . .                      | 15 (44)          | 15 (44)  | 14 (41)  | 14 (41)  | 14 (41)  | 14 (41)  | 14 (41)   | 14 (41)  | 14 (40)  | 14 (40)  | 14 (40)  | 14 (40)   |
| Strategic Reconnaissance, Heavy . . . . .          | 2 (6)            | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)     | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)     |
| Strategic Reconnaissance, Medium . . . . .         | 1 (3)            | 2 (6)    | 2 (6)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)     | 3 (9)    | 3 (9)    | 3 (9)    | 4 (12)   | 4 (12)    |
| Tactical Reconnaissance . . . . .                  | 3 (9)            | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)     | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)     |
| AIRLIFT WINGS - TOTAL . . . . .                    | 10 (29)          | 9 (26)   | 9 (26)   | 9 (26)   | 9 (26)   | 9 (26)   | 9 (26)    | 9 (26)   | 9 (26)   | 8 (23)   | 8 (24)   | 8 (24)    |
| Troop Carrier, Heavy . . . . .                     | 1 (3)            | 1 (3)    | 1 (3)    | 1 (3)    | 1 (3)    | 1 (3)    | 1 (3)     | 1 (3)    | 1 (3)    | 1 (3)    | 1 (3)    | 1 (3)     |
| Troop Carrier, Medium . . . . .                    | 9 (25)           | 8 (22)   | 8 (22)   | 8 (22)   | 8 (22)   | 8 (22)   | 8 (22)    | 8 (22)   | 8 (22)   | 7 (19)   | 7 (20)   | 7 (20)    |
| Troop Carrier, Assault . . . . .                   | 0 (1)            | 0 (1)    | 0 (1)    | 0 (1)    | 0 (1)    | 0 (1)    | 0 (1)     | 0 (1)    | 0 (1)    | 0 (1)    | 0 (1)    | 0 (1)     |
| SUPPORTING UNITS                                   |                  |          |          |          |          |          |           |          |          |          |          |           |
| MATS Squadrons - Total . . . . .                   | 17               | 17       | 18       | 20       | 20       | 19       | 22        | 22       | 22       | 22       | 21       | 22        |
| Air Refueling Squadrons, Medium - Total . . . . .  | 13               | 13       | 15       | 15       | 15       | 14       | 14        | 14       | 14       | 14       | 13       | 13        |
| SEPARATE SQUADRONS - TOTAL . . . . .               | 14               | 14       | 14       | 15       | 15       | 15       | 16        | 16       | 17       | 17       | 17       | 17        |
| Air Rescue . . . . .                               | 3                | 3        | 3        | 3        | 3        | 3        | 3         | 3        | 4        | 4        | 4        | 4         |
| Air Reupply . . . . .                              | 2                | 2        | 2        | 2        | 2        | 2        | 2         | 2        | 2        | 2        | 2        | 2         |
| Liaison Helicopter . . . . .                       | 1                | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| Strategic Reconnaissance, Medium Weather . . . . . | 1                | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| Strategic Support . . . . .                        | 3                | 3        | 3        | 3        | 3        | 3        | 3         | 3        | 3        | 3        | 3        | 3         |
| Tow Target . . . . .                               | 4                | 4        | 4        | 4        | 4        | 4        | 4         | 4        | 4        | 4        | 4        | 4         |
| Pilotless Bomber, Light . . . . .                  | -                | -        | -        | 1        | 1        | 1        | 2         | 2        | 2        | 2        | 2        | 2         |
| OVERSEAS   |                  |          |          |          |          |          |           |          |          |          |          |           |
| COMBAT - AIRLIFT WINGS - Total . . . . .           | 26 (84)          | 27 (86)  | 28 (90)  | 28 (90)  | 28 (90)  | 29 (92)  | 29 (92)   | 30 (95)  | 30 (96)  | 31 (99)  | 31 (98)  | 35 (109)  |
| COMBAT WINGS - TOTAL . . . . .                     | 21 (66)          | 21 (65)  | 22 (69)  | 22 (69)  | 22 (69)  | 23 (71)  | 23 (71)   | 24 (75)  | 24 (75)  | 24 (75)  | 24 (75)  | 28 (86)   |
| Medium Bomb . . . . .                              | 4 (12)           | 4 (12)   | 4 (13)   | 4 (13)   | 4 (13)   | 4 (12)   | 4 (12)    | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)   | 4 (12)    |
| Light Bomb . . . . .                               | 2 (6)            | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 3 (9)    | 3 (9)     | 3 (9)    | 3 (9)    | 3 (9)    | 3 (9)    | 4 (11)    |
| Fighter Bomb . . . . .                             | 7 (21)           | 7 (21)   | 7 (21)   | 7 (21)   | 7 (21)   | 8 (24)   | 8 (24)    | 8 (24)   | 8 (24)   | 8 (24)   | 8 (24)   | 10 (30)   |
| Fighter Escort . . . . .                           | 1 (4)            | 1 (3)    | 1 (3)    | 1 (3)    | 1 (3)    | -        | -         | -        | -        | -        | -        | -         |
| Fighter Interceptor . . . . .                      | 5 (16)           | 5 (16)   | 6 (19)   | 6 (19)   | 6 (19)   | 6 (19)   | 6 (19)    | 6 (19)   | 6 (20)   | 6 (20)   | 6 (20)   | 6 (20)    |
| Strategic Reconnaissance, Heavy . . . . .          | -                | -        | -        | -        | -        | -        | -         | -        | -        | -        | -        | 1 (3)     |
| Strategic Reconnaissance, Medium . . . . .         | 1 (4)            | 1 (4)    | 1 (4)    | 1 (4)    | 1 (4)    | 1 (4)    | 1 (4)     | 1 (4)    | 1 (4)    | 1 (4)    | 1 (4)    | 1 (4)     |
| Tactical Reconnaissance . . . . .                  | 1 (3)            | 1 (3)    | 1 (3)    | 1 (3)    | 1 (3)    | 1 (3)    | 1 (3)     | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)     |
| AIRLIFT WINGS - TOTAL . . . . .                    | 5 (18)           | 6 (21)   | 6 (21)   | 6 (21)   | 6 (21)   | 6 (21)   | 6 (21)    | 6 (21)   | 6 (21)   | 7 (24)   | 7 (23)   | 7 (23)    |
| Troop Carrier, Heavy . . . . .                     | 2 (6)            | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)     | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)    | 2 (6)     |
| Troop Carrier, Medium . . . . .                    | 3 (12)           | 4 (15)   | 4 (15)   | 4 (15)   | 4 (15)   | 4 (15)   | 4 (15)    | 4 (15)   | 4 (15)   | 5 (18)   | 5 (17)   | 5 (17)    |

TABLE 2 COMBAT AND AIRLIFT WINGS AND SQUADRONS BY TYPE, WORLDWIDE - FY 1952 (CONTINUED)

| FISCAL YEAR 1952                               |           |        |        |        |        |        |           |        |        |        |        |           |
|--|-----------|--------|--------|--------|--------|--------|-----------|--------|--------|--------|--------|-----------|
|  | 31 Jul 51 | 31 Aug | 30 Sep | 31 Oct | 30 Nov | 31 Dec | 31 Jan 52 | 28 Feb | 31 Mar | 30 Apr | 31 May | 30 Jun 52 |
| OVERSEAS (CONTINUED)                           |           |        |        |        |        |        |           |        |        |        |        |           |
| SUPPORTING UNITS                               |           |        |        |        |        |        |           |        |        |        |        |           |
| MATS Squadrons - Total . . . . .               | 6         | 6      | 6      | 8      | 8      | 9      | 9         | 9      | 9      | 9      | 10     | 9         |
| Air Refueling Sq, M - Total . . . . .          | 2         | 2      | 1      | 1      | 1      | 2      | 2         | 2      | 2      | 2      | 2      | 2         |
| SEPARATE SQUADRONS - TOTAL . . . . .           | 15        | 15     | 15     | 15     | 15     | 15     | 15        | 15     | 15     | 15     | 15     | 15        |
| Air Rescue . . . . .                           | 8         | 8      | 8      | 8      | 8      | 8      | 8         | 8      | 8      | 8      | 8      | 8         |
| Liaison Helicopter . . . . .                   | 2         | 2      | 2      | 2      | 2      | 2      | 2         | 2      | 2      | 2      | 2      | 2         |
| Strategic Reconnaissance, Medium Weather . . . | 5         | 5      | 5      | 5      | 5      | 5      | 5         | 5      | 5      | 5      | 5      | 5         |



TABLE 3 COMBAT AND AIRLIFT WINGS AND SQUADRONS BY ASSIGNED COMMAND - FY 1952

| FISCAL YEAR 1952   |           |          |          |          |          |          |           |          |          |          |          |           |
|--|-----------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|-----------|
| Type of Units  | 31 Jul 51 | 31 Aug   | 30 Sep   | 31 Oct   | 30 Nov   | 31 Dec   | 31 Jan 52 | 28 Feb   | 31 Mar   | 30 Apr   | 31 May   | 30 Jun 52 |
| AIR DEFENSE COMMAND (Continental U. S.)                    |           |          |          |          |          |          |           |          |          |          |          |           |
| COMBAT WING - TOTAL . . . . .                              | 15 ( 44)  | 15 ( 44) | 14 ( 41) | 14 ( 41) | 14 ( 41) | 14 ( 41) | 14 ( 41)  | 14 ( 41) | 14 ( 40) | 14 ( 40) | 14 ( 40) | 14 ( 40)  |
| Fighter Interceptor . . . . .                              | 15 ( 44)  | 15 ( 44) | 14 ( 41) | 14 ( 41) | 14 ( 41) | 14 ( 41) | 14 ( 41)  | 14 ( 41) | 14 ( 40) | 14 ( 40) | 14 ( 40) | 14 ( 40)  |
| AIR RESEARCH AND DEVELOPMENT COMMAND ( Continental U. S. ) |           |          |          |          |          |          |           |          |          |          |          |           |
| SEPARATE SQUADRONS - TOTAL . . . . .                       | -         | -        | -        | 1        | 1        | 1        | 2         | 2        | 2        | 2        | 2        | 2         |
| Pilotless Bomber, Light . . . . .                          | -         | -        | -        | 1        | 1        | 1        | 2         | 2        | 2        | 2        | 2        | 2         |
| MILITARY AIR TRANSPORT SERVICE (Continental U. S.)         |           |          |          |          |          |          |           |          |          |          |          |           |
| COMBAT WING - TOTAL . . . . .                              | 1 ( 3)    | 1 ( 3)   | 1 ( 3)   | -        | -        | -        | -         | -        | -        | -        | -        | -         |
| Troop Carrier, Heavy . . . . .                             | 1 ( 3)    | 1 ( 3)   | 1 ( 3)   | -        | -        | -        | -         | -        | -        | -        | -        | -         |
| MATS Air Transport Squadrons - Total . . . . .             | 17        | 17       | 18       | 20       | 20       | 19       | 22        | 22       | 22       | 22       | 21       | 22        |
| SEPARATE SQUADRONS - TOTAL . . . . .                       | 5         | 5        | 5        | 5        | 5        | 5        | 5         | 5        | 6        | 6        | 6        | 6         |
| Air Rescue . . . . .                                       | 2         | 2        | 2        | 2        | 2        | 2        | 2         | 2        | 3        | 3        | 3        | 3         |
| Air Resupply . . . . .                                     | 2         | 2        | 2        | 2        | 2        | 2        | 2         | 2        | 2        | 2        | 2        | 2         |
| Strategic Reconnaissance, Medium Weather . . . . .         | 1         | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| STRATEGIC AIR COMMAND (Continental U. S.)                  |           |          |          |          |          |          |           |          |          |          |          |           |
| COMBAT WING - TOTAL . . . . .                              | 27 ( 78)  | 27 ( 81) | 28 ( 83) | 30 ( 89) | 26 ( 77) | 27 ( 81) | 27 ( 81)  | 27 ( 81) | 28 ( 84) | 28 ( 84) | 30 ( 90) | 31 ( 93)  |
| Heavy Bomb . . . . .                                       | 3 ( 9)    | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)    | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 4 ( 12)   |
| Medium Bomb . . . . .                                      | 14 ( 42)  | 14 ( 42) | 15 ( 44) | 16 ( 47) | 16 ( 47) | 16 ( 48) | 16 ( 48)  | 16 ( 48) | 17 ( 51) | 17 ( 51) | 18 ( 54) | 18 ( 54)  |
| Light Bomb . . . . .                                       | 1 ( 1)    | -        | -        | -        | -        | -        | -         | -        | -        | -        | -        | -         |
| Fighter Bomb . . . . .                                     | 4 ( 12)   | 4 ( 12)  | 4 ( 12)  | 4 ( 12)  | -        | -        | -         | -        | -        | -        | -        | -         |
| Fighter Escort . . . . .                                   | 2 ( 5)    | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 3 ( 9)   | 3 ( 9)    | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)    |
| Strategic Reconnaissance, Heavy . . . . .                  | 2 ( 6)    | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)    | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)    |
| Strategic Reconnaissance, Medium . . . . .                 | 1 ( 3)    | 2 ( 6)   | 2 ( 6)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)    | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 4 ( 12)  | 4 ( 12)   |
| AIR REFUELING SQUADRONS - TOTAL . . . . .                  | 13        | 13       | 15       | 15       | 15       | 14       | 14        | 14       | 14       | 14       | 13       | 13        |
| SEPARATE SQUADRONS - TOTAL . . . . .                       | 4         | 4        | 4        | 4        | 4        | 4        | 4         | 4        | 4        | 4        | 4        | 4         |
| Air Rescue . . . . .                                       | 1         | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| Strategic Supports . . . . .                               | 3         | 3        | 3        | 3        | 3        | 3        | 3         | 3        | 3        | 3        | 3        | 3         |
| TACTICAL AIR COMMAND (Continental U. S.)                   |           |          |          |          |          |          |           |          |          |          |          |           |
| COMBAT - AIRLIFT WINGS - TOTAL . . . . .                   | 18 ( 53)  | 17 ( 50) | 17 ( 50) | 18 ( 53) | 22 ( 65) | 20 ( 59) | 20 ( 59)  | 19 ( 56) | 19 ( 56) | 18 ( 53) | 18 ( 54) | 15 ( 46)  |
| COMBAT WING - TOTAL . . . . .                              | 9 ( 27)   | 9 ( 27)  | 9 ( 27)  | 9 ( 27)  | 13 ( 39) | 11 ( 33) | 11 ( 33)  | 10 ( 30) | 10 ( 30) | 10 ( 30) | 10 ( 30) | 7 ( 22)   |
| Light Bomb . . . . .                                       | 2 ( 6)    | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 1 ( 3)   | 1 ( 3)    | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 0 ( 1)    |
| Fighter Bomb . . . . .                                     | 4 ( 12)   | 4 ( 12)  | 4 ( 12)  | 4 ( 12)  | 8 ( 24)  | 7 ( 21)  | 7 ( 21)   | 7 ( 21)  | 7 ( 21)  | 7 ( 21)  | 7 ( 21)  | 5 ( 15)   |
| Tactical Reconnaissance . . . . .                          | 3 ( 9)    | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)    | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)    |

TABLE 3 COMBAT AND AIRLIFT WINGS AND SQUADRONS BY ASSIGNED COMMAND -- FY 1952 (CONTINUED)

| FISCAL YEAR 1952                                     |           |          |          |          |          |          |           |          |          |          |          |           |
|--|-----------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|-----------|
| Type of Units  | 31 Jul 51 | 31 Aug   | 30 Sep   | 31 Oct   | 30 Nov   | 31 Dec   | 31 Jan 52 | 28 Feb   | 31 Mar   | 30 Apr   | 31 May   | 30 Jun 52 |
| TACTICAL AIR COMMAND (Continental U. S.) - Continued |           |          |          |          |          |          |           |          |          |          |          |           |
| AIRLIFT WING - TOTAL . . . . .                       | 9 ( 26)   | 8 ( 23)  | 8 ( 23)  | 9 ( 26)  | 9 ( 26)  | 9 ( 26)  | 9 ( 26)   | 9 ( 26)  | 9 ( 26)  | 8 ( 23)  | 8 ( 24)  | 8 ( 24)   |
| Troop Carrier, Heavy . . . . .                       | -         | -        | -        | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)    | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)    |
| Troop Carrier, Medium . . . . .                      | 9 ( 25)   | 8 ( 22)  | 8 ( 22)  | 8 ( 22)  | 8 ( 22)  | 8 ( 22)  | 8 ( 22)   | 8 ( 22)  | 8 ( 22)  | 7 ( 19)  | 7 ( 20)  | 7 ( 20)   |
| Troop Carrier, Assault . . . . .                     | 0 ( 1)    | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)    | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)    |
| SEPARATE SQUADRONS - TOTAL . . . . .                 | 5         | 5        | 5        | 5        | 5        | 5        | 5         | 5        | 5        | 5        | 5        | 5         |
| Liaison Helicopter . . . . .                         | 1         | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| Tow Target . . . . .                                 | 4         | 4        | 4        | 4        | 4        | 4        | 4         | 4        | 4        | 4        | 4        | 4         |
| ALASKA AIR COMMAND (Overseas)                        |           |          |          |          |          |          |           |          |          |          |          |           |
| COMBAT - AIRLIFT WINGS - TOTAL . . . . .             | 1 ( 5)    | 1 ( 5)   | 1 ( 5)   | 1 ( 5)   | 1 ( 5)   | 1 ( 5)   | 1 ( 5)    | 1 ( 5)   | 1 ( 5)   | 1 ( 5)   | 1 ( 5)   | 1 ( 5)    |
| COMBAT WING - TOTAL . . . . .                        | 1 ( 4)    | 1 ( 4)   | 1 ( 4)   | 1 ( 4)   | 1 ( 4)   | 1 ( 4)   | 1 ( 4)    | 1 ( 4)   | 1 ( 4)   | 1 ( 4)   | 1 ( 4)   | 1 ( 4)    |
| Fighter Interceptor . . . . .                        | 1 ( 4)    | 1 ( 4)   | 1 ( 4)   | 1 ( 4)   | 1 ( 4)   | 1 ( 4)   | 1 ( 4)    | 1 ( 4)   | 1 ( 4)   | 1 ( 4)   | 1 ( 4)   | 1 ( 4)    |
| AIRLIFT WING - TOTAL . . . . .                       | 0 ( 1)    | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)    | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)    |
| Troop Carrier, Heavy . . . . .                       | 0 ( 1)    | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)    | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)   | 0 ( 1)    |
| SEPARATE SQUADRONS - TOTAL . . . . .                 | 2         | 2        | 2        | 2        | 2        | 2        | 2         | 2        | 2        | 2        | 2        | 2         |
| Air Rescue . . . . .                                 | 1         | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| Strategic Reconnaissance, Medium Weather . . . . .   | 1         | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| CARIBBEAN AIR COMMAND (Overseas)                     |           |          |          |          |          |          |           |          |          |          |          |           |
| COMBAT WING - TOTAL . . . . .                        | 1 ( 3)    | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)    | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 2 ( 6)    |
| Strategic Reconnaissance, Heavy . . . . .            | -         | -        | -        | -        | -        | -        | -         | -        | -        | -        | -        | 1 ( 3)    |
| Strategic Reconnaissance, Medium . . . . .           | 1 ( 3)    | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)    | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)   | 1 ( 3)    |
| MATS Squadron - Total . . . . .                      | -         | -        | -        | -        | -        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| Air Refueling Squadron - Total . . . . .             | 1         | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| SEPARATE SQUADRONS - TOTAL . . . . .                 | 3         | 3        | 3        | 3        | 3        | 3        | 3         | 3        | 3        | 3        | 3        | 3         |
| Air Rescue . . . . .                                 | 1         | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| Liaison Helicopter . . . . .                         | 1         | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| Strategic Reconnaissance, Medium Weather . . . . .   | 1         | 1        | 1        | 1        | 1        | 1        | 1         | 1        | 1        | 1        | 1        | 1         |
| FAR EAST AIR FORCES (Overseas)                       |           |          |          |          |          |          |           |          |          |          |          |           |
| COMBAT - AIRLIFT WINGS - TOTAL . . . . .             | 19 ( 61)  | 19 ( 60) | 19 ( 60) | 19 ( 60) | 19 ( 60) | 19 ( 60) | 19 ( 60)  | 19 ( 60) | 19 ( 61) | 20 ( 64) | 20 ( 63) | 20 ( 63)  |
| COMBAT WING - TOTAL . . . . .                        | 15 ( 47)  | 15 ( 46) | 15 ( 46) | 15 ( 46) | 15 ( 46) | 15 ( 46) | 15 ( 46)  | 15 ( 46) | 15 ( 47) | 15 ( 47) | 15 ( 47) | 15 ( 47)  |
| Medium Bomb . . . . .                                | 3 ( 9)    | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)    | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)   | 3 ( 9)    |
| Light Bomb . . . . .                                 | 2 ( 6)    | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)    | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)   | 2 ( 6)    |
| Fighter Bomb . . . . .                               | 5 ( 15)   | 5 ( 15)  | 5 ( 15)  | 5 ( 15)  | 5 ( 15)  | 5 ( 15)  | 5 ( 15)   | 5 ( 15)  | 5 ( 15)  | 5 ( 15)  | 5 ( 15)  | 5 ( 15)   |
| Fighter Escort . . . . .                             | 0 ( 1)    | -        | -        | -        | -        | -        | -         | -        | -        | -        | -        | -         |

TABLE 3 COMBAT AND AIRLIFT WINGS AND SQUADRONS BY ASSIGNED COMMAND - FY 1952 (CONTINUED)

| FISCAL YEAR 1952                                   |           |        |        |        |        |        |           |        |        |        |        |           |
|--|-----------|--------|--------|--------|--------|--------|-----------|--------|--------|--------|--------|-----------|
| Type of Units                                      | 31 Jul 51 | 31 Aug | 30 Sep | 31 Oct | 30 Nov | 31 Dec | 31 Jan 52 | 28 Feb | 31 Mar | 30 Apr | 31 May | 30 Jun 52 |
| FAR EAST AIR FORCES (Overseas) - Continued         |           |        |        |        |        |        |           |        |        |        |        |           |
| Fighter Interceptor . . . . .                      | 4 (12)    | 4 (12) | 4 (12) | 4 (12) | 4 (12) | 4 (12) | 4 (12)    | 4 (12) | 4 (13) | 4 (13) | 4 (13) | 4 (13)    |
| Strategic Reconnaissance, Medium . . . . .         | 0 (1)     | 0 (1)  | 0 (1)  | 0 (1)  | 0 (1)  | 0 (1)  | 0 (1)     | 0 (1)  | 0 (1)  | 0 (1)  | 0 (1)  | 0 (1)     |
| Tactical Reconnaissance . . . . .                  | 1 (3)     | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)     | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)     |
| AIRLIFT WING - TOTAL . . . . .                     | 4 (14)    | 4 (14) | 4 (14) | 4 (14) | 4 (14) | 4 (14) | 4 (14)    | 4 (14) | 4 (14) | 5 (17) | 5 (16) | 5 (16)    |
| Troop Carrier, Heavy . . . . .                     | 2 (5)     | 2 (5)  | 2 (5)  | 2 (5)  | 2 (5)  | 2 (5)  | 2 (5)     | 2 (5)  | 2 (5)  | 2 (5)  | 2 (5)  | 2 (5)     |
| Troop Carrier, Medium . . . . .                    | 2 (9)     | 2 (9)  | 2 (9)  | 2 (9)  | 2 (9)  | 2 (9)  | 2 (9)     | 2 (9)  | 2 (9)  | 3 (12) | 3 (11) | 3 (11)    |
| MATS Squadrons - Total . . . . .                   | 5         | 5      | 5      | 7      | 7      | 7      | 7         | 7      | 7      | 7      | 7      | 6         |
| SEPARATE SQUADRONS - TOTAL . . . . .               | 7         | 7      | 7      | 7      | 7      | 7      | 7         | 7      | 7      | 7      | 7      | 7         |
| Air Rescue . . . . .                               | 3         | 3      | 3      | 3      | 3      | 3      | 3         | 3      | 3      | 3      | 3      | 3         |
| Liaison Helicopter . . . . .                       | 1         | 1      | 1      | 1      | 1      | 1      | 1         | 1      | 1      | 1      | 1      | 1         |
| Strategic Reconnaissance, Medium Weather . . . . . | 3         | 3      | 3      | 3      | 3      | 3      | 3         | 3      | 3      | 3      | 3      | 3         |
| NORTHEAST AIR COMMAND (Overseas)                   |           |        |        |        |        |        |           |        |        |        |        |           |
| SEPARATE SQUADRONS - TOTAL . . . . .               | 1         | 1      | 1      | 1      | 1      | 1      | 1         | 1      | 1      | 1      | 1      | 1         |
| Air Rescue . . . . .                               | 1         | 1      | 1      | 1      | 1      | 1      | 1         | 1      | 1      | 1      | 1      | 1         |
| UNITED STATES AIR FORCES IN EUROPE (Overseas)      |           |        |        |        |        |        |           |        |        |        |        |           |
| COMBAT - AIRLIFT WINGS - TOTAL . . . . .           | 5 (15)    | 6 (18) | 7 (22) | 7 (22) | 7 (22) | 8 (24) | 8 (24)    | 9 (27) | 9 (27) | 9 (27) | 9 (27) | 12 (35)   |
| COMBAT WING - TOTAL . . . . .                      | 4 (12)    | 4 (12) | 5 (16) | 5 (16) | 5 (16) | 6 (18) | 6 (18)    | 7 (21) | 7 (21) | 7 (21) | 7 (21) | 10 (29)   |
| Medium Bomb . . . . .                              | 1 (3)     | 1 (3)  | 1 (4)  | 1 (4)  | 1 (4)  | 1 (3)  | 1 (3)     | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)     |
| Light Bomb . . . . .                               | -         | -      | -      | -      | -      | 1 (3)  | 1 (3)     | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)  | 2 (5)     |
| Fighter Bomb . . . . .                             | 2 (6)     | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)  | 3 (9)  | 3 (9)     | 3 (9)  | 3 (9)  | 3 (9)  | 3 (9)  | 5 (15)    |
| Fighter Interceptor . . . . .                      | -         | -      | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)     | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)     |
| Fighter Escort . . . . .                           | 1 (3)     | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)  | -      | -         | -      | -      | -      | -      | -         |
| Tactical Reconnaissance . . . . .                  | -         | -      | -      | -      | -      | -      | -         | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)  | 1 (3)     |
| AIRLIFT WINGS - TOTAL . . . . .                    | 1 (3)     | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)     | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)     |
| Troop Carrier, Medium . . . . .                    | 1 (3)     | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)     | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)  | 2 (6)     |
| MATS Squadrons - Total . . . . .                   | 1         | 1      | 1      | 1      | 1      | 1      | 1         | 1      | 1      | 1      | 2      | 2         |
| Air Refueling Squadrons - Total . . . . .          | 1         | 1      | -      | -      | -      | 1      | 1         | 1      | 1      | 1      | 1      | 1         |
| SEPARATE SQUADRONS - TOTAL . . . . .               | 2         | 2      | 2      | 2      | 2      | 2      | 2         | 2      | 2      | 2      | 2      | 2         |
| Air Rescue . . . . .                               | 2         | 2      | 2      | 2      | 2      | 2      | 2         | 2      | 2      | 2      | 2      | 2         |

TABLE 4 USAF ACTIVATED COMBAT AND AIRLIFT GROUPS AND SQUADRONS, BY TYPE  
NOV 41 - JUN 51

|  | FISCAL YEAR 1942 |          |          |           | FISCAL YEAR 1943 |           |           |           |
|--|------------------|----------|----------|-----------|------------------|-----------|-----------|-----------|
|  | Nov 41           | Dec      | Mar      | Jun       | Sep              | Dec       | Mar       | Jun       |
| 1 COMBAT AND AIRLIFT - TOTAL . . . . . | 64 (234)         | 64 (233) | 89 (337) | 101 (400) | 117 (452)        | 136 (517) | 155 (588) | 185 (699) |
| 2 COMBAT - TOTAL . . . . .             | 60 (220)         | 60 (219) | 80 (310) | 92 (359)  | 108 (411)        | 124 (464) | 140 (523) | 166 (618) |
| 3 Very Heavy Bomb. . . . .             | -                | -        | -        | -         | -                | -         | 1 ( 4)    | 1 ( 4)    |
| 4 Heavy Bomb. . . . .                  | 13 ( 51)         | 13 ( 50) | 21 ( 82) | 28 (112)  | 30 (116)         | 37 (148)  | 39 (156)  | 51 (204)  |
| 5 Medium Bomb. . . . .                 | 6 ( 23)          | 6 ( 23)  | 9 ( 36)  | 13 ( 52)  | 19 ( 76)         | 19 ( 76)  | 20 ( 78)  | 23 ( 93)  |
| 6 Light Bomb. . . . .                  | 6 ( 26)          | 6 ( 26)  | 7 ( 30)  | 7 ( 30)   | 4 ( 19)          | 4 ( 18)   | 6 ( 26)   | 7 ( 29)   |
| 7 Fighter. . . . .                     | 22 ( 71)         | 22 ( 71) | 27 ( 91) | 27 ( 91)  | 36 (117)         | 47 (147)  | 56 (182)  | 60 (197)  |
| 8 Reconnaissance. . . . .              | 12 ( 46)         | 12 ( 46) | 15 ( 66) | 16 ( 71)  | 18 ( 79)         | 16 ( 71)  | 17 ( 73)  | 23 ( 87)  |
| 9 Composite. . . . .                   | 1 ( 3)           | 1 ( 3)   | 1 ( 5)   | 1 ( 3)    | 1 ( 4)           | 1 ( 4)    | 1 ( 4)    | 1 ( 4)    |
| 10 AIRLIFT-TOTAL. . . . .              | 4 ( 14)          | 4 ( 14)  | 9 ( 27)  | 9 ( 41)   | 9 ( 41)          | 12 ( 53)  | 15 ( 65)  | 19 ( 81)  |
| 11 Troop Carrier. . . . .              | 4 ( 14)          | 4 ( 14)  | 9 ( 27)  | 9 ( 41)   | 9 ( 41)          | 12 ( 53)  | 15 ( 65)  | 19 ( 81)  |
| 12 SEPARATE SQUADRON - TOTAL. . . . .  | -                | -        | -        | -         | 1                | 2         | 2         | 2         |
| 13 Photo Recon (Special). . . . .      | -                | -        | -        | -         | -                | -         | -         | -         |
| 14 Liaison. . . . .                    | -                | -        | -        | -         | -                | -         | -         | -         |
| 15 Emergency Rescue. . . . .           | -                | -        | -        | -         | -                | -         | -         | -         |
| 16 Geodetic Control. . . . .           | -                | -        | -        | -         | -                | -         | -         | -         |
| 17 Tow Target. . . . .                 | -                | -        | -        | -         | 1                | 2         | 2         | 2         |

|   | FISCAL YEAR 1947 |          |          |          | FISCAL YEAR 1948 |          |          |          |
|---|------------------|----------|----------|----------|------------------|----------|----------|----------|
|   | Sep              | Dec      | Mar      | Jun      | Sep              | Dec      | Mar      | Jun      |
| 18 COMBAT AND AIRLIFT - TOTAL . . . . . | 52 (191)         | 52 (179) | 55 (173) | 63 (190) | 70 (211)         | 70 (211) | 70 (210) | 70 (210) |
| 19 COMBAT - TOTAL . . . . .             | 44 (165)         | 44 (152) | 47 (146) | 53 (160) | 60 (181)         | 60 (181) | 60 (180) | 60 (180) |
| 20 Very Heavy Bomb. . . . .             | 15 ( 45)         | 15 ( 45) | 14 ( 42) | 14 ( 42) | 21 ( 63)         | 21 ( 63) | 21 ( 63) | 13 ( 39) |
| 21 Heavy Bomb. . . . .                  | 2 ( 11)          | ( 1)     | -        | -        | -                | -        | -        | 8 ( 24)  |
| 22 Medium Bomb. . . . .                 | -                | -        | -        | -        | -                | -        | -        | 5 ( 15)  |
| 23 Light Bomb. . . . .                  | 3 ( 9)           | 3 ( 9)   | 3 ( 9)   | 5 ( 15)  | 5 ( 15)          | 5 ( 15)  | 5 ( 15)  | 5 ( 15)  |
| 24 Fighter. . . . .                     | 21 ( 77)         | 22 ( 74) | 23 ( 71) | 24 ( 73) | 24 ( 73)         | 24 ( 73) | 25 ( 75) | 25 ( 75) |
| 25 Fighter Escort. . . . .              | -                | -        | -        | -        | -                | -        | -        | -        |
| 26 Fighter Bomber. . . . .              | -                | -        | -        | -        | -                | -        | -        | -        |
| 27 Fighter Interceptor. . . . .         | -                | -        | -        | -        | -                | -        | -        | -        |
| 28 Fighter - All Weather. . . . .       | -                | -        | -        | -        | -                | -        | -        | -        |
| 29 Reconnaissance. . . . .              | 2 ( 21)          | 3 ( 21)  | 6 ( 22)  | 8 ( 25)  | 9 ( 27)          | 9 ( 27)  | 9 ( 27)  | 9 ( 27)  |
| 30 Strategic Recon. . . . .             | -                | -        | -        | -        | -                | -        | -        | -        |
| 31 Strategic Recon, Heavy. . . . .      | -                | -        | -        | -        | -                | -        | -        | -        |
| 32 Strategic Recon, Medium. . . . .     | -                | -        | -        | -        | -                | -        | -        | -        |
| 33 Recon Weather. . . . .               | -                | -        | -        | -        | -                | -        | -        | -        |
| 34 Tactical Recon. . . . .              | -                | -        | -        | -        | -                | -        | -        | -        |
| 35 Composite. . . . .                   | 1 ( 2)           | 1 ( 2)   | 1 ( 2)   | 2 ( 5)   | 1 ( 3)           | 1 ( 3)   | -        | -        |
| 36 AIRLIFT - TOTAL. . . . .             | 8 ( 26)          | 8 ( 27)  | 8 ( 27)  | 10 ( 30) | 10 ( 30)         | 10 ( 30) | 10 ( 30) | 10 ( 30) |
| 37 Troop Carrier. . . . .               | 8 ( 26)          | 8 ( 27)  | 8 ( 27)  | 10 ( 30) | 10 ( 30)         | 10 ( 30) | 10 ( 30) | 10 ( 30) |
| 38 Troop Carrier, H. . . . .            | -                | -        | -        | -        | -                | -        | -        | -        |
| 39 Troop Carrier, M. . . . .            | -                | -        | -        | -        | -                | -        | -        | -        |
| 40 SUPPORTING UNITS                     |                  |          |          |          |                  |          |          |          |
| 41 MATS Air Trans Squadron. . . . .     | -                | -        | -        | -        | -                | -        | -        | -        |
| 42 Air Refueling Squadron, M. . . . .   | -                | -        | -        | -        | -                | -        | -        | -        |
| 43 SEPARATE SQUADRON - TOTAL. . . . .   | 20               | 19       | 17       | 16       | 16               | 17       | 18       | 18       |
| 44 Photo Recon, Special. . . . .        | -                | -        | -        | -        | -                | -        | 1        | 1        |
| 45 Strat Recon, M Wca. . . . .          | -                | -        | -        | -        | -                | -        | -        | -        |
| 46 Strat Support. . . . .               | -                | -        | -        | -        | -                | -        | -        | -        |
| 47 Liaison. . . . .                     | 8                | 8        | 8        | 8        | 8                | 9        | 9        | 9        |
| 48 Air Rescue. . . . .                  | 7                | 8        | 7        | 6        | 6                | 6        | 6        | 6        |
| 49 Air Resupply. . . . .                | -                | -        | -        | -        | -                | -        | -        | -        |
| 50 Geodetic Control. . . . .            | 1                | 1        | 1        | 1        | 1                | 1        | 1        | 1        |
| 51 Tow Target. . . . .                  | 4                | 2        | 1        | 1        | 1                | 1        | 1        | 1        |

TABLE 4 USAF ACTIVATED COMBAT AND AIRLIFT GROUPS AND SQUADRONS, BY TYPE  
 NOV 41 - JUN 51

| FISCAL YEAR 1944 |          |          |          | FISCAL YEAR 1945 |          |          |          | FISCAL YEAR 1946 |          |         |           |
|------------------|----------|----------|----------|------------------|----------|----------|----------|------------------|----------|---------|-----------|
| Sep              | Dec      | Mar      | Jun      | Sep              | Dec      | Mar      | Jun      | Sep              | Dec      | Mar     | Jun       |
| 206(779)         | 218(839) | 222(858) | 234(904) | 239(923)         | 242(937) | 243(934) | 243(927) | 201(761)         | 109(419) | 71(262) | 54(202) 1 |
| 184(686)         | 194(737) | 198(756) | 206(786) | 211(804)         | 214(817) | 214(814) | 214(807) | 175(660)         | 92(347)  | 59(217) | 45(169) 2 |
| 4(16)            | 8(32)    | 10(40)   | 21(67)   | 24(76)           | 24(72)   | 25(75)   | 29(88)   | 40(130)          | 28(93)   | 21(66)  | 15(46) 3  |
| 66(264)          | 72(293)  | 74(302)  | 73(299)  | 73(299)          | 72(295)  | 72(295)  | 68(279)  | 27(116)          | 17(67)   | 7(29)   | 2(11) 4   |
| 22(91)           | 22(89)   | 22(86)   | 21(85)   | 21(85)           | 21(85)   | 20(81)   | 17(69)   | 14(61)           | 5(17)    | 2(7)    | - 5       |
| 6(25)            | 7(29)    | 7(29)    | 7(28)    | 7(28)            | 7(28)    | 8(32)    | 10(40)   | 9(36)            | 4(14)    | 2(7)    | 3(9) 6    |
| 67(217)          | 68(228)  | 67(229)  | 67(227)  | 66(226)          | 71(241)  | 71(240)  | 71(238)  | 67(226)          | 29(105)  | 22(78)  | 21(76) 7  |
| 18(70)           | 16(64)   | 16(63)   | 13(61)   | 16(70)           | 13(70)   | 13(69)   | 13(68)   | 11(69)           | 6(41)    | 3(26)   | 2(21) 8   |
| 1(3)             | 1(2)     | 2(7)     | 4(19)    | 4(20)            | 5(22)    | 5(22)    | 6(25)    | 6(22)            | 3(10)    | 2(4)    | 2(6) 9    |
| 22(93)           | 24(102)  | 24(102)  | 28(118)  | 28(119)          | 28(120)  | 29(120)  | 29(120)  | 26(101)          | 17(72)   | 12(45)  | 9(33) 10  |
| 22(93)           | 24(102)  | 24(102)  | 28(118)  | 28(119)          | 28(120)  | 29(120)  | 29(120)  | 26(101)          | 17(72)   | 12(45)  | 9(33) 11  |
| 16               | 20       | 26       | 24       | 24               | 26       | 32       | 35       | 39               | 29       | 22      | 21 12     |
| -                | -        | -        | -        | -                | -        | -        | -        | -                | -        | -       | - 13      |
| 14               | 14       | 19       | 16       | 16               | 17       | 18       | 18       | 21               | 14       | 10      | 8 14      |
| -                | 2        | 3        | 4        | 4                | 4        | 8        | 9        | 8                | 7        | 7       | 7 15      |
| -                | -        | -        | -        | -                | -        | -        | 1        | 1                | 1        | 1       | 1 16      |
| 2                | 4        | 4        | 4        | 4                | 5        | 6        | 7        | 9                | 7        | 4       | 4 17      |

| FISCAL YEAR 1949 |         |         |         | FISCAL YEAR 1950 |         |         |         | FISCAL YEAR 1951 |         |         |            |
|------------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|------------|
| Sep              | Dec     | Mar     | Jun     | Sep              | Dec     | Mar     | Jun     | Sep              | Dec     | Mar     | Jun        |
| 61(186)          | 60(184) | 60(179) | 57(171) | 53(161)          | 48(147) | 48(147) | 48(147) | 51(156)          | 60(184) | 75(225) | 87(262) 18 |
| 53(160)          | 51(154) | 51(151) | 48(144) | 46(139)          | 42(128) | 42(128) | 42(128) | 44(134)          | 51(156) | 65(193) | 72(215) 19 |
| 3(9)             | -       | -       | -       | -                | -       | -       | -       | -                | -       | -       | - 20       |
| 1(3)             | 2(6)    | 2(6)    | 3(9)    | 3(9)             | 3(9)    | 3(9)    | 3(9)    | 3(9)             | 2(6)    | 2(6)    | 3(9) 21    |
| 13(39)           | 13(39)  | 13(39)  | 12(36)  | 12(36)           | 12(36)  | 12(36)  | 12(36)  | 12(36)           | 13(39)  | 17(51)  | 18(54) 22  |
| 3(9)             | 3(9)    | 3(9)    | 2(6)    | 2(6)             | 1(4)    | 1(4)    | 1(4)    | 2(8)             | 2(8)    | 4(10)   | 5(13) 23   |
| 25(75)           | 25(75)  | 22(66)  | 21(63)  | 19(57)           | 17(51)  | 1(3)    | -       | -                | -       | -       | - 24       |
| -                | -       | -       | -       | -                | -       | 1(3)    | 1(3)    | 2(6)             | 3(9)    | 3(9)    | 3(9) 25    |
| -                | -       | -       | -       | -                | -       | 7(21)   | 7(21)   | 6(18)            | 10(30)  | 12(36)  | 15(45) 26  |
| -                | -       | -       | -       | -                | -       | 8(24)   | 9(27)   | 9(27)            | 9(28)   | 17(51)  | 20(60) 27  |
| -                | -       | 3(9)    | 3(9)    | 3(9)             | 3(9)    | 3(9)    | 3(9)    | 3(9)             | 3(9)    | 3(9)    | - 28       |
| 8(25)            | 8(25)   | -       | -       | -                | -       | -       | -       | -                | -       | -       | - 29       |
| -                | -       | 3(9)    | 4(13)   | 4(13)            | 3(10)   | 3(10)   | 3(10)   | 3(10)            | -       | -       | - 30       |
| -                | -       | -       | -       | -                | -       | -       | -       | -                | 2(6)    | 2(6)    | 2(6) 31    |
| -                | -       | -       | -       | -                | -       | -       | -       | -                | 2(7)    | 2(7)    | 2(7) 32    |
| -                | -       | 2(5)    | 2(5)    | 2(6)             | 2(6)    | 2(6)    | 2(6)    | 2(6)             | 2(6)    | -       | - 33       |
| -                | -       | 3(8)    | 1(3)    | 1(3)             | 1(3)    | 1(3)    | 1(3)    | 2(5)             | 3(8)    | 3(8)    | 4(12) 34   |
| -                | -       | -       | -       | -                | -       | -       | -       | -                | -       | -       | - 35       |
| 8(26)            | 9(30)   | 9(28)   | 9(27)   | 7(22)            | 6(19)   | 6(19)   | 6(17)   | 7(22)            | 9(28)   | 10(32)  | 15(47) 36  |
| 8(26)            | 9(30)   | -       | -       | -                | -       | -       | -       | -                | -       | -       | - 37       |
| -                | -       | 6(19)   | 6(19)   | 4(14)            | 4(12)   | 3(10)   | 3(10)   | 3(10)            | 3(10)   | 3(9)    | 3(9) 38    |
| -                | -       | 3(9)    | 3(8)    | 3(8)             | 2(7)    | 3(9)    | 3(9)    | 4(12)            | 6(18)   | 7(23)   | 12(38) 39  |
| -                | -       | -       | -       | -                | -       | -       | -       | -                | -       | -       | 40         |
| -                | -       | -       | -       | -                | -       | -       | 20      | 20               | 20      | 20      | 21 41      |
| 2                | 2       | 6       | 6       | 6                | 6       | 6       | 9       | 11               | 12      | 12      | 14 42      |
| 17               | 17      | 16      | 10      | 11               | 13      | 13      | 13      | 14               | 16      | 24      | 26 43      |
| 1                | 1       | 1       | -       | -                | -       | -       | -       | -                | -       | -       | - 44       |
| -                | -       | -       | -       | -                | -       | -       | -       | -                | -       | 6       | 6 45       |
| -                | -       | 2       | 2       | 2                | 2       | 2       | 2       | 2                | 3       | 3       | 3 46       |
| 8                | 8       | 5       | -       | 2                | 2       | 2       | 2       | 2                | 2       | 2       | 2 47       |
| 6                | 6       | 6       | 7       | 8                | 8       | 8       | 8       | 9                | 9       | 11      | 11 48      |
| -                | -       | -       | -       | -                | -       | -       | -       | -                | -       | -       | - 49       |
| 1                | 1       | 1       | -       | -                | -       | -       | -       | -                | -       | -       | - 50       |
| 1                | 1       | 1       | 1       | 1                | 1       | 1       | 1       | 1                | 2       | 2       | 3 51       |

TABLE 5 NUMBER OF ACTIVATED USAF COMBAT WINGS AND AIRLIFT UNITS CLASSIFIED BY TYPES OF AIRCRAFT POSSESSED 10 JUL 51 - 30 JUN 52

Combat and Airlift Wings are indicated by the open figures. Figures within the parentheses represent the number of squadrons of the type corresponding to the Wing. Airlift Support Squadrons are indicated by open figures.

| Type of Aircraft Possessed by Type of Unit                         | 10 Jul 51 | 10 Oct 51 | 10 Jan 52 | 10 Apr 52 | 30 Jun 52 |
|--|-----------|-----------|-----------|-----------|-----------|
| <b>COMBAT AND AIRLIFT WING AND SQUADRON - TOTALS <sup>1/</sup></b> |           |           |           |           |           |
| Activated . . . . .  | 87 (262)  | 90 (273)  | 90 (273)  | 91 (276)  | 95 (288)  |
| 2/ Unequipped . . . . .  | 11 (36)   | 12 (37)   | 8 (28)    | 11 (36)   | 10 (31)   |
| 2/ Equipped . . . . .  | 76 (226)  | 78 (236)  | 82 (245)  | 80 (240)  | 85 (257)  |
| <b>COMBAT WING AND SQUADRON - TOTALS</b>                           |           |           |           |           |           |
| Activated . . . . .  | 72 (215)  | 75 (226)  | 75 (226)  | 76 (229)  | 80 (241)  |
| 2/ Unequipped . . . . .  | 11 (33)   | 12 (35)   | 8 (26)    | 11 (36)   | 10 (31)   |
| 2/ Equipped . . . . .  | 61 (182)  | 63 (191)  | 67 (200)  | 65 (193)  | 70 (210)  |
| <b>BOMBER - TOTAL . . . . .</b>                                    |           |           |           |           |           |
| B-36 . . . . .   | 19 (57)   | 21 (64)   | 23 (68)   | 24 (70)   | 27 (80)   |
| B-47 . . . . .   | 2 (6)     | 2 (7)     | 3 (9)     | 2 (7)     | 3 (9)     |
| B-50 . . . . .   | -         | -         | 1 (1)     | 1 (2)     | 1 (3)     |
| B-57 . . . . .   | 4 (12)    | 4 (13)    | 5 (14)    | 5 (14)    | 5 (14)    |
| B-29 . . . . .   | 9 (27)    | 11 (31)   | 11 (32)   | 12 (35)   | 14 (42)   |
| B-45 . . . . .   | 1 (2)     | 1 (2)     | 1 (2)     | 1 (2)     | 1 (2)     |
| B-26 . . . . .   | 3 (10)    | 3 (11)    | 3 (10)    | 3 (10)    | 3 (10)    |
| <b>FIGHTER - TOTAL . . . . .</b>                                   |           |           |           |           |           |
| F-94 . . . . .   | 36 (109)  | 35 (105)  | 36 (107)  | 32 (97)   | 34 (104)  |
| F-84 . . . . .   | 3 (10)    | 4 (13)    | 6 (17)    | 3 (8)     | 4 (11)    |
| F-89 . . . . .   | -         | 1 (1)     | 1 (2)     | -         | 1 (1)     |
| F-86 . . . . .   | 5 (16)    | 6 (16)    | 6 (17)    | 6 (16)    | 7 (21)    |
| F-84 . . . . .   | 9 (30)    | 10 (30)   | 10 (30)   | 11 (33)   | 11 (34)   |
| F-82 . . . . .   | 1 (2)     | 1 (1)     | -         | -         | -         |
| F-80 . . . . .   | 6 (15)    | 4 (11)    | 2 (8)     | 2 (8)     | 2 (7)     |
| F-51 . . . . .   | 10 (29)   | 9 (27)    | 9 (26)    | 8 (25)    | 8 (23)    |
| F-47 . . . . .   | 2 (7)     | 2 (6)     | 2 (7)     | 2 (7)     | 2 (7)     |
| <b>RECONNAISSANCE - TOTAL . . . . .</b>                            |           |           |           |           |           |
| RB-36 . . . . .  | 6 (16)    | 7 (22)    | 8 (25)    | 9 (26)    | 9 (26)    |
| RB-50 . . . . .  | 1 (3)     | 2 (6)     | 2 (6)     | 2 (6)     | 2 (6)     |
| RB-29 . . . . .  | 1 (2)     | 1 (3)     | 1 (3)     | 1 (3)     | 1 (3)     |
| RB-45 . . . . .  | 1 (2)     | 1 (2)     | 1 (3)     | 1 (3)     | 1 (3)     |
| RB-26 . . . . .  | 1 (2)     | 1 (2)     | 1 (2)     | 1 (2)     | 1 (2)     |
| RF-80 . . . . .  | 1 (2)     | 1 (3)     | 1 (4)     | 1 (4)     | 1 (4)     |
| RF-51 . . . . .  | 1 (3)     | 2 (5)     | 1 (4)     | 2 (6)     | 3 (7)     |
| RF-51 . . . . .  | 1 (2)     | 1 (1)     | 1 (3)     | 1 (2)     | 1 (1)     |
| <b>AIRLIFT WING AND SQUADRON - TOTALS <sup>1/</sup></b>            |           |           |           |           |           |
| Activated . . . . .  | 15 (47)   | 15 (47)   | 15 (47)   | 15 (47)   | 15 (47)   |
| 2/ Unequipped . . . . .  | 3 (3)     | 2 (2)     | 2 (2)     | -         | -         |
| 2/ Equipped . . . . .  | 15 (44)   | 15 (45)   | 15 (45)   | 15 (47)   | 15 (47)   |
| <b>TROOP CARRIER - TOTAL . . . . .</b>                             |           |           |           |           |           |
| C-124 . . . . .  | 15 (44)   | 15 (45)   | 15 (45)   | 15 (47)   | 15 (47)   |
| C-54 . . . . .   | 1 (1)     | 1 (2)     | 1 (2)     | 1 (3)     | 1 (3)     |
| C-122 . . . . .  | 3 (7)     | 2 (7)     | 2 (6)     | 2 (6)     | 2 (6)     |
| C-119 . . . . .  | -         | 1 (1)     | 1 (1)     | 1 (1)     | 1 (1)     |
| C-82 . . . . .   | 4 (11)    | 3 (8)     | 4 (11)    | 5 (15)    | 6 (16)    |
| C-47 . . . . .   | 2 (6)     | 2 (5)     | 2 (5)     | 2 (6)     | 2 (6)     |
| C-46 . . . . .   | 1 (1)     | 1 (1)     | 1 (1)     | 1 (1)     | 1 (1)     |
| C-46 . . . . .   | 6 (18)    | 7 (21)    | 6 (19)    | 5 (15)    | 4 (14)    |
| <b>AIRLIFT SUPPORT SQUADRONS</b>                                   |           |           |           |           |           |
| <b>MATS AIR TRANSPORT SQUADRON - TOTALS . . . . .</b>              |           |           |           |           |           |
| Activated . . . . .  | 21        | 24        | 28        | 31        | 31        |
| 2/ Unequipped . . . . .  | 4         | 7         | 9         | 11        | 6         |
| 2/ Equipped . . . . .  | 17        | 17        | 19        | 20        | 25        |
| C-124 . . . . .  | -         | -         | 1         | 1         | 3         |
| C-97 . . . . .   | 5         | 5         | 5         | 5         | 6         |
| C-74 . . . . .   | 1         | 1         | 1         | 1         | 1         |
| C-54 . . . . .   | 11        | 11        | 12        | 13        | 15        |
| <b>AIR REFUELING SQUADRON, MEDIUM - TOTALS</b>                     |           |           |           |           |           |
| Activated . . . . .  | 15        | 16        | 16        | 16        | 15        |
| 2/ Unequipped . . . . .  | 8         | 8         | 7         | 4         | 3         |
| 2/ Equipped . . . . .  | 7         | 8         | 9         | 12        | 12        |
| KE-97 . . . . .  | -         | -         | 1         | 2         | 4         |
| KB-29 . . . . .  | 7         | 8         | 8         | 10        | 8         |

<sup>1/</sup> Does not include Airlift Support Squadrons.

<sup>2/</sup> Equipped includes all units possessing 50% or more of authorized number of aircraft.

TABLE 6 COMPOSITION OF COMBAT AND AIRLIFT SQUADRONS a/

The usual composition of the various Combat and Airlift Squadrons and the Supporting (Flying) Units are shown below for 30 June 1952

| Type of Squadron                                    | Table of Organization<br>b/ |          |      | Aircraft      |                      | Crews                |                                   | Ratio<br>C/A<br>Authorized | Personnel Authorized |         |        |
|---|-----------------------------|----------|------|---------------|----------------------|----------------------|-----------------------------------|----------------------------|----------------------|---------|--------|
|   | Number                      | Month    | Year | Major Type    | Authorized<br>Number | Authorized<br>Number | Number of<br>Personnel<br>In Crew |                            | Total                | Officer | Airmen |
| <b>COMBAT</b>                                       |                             |          |      |               |                      |                      |                                   |                            |                      |         |        |
| Bombardment, Heavy . . . . .                        | 1-1176P                     | January  | 1952 | B-36          | 10                   | 10                   | 16                                | 1.0                        | 330                  | 92      | 238    |
| Bombardment, Medium . . . . .                       | 1-1153P                     | December | 1951 | B-29          | 10                   | 10                   | 11                                | 1.0                        | 278                  | 63      | 215    |
|   | 1-1172P                     | January  | 1952 | B-29, B-50A/B | 15                   | 15                   | 11                                | 1.0                        | 280                  | 87      | 193    |
|   | 1-1173P                     | January  | 1952 | B-50D         | 15                   | 15                   | 10                                | 1.0                        | 265                  | 72      | 193    |
|   | 1-1180P                     | May      | 1952 | B-29          | 10                   | 10                   | 11                                | 1.0                        | 198                  | 61      | 137    |
| Bombardment, Medium Jet. . . . .                    | 1-1178P                     | May      | 1952 | B-47          | 15                   | 15                   | 3                                 | 1.0                        | 164                  | 57      | 107    |
| Bombardment, Light . . . . .                        | 1-1123P                     | April    | 1952 | B-26          | 16                   | 16                   | 3                                 | 1.0                        | 197                  | 55      | 142    |
| Bombardment, Light, Night<br>Intruder . . . . .     | 1-1123W                     | April    | 1952 | B-26          | 16                   | 24                   | 4                                 | 1.5                        | 280                  | 83      | 197    |
|   | 1-1177W                     | March    | 1952 | B-26          | 24                   | 36                   | 4                                 | 1.5                        | 375                  | 118     | 257    |
| Bombardment, Light Jet . . . . .                    | 1-1143P                     | June     | 1948 | B-45          | 16                   | 16                   | 4                                 | 1.0                        | 248                  | 55      | 193    |
|   | 1-1143X                     | March    | 1952 | B-45          | 16                   | 20                   | 4                                 | 1.25                       | 296                  | 71      | 225    |
| Fighter Escort . . . . .                            | 1-1259P                     | March    | 1952 | F-84          | 25                   | 24                   | 1                                 | 1.0                        | 87                   | 30      | 57     |
| Fighter Bomber . . . . .                            | 1-1256P                     | December | 1951 | F-47, F-51    | 25                   | 24                   | 1                                 | 1.0                        | 153                  | 30      | 123    |
| Fighter Bomber/Interceptor . . . . .                | 1-1253P                     | December | 1951 | F-80/B4/86    | 25                   | 24                   | 1                                 | 1.0                        | 163                  | 31      | 132    |
|   | 1-1253W                     | December | 1951 | F-80/B4/86    | 25                   | 36                   | 1                                 | 1.5                        | 216                  | 46      | 170    |
| Fighter Interceptor . . . . .                       | 1-1253P-A                   | April    | 1952 | F-80/B4/86    | 25                   | 36                   | 1                                 | 1.5                        | 192                  | 44      | 148    |
|   | 1-1255P                     | December | 1951 | F-94A/C       | 25                   | 48                   | 1                                 | 2.0                        | 339                  | 106     | 233    |
|   | 1-1255W                     | December | 1951 | F-94A/C       | 25                   | 48                   | 1                                 | 2.0                        | 380                  | 109     | 271    |
|   | 1-1256P-A                   | April    | 1952 | F-47, F-51    | 25                   | 36                   | 1                                 | 1.5                        | 181                  | 43      | 138    |
|   | 1-1258T                     | January  | 1952 | F-89          | 25                   | 50                   | 1                                 | 2.0                        | 375                  | 110     | 365    |
| Strategic Reconnaissance,<br>Heavy . . . . .        | 1-1473P                     | January  | 1952 | RB-36         | 10                   | 10                   | 22                                | 1.0                        | 390                  | 142     | 248    |
| Strategic Reconnaissance,<br>Medium . . . . .       | 1-1469P                     | March    | 1952 | RB-45         | 15                   | 15                   | 4                                 | 1.0                        | 154                  | 54      | 100    |
|   | 1-1475P                     | May      | 1952 | RB-50         | 15                   | 15                   | 11                                | 1.0                        | 282                  | 89      | 193    |
|   | 1-1478P                     | May      | 1952 | RB-29         | 10                   | 10                   | 11                                | 1.0                        | 199                  | 52      | 147    |
| Strategic Recon, Medium,<br>Photo Mapping . . . . . | 1-1476P                     | May      | 1952 | RB-29         | 15                   | 15                   | 10                                | 1.0                        | 462                  | 114     | 348    |
| Strategic Recon, Medium<br>Electronics . . . . .    | 1-1477P                     | May      | 1952 | C-82          | 5                    | 5                    | 5                                 | 1.0                        | -                    | -       | -      |
| Tactical Reconnaissance . . . . .                   | 1-1413W                     | December | 1951 | RB-50         | 15                   | 18                   | 16                                | 1.2                        | 428                  | 211     | 217    |
| Tactical Reconnaissance . . . . .                   | 1-1433P                     | December | 1951 | RF-51         | 18                   | 24                   | 1                                 | 1.3                        | 219                  | 40      | 179    |
| Tactical Reconnaissance,<br>Night Photo . . . . .   | 1-1433W                     | December | 1951 | RB-26         | 18                   | 18                   | 3                                 | 1.0                        | 218                  | 64      | 154    |
| Tactical Reconnaissance,<br>Photo Jet . . . . .     | 1-1423P                     | December | 1951 | RB-26         | 18                   | 24                   | 3                                 | 1.3                        | 301                  | 88      | 213    |
|   | 1-1423W                     | December | 1951 | RF-80         | 18                   | 18                   | 1                                 | 1.0                        | 143                  | 28      | 115    |
|   |                             |          |      | RF-80         | 18                   | 24                   | 1                                 | 1.3                        | 218                  | 40      | 178    |
| <b>AIRLIFT</b>                                      |                             |          |      |               |                      |                      |                                   |                            |                      |         |        |
| Troop Carrier, Heavy . . . . .                      | 1-1360P                     | December | 1951 | C-124         | 12                   | 12                   | 7                                 | 1.0                        | 235                  | 43      | 192    |
|   | 1-1360W                     | December | 1951 | C-54          | 12                   | 26                   | 6                                 | 2.2                        | 314                  | 89      | 225    |
|   | 1-1360X                     | December | 1951 | C-124         | 12                   | 26                   | 7                                 | 2.2                        | 403                  | 89      | 314    |
| Troop Carrier, Medium . . . . .                     | 1-1361P                     | December | 1951 | C-46/119      | 16                   | 16                   | c/ 4                              | 1.0                        | 198                  | 43      | 155    |
|   | 1-1361Q                     | December | 1951 | C-46/82       | 16                   | 16                   | c/ 4                              | 1.0                        | 178                  | 43      | 135    |
|   | 1-1361W                     | December | 1951 | C-46/47/119   | 16                   | 32                   | c/ 4                              | 2.0                        | 312                  | 83      | 229    |
| Troop Carrier, Assault,<br>Light . . . . .          | 1-1533P                     | December | 1951 | C-122         | 16                   | 16                   | d/ 4                              | 1.0                        | 186                  | 44      | 142    |
| <b>SUPPORT (FLYING)</b>                             |                             |          |      |               |                      |                      |                                   |                            |                      |         |        |
| MATS Air Transport . . . . .                        | MATS T/D                    |          |      | C-54          | 8                    | 26                   | 6                                 | 3.25                       | 367                  | 92      | 275    |
|   | MATS T/D                    |          |      | C-97          | 8                    | 20                   | 8                                 | 2.5                        | 419                  | 72      | 347    |
|   | MATS T/D                    |          |      | C-124         | 8                    | 12                   | 8                                 | 1.5                        | 274                  | 46      | 228    |

5.6

TABLE 6 COMPOSITION OF COMBAT AND AIRLIFT SQUADRONS (CONTINUED) a/

| Type of Squadron              | Table of Organization<br>b/ |          |      | Aircraft   |                      | Crews                |                                   | Ratio<br>C/A<br>Authorized | Personnel Authorized |         |        |
|-------------------------------|-----------------------------|----------|------|------------|----------------------|----------------------|-----------------------------------|----------------------------|----------------------|---------|--------|
|                               | Number                      | Month    | Year | Major Type | Authorized<br>Number | Authorized<br>Number | Number of<br>Personnel<br>In Crew |                            | Total                | Officer | Airmen |
| SUPPORT (FLYING) (Continued)  |                             |          |      |            |                      |                      |                                   |                            |                      |         |        |
| Air Refueling, Medium . . .   | 1-1174P                     | January  | 1952 | KB-29      | 20                   | 20                   | 8                                 | 1.0                        | 299                  | 90      | 209    |
|                               | 1-1179P                     | May      | 1952 | KC-97      | 20                   | 20                   | 7                                 | 1.0                        | 279                  | 70      | 209    |
| Strategic Recon, Medium       | 1-1724P                     | December | 1951 | WB-29      | 12                   | 12                   | 10                                | 1.0                        | 458                  | 76      | 382    |
| Weather . . . . .             | 1-1724W                     | December | 1951 | WB-29      | 12                   | 16                   | 10                                | 1.3                        | 567                  | 99      | 468    |
|                               | 1-1724W                     | December | 1951 | WB-29      | 12                   | 16                   | 11                                | 1.3                        | 583                  | 115     | 468    |
| Strategic Support . . . . .   | 1-1534P                     | May      | 1952 | C-124      | 12                   | 18                   | 6                                 | 1.5                        | 311                  | 64      | 247    |
| Air Rescue . . . . .          | 1-1613                      | November | 1949 | SB-29      | 8                    | 8                    | 11                                | 1.0                        | 758                  | 122     | 636    |
|                               |                             |          |      | SA-16      | 8                    | 8                    | 8                                 | 1.0                        | -                    | -       | -      |
|                               |                             |          |      | C-47/82    | 4                    | 4                    | 7                                 | 1.0                        | -                    | -       | -      |
|                               |                             |          |      | H-19/21    | 8                    | 8                    | 2                                 | 1.0                        | -                    | -       | -      |
| Liaison (2 Flights) . . . . . | 1-1923W                     | June     | 1949 | L-5        | 12                   | 12                   | 1                                 | 1.0                        | 104                  | 19      | 85     |
| Liaison Flight . . . . .      | 1-1923P                     | January  | 1952 | L-13       | 4                    | 4                    | 1                                 | 1.0                        | 15                   | 4       | 11     |
| Helicopter Flight . . . . .   | 1-1923P                     | January  | 1952 | H-19       | 4                    | 4                    | 1                                 | 1.0                        | 18                   | 4       | 14     |
| Air Resupply . . . . .        | 1-1941T                     | May      | 1951 | B-29       | 12                   | 12                   | 10                                | 1.0                        | 425                  | 97      | 328    |
|                               |                             |          |      | A-16       | 4                    | 4                    | 6                                 | 1.0                        | -                    | -       | -      |
|                               |                             |          |      | C-119      | 4                    | 4                    | 5                                 | 1.0                        | -                    | -       | -      |
|                               |                             |          |      | H-19       | 4                    | 4                    | 2                                 | 1.0                        | -                    | -       | -      |
| Tow Target . . . . .          | 1-1961                      | January  | 1952 | B-26       | 20                   | 20                   | 3                                 | 1.0                        | 304                  | 47      | 257    |
|                               |                             |          |      | B-29       | 4                    | 4                    | 7                                 | 1.0                        | -                    | -       | -      |
|                               |                             |          |      | B-45       | 4                    | 4                    | 3                                 | 1.0                        | -                    | -       | -      |
| Pilotless Bomber, Light . .   | 1-1950P                     | July     | 1951 | -          | -                    | -                    | -                                 | -                          | 316                  | 27      | 289    |

a/ Includes Supporting (Flying) Units.  
b/ P - PEACE, W - WAR, T - TENTATIVE.  
c/ Plus 1 Navigator per 4 Crews.  
d/ Plus 1 Aircraft Observer per 4 Crews.



TABLE 7 - COMBAT READINESS OF COMBAT UNITS - FISCAL YEAR 1952

Readiness is based on the Commanding Officers Overall Index representing the combat capability of the unit. Indexes are based on the percentages shown below.

| <u>Index</u> | <u>Percentage</u> | <u>Index</u> | <u>Percentage</u> | <u>Index</u> | <u>Percentage</u> |
|--------------|-------------------|--------------|-------------------|--------------|-------------------|
| 10           | 100 - 96          | 6            | 65 - 56           | 2            | 25 - 16           |
| 9            | 95 - 86           | 5            | 55 - 46           | 1            | 15 - 1            |
| 8            | 85 - 76           | 4            | 45 - 36           | 0            | 0 - 0             |
| 7            | 75 - 66           | 3            | 35 - 26           |              |                   |

| Group By Type                              | Groups Reporting Combat Readiness By Index |           |           |           |
|--|--|-----------|-----------|-----------|
|  | Total                                      | 10 - 8    | 7 - 6     | 5 - 0     |
|  | 10 January 1952                            |           |           |           |
| Group - Total . . . . .                    | <u>90</u>                                  | <u>36</u> | <u>18</u> | <u>36</u> |
| Heavy Bombardment . . . . .                | 3  | 2         | 1         | 0         |
| Medium Bombardment . . . . .               | 20   | 11        | 0         | *9        |
| Light Bombardment . . . . .                | 4  | 2         | 0         | 2         |
| Fighter Escort . . . . .                   | 3  | 0         | 0         | 3         |
| Fighter Bomber . . . . .                   | 15   | 6         | 4         | 5         |
| Fighter Interceptor . . . . .              | 20   | 6         | 7         | 7         |
| Strategic Reconnaissance, Heavy . . . . .  | 2  | 2         | 0         | 0         |
| Strategic Reconnaissance, Medium . . . . . | 4  | 1         | 1         | 2         |
| Tactical Reconnaissance . . . . .          | 4  | 1         | 0         | 3         |
| Troop Carrier, Heavy . . . . .             | 3  | 2         | 0         | 1         |
| Troop Carrier, Medium . . . . .            | 12   | 3         | 5         | 4         |
|  | 30 June 1952                               |           |           |           |
| Group - Total . . . . .                    | <u>95</u>                                  | <u>46</u> | <u>16</u> | <u>33</u> |
| Heavy Bombardment . . . . .                | 4  | 2         | 1         | 1         |
| Medium Bombardment . . . . .               | 22   | 12        | 2         | *8        |
| Light Bombardment . . . . .                | 4  | 2         | 0         | 2         |
| Fighter Escort . . . . .                   | 3  | 2         | 1         | 0         |
| Fighter Bomber . . . . .                   | 15   | 8         | 3         | 4         |
| Fighter Interceptor . . . . .              | 20   | 8         | 4         | 8         |
| Strategic Reconnaissance, Heavy . . . . .  | 3  | 2         | 0         | 1         |
| Strategic Reconnaissance, Medium . . . . . | 5  | 2         | 0         | 3         |
| Tactical Reconnaissance . . . . .          | 4  | 1         | 1         | 2         |
| Troop Carrier, Heavy . . . . .             | 3  | 3         | 0         | 0         |
| Troop Carrier, Medium . . . . .            | 12   | 4         | 4         | 4         |

\* Includes 2 Operational Training Units.

Source: IAF-V2

TABLE 8 - AIRCRAFT AND CREWS IN COMBAT AND AIRLIFT UNITS - FISCAL YEAR 1952

| By Type and Model of Aircraft     | 31 OCTOBER 1951 |              |         |              | 31 JANUARY 1952 |              |         |              | 10 APRIL 1952 |              |         |              | 10 JULY 1952 |              |         |              |
|-----------------------------------|-----------------|--------------|---------|--------------|-----------------|--------------|---------|--------------|---------------|--------------|---------|--------------|--------------|--------------|---------|--------------|
|                                   | AIRCRAFT        |              | CREWS   |              | AIRCRAFT        |              | CREWS   |              | AIRCRAFT      |              | CREWS   |              | AIRCRAFT     |              | CREWS   |              |
|                                   | On Hand         | Combat Ready | On Hand | Combat Ready | On Hand         | Combat Ready | On Hand | Combat Ready | On Hand       | Combat Ready | On Hand | Combat Ready | On Hand      | Combat Ready | On Hand | Combat Ready |
| <b>COMBAT</b>                     |                 |              |         |              |                 |              |         |              |               |              |         |              |              |              |         |              |
| Bomber - Total . . . . .          | 781             | 458          | 926     | 634          | 863             | 484          | 977     | 603          | 853           | 517          | 1,179   | 753          | 864          | 522          | 1,215   | 784          |
| B-26 . . . . .                    | 182             | 76           | 138     | 115          | 181             | 73           | 142     | 59           | 188           | 99           | 247     | 143          | 170          | 67           | 231     | 129          |
| B-29 . . . . .                    | 314             | 201          | 443     | 301          | 336             | 198          | 442     | 251          | 370           | 225          | 528     | 312          | 395          | 250          | 586     | 359          |
| B-36 . . . . .                    | 62              | 38           | 70      | 46           | 77              | 50           | 109     | 51           | 64            | 36           | 91      | 73           | 70           | 41           | 93      | 74           |
| B-45 . . . . .                    | 33              | 3            | 15      | 6            | 53              | 18           | 45      | 43           | 35            | 6            | 15      | 14           | 42           | 38           | 54      | 54           |
| B-47 . . . . .                    | 0               | 0            | 80      | 0            | 11              | 0            | 30      | 0            | 0             | 0            | 45      | 0            | 32           | 0            | 45      | 0            |
| B-50 . . . . .                    | 190             | 140          | 180     | 166          | 205             | 145          | 209     | 199          | 196           | 151          | 253     | 211          | 155          | 126          | 206     | 168          |
| Fighter - Total . . . . .         | 2,239           | 1,283        | 3,189   | 2,240        | 2,321           | 1,363        | 3,231   | 2,090        | 2,215         | 1,430        | 2,988   | 2,018        | 2,306        | 1,617        | 3,249   | 2,073        |
| F-47 . . . . .                    | 162             | 87           | 187     | 118          | 154             | 91           | 181     | 115          | 148           | 88           | 164     | 114          | 153          | 100          | 171     | 85           |
| F-51 . . . . .                    | 627             | 396          | 796     | 501          | 569             | 316          | 733     | 481          | 485           | 323          | 640     | 476          | 467          | 340          | 613     | 407          |
| F-80 . . . . .                    | 232             | 144          | 350     | 244          | 183             | 116          | 291     | 206          | 195           | 118          | 284     | 233          | 178          | 122          | 244     | 187          |
| F-82 . . . . .                    | 33              | 19           | 40      | 34           | 34              | 14           | 28      | 17           | 14            | 1            | 11      | 5            | 8            | 3            | 6       | 0            |
| F-84 . . . . .                    | 646             | 287          | 1,162   | 859          | 704             | 405          | 1,156   | 765          | 693           | 437          | 987     | 697          | 709          | 471          | 982     | 772          |
| F-86 . . . . .                    | 312             | 230          | 494     | 378          | 367             | 248          | 557     | 327          | 342           | 237          | 592     | 323          | 452          | 361          | 789     | 429          |
| F-89 . . . . .                    | 18              | 6            | 11      | 10           | 23              | 5            | 15      | 0            | 36            | 9            | 26      | 0            | 33           | 15           | 83      | 0            |
| F-94 . . . . .                    | 209             | 114          | 149     | 96           | 287             | 168          | 270     | 179          | 302           | 217          | 284     | 169          | 306          | 205          | 361     | 193          |
| Reconnaissance - Total . . . . .  | 336             | 176          | 423     | 305          | 364             | 181          | 439     | 355          | 402           | 211          | 553     | 382          | 430          | 257          | 585     | 445          |
| RB-26 . . . . .                   | 31              | 18           | 47      | 38           | 38              | 18           | 51      | 35           | 51            | 19           | 87      | 40           | 66           | 29           | 95      | 61           |
| RB-29 . . . . .                   | 27              | 15           | 27      | 23           | 34              | 17           | 48      | 30           | 27            | 12           | 67      | 26           | 22           | 13           | 44      | 24           |
| RB-36 . . . . .                   | 48              | 16           | 50      | 33           | 51              | 16           | 58      | 41           | 53            | 33           | 57      | 50           | 61           | 23           | 96      | 61           |
| RB-45 . . . . .                   | 21              | 13           | 33      | 28           | 6               | 2            | 6       | 6            | 19            | 12           | 32      | 32           | 23           | 14           | 33      | 33           |
| RB-47 . . . . .                   | 0               | 0            | 0       | 0            | 0               | 0            | 0       | 0            | 0             | 0            | 0       | 0            | 0            | 0            | 0       | 0            |
| RB-50 . . . . .                   | 29              | 15           | 34      | 26           | 36              | 11           | 40      | 35           | 35            | 23           | 34      | 29           | 33           | 23           | 42      | 36           |
| RF-51 . . . . .                   | 23              | 11           | 50      | 37           | 52              | 21           | 55      | 46           | 41            | 19           | 70      | 52           | 39           | 27           | 78      | 64           |
| RF-80 . . . . .                   | 81              | 55           | 115     | 60           | 73              | 62           | 119     | 101          | 107           | 66           | 147     | 99           | 116          | 97           | 127     | 102          |
| RF-86 . . . . .                   | 0               | 0            | 0       | 0            | 0               | 0            | 0       | 0            | 0             | 0            | 0       | 0            | 3            | 3            | 6       | 4            |
| WB-29 . . . . .                   | 76              | 33           | 67      | 60           | 74              | 34           | 62      | 61           | 69            | 27           | 59      | 54           | 67           | 28           | 64      | 60           |
| Air Refueling - Total . . . . .   | 160             | 96           | 187     | 119          | 183             | 123          | 220     | 132          | 206           | 138          | 270     | 157          | 231          | 157          | 272     | 163          |
| KB-29 . . . . .                   | 148             | 96           | 147     | 119          | 163             | 123          | 181     | 132          | 163           | 119          | 210     | 157          | 164          | 124          | 205     | 163          |
| KC-97 . . . . .                   | 12              | 0            | 40      | 0            | 20              | 0            | 39      | 0            | 43            | 19           | 60      | 0            | 67           | 33           | 67      | 0            |
| a/AIRLIFT - Total . . . . .       | 792             | 397          | 1,056   | 780          | 842             | 435          | 1,038   | 966          | 920           | 527          | 1,137   | 1,063        | 931          | 603          | 1,105   | 1,001        |
| C-46 . . . . .                    | 294             | 77           | 254     | 84           | 278             | 91           | 228     | 199          | 281           | 128          | 240     | 225          | 255          | 152          | 204     | 173          |
| C-47 . . . . .                    | 25              | 18           | 39      | 39           | 30              | 21           | 120     | 112          | 54            | 42           | 92      | 90           | 48           | 35           | 78      | 76           |
| C-54 . . . . .                    | 157             | 108          | 350     | 315          | 159             | 114          | 260     | 259          | 176           | 111          | 343     | 340          | 174          | 120          | 342     | 339          |
| C-74 . . . . .                    | 8               | 5            | 27      | 27           | 7               | 7            | 16      | 16           | 7             | 5            | 12      | 12           | 0            | 0            | 0       | 0            |
| C-82 . . . . .                    | 70              | 24           | 57      | 56           | 74              | 35           | 65      | 56           | 82            | 29           | 67      | 53           | 82           | 48           | 75      | 55           |
| C-97 . . . . .                    | 44              | 25           | 80      | 80           | 45              | 27           | 83      | 79           | 42            | 28           | 66      | 66           | 55           | 33           | 88      | 88           |
| C-119 . . . . .                   | 151             | 115          | 158     | 118          | 177             | 95           | 160     | 152          | 193           | 125          | 215     | 186          | 216          | 142          | 201     | 165          |
| C-122 . . . . .                   | 9               | -            | 16      | 16           | 9               | 5            | 11      | 11           | 9             | 6            | 8       | 8            | 9            | 5            | 11      | 10           |
| C-124 . . . . .                   | 34              | 25           | 75      | 45           | 63              | 40           | 95      | 82           | 76            | 53           | 94      | 83           | 92           | 68           | 106     | 95           |
| b/Miscellaneous - Total . . . . . | 387             | 199          | 364     | 270          | 405             | 258          | 369     | 310          | 425           | 259          | 370     | 328          | 414          | 271          | 372     | 311          |

a/ Includes Troop Carrier, Military Air Transport Service and Strategic Support Units.  
 b/ Includes Liaison, Air Rescue Service, Tow Target, and Air Resupply and Communications Units.  
 SOURCE: 1-AF-D4, 2 AF-D4 and LAF-V2.

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## **Flight Operation**

## **Part III**



## FLIGHT OPERATIONS

Aircraft flight operations data included in this section are based on statistics submitted on AF Form 110A, in accordance with AFR 65-110 as revised. The 110A report is compiled on a physical possession basis with the various activity categories determined by the assigned purposes of the status of the aircraft rather than actual use.

The tables provide summary data covering flight operations on "Operating Active", "Other Active", and "Inactive" USAF aircraft and include aircraft utilization, flying hours, fuel consumption, etc., during the Fiscal Year 1952. The data are segregated into the following types of activity: Administrative, Minimum Individual Training, Unit Training, Unit Support, Flying and Technical Training, Mutual Defense Assistance Program, Combat Crew Training, MATS Transport, MATS Air Evacuation, Test (except "X" models), Test Support, Special Missions, Command Support, Project, En Route, and Inactive. These various categories of USAF operations are defined as follows:

- a. Administrative: Aircraft assigned for administrative or staff work as outlined in AFL 150-10A, Table III, Part B, 14 January 1952. (AD)
- b. Minimum Individual Training: Aircraft assigned for the primary purpose of providing minimum individual training as outlined in AFL 150-10, Table V, 27 September 1951. (CI)
- c. Primary Tactical Unit: Aircraft assigned as primary unit equipment for the direct accomplishment of the tactical unit operations in accordance with appropriate authorizations as shown in AFL 150-10A, Table II, Part A, 14 January 1952. (CC)
- d. Unit Support: Aircraft which are authorized and assigned as tactical unit support aircraft, as indicated in Table II, Part B of AFL 150-10A, 14 January 1952. (CP)
- e. Flying and Technical Training: Aircraft assigned for the flying and technical training activities of the Air Training Command, as outlined in AFL 150-10, Table IV, 27 September 1951. (CU)
- f. MDAP Aircraft Temporarily Diverted to USAF: Those aircraft programmed for foreign countries under the Mutual Defense Assistance Program for which delivery to the ultimate recipient foreign countries has been deferred in order to divert temporarily those aircraft to the Air Force. (CX)
- g. Combat Crew Training: Aircraft authorized and assigned specifically to combat crew training. (TC)
- h. MATS Transport: Aircraft assigned to MATS for transport and related uses (Divisions and Base Commands only), in accordance with Table II, Part C of AFL 10A, 14 January 1952. (CT)
- i. MATS Air Evacuations: Aircraft assigned for the accomplishment of air evacuation operations within MATS, in accordance with appropriate authorizations as shown in AFL 150-10A, 14 January 1952. (CE)
- j. Test: Aircraft assigned for testing, research and development (except "X" models and aircraft on bailment contract for test), as authorized in AFL 150-10A, Table I, 14 January 1952. (EX)
- k. Test Support: Aircraft assigned to support organized tests of aircraft and allied equipment, authorized in AFL 150-10A, Table I, 14 January 1952. (Except aircraft on bailment contract for test support). (ES)
- l. Special Mission: Aircraft assigned as special mission aircraft in accordance with Table III, Part A, of AFL 150-10A, 14 January 1952, and such other special missions as required to support the primary missions of the USAF. (CM)
- m. Operating Active: The total of the above categories - (AD, CI, CC, CP, CU, CX, TC, CT, CE, EX, ES, and CM).
- n. Other Active (Command Support and En route): Aircraft of one command undergoing organizational or field maintenance in a unit of a different major air command, aircraft undergoing depot maintenance, and aircraft in an en route status. (RF, RT, NR)
- o. Other Active (Project): Aircraft on project established to effect assignment or reassignment of USAF aircraft to fulfill active requirements as ordered by the Aircraft Distribution Office of Headquarters Air Materiel Command. (PA)
- p. Inactive: Storage aircraft, aircraft on a project to be assigned to an inactive category or a non-USAF activity, flyable inactive aircraft, aircraft undergoing modification; aircraft on loan, "X" model aircraft, aircraft declared excess to the Department of the Air Force requirements, aircraft reported to the Aircraft Distribution Office as excess to the requirements of an Air Force or command, new production, and aircraft recommended for reclamation. (SS, SC, SI, PI, FN, FI, RM, AL, all "X" models, XF, XS, XG, NP, RS, SO, and XJ).

TABLE 1 - USAF FLIGHT OPERATIONS WORLD-WIDE SUMMARY BY TYPE AND MODEL OF AIRCRAFT

| TYPE<br>AND<br>MODEL     | FIRST QUARTER FISCAL YEAR 1952 |                  |              |                  | SECOND QUARTER FISCAL YEAR 1952 |                  |              |                  |
|--------------------------|--------------------------------|------------------|--------------|------------------|---------------------------------|------------------|--------------|------------------|
|                          | HOURS<br>FLOWN                 | AVERAGE AIRCRAFT |              | LANDINGS         | HOURS<br>FLOWN                  | AVERAGE AIRCRAFT |              | LANDINGS         |
|                          |                                | ON<br>HAND       | IN<br>COM.   |                  |                                 | ON<br>HAND       | IN<br>COM.   |                  |
| <b>TOTAL</b>             | <b>1,757,099</b>               |                  |              | <b>1,430,650</b> | <b>1,656,053</b>                |                  |              | <b>1,300,284</b> |
| OPERATING ACTIVE         | 1,748,188                      | 11,356           | 7,593        | 1,425,178        | 1,646,673                       | 11,591           | 7,876        | 1,294,613        |
| OTHER ACTIVE             | 4,857                          | 1,112            | 103          | 2,761            | 4,078                           | 1,241            | 109          | 2,518            |
| INACTIVE                 | 4,054                          |                  |              | 2,711            | 5,302                           |                  |              | 3,154            |
| <b>OPERATING ACTIVE</b>  |                                |                  |              |                  |                                 |                  |              |                  |
| <b>TOTAL</b>             | <b>1,748,188</b>               | <b>11,356</b>    | <b>7,593</b> | <b>1,425,178</b> | <b>1,646,673</b>                | <b>11,591</b>    | <b>7,876</b> | <b>1,294,613</b> |
| <b>BOMBER</b>            | <b>155,567</b>                 | <b>1,087</b>     | <b>724</b>   | <b>54,890</b>    | <b>147,659</b>                  | <b>1,144</b>     | <b>755</b>   | <b>51,537</b>    |
| B-17                     | 1,439                          | 27               | 15           | 879              | 1,784                           | 27               | 16           | 1,084            |
| B-25                     | 593                            | 8                | 6            | 478              | 541                             | 8                | 5            | 423              |
| B-26                     | 53,933                         | 301              | 201          | 24,672           | 47,184                          | 274              | 191          | 21,197           |
| B-29                     | 64,090                         | 430              | 288          | 19,194           | 64,000                          | 471              | 310          | 18,297           |
| B-36                     | 8,672                          | 53               | 39           | 1,269            | 9,045                           | 72               | 49           | 1,641            |
| B-45                     | 2,785                          | 54               | 25           | 1,950            | 2,542                           | 54               | 23           | 1,714            |
| B-47                     | 1,069                          | 11               | 5            | 1,124            | 1,704                           | 22               | 10           | 2,225            |
| B-50                     | 22,985                         | 203              | 145          | 5,323            | 20,859                          | 216              | 151          | 4,956            |
| JD1                      | 1                              | -                | -            | 1                | -                               | -                | -            | -                |
| <b>TANKER</b>            | <b>14,975</b>                  | <b>164</b>       | <b>118</b>   | <b>4,995</b>     | <b>17,647</b>                   | <b>188</b>       | <b>133</b>   | <b>6,936</b>     |
| Kb                       | 14,036                         | 158              | 114          | 4,573            | 13,903                          | 157              | 118          | 5,375            |
| KC-97                    | 939                            | 6                | 4            | 422              | 3,744                           | 21               | 15           | 1,561            |
| <b>FIGHTER</b>           | <b>251,531</b>                 | <b>2,851</b>     | <b>1,805</b> | <b>197,957</b>   | <b>235,975</b>                  | <b>2,872</b>     | <b>1,819</b> | <b>178,396</b>   |
| F-24                     | 32                             | 1                | 1            | 37               | 4                               | 1                | -            | 2                |
| F-47                     | 11,631                         | 173              | 118          | 8,153            | 9,379                           | 162              | 118          | 5,660            |
| F-51                     | 80,215                         | 786              | 533          | 54,928           | 64,345                          | 710              | 480          | 43,973           |
| F-80                     | 48,894                         | 468              | 295          | 44,000           | 47,613                          | 429              | 264          | 42,061           |
| F-82                     | 2,878                          | 42               | 22           | 1,731            | 2,371                           | 40               | 16           | 1,501            |
| F-84                     | 61,398                         | 738              | 428          | 46,106           | 59,456                          | 766              | 453          | 41,302           |
| F-86                     | 29,785                         | 381              | 265          | 25,444           | 28,782                          | 384              | 266          | 23,936           |
| F-89                     | 1,049                          | 23               | 8            | 934              | 1,497                           | 35               | 15           | 1,385            |
| F-94                     | 15,649                         | 239              | 135          | 16,624           | 22,528                          | 345              | 207          | 18,576           |
| <b>RECONNAISSANCE</b>    | <b>47,900</b>                  | <b>382</b>       | <b>242</b>   | <b>18,747</b>    | <b>49,244</b>                   | <b>417</b>       | <b>260</b>   | <b>18,001</b>    |
| RB-17                    | 1,437                          | 11               | 7            | 741              | 1,365                           | 13               | 8            | 479              |
| RB-25                    | 242                            | 3                | 2            | 112              | 204                             | 2                | 2            | 109              |
| RB-26                    | 9,326                          | 46               | 37           | 4,429            | 7,593                           | 49               | 33           | 3,449            |
| RB-29                    | 3,748                          | 34               | 20           | 715              | 4,104                           | 32               | 19           | 853              |
| WB-29                    | 12,419                         | 77               | 34           | 2,909            | 12,581                          | 75               | 34           | 2,660            |
| RB-36                    | 4,702                          | 39               | 22           | 601              | 5,980                           | 52               | 35           | 767              |
| RB-45                    | 1,539                          | 26               | 15           | 408              | 1,960                           | 24               | 14           | 583              |
| RB-50                    | 4,018                          | 29               | 17           | 1,042            | 3,738                           | 36               | 24           | 906              |
| RC-45                    | 662                            | 7                | 5            | 578              | 466                             | 6                | 3            | 475              |
| RC-47                    | 542                            | 5                | 4            | 350              | 351                             | 5                | 3            | 258              |
| RF-51                    | 1,583                          | 27               | 20           | 1,009            | 4,417                           | 39               | 30           | 2,624            |
| RF-80                    | 7,682                          | 78               | 59           | 5,853            | 6,485                           | 84               | 55           | 4,838            |
| <b>SEARCH AND RESCUE</b> | <b>20,406</b>                  | <b>147</b>       | <b>99</b>    | <b>17,467</b>    | <b>19,230</b>                   | <b>158</b>       | <b>98</b>    | <b>16,176</b>    |
| SA-10                    | 1,898                          | 14               | 11           | 1,317            | 1,687                           | 15               | 11           | 999              |
| SA-16                    | 8,406                          | 54               | 34           | 11,005           | 8,310                           | 63               | 36           | 11,171           |
| SB-17                    | 7,374                          | 55               | 39           | 3,441            | 6,800                           | 54               | 34           | 2,616            |
| SB-29                    | 1,231                          | 14               | 8            | 538              | 1,390                           | 15               | 9            | 52               |
| SC-47                    | 878                            | 5                | 4            | 417              | 752                             | 6                | 5            | 536              |
| SC-54                    | 409                            | 2                | 1            | 100              | 232                             | 3                | 2            | 181              |
| SH-5                     | 213                            | 3                | 2            | 649              | 68                              | 2                | 1            | 144              |
| <b>CARGO</b>             | <b>584,178</b>                 | <b>2,575</b>     | <b>1,844</b> | <b>300,802</b>   | <b>547,443</b>                  | <b>2,591</b>     | <b>1,848</b> | <b>261,495</b>   |
| C-45                     | 62,547                         | 372              | 273          | 40,807           | 54,151                          | 367              | 263          | 32,422           |
| C-46                     | 48,272                         | 303              | 222          | 26,977           | 43,304                          | 291              | 212          | 24,167           |
| C-47/53                  | 272,556                        | 1,131            | 858          | 151,238          | 249,856                         | 1,132            | 851          | 128,092          |
| C-54                     | 117,333                        | 252              | 185          | 44,809           | 112,997                         | 299              | 186          | 37,928           |
| C-74                     | 5,827                          | 8                | 4            | 1,415            | 5,580                           | 8                | 4            | 1,268            |
| C-82                     | 10,337                         | 111              | 43           | 5,776            | 9,930                           | 100              | 50           | 5,716            |
| C-97                     | 21,676                         | 52               | 24           | 6,048            | 19,125                          | 52               | 23           | 4,766            |
| C-117                    | 2,214                          | 15               | 13           | 1,177            | 2,111                           | 14               | 13           | 1,126            |
| C-118                    | 64                             | 1                | 1            | 26               | 53                              | 1                | 1            | 25               |
| C-119                    | 19,794                         | 163              | 109          | 11,940           | 26,472                          | 193              | 125          | 15,820           |
| C-121                    | 2,081                          | 9                | 7            | 839              | 1,530                           | 8                | 7            | 632              |
| YC-122                   | 806                            | 9                | 6            | 787              | 384                             | 10               | 6            | 492              |

TABLE 1 - USAF FLIGHT OPERATIONS WORLD-WIDE SUMMARY BY TYPE AND MODEL OF AIRCRAFT - CONTINUED

| TYPE AND MODEL             | FIRST QUARTER FISCAL YEAR 1952 |                  |            |              | SECOND QUARTER FISCAL YEAR 1952 |                  |            |              |
|----------------------------|--------------------------------|------------------|------------|--------------|---------------------------------|------------------|------------|--------------|
|                            | HOURS FLOWN                    | AVERAGE AIRCRAFT |            | LANDINGS     | HOURS FLOWN                     | AVERAGE AIRCRAFT |            | LANDINGS     |
|                            |                                | ON HAND          | IN COM.    |              |                                 | ON HAND          | IN COM.    |              |
| OPERATING ACTIVE Continued |                                |                  |            |              |                                 |                  |            |              |
| <b>CARGO - Continued</b>   |                                |                  |            |              |                                 |                  |            |              |
| C-124 . . . . .            | 9,123                          | 55               | 28         | 3,165        | 11,264                          | 67               | 39         | 4,059        |
| YC-125 . . . . .           | 12                             | 1                | 1          | 27           | 39                              | 1                | 1          | 24           |
| CB-17 . . . . .            | 4,409                          | 36               | 29         | 1,983        | 4,547                           | 35               | 29         | 1,830        |
| CB-25 . . . . .            | 6,373                          | 52               | 36         | 3,330        | 5,629                           | 50               | 35         | 2,877        |
| CB-26 . . . . .            | 754                            | 5                | 5          | 458          | 461                             | 3                | 3          | 251          |
| <b>TRAINER</b>             | 646,963                        | 3,846            | 2,574      | 747,728      | 604,512                         | 3,847            | 2,712      | 680,196      |
| T-6 . . . . .              | 315,480                        | 1,658            | 1,261      | 476,447      | 307,463                         | 1,683            | 1,332      | 459,571      |
| T-7 . . . . .              | 19,919                         | 155              | 111        | 13,947       | 15,154                          | 156              | 102        | 11,200       |
| T-11 . . . . .             | 38,370                         | 304              | 193        | 29,699       | 34,733                          | 318              | 206        | 25,723       |
| T-28 . . . . .             | 16,543                         | 258              | 53         | 21,010       | 19,906                          | 168              | 88         | 23,599       |
| T-29 . . . . .             | 7,166                          | 29               | 20         | 3,280        | 6,292                           | 30               | 21         | 3,001        |
| T-33 . . . . .             | 33,683                         | 232              | 134        | 43,633       | 34,535                          | 264              | 148        | 46,192       |
| T-34 . . . . .             | 299                            | 2                | 2          | 651          | 511                             | 3                | 3          | 727          |
| T-35 . . . . .             | 387                            | 2                | 2          | 797          | 507                             | 3                | 3          | 751          |
| TB-17 . . . . .            | 2,665                          | 29               | 20         | 1,531        | 2,314                           | 28               | 18         | 1,065        |
| TB-25 . . . . .            | 146,655                        | 680              | 484        | 110,129      | 121,086                         | 674              | 472        | 64,769       |
| TB-26 . . . . .            | 23,774                         | 229              | 129        | 13,946       | 21,312                          | 247              | 146        | 13,168       |
| TB-29 . . . . .            | 5,546                          | 40               | 20         | 5,535        | 6,347                           | 41               | 23         | 7,132        |
| TB-50 . . . . .            | 1,210                          | 11               | 6          | 310          | 1,333                           | 11               | 7          | 323          |
| TC-46 . . . . .            | 207                            | 2                | 1          | 84           | -                               | -                | -          | -            |
| TC-47 . . . . .            | 13,463                         | 50               | 41         | 5,196        | 13,499                          | 52               | 41         | 5,598        |
| TF-47 . . . . .            | 134                            | 3                | 2          | 66           | 16                              | 2                | 1          | 10           |
| TF-51 . . . . .            | 13,131                         | 104              | 62         | 11,349       | 15,044                          | 137              | 84         | 11,800       |
| TF-80 . . . . .            | 8,283                          | 57               | 32         | 10,025       | 4,460                           | 30               | 17         | 5,567        |
| TH-5 . . . . .             | 48                             | 1                | 1          | 113          | -                               | -                | -          | -            |
| <b>COMMUNICATION</b>       | 25,261                         | 262              | 161        | 81,140       | 23,619                          | 332              | 231        | 80,529       |
| L-5 . . . . .              | 4,092                          | 63               | 42         | 6,262        | 5,030                           | 75               | 55         | 6,473        |
| L-13 . . . . .             | 3,333                          | 40               | 27         | 6,124        | 2,446                           | 43               | 28         | 4,442        |
| L-16 . . . . .             | 11,699                         | 67               | 47         | 34,709       | 9,971                           | 113              | 93         | 29,354       |
| L-17 . . . . .             | 24                             | 1                | 1          | 14           | 18                              | 1                | 1          | 13           |
| L-19 . . . . .             | 48                             | 2                | 1          | 120          | 32                              | 3                | 2          | 142          |
| L-20 . . . . .             | 318                            | 2                | 2          | 497          | 179                             | 2                | 2          | 376          |
| LC-126 . . . . .           | 483                            | 5                | 3          | 758          | 411                             | 5                | 2          | 551          |
| H-5 . . . . .              | 3,740                          | 55               | 33         | 18,483       | 3,521                           | 55               | 35         | 18,823       |
| H-12 . . . . .             | 178                            | 3                | 1          | 558          | 56                              | 4                | -          | 115          |
| H-13 . . . . .             | 522                            | 9                | 2          | 5,656        | 1,283                           | 13               | 8          | 14,220       |
| H-18 . . . . .             | 27                             | 1                | -          | 108          | 66                              | 1                | 1          | 595          |
| H-19 . . . . .             | 175                            | 3                | 1          | 555          | 135                             | 3                | 1          | 388          |
| H-23 . . . . .             | 612                            | 10               | 1          | 7,146        | 426                             | 13               | 3          | 4,756        |
| H-24 . . . . .             | 15                             | 1                | -          | 150          | 19                              | 1                | -          | 254          |
| LT-6 . . . . .             | -                              | -                | -          | -            | 26                              | -                | -          | 27           |
| <b>GLIDER</b>              | 3                              | 10               | 6          | 6            | 8                               | 9                | 3          | 10           |
| G-4 . . . . .              | -                              | 2                | 2          | -            | -                               | 1                | 1          | -            |
| G-15 . . . . .             | 3                              | 6                | 2          | 6            | 8                               | 7                | 1          | 10           |
| G-18 . . . . .             | 0                              | 2                | 2          | 0            | 0                               | 1                | 1          | 0            |
| <b>AERIAL TARGET</b>       | 1,404                          | 32               | 20         | 1,446        | 1,336                           | 33               | 17         | 1,337        |
| Q-14 . . . . .             | 199                            | 13               | 7          | 536          | 132                             | 11               | 6          | 401          |
| QB-17 . . . . .            | 1,196                          | 18               | 10         | 902          | 1,113                           | 20               | 10         | 829          |
| QF-24 . . . . .            | 1                              | 1                | 3          | 1            | -                               | -                | -          | -            |
| QT-33 . . . . .            | 8                              | -                | -          | 7            | 91                              | 2                | 1          | 107          |
| OTHER ACTIVE               |                                |                  |            |              |                                 |                  |            |              |
| <b>TOTAL</b>               | <u>4,857</u>                   | <u>1,112</u>     | <u>103</u> | <u>2,761</u> | <u>4,078</u>                    | <u>1,241</u>     | <u>109</u> | <u>2,518</u> |
| <b>BOMBER</b>              | <u>1,829</u>                   | <u>187</u>       | <u>27</u>  | <u>642</u>   | <u>1,559</u>                    | <u>159</u>       | <u>19</u>  | <u>560</u>   |
| B-17 . . . . .             | 32                             | 5                | 1          | 19           | 5                               | 3                | -          | 6            |
| B-25 . . . . .             | 7                              | 3                | -          | 9            | 60                              | 1                | -          | 60           |
| B-26 . . . . .             | 1,344                          | 119              | 17         | 400          | 556                             | 86               | 9          | 261          |
| B-29 . . . . .             | 267                            | 44               | 4          | 124          | 864                             | 56               | 9          | 207          |
| B-36 . . . . .             | -                              | 2                | 1          | -            | 11                              | 5                | 1          | 3            |
| B-45 . . . . .             | -                              | 6                | 1          | -            | 3                               | 3                | -          | 3            |
| B-50 . . . . .             | 179                            | 8                | 3          | 90           | 60                              | 4                | -          | 20           |
| B-47 . . . . .             | -                              | -                | -          | -            | -                               | 1                | -          | -            |
| <b>TANKER</b>              | <u>29</u>                      | <u>16</u>        | <u>2</u>   | <u>29</u>    | <u>8</u>                        | <u>5</u>         | <u>3</u>   | <u>11</u>    |

TABLE 1 - USAF FLIGHT OPERATIONS WORLD-WIDE SUMMARY BY TYPE AND MODEL OF AIRCRAFT - CONTINUED

| TYPE AND MODEL            | FIRST QUARTER FISCAL YEAR 1952 |                  |         |          | SECOND QUARTER FISCAL YEAR 1952 |                  |         |          |
|---------------------------|--------------------------------|------------------|---------|----------|---------------------------------|------------------|---------|----------|
|                           | HOURS FLOWN                    | AVERAGE AIRCRAFT |         | LANDINGS | HOURS FLOWN                     | AVERAGE AIRCRAFT |         | LANDINGS |
|                           |                                | ON HAND          | IN COM. |          |                                 | ON HAND          | IN COM. |          |
| OTHER ACTIVE Continued    |                                |                  |         |          |                                 |                  |         |          |
| <b>TANKER - Continued</b> |                                |                  |         |          |                                 |                  |         |          |
| KB-29 . . . . .           | 29                             | 16               | 2       | 29       | 8                               | 4                | 3       | 11       |
| KC-97 . . . . .           | -                              | -                | -       | -        | -                               | 1                | -       | -        |
| <b>FIGHTER</b>            | 501                            | 407              | 38      | 674      | 636                             | 509              | 45      | 701      |
| F-47 . . . . .            | 5                              | 14               | 1       | 9        | 24                              | 5                | 5       | 47       |
| F-51 . . . . .            | 192                            | 92               | 9       | 258      | 165                             | 113              | 18      | 193      |
| F-80 . . . . .            | 80                             | 106              | 8       | 95       | 64                              | 120              | 8       | 85       |
| F-82 . . . . .            | 7                              | 11               | -       | 7        | 4                               | 5                | -       | 6        |
| F-84 . . . . .            | 147                            | 112              | 9       | 205      | 212                             | 132              | 3       | 168      |
| F-86 . . . . .            | 62                             | 57               | 11      | 95       | 124                             | 85               | 10      | 145      |
| F-94 . . . . .            | 8                              | 15               | -       | 5        | 43                              | 32               | 1       | 57       |
| <b>RECONNAISSANCE</b>     | 151                            | 59               | 7       | 115      | 161                             | 51               | 4       | 106      |
| RB-17 . . . . .           | 7                              | 2                | -       | 7        | 2                               | 1                | -       | 2        |
| RB-25 . . . . .           | -                              | -                | -       | -        | 2                               | 1                | -       | 2        |
| RB-26 . . . . .           | 42                             | 3                | 1       | 14       | 41                              | 3                | 1       | 14       |
| RB-29 . . . . .           | 12                             | 8                | -       | 5        | 32                              | 13               | 1       | 24       |
| WB-29 . . . . .           | 8                              | 5                | 1       | 6        | 34                              | 6                | 2       | 9        |
| RB-36 . . . . .           | 6                              | 7                | 2       | 4        | 5                               | 4                | 2       | 1        |
| RB-45 . . . . .           | -                              | 2                | -       | -        | -                               | 2                | -       | -        |
| RB-50 . . . . .           | 8                              | 3                | -       | 7        | 6                               | 6                | -       | 4        |
| RC-45 . . . . .           | -                              | -                | -       | -        | -                               | 1                | -       | -        |
| RF-51 . . . . .           | 56                             | 24               | 1       | 55       | 29                              | 9                | -       | 35       |
| RF-80 . . . . .           | 12                             | 5                | 2       | 17       | 10                              | 6                | -       | 15       |
| <b>SEARCH AND RESCUE</b>  | 17                             | 19               | 1       | 22       | 164                             | 22               | -       | 62       |
| SA-10 . . . . .           | 3                              | 3                | 1       | 4        | 2                               | -                | -       | -        |
| SA-16 . . . . .           | -                              | 3                | -       | -        | 9                               | 16               | -       | 17       |
| SB-17 . . . . .           | 13                             | 10               | -       | 16       | 47                              | 10               | -       | 29       |
| SB-29 . . . . .           | -                              | 1                | -       | -        | 108                             | 1                | -       | 16       |
| SC-47 . . . . .           | 1                              | -                | -       | 2        | -                               | -                | -       | -        |
| SH-5 . . . . .            | -                              | 2                | -       | -        | -                               | 1                | -       | -        |
| SL-5 . . . . .            | -                              | -                | -       | -        | -                               | 2                | -       | -        |
| <b>CARGO</b>              | 1,873                          | 182              | 10      | 737      | 1,111                           | 164              | 10      | 499      |
| C-45 . . . . .            | 216                            | 177              | 2       | 176      | 145                             | 15               | 1       | 103      |
| C-46 . . . . .            | -                              | 15               | -       | -        | 15                              | 9                | -       | 17       |
| C-47 . . . . .            | 1,231                          | 87               | 5       | 395      | 364                             | 61               | 5       | 213      |
| C-54 . . . . .            | 369                            | 17               | 1       | 98       | 514                             | 22               | 1       | 96       |
| C-82 . . . . .            | 15                             | 27               | 1       | 20       | 47                              | 32               | 2       | 47       |
| C-97 . . . . .            | -                              | 3                | -       | -        | -                               | 4                | -       | -        |
| C-117 . . . . .           | 6                              | -                | -       | 4        | 1                               | 1                | -       | 1        |
| C-118 . . . . .           | -                              | -                | -       | -        | 1                               | -                | -       | 1        |
| C-119 . . . . .           | 5                              | 8                | -       | 6        | 12                              | 13               | -       | 9        |
| C-124 . . . . .           | 5                              | 3                | -       | 3        | 3                               | 1                | -       | 1        |
| C-129 . . . . .           | 4                              | -                | -       | 7        | -                               | -                | -       | -        |
| CB-17 . . . . .           | 11                             | 2                | -       | 11       | 5                               | 2                | -       | 4        |
| CB-25 . . . . .           | 9                              | 3                | 1       | 15       | 3                               | 4                | 1       | 6        |
| CB-26 . . . . .           | 2                              | -                | -       | 2        | 1                               | -                | -       | 1        |
| <b>TRAINER</b>            | 398                            | 199              | 18      | 394      | 391                             | 256              | 21      | 480      |
| T-6 . . . . .             | 13                             | 35               | 7       | 13       | 28                              | 17               | 2       | 40       |
| T-7 . . . . .             | 15                             | 13               | -       | 19       | 20                              | 15               | 2       | 20       |
| T-11 . . . . .            | 192                            | 30               | 4       | 127      | 31                              | 31               | 1       | 20       |
| T-28 . . . . .            | 15                             | 6                | 1       | 20       | 67                              | 11               | 5       | 88       |
| T-33 . . . . .            | 27                             | 13               | -       | 32       | 34                              | 15               | -       | 74       |
| TB-17 . . . . .           | 2                              | 2                | -       | 3        | 1                               | 3                | -       | 1        |
| TB-25 . . . . .           | 31                             | 14               | 1       | 50       | 133                             | 36               | 7       | 123      |
| TB-26 . . . . .           | 32                             | 34               | 2       | 45       | 25                              | 21               | 2       | 44       |
| TB-29 . . . . .           | 5                              | 5                | 1       | 5        | 24                              | 7                | 1       | 28       |
| TC-46 . . . . .           | -                              | 1                | -       | -        | 1                               | 2                | -       | 1        |
| TC-47 . . . . .           | 4                              | 3                | -       | 4        | 3                               | -                | -       | 3        |
| TF-47 . . . . .           | 5                              | 24               | -       | 6        | 3                               | 16               | -       | 5        |
| TF-51 . . . . .           | 48                             | 16               | 2       | 57       | 20                              | 10               | 1       | 30       |
| TF-80 . . . . .           | 9                              | 3                | -       | 13       | 1                               | 2                | -       | 3        |
| <b>COMMUNICATION</b>      | 56                             | 41               | 0       | 139      | 44                              | 75               | 7       | 95       |
| L-4 . . . . .             | 15                             | 16               | -       | 19       | 10                              | 17               | 2       | 19       |
| L-5 . . . . .             | 10                             | 13               | -       | 15       | 16                              | 20               | -       | 23       |
| L-13 . . . . .            | 5                              | -                | -       | 5        | -                               | -                | -       | -        |
| LC-126 . . . . .          | 4                              | 3                | -       | 4        | 9                               | 2                | -       | 25       |



TABLE 1 — USAF FLIGHT OPERATIONS WORLD-WIDE SUMMARY BY TYPE AND MODEL OF AIRCRAFT — CONTINUED

| TYPE AND MODEL           | FIRST QUARTER FISCAL YEAR 1952 |                  |         |              | SECOND QUARTER FISCAL YEAR 1952 |                  |         |              |
|--------------------------|--------------------------------|------------------|---------|--------------|---------------------------------|------------------|---------|--------------|
|                          | HOURS FLOWN                    | AVERAGE AIRCRAFT |         | LANDINGS     | HOURS FLOWN                     | AVERAGE AIRCRAFT |         | LANDINGS     |
|                          |                                | ON HAND          | IN COM. |              |                                 | ON HAND          | IN COM. |              |
| OTHER ACTIVE Continued   |                                |                  |         |              |                                 |                  |         |              |
| COMMUNICATION Continued  |                                |                  |         |              |                                 |                  |         |              |
| LT-6 . . . . .           | -                              | -                | -       | -            | 4                               | 32               | 5       | 5            |
| H-5 . . . . .            | 20                             | 5                | -       | 90           | 4                               | 3                | -       | 18           |
| H-12 . . . . .           | -                              | -                | -       | -            | 1                               | -                | -       | 5            |
| H-19 . . . . .           | 2                              | 1                | -       | 6            | -                               | -                | -       | -            |
| H-23 . . . . .           | -                              | 3                | -       | -            | -                               | 1                | -       | -            |
| AERIAL TARGET . . . . .  | 3                              | 2                | -       | 9            | 4                               | -                | -       | 4            |
| QB-17 . . . . .          | 2                              | -                | -       | 8            | -                               | -                | -       | -            |
| QT-33 . . . . .          | 1                              | 2                | -       | 1            | 4                               | -                | -       | 4            |
| INACTIVE                 |                                |                  |         |              |                                 |                  |         |              |
| <b>TOTAL</b>             | <b>4,054</b>                   |                  |         | <b>2,711</b> | <b>5,302</b>                    |                  |         | <b>3,153</b> |
| <b>BOMBER</b>            | <b>448</b>                     |                  |         | <b>302</b>   | <b>370</b>                      |                  |         | <b>286</b>   |
| B-17 . . . . .           | 165                            |                  |         | 95           | 118                             |                  |         | 49           |
| B-25 . . . . .           | 65                             |                  |         | 62           | 48                              |                  |         | 41           |
| B-26 . . . . .           | 130                            |                  |         | 77           | 95                              |                  |         | 109          |
| B-29 . . . . .           | 34                             |                  |         | 34           | 18                              |                  |         | 18           |
| B-36 . . . . .           | -                              |                  |         | -            | 35                              |                  |         | 13           |
| B-45 . . . . .           | 25                             |                  |         | 21           | 35                              |                  |         | 40           |
| B-50 . . . . .           | 1                              |                  |         | 2            | -                               |                  |         | -            |
| XB-29 . . . . .          | -                              |                  |         | -            | 4                               |                  |         | 2            |
| XB-36 . . . . .          | 16                             |                  |         | 2            | 1                               |                  |         | 1            |
| XB-43 . . . . .          | 9                              |                  |         | 6            | 9                               |                  |         | 5            |
| XB-45 . . . . .          | 2                              |                  |         | 1            | 1                               |                  |         | 1            |
| XB-48 . . . . .          | 1                              |                  |         | 2            | -                               |                  |         | -            |
| XB-51 . . . . .          | -                              |                  |         | -            | 6                               |                  |         | 7            |
| <b>TANKER</b>            | <b>59</b>                      |                  |         | <b>63</b>    | <b>70</b>                       |                  |         | <b>77</b>    |
| KB-29 . . . . .          | 59                             |                  |         | 63           | 70                              |                  |         | 77           |
| <b>FIGHTER</b>           | <b>827</b>                     |                  |         | <b>723</b>   | <b>2,399</b>                    |                  |         | <b>1,498</b> |
| F-47 . . . . .           | 95                             |                  |         | 37           | 1,255                           |                  |         | 477          |
| F-51 . . . . .           | 73                             |                  |         | 69           | 158                             |                  |         | 147          |
| F-80 . . . . .           | 76                             |                  |         | 104          | 39                              |                  |         | 65           |
| F-84 . . . . .           | 347                            |                  |         | 341          | 835                             |                  |         | 690          |
| F-86 . . . . .           | 196                            |                  |         | 117          | 41                              |                  |         | 54           |
| XF-86 . . . . .          | 40                             |                  |         | 55           | 39                              |                  |         | 47           |
| XF-94 . . . . .          | -                              |                  |         | -            | 32                              |                  |         | 18           |
| <b>RECONNAISSANCE</b>    | <b>86</b>                      |                  |         | <b>59</b>    | <b>78</b>                       |                  |         | <b>81</b>    |
| RB-26 . . . . .          | 12                             |                  |         | 10           | 3                               |                  |         | 5            |
| RB-29 . . . . .          | 2                              |                  |         | 1            | 7                               |                  |         | 4            |
| WB-29 . . . . .          | -                              |                  |         | -            | 3                               |                  |         | 3            |
| RB-50 . . . . .          | -                              |                  |         | -            | 3                               |                  |         | 3            |
| RF-51 . . . . .          | -                              |                  |         | -            | 1                               |                  |         | 2            |
| RF-80 . . . . .          | 1                              |                  |         | 2            | 1                               |                  |         | 1            |
| XRF-80 . . . . .         | 24                             |                  |         | 26           | 45                              |                  |         | 55           |
| XR-12 . . . . .          | 47                             |                  |         | 20           | 15                              |                  |         | 7            |
| RB-36 . . . . .          | -                              |                  |         | -            | -                               |                  |         | -            |
| <b>SEARCH AND RESCUE</b> | <b>5</b>                       |                  |         | <b>4</b>     | <b>9</b>                        |                  |         | <b>12</b>    |
| SB-29 . . . . .          | 5                              |                  |         | 4            | 9                               |                  |         | 12           |
| <b>CARGO</b>             | <b>1,238</b>                   |                  |         | <b>663</b>   | <b>867</b>                      |                  |         | <b>470</b>   |
| C-47 . . . . .           | 841                            |                  |         | 490          | 672                             |                  |         | 406          |
| C-54 . . . . .           | 3                              |                  |         | 6            | -                               |                  |         | -            |
| C-82 . . . . .           | 63                             |                  |         | 49           | 12                              |                  |         | 12           |
| XC-99 . . . . .          | 200                            |                  |         | 28           | 159                             |                  |         | 22           |
| C-119 . . . . .          | 35                             |                  |         | 61           | 13                              |                  |         | 20           |
| XC-120 . . . . .         | 5                              |                  |         | 4            | 9                               |                  |         | 9            |
| C-122 . . . . .          | 2                              |                  |         | 5            | -                               |                  |         | -            |
| C-124 . . . . .          | 89                             |                  |         | 21           | 2                               |                  |         | 1            |
| <b>TRAINER</b>           | <b>1,272</b>                   |                  |         | <b>732</b>   | <b>1,446</b>                    |                  |         | <b>657</b>   |
| T-6 . . . . .            | 827                            |                  |         | 322          | 1,031                           |                  |         | 281          |
| T-7 . . . . .            | 3                              |                  |         | 3            | 8                               |                  |         | 7            |
| T-11 . . . . .           | 43                             |                  |         | 25           | -                               |                  |         | -            |
| T-28 . . . . .           | -                              |                  |         | -            | 3                               |                  |         | 4            |

TABLE I - USAF FLIGHT OPERATIONS WORLD-WIDE SUMMARY BY TYPE AND MODEL OF AIRCRAFT— CONTINUED

| TYPE AND MODEL             | FIRST QUARTER FISCAL YEAR 1952 |                  |              |                  | SECOND QUARTER FISCAL YEAR 1952 |                  |              |                  |
|----------------------------|--------------------------------|------------------|--------------|------------------|---------------------------------|------------------|--------------|------------------|
|                            | HOURS FLOWN                    | AVERAGE AIRCRAFT |              | LANDINGS         | HOURS FLOWN                     | AVERAGE AIRCRAFT |              | LANDINGS         |
|                            |                                | ON HAND          | IN COM.      |                  |                                 | ON HAND          | IN COM.      |                  |
| INACTIVE Continued         |                                |                  |              |                  |                                 |                  |              |                  |
| <b>TRAINER - Continued</b> |                                |                  |              |                  |                                 |                  |              |                  |
| XT-28 . . . . .            | 49                             |                  |              | 49               | 18                              |                  |              | 25               |
| T-33 . . . . .             | 198                            |                  |              | 100              | 203                             |                  |              | 69               |
| TB-25 . . . . .            | 118                            |                  |              | 218              | 119                             |                  |              | 229              |
| TB-26 . . . . .            | 4                              |                  |              | 3                | 20                              |                  |              | 18               |
| TB-29 . . . . .            | 27                             |                  |              | 10               | 14                              |                  |              | 10               |
| TF-51 . . . . .            | 3                              |                  |              | 2                | 30                              |                  |              | 14               |
| <b>COMMUNICATION</b>       | 77                             |                  |              | 140              | 63                              |                  |              | 72               |
| L-5 . . . . .              | 1                              |                  |              | 1                | -                               |                  |              | -                |
| L-13 . . . . .             | 65                             |                  |              | 86               | 49                              |                  |              | 49               |
| XL-17 . . . . .            | -                              |                  |              | -                | 7                               |                  |              | 10               |
| H-12 . . . . .             | 2                              |                  |              | 10               | 7                               |                  |              | 13               |
| H-13 . . . . .             | 19                             |                  |              | 43               | -                               |                  |              | -                |
| <b>AERIAL TARGET</b>       | 32                             |                  |              | 25               | -                               |                  |              | -                |
| QB-17 . . . . .            | 31                             |                  |              | 23               | -                               |                  |              | -                |
| QF-80 . . . . .            | 1                              |                  |              | 2                | -                               |                  |              | -                |
| OPERATING ACTIVE           |                                |                  |              |                  |                                 |                  |              |                  |
| <b>TOTAL</b>               | <b>1,811,442</b>               |                  |              | <b>1,516,502</b> | <b>1,880,321</b>                |                  |              | <b>1,695,528</b> |
| OPERATING ACTIVE           | 1,801,451                      | 12,201           | 8,340        | 1,510,116        | 1,865,319                       | 13,058           | 9,180        | 1,687,532        |
| OTHER ACTIVE               | 4,290                          | 1,384            | 148          | 2,550            | 11,505                          | 1,458            | 161          | 5,064            |
| INACTIVE                   | 5,701                          |                  |              | 3,836            | 3,497                           |                  |              | 2,932            |
| OPERATING ACTIVE           |                                |                  |              |                  |                                 |                  |              |                  |
| <b>TOTAL</b>               | <b>1,801,451</b>               | <b>12,201</b>    | <b>8,340</b> | <b>1,510,116</b> | <b>1,865,319</b>                | <b>13,058</b>    | <b>9,180</b> | <b>1,687,532</b> |
| <b>BOMBER</b>              | <b>168,867</b>                 | <b>1,218</b>     | <b>831</b>   | <b>62,349</b>    | <b>162,404</b>                  | <b>1,299</b>     | <b>839</b>   | <b>66,055</b>    |
| B-17 . . . . .             | 1,974                          | 27               | 17           | 1,395            | 1,770                           | 28               | 20           | 1,122            |
| B-25 . . . . .             | 335                            | 6                | 3            | 251              | 521                             | 8                | 6            | 368              |
| B-26 . . . . .             | 44,791                         | 270              | 186          | 21,292           | 46,809                          | 281              | 194          | 22,745           |
| B-29 . . . . .             | 75,873                         | 518              | 349          | 23,265           | 72,789                          | 567              | 389          | 26,395           |
| B-36 . . . . .             | 10,360                         | 78               | 56           | 1,631            | 10,626                          | 71               | 48           | 1,587            |
| B-45 . . . . .             | 3,607                          | 56               | 29           | 2,120            | 2,668                           | 62               | 36           | 1,447            |
| B-47 . . . . .             | 4,209                          | 42               | 25           | 6,199            | 5,334                           | 65               | 36           | 6,367            |
| B-50 . . . . .             | 27,718                         | 221              | 166          | 6,196            | 21,887                          | 217              | 160          | 6,024            |
| <b>TANKER</b>              | <b>20,374</b>                  | <b>202</b>       | <b>147</b>   | <b>6,618</b>     | <b>20,540</b>                   | <b>246</b>       | <b>185</b>   | <b>8,259</b>     |
| KB-29 . . . . .            | 16,429                         | 168              | 123          | 5,116            | 15,218                          | 176              | 136          | 5,511            |
| KC-97 . . . . .            | 3,945                          | 34               | 24           | 1,502            | 5,322                           | 70               | 49           | 2,648            |
| <b>FIGHTER</b>             | <b>269,640</b>                 | <b>2,970</b>     | <b>1,947</b> | <b>207,483</b>   | <b>282,498</b>                  | <b>2,993</b>     | <b>2,038</b> | <b>219,675</b>   |
| F-47 . . . . .             | 12,885                         | 160              | 119          | 8,048            | 9,860                           | 186              | 131          | 6,753            |
| F-51 . . . . .             | 59,308                         | 639              | 452          | 39,546           | 50,066                          | 584              | 431          | 34,852           |
| F-80 . . . . .             | 45,942                         | 415              | 240          | 41,568           | 54,193                          | 446              | 266          | 47,238           |
| F-82 . . . . .             | 1,470                          | 37               | 14           | 1,074            | 340                             | 16               | 4            | 198              |
| F-84 . . . . .             | 72,766                         | 860              | 572          | 53,024           | 73,044                          | 840              | 591          | 51,718           |
| F-86 . . . . .             | 42,340                         | 454              | 308          | 36,886           | 54,581                          | 500              | 350          | 46,776           |
| F-89 . . . . .             | 2,578                          | 58               | 20           | 2,512            | 1,342                           | 62               | 14           | 1,099            |
| F-94 . . . . .             | 32,351                         | 347              | 222          | 24,825           | 39,072                          | 379              | 251          | 31,041           |
| <b>RECONNAISSANCE</b>      | <b>51,927</b>                  | <b>440</b>       | <b>277</b>   | <b>19,620</b>    | <b>57,305</b>                   | <b>482</b>       | <b>314</b>   | <b>24,044</b>    |
| RB-17 . . . . .            | 1,119                          | 10               | 6            | 530              | 1,193                           | 12               | 5            | 513              |
| RB-25 . . . . .            | 285                            | 3                | 2            | 195              | 314                             | 3                | 3            | 170              |
| RB-26 . . . . .            | 7,842                          | 55               | 36           | 3,732            | 10,040                          | 77               | 56           | 4,876            |
| RB-29 . . . . .            | 3,944                          | 32               | 19           | 714              | 4,142                           | 33               | 18           | 777              |
| WB-29 . . . . .            | 13,376                         | 75               | 31           | 3,022            | 12,813                          | 71               | 33           | 2,914            |
| RB-36 . . . . .            | 6,389                          | 49               | 29           | 785              | 5,115                           | 50               | 29           | 775              |
| RB-45 . . . . .            | 2,044                          | 24               | 14           | 587              | 1,719                           | 24               | 16           | 503              |
| RB-50 . . . . .            | 3,479                          | 36               | 23           | 814              | 4,025                           | 35               | 25           | 910              |
| RC-45 . . . . .            | 654                            | 6                | 4            | 571              | 468                             | 4                | 3            | 409              |
| RC-47 . . . . .            | 679                            | 7                | 6            | 461              | 601                             | 6                | 5            | 337              |
| RF-51 . . . . .            | 5,537                          | 47               | 35           | 3,038            | 5,495                           | 38               | 26           | 3,133            |
| RF-80 . . . . .            | 6,733                          | 96               | 72           | 5,122            | 11,137                          | 125              | 92           | 8,464            |
| RF-86 . . . . .            | 46                             | -                | -            | 49               | 243                             | 4                | 3            | 263              |

TABLE 1 - USAF FLIGHT OPERATIONS WORLD-WIDE SUMMARY BY TYPE AND MODEL OF AIRCRAFT-- CONTINUED

| TYPE<br>AND<br>MODEL        | THIRD QUARTER FISCAL YEAR 1952 |                  |            |          | FOURTH QUARTER FISCAL YEAR 1952 |                  |            |          |
|-----------------------------|--------------------------------|------------------|------------|----------|---------------------------------|------------------|------------|----------|
|                             | HOURS<br>FLOWN                 | AVERAGE AIRCRAFT |            | LANDINGS | HOURS<br>FLOWN                  | AVERAGE AIRCRAFT |            | LANDINGS |
|                             |                                | ON<br>HAND       | IN<br>COM. |          |                                 | ON<br>HAND       | IN<br>COM. |          |
| OPERATING ACTIVE. Continued |                                |                  |            |          |                                 |                  |            |          |
| SEARCH AND RESCUE           | 20,857                         | 176              | 108        | 18,891   | 22,468                          | 204              | 125        | 19,023   |
| SA-10                       | 1,489                          | 12               | 8          | 1,072    | 781                             | 8                | 5          | 621      |
| SA-16                       | 9,639                          | 81               | 47         | 13,236   | 12,246                          | 106              | 59         | 13,458   |
| SB-17                       | 6,673                          | 51               | 34         | 2,960    | 5,804                           | 55               | 39         | 3,110    |
| SB-29                       | 2,063                          | 20               | 11         | 1,011    | 2,424                           | 23               | 14         | 890      |
| SC-47                       | 720                            | 6                | 4          | 378      | 698                             | 5                | 4          | 414      |
| SC-54                       | 207                            | 3                | 2          | 47       | 207                             | 3                | 1          | 73       |
| SH-5                        | 66                             | 3                | 2          | 187      | 308                             | 4                | 3          | 457      |
| CARGO                       | 544,492                        | 2,619            | 1,828      | 259,647  | 501,057                         | 2,665            | 1,896      | 253,039  |
| C-45                        | 57,536                         | 357              | 257        | 35,088   | 55,838                          | 388              | 281        | 35,391   |
| C-46                        | 50,188                         | 284              | 199        | 24,725   | 36,540                          | 264              | 179        | 20,207   |
| C-47                        | 242,495                        | 1,129            | 843        | 126,355  | 215,340                         | 1,104            | 844        | 118,796  |
| C-53                        | 165                            | 1                | 1          | 78       | 204                             | 1                | 1          | 107      |
| C-54                        | 109,312                        | 269              | 190        | 37,533   | 111,585                         | 272              | 197        | 39,686   |
| C-74                        | 4,444                          | 7                | 4          | 943      | 3,654                           | 7                | 4          | 622      |
| C-82                        | 9,523                          | 110              | 52         | 4,742    | 8,694                           | 109              | 59         | 4,800    |
| C-97                        | 18,689                         | 54               | 24         | 5,484    | 18,013                          | 56               | 24         | 5,496    |
| C-117                       | 1,715                          | 12               | 10         | 904      | 1,158                           | 11               | 8          | 562      |
| C-118                       | 96                             | 1                | 1          | 27       | 92                              | 1                | 1          | 27       |
| C-119                       | 22,553                         | 204              | 118        | 12,394   | 23,985                          | 234              | 144        | 15,119   |
| C-121                       | 1,646                          | 9                | 8          | 683      | 1,397                           | 10               | 8          | 643      |
| C-122                       | 450                            | 10               | 5          | 504      | 527                             | 10               | 6          | 625      |
| C-124                       | 15,119                         | 82               | 52         | 4,986    | 13,929                          | 106              | 68         | 6,185    |
| YC-125                      | 56                             | 1                | -          | 74       | 19                              | 1                | -          | 26       |
| CB-17                       | 3,976                          | 36               | 28         | 1,711    | 3,931                           | 37               | 30         | 1,557    |
| CB-25                       | 6,330                          | 51               | 34         | 3,264    | 5,856                           | 52               | 40         | 2,996    |
| CB-26                       | 199                            | 2                | 2          | 152      | 294                             | 2                | 2          | 194      |
| TRAINER                     | 686,173                        | 4,107            | 2,862      | 813,520  | 770,123                         | 4,596            | 3,298      | 952,232  |
| T-6                         | 353,095                        | 1,764            | 1,383      | 547,906  | 410,360                         | 2,010            | 1,630      | 659,873  |
| T-7                         | 17,854                         | 161              | 97         | 13,859   | 17,006                          | 156              | 96         | 10,816   |
| T-11                        | 38,903                         | 307              | 199        | 28,172   | 31,107                          | 310              | 202        | 22,912   |
| T-28                        | 30,553                         | 247              | 158        | 34,062   | 50,386                          | 314              | 182        | 56,370   |
| T-33                        | 49,115                         | 343              | 186        | 67,410   | 73,571                          | 477              | 280        | 92,635   |
| YT-34                       | 361                            | 3                | 2          | 1,085    | 838                             | 3                | 3          | 1,478    |
| YT-35                       | 324                            | 3                | 2          | 846      | 661                             | 3                | 3          | 1,141    |
| TB-17                       | 2,219                          | 28               | 15         | 1,144    | 2,482                           | 30               | 21         | 1,421    |
| TB-25                       | 123,325                        | 690              | 491        | 71,186   | 107,773                         | 697              | 500        | 54,235   |
| TB-26                       | 20,400                         | 243              | 137        | 13,363   | 23,654                          | 251              | 159        | 18,764   |
| TB-29                       | 7,130                          | 51               | 25         | 8,681    | 6,514                           | 55               | 29         | 7,726    |
| TB-50                       | 1,350                          | 11               | 6          | 444      | 1,980                           | 11               | 6          | 577      |
| TC-45                       | -                              | -                | -          | -        | 718                             | 6                | 4          | 615      |
| TC-46                       | -                              | -                | -          | -        | 144                             | -                | -          | 91       |
| TC-47                       | 12,321                         | 50               | 37         | 4,137    | 11,794                          | 52               | 40         | 4,298    |
| TC-54                       | 990                            | 6                | 2          | 226      | 1,226                           | 5                | 3          | 273      |
| TF-47                       | 132                            | 2                | 2          | 69       | 102                             | 8                | 8          | 52       |
| TF-51                       | 17,975                         | 136              | 85         | 14,530   | 15,974                          | 132              | 85         | 12,025   |
| TF-80                       | 3,925                          | 31               | 15         | 4,413    | 4,306                           | 32               | 18         | 4,502    |
| COMMUNICATION               | 37,988                         | 437              | 324        | 120,734  | 47,964                          | 545              | 419        | 143,879  |
| L-5                         | 4,578                          | 87               | 67         | 6,157    | 6,311                           | 93               | 79         | 9,247    |
| L-13                        | 2,641                          | 39               | 25         | 4,667    | 2,982                           | 41               | 29         | 5,893    |
| L-16                        | 16,439                         | 149              | 126        | 48,701   | 15,499                          | 170              | 146        | 46,651   |
| L-17                        | 20                             | 1                | 1          | 11       | 42                              | 1                | 1          | 43       |
| L-19                        | 23                             | 2                | 2          | 99       | 85                              | 1                | 1          | 142      |
| L-20                        | 1,249                          | 9                | 7          | 2,670    | 1,969                           | 17               | 15         | 2,945    |
| L-21                        | -                              | -                | -          | -        | 2,571                           | 37               | 27         | 6,828    |
| LC-126                      | 209                            | 5                | 3          | 202      | 288                             | 6                | 4          | 343      |
| LF-6                        | 5,602                          | 36               | 33         | 3,729    | 9,171                           | 54               | 46         | 4,506    |
| H-5                         | 3,352                          | 54               | 35         | 17,958   | 3,217                           | 49               | 30         | 17,148   |
| YH-12                       | 70                             | 5                | 2          | 255      | 96                              | 4                | 2          | 203      |
| H-13                        | 2,453                          | 20               | 13         | 27,348   | 2,854                           | 26               | 18         | 32,760   |
| YH-18                       | -                              | 1                | -          | -        | 33                              | 1                | -          | 172      |
| H-19                        | 838                            | 11               | 7          | 2,965    | 1,971                           | 22               | 13         | 9,169    |
| H-23                        | 504                            | 17               | 3          | 5,877    | 832                             | 22               | 7          | 7,728    |
| YH-24                       | 10                             | 1                | -          | 95       | 43                              | 1                | 1          | 301      |
| GLIDER                      | 1                              | 3                | 1          | 1        | 9                               | 1                | 1          | 6        |
| G-15                        | 1                              | 3                | 1          | 1        | 9                               | 1                | 1          | 6        |

TABLE 1 - USAF FLIGHT OPERATIONS WORLD-WIDE SUMMARY BY TYPE AND MODEL OF AIRCRAFT - CONTINUED

| TYPE AND MODEL                     | THIRD QUARTER FISCAL YEAR 1952 |                  |            |              | FOURTH QUARTER FISCAL YEAR 1952 |                  |            |              |
|------------------------------------|--------------------------------|------------------|------------|--------------|---------------------------------|------------------|------------|--------------|
|                                    | HOURS FLOWN                    | AVERAGE AIRCRAFT |            | LANDINGS     | HOURS FLOWN                     | AVERAGE AIRCRAFT |            | LANDINGS     |
|                                    |                                | ON HAND          | IN COM.    |              |                                 | ON HAND          | IN COM.    |              |
| OPERATING ACTIVE Continued         |                                |                  |            |              |                                 |                  |            |              |
| <u>AERIAL TARGET</u> . . . . .     | <u>1,132</u>                   | <u>29</u>        | <u>15</u>  | <u>1,253</u> | <u>951</u>                      | <u>27</u>        | <u>15</u>  | <u>1,320</u> |
| Q-14 . . . . .                     | 2                              | 0                | 1          | 3            | 27                              | 0                | 2          | 53           |
| QB-17 . . . . .                    | 987                            | 19               | 12         | 1,040        | 782                             | 17               | 12         | 1,109        |
| QF-80 . . . . .                    | -                              | -                | -          | -            | 2                               | -                | -          | 1            |
| QT-33 . . . . .                    | 143                            | 2                | 2          | 210          | 140                             | 2                | 1          | 157          |
| OTHER ACTIVE                       |                                |                  |            |              |                                 |                  |            |              |
| <u>TOTAL</u> . . . . .             | <u>4,290</u>                   | <u>1,384</u>     | <u>148</u> | <u>2,550</u> | <u>11,505</u>                   | <u>1,458</u>     | <u>161</u> | <u>5,064</u> |
| <u>BOMBER</u> . . . . .            | <u>2,087</u>                   | <u>211</u>       | <u>55</u>  | <u>734</u>   | <u>4,068</u>                    | <u>243</u>       | <u>51</u>  | <u>1,138</u> |
| B-17 . . . . .                     | 16                             | 2                | 1          | 13           | 1                               | 1                | 1          | 1            |
| B-25 . . . . .                     | 7                              | -                | 4          | 9            | -                               | -                | -          | -            |
| B-26 . . . . .                     | 1,599                          | 121              | 41         | 525          | 3,277                           | 137              | 40         | 806          |
| B-29 . . . . .                     | 417                            | 58               | 11         | 165          | 333                             | 64               | 6          | 145          |
| B-36 . . . . .                     | -                              | 8                | -          | -            | 2                               | 7                | -          | 1            |
| B-45 . . . . .                     | 4                              | 3                | 2          | 4            | 259                             | 4                | 3          | 87           |
| B-47 . . . . .                     | -                              | 1                | -          | -            | -                               | 1                | -          | -            |
| B-50 . . . . .                     | 44                             | 18               | -          | 18           | 196                             | 29               | 1          | 98           |
| <u>TANKER</u> . . . . .            | <u>10</u>                      | <u>4</u>         | <u>1</u>   | <u>10</u>    | <u>16</u>                       | <u>1</u>         | <u>1</u>   | <u>5</u>     |
| KB-29 . . . . .                    | 10                             | 4                | 1          | 10           | 4                               | 1                | 1          | 3            |
| KC-97 . . . . .                    | -                              | -                | -          | -            | 12                              | -                | -          | 2            |
| <u>FIGHTER</u> . . . . .           | <u>546</u>                     | <u>575</u>       | <u>35</u>  | <u>575</u>   | <u>2,661</u>                    | <u>634</u>       | <u>45</u>  | <u>1,655</u> |
| F-47 . . . . .                     | 23                             | 18               | 4          | 36           | 65                              | 17               | 3          | 65           |
| F-51 . . . . .                     | 207                            | 171              | 5          | 177          | 218                             | 182              | 4          | 258          |
| F-80 . . . . .                     | 113                            | 95               | 5          | 108          | 75                              | 78               | 7          | 77           |
| F-82 . . . . .                     | -                              | 1                | -          | -            | -                               | 6                | -          | -            |
| F-84 . . . . .                     | 71                             | 163              | 9          | 85           | 2,187                           | 251              | 26         | 1,133        |
| F-86 . . . . .                     | 79                             | 72               | 6          | 107          | 101                             | 85               | 3          | 107          |
| F-94 . . . . .                     | 53                             | 55               | 6          | 62           | 15                              | 15               | -          | 15           |
| <u>RECONNAISSANCE</u> . . . . .    | <u>326</u>                     | <u>53</u>        | <u>14</u>  | <u>109</u>   | <u>363</u>                      | <u>69</u>        | <u>7</u>   | <u>140</u>   |
| RB-17 . . . . .                    | -                              | 1                | -          | -            | -                               | -                | -          | -            |
| RB-26 . . . . .                    | 254                            | 11               | 8          | 69           | 132                             | 4                | 3          | 35           |
| RB-29 . . . . .                    | 22                             | 7                | 1          | 15           | 47                              | 5                | -          | 11           |
| WB-29 . . . . .                    | 37                             | 9                | -          | 11           | 44                              | 13               | -          | 21           |
| RB-36 . . . . .                    | 7                              | 7                | 2          | 2            | 106                             | 16               | 2          | 36           |
| RB-45 . . . . .                    | -                              | 2                | -          | -            | 3                               | -                | -          | 2            |
| RB-50 . . . . .                    | 1                              | 6                | -          | 1            | 9                               | 6                | 1          | 12           |
| RC-45 . . . . .                    | -                              | 1                | -          | -            | 1                               | 2                | -          | 2            |
| RF-51 . . . . .                    | 1                              | 2                | -          | 3            | 7                               | 4                | -          | 7            |
| RF-80 . . . . .                    | -                              | 6                | 3          | -            | 10                              | 18               | 1          | 9            |
| RF-86 . . . . .                    | 4                              | 1                | -          | 8            | 4                               | 1                | -          | 5            |
| <u>SEARCH AND RESCUE</u> . . . . . | <u>155</u>                     | <u>24</u>        | <u>5</u>   | <u>49</u>    | <u>321</u>                      | <u>24</u>        | <u>6</u>   | <u>70</u>    |
| SA-10 . . . . .                    | 1                              | 3                | 1          | 1            | 1                               | 3                | 2          | 1            |
| SA-16 . . . . .                    | 6                              | 5                | -          | 8            | 211                             | 7                | 2          | 36           |
| SB-17 . . . . .                    | 50                             | 11               | 3          | 22           | 10                              | 7                | 1          | 13           |
| SB-29 . . . . .                    | 98                             | 3                | 1          | 18           | 99                              | 4                | 1          | 20           |
| SH-5 . . . . .                     | -                              | 1                | -          | -            | -                               | -                | -          | -            |
| SL-5 . . . . .                     | -                              | 1                | -          | -            | -                               | 1                | -          | -            |
| <u>CARGO</u> . . . . .             | <u>544</u>                     | <u>165</u>       | <u>12</u>  | <u>452</u>   | <u>2,821</u>                    | <u>168</u>       | <u>14</u>  | <u>866</u>   |
| C-45 . . . . .                     | 69                             | 16               | 2          | 73           | 88                              | 16               | 2          | 83           |
| C-46 . . . . .                     | 33                             | 10               | 2          | 6            | 505                             | 20               | 5          | 104          |
| C-47 . . . . .                     | 290                            | 62               | 2          | 222          | 707                             | 74               | 4          | 395          |
| C-54 . . . . .                     | 69                             | 20               | 1          | 49           | 977                             | 14               | 1          | 148          |
| C-74 . . . . .                     | -                              | -                | -          | -            | -                               | 1                | -          | -            |
| C-82 . . . . .                     | 27                             | 20               | 2          | 39           | 18                              | 18               | 1          | 18           |
| C-97 . . . . .                     | 4                              | 3                | -          | 3            | 21                              | 2                | -          | 7            |
| C-117 . . . . .                    | 5                              | 2                | -          | 5            | 1                               | 1                | -          | 1            |
| C-119 . . . . .                    | 17                             | 21               | 1          | 20           | 13                              | 14               | -          | 7            |
| C-124 . . . . .                    | -                              | 4                | 1          | -            | 439                             | 4                | 1          | 87           |
| CB-17 . . . . .                    | 17                             | 3                | -          | 11           | 45                              | 2                | -          | 7            |
| CB-25 . . . . .                    | 13                             | 4                | 1          | 24           | 7                               | 2                | -          | 9            |
| <u>TRAINER</u> . . . . .           | <u>525</u>                     | <u>284</u>       | <u>23</u>  | <u>470</u>   | <u>993</u>                      | <u>240</u>       | <u>31</u>  | <u>859</u>   |
| T-6 . . . . .                      | 31                             | 102              | 2          | 50           | 44                              | 58               | 1          | 47           |

TABLE 1 - USAF FLIGHT OPERATIONS WORLD-WIDE SUMMARY BY TYPE AND MODEL OF AIRCRAFT—Continued

| TYPE AND MODEL             | THIRD QUARTER FISCAL YEAR 1952 |                  |         |              | FOURTH QUARTER FISCAL YEAR 1952 |                  |         |              |
|----------------------------|--------------------------------|------------------|---------|--------------|---------------------------------|------------------|---------|--------------|
|                            | HOURS FLOWN                    | AVERAGE AIRCRAFT |         | LANDINGS     | HOURS FLOWN                     | AVERAGE AIRCRAFT |         | LANDINGS     |
|                            |                                | ON HAND          | IN COM. |              |                                 | ON HAND          | IN COM. |              |
| OTHER ACTIVE Continued     |                                |                  |         |              |                                 |                  |         |              |
| <u>TRAINER - Continued</u> | 6                              | 10               | 2       | 9            | 143                             | 13               | 4       | 103          |
| T-7 . . . . .              | 31                             | 40               | 6       | 36           | 119                             | 31               | 6       | 109          |
| T-11 . . . . .             | 1                              | 3                | -       | 1            | 5                               | 2                | -       | 9            |
| T-28 . . . . .             | 28                             | 17               | -       | 59           | 259                             | 27               | 4       | 184          |
| T-33 . . . . .             | 74                             | 3                | -       | 15           | 92                              | 4                | -       | 17           |
| TB-17 . . . . .            | 172                            | 37               | 7       | 151          | 275                             | 46               | 12      | 315          |
| TB-25 . . . . .            | 46                             | 19               | 2       | 67           | 11                              | 14               | 1       | 18           |
| TB-26 . . . . .            | 72                             | 14               | 1       | 50           | 22                              | 19               | 2       | 24           |
| TB-29 . . . . .            | 41                             | 2                | -       | 5            | -                               | 1                | -       | -            |
| TC-46 . . . . .            | -                              | -                | -       | -            | 3                               | 2                | -       | 3            |
| TC-54 . . . . .            | 7                              | 14               | 2       | 11           | -                               | 5                | -       | -            |
| TF-47 . . . . .            | 7                              | 20               | -       | 7            | 20                              | 17               | 1       | 30           |
| TF-51 . . . . .            | -                              | 1                | -       | -            | -                               | 1                | -       | -            |
| TF-5 . . . . .             | 9                              | 2                | 1       | 9            | -                               | -                | -       | -            |
| TF-80 . . . . .            |                                |                  |         |              |                                 |                  |         |              |
| <u>COMMUNICATION</u>       | 97                             | 68               | 3       | 151          | 262                             | 79               | 6       | 331          |
| L-4 . . . . .              | 10                             | 15               | 1       | 21           | 15                              | 22               | 3       | 22           |
| L-5 . . . . .              | 24                             | 18               | 1       | 39           | 214                             | 31               | 1       | 237          |
| L-13 . . . . .             | 3                              | 3                | -       | 5            | 12                              | 9                | 1       | 37           |
| L-16 . . . . .             | -                              | -                | -       | -            | 1                               | 1                | -       | 2            |
| L-20 . . . . .             | -                              | -                | -       | 10           | 16                              | 10               | 1       | 16           |
| LC-126 . . . . .           | -                              | 1                | -       | -            | 1                               | -                | -       | 1            |
| LF-6 . . . . .             | 54                             | 28               | 1       | 53           | -                               | 2                | -       | -            |
| H-5 . . . . .              | 6                              | 2                | -       | 23           | 3                               | 2                | -       | 16           |
| H-12 . . . . .             | -                              | -                | -       | -            | -                               | 1                | -       | -            |
| H-19 . . . . .             | -                              | 1                | -       | -            | -                               | 1                | -       | -            |
| INACTIVE                   |                                |                  |         |              |                                 |                  |         |              |
| <u>TOTAL</u>               | <u>5,701</u>                   |                  |         | <u>3,836</u> | <u>3,497</u>                    |                  |         | <u>2,932</u> |
| <u>BOMBER</u>              | 584                            |                  |         | 488          | 574                             |                  |         | 373          |
| B-17 . . . . .             | 117                            |                  |         | 38           | 240                             |                  |         | 72           |
| B-25 . . . . .             | 28                             |                  |         | 24           | 23                              |                  |         | 25           |
| B-26 . . . . .             | 256                            |                  |         | 222          | 224                             |                  |         | 207          |
| B-29 . . . . .             | 40                             |                  |         | 31           | 39                              |                  |         | 32           |
| B-36 . . . . .             | 6                              |                  |         | 1            | -                               |                  |         | -            |
| B-45 . . . . .             | 93                             |                  |         | 90           | 6                               |                  |         | 6            |
| B-47 . . . . .             | 18                             |                  |         | 48           | -                               |                  |         | -            |
| B-50 . . . . .             | 2                              |                  |         | 2            | 2                               |                  |         | 2            |
| B-51 . . . . .             | 24                             |                  |         | 32           | 1                               |                  |         | 1            |
| XB-43 . . . . .            | -                              |                  |         | -            | 39                              |                  |         | 28           |
| <u>TANKER</u>              | 36                             |                  |         | 37           | 51                              |                  |         | 38           |
| KC-29 . . . . .            | 36                             |                  |         | 37           | 28                              |                  |         | 32           |
| KC-97 . . . . .            | -                              |                  |         | -            | 23                              |                  |         | 6            |
| <u>FIGHTER</u>             | 1,883                          |                  |         | 1,034        | 1,192                           |                  |         | 878          |
| F-47 . . . . .             | 1,054                          |                  |         | 454          | 103                             |                  |         | 56           |
| F-51 . . . . .             | 14                             |                  |         | 13           | 27                              |                  |         | 29           |
| F-80 . . . . .             | 34                             |                  |         | 50           | 15                              |                  |         | 24           |
| F-84 . . . . .             | 649                            |                  |         | 342          | 958                             |                  |         | 659          |
| F-86 . . . . .             | 107                            |                  |         | 142          | 32                              |                  |         | 54           |
| F-89 . . . . .             | -                              |                  |         | -            | 1                               |                  |         | 1            |
| F-94 . . . . .             | 25                             |                  |         | 33           | 39                              |                  |         | 36           |
| XF-86 . . . . .            | -                              |                  |         | -            | 17                              |                  |         | 19           |
| <u>RECONNAISSANCE</u>      | 69                             |                  |         | 42           | 59                              |                  |         | 52           |
| RB-26 . . . . .            | 1                              |                  |         | 1            | 13                              |                  |         | 13           |
| RB-29 . . . . .            | 17                             |                  |         | 12           | -                               |                  |         | -            |
| RB-36 . . . . .            | 7                              |                  |         | 1            | 1                               |                  |         | 1            |
| RF-51 . . . . .            | 4                              |                  |         | 4            | 2                               |                  |         | 2            |
| XRF-80 . . . . .           | 14                             |                  |         | 19           | 24                              |                  |         | 22           |
| RF-86 . . . . .            | -                              |                  |         | -            | 6                               |                  |         | 7            |
| XR-12 . . . . .            | 26                             |                  |         | 5            | 13                              |                  |         | 7            |
| <u>SEARCH AND RESCUE</u>   | 17                             |                  |         | 18           | 13                              |                  |         | 13           |
| SB-17 . . . . .            | 1                              |                  |         | 1            | 2                               |                  |         | 1            |
| SB-29 . . . . .            | 16                             |                  |         | 17           | 11                              |                  |         | 12           |

TABLE 1 - USAF FLIGHT OPERATIONS WORLD-WIDE SUMMARY BY TYPE AND MODEL OF AIRCRAFT — Continued

| TYPE AND MODEL                 | THIRD QUARTER FISCAL YEAR 1952 |                  |         | FOURTH QUARTER FISCAL YEAR 1952 |             |                  |         |          |
|--------------------------------|--------------------------------|------------------|---------|---------------------------------|-------------|------------------|---------|----------|
|                                | HOURS FLOWN                    | AVERAGE AIRCRAFT |         | LANDINGS                        | HOURS FLOWN | AVERAGE AIRCRAFT |         | LANDINGS |
|                                |                                | ON HAND          | IN COM. |                                 |             | ON HAND          | IN COM. |          |
| INACTIVE Continued             |                                |                  |         |                                 |             |                  |         |          |
| <u>CARGO</u> . . . . .         | 1,162                          |                  |         | 556                             | 949         |                  |         | 532      |
| C-45 . . . . .                 | -                              |                  |         | -                               | 19          |                  |         | 23       |
| C-46 . . . . .                 | 12                             |                  |         | 10                              | 15          |                  |         | 15       |
| C-47 . . . . .                 | 747                            |                  |         | 453                             | 636         |                  |         | 380      |
| C-54 . . . . .                 | 5                              |                  |         | 6                               | 30          |                  |         | 9        |
| C-82 . . . . .                 | -                              |                  |         | -                               | 18          |                  |         | 27       |
| XC-99 . . . . .                | 225                            |                  |         | 31                              | 155         |                  |         | 21       |
| C-119 . . . . .                | 57                             |                  |         | 22                              | 6           |                  |         | 9        |
| XC-120 . . . . .               | 5                              |                  |         | 5                               | 13          |                  |         | 10       |
| C-124 . . . . .                | 111                            |                  |         | 29                              | 26          |                  |         | 9        |
| CB-25 . . . . .                | -                              |                  |         | -                               | 6           |                  |         | 6        |
| CB-26 . . . . .                | -                              |                  |         | -                               | 25          |                  |         | 23       |
| <u>TRAINER</u> . . . . .       | 1,520                          |                  |         | 713                             | 453         |                  |         | 545      |
| T-6 . . . . .                  | 931                            |                  |         | 324                             | 92          |                  |         | 169      |
| T-28 . . . . .                 | 7                              |                  |         | 11                              | 101         |                  |         | 147      |
| XT-28 . . . . .                | -                              |                  |         | -                               | 40          |                  |         | 41       |
| T-33 . . . . .                 | 386                            |                  |         | 130                             | 79          |                  |         | 25       |
| TB-17 . . . . .                | 9                              |                  |         | 12                              | -           |                  |         | -        |
| TB-25 . . . . .                | 122                            |                  |         | 196                             | 91          |                  |         | 128      |
| TB-26 . . . . .                | 56                             |                  |         | 36                              | 31          |                  |         | 21       |
| TB-29 . . . . .                | 9                              |                  |         | 4                               | 17          |                  |         | 12       |
| TP-51 . . . . .                | -                              |                  |         | -                               | 2           |                  |         | 2        |
| <u>COMMUNICATION</u> . . . . . | 418                            |                  |         | 940                             | 206         |                  |         | 501      |
| L-13 . . . . .                 | 15                             |                  |         | 12                              | 6           |                  |         | 7        |
| XL-17 . . . . .                | 315                            |                  |         | 785                             | 90          |                  |         | 288      |
| L-20 . . . . .                 | 84                             |                  |         | 125                             | 103         |                  |         | 189      |
| YL-23 . . . . .                | 4                              |                  |         | 18                              | -           |                  |         | -        |
| YH-12 . . . . .                | -                              |                  |         | -                               | 7           |                  |         | 17       |
| <u>AERIAL TARGET</u> . . . . . | 12                             |                  |         | 8                               | -           |                  |         | -        |
| Q-14 . . . . .                 | 12                             |                  |         | 8                               | -           |                  |         | -        |

SOURCE: Materiel Statistics Division , D/Statistical Services , DCS/C

TABLE 2 - USAF AIRCRAFT FLYING TIME, BY COMMAND

| C O M M A N D                                    | F I S C A L Y E A R 1952 |                |         |           |         |          |          |                   |          |         |         |         |         |
|--|--------------------------|----------------|---------|-----------|---------|----------|----------|-------------------|----------|---------|---------|---------|---------|
|  | TOTAL                    | JULY<br>(1951) | AUGUST  | SEPTEMBER | OCTOBER | NOVEMBER | DECEMBER | JANUARY<br>(1952) | FEBRUARY | MARCH   | APRIL   | MAY     | JUNE    |
| TOTAL USAF                                       | 7,104,915                | 582,543        | 620,006 | 554,880   | 616,049 | 563,698  | 476,306  | 584,741           | 573,469  | 653,232 | 678,293 | 530,795 | 671,233 |
| TOTAL CONTINENTAL US.                            | 5,297,891                | 435,887        | 466,503 | 410,272   | 461,973 | 419,376  | 338,027  | 441,092           | 437,282  | 490,710 | 512,386 | 374,191 | 510,192 |
| Air Defense Command . . .                        | 437,561                  | 42,403         | 39,264  | 37,706    | 37,995  | 34,900   | 29,981   | 33,486            | 36,519   | 40,681  | 39,398  | 23,340  | 41,888  |
| Air Materiel Command . . .                       | 167,308                  | 15,636         | 16,640  | 16,490    | 17,356  | 13,981   | 12,313   | 11,728            | 13,387   | 15,184  | 14,436  | 7,784   | 12,373  |
| Air Proving Ground Command                       | 50,837                   | 4,167          | 5,358   | 4,605     | 5,172   | 5,390    | 3,444    | 3,744             | 3,783    | 4,303   | 4,387   | 2,756   | 3,728   |
| Air Research&Development                         | 101,332                  | 6,402          | 7,546   | 6,858     | 8,029   | 6,818    | 6,659    | 7,331             | 8,527    | 9,956   | 12,946  | 9,273   | 10,787  |
| Air Training Command . . .                       | 2,611,895                | 198,624        | 208,772 | 177,360   | 215,938 | 204,447  | 146,888  | 230,447           | 212,441  | 239,818 | 268,812 | 228,006 | 280,583 |
| Air University . . . . .                         | 77,507                   | 7,992          | 7,836   | 6,460     | 7,306   | 6,263    | 5,186    | 5,927             | 6,361    | 6,899   | 8,118   | 3,266   | 5,893   |
| Continental Air Command.                         | 57,549                   | 6,344          | 6,776   | 6,317     | 6,661   | 4,972    | 4,093    | 3,934             | 4,427    | 4,660   | 4,181   | 1,732   | 3,452   |
| Headquarters Command . . .                       | 173,344                  | 29,230         | 19,336  | 17,803    | 19,623  | 17,825   | 14,011   | 15,653            | 16,643   | 18,369  | 17,550  | 8,762   | 16,873  |
| Civil Air Patrol . . . . .                       | 13,747                   | 1,077          | 1,096   | 859       | 1,051   | 887      | 755      | 869               | 1,072    | 914     | 1,409   | 487     | 1,425   |
| Headquarters . . . . .                           | 404,758                  | 15,442         | 16,692  | 15,617    | 16,949  | 15,578   | 12,194   | 13,595            | 14,437   | 16,074  | 14,800  | 7,075   | 14,891  |
| Inspector General . . . .                        | 619,531                  | 1,252          | 1,419   | 1,259     | 1,457   | 1,223    | 971      | 1,107             | 1,055    | 1,249   | 1,212   | 1,131   | 412     |
| USAF Security Service.                           | 26,396                   | 159            | 129     | 68        | 166     | 137      | 91       | 82                | 79       | 132     | 129     | 69      | 145     |
| Strategic Air Command . .                        | 1,386                    | 48,962         | 56,519  | 50,050    | 56,384  | 52,138   | 44,592   | 48,189            | 51,391   | 57,849  | 54,319  | 35,311  | 62,827  |
| Special Weapons Command.                         | 13,747                   | 2,518          | 3,420   | 3,211     | 2,867   | 2,556    | 2,725    | 2,925             | 2,842    | 3,332   | (a)     | -       | -       |
| Tactical Air Command . . .                       | 542,266                  | 47,760         | 53,953  | 46,234    | 48,179  | 39,444   | 37,984   | 47,183            | 48,529   | 54,486  | 54,157  | 24,719  | 39,638  |
| M A T S . . . . .                                | 404,758                  | 37,149         | 41,083  | 37,118    | 36,430  | 30,852   | 29,912   | 30,423            | 32,314   | 35,003  | 34,082  | 28,242  | 32,150  |
| Air Pictorial Service.                           | 573                      | -              | -       | 60        | 33      | 31       | 39       | 122               | 118      | 170     | (b)     | -       | -       |
| OVERSEAS . . . . .                               | 1,807,024                | 146,656        | 153,503 | 144,278   | 154,076 | 144,322  | 138,279  | 143,649           | 136,187  | 162,522 | 165,907 | 156,604 | 161,041 |
| Alaskan Air Command . . . .                      | 66,459                   | 7,315          | 7,395   | 5,406     | 3,672   | 3,991    | 4,190    | 5,305             | 6,348    | 6,321   | 6,312   | 4,041   | 6,163   |
| Air Materiel Command . . . .                     | 177                      | -              | -       | -         | -       | -        | -        | 12                | 62       | 10      | 23      | 34      | 36      |
| Air Research&Development                         | 792                      | -              | -       | -         | -       | -        | -        | -                 | -        | 3       | 7       | 427     | 365     |
| Caribbean Air Command . . .                      | 11,428                   | 968            | 1,016   | 1,014     | 946     | 1,275    | 992      | 969               | 929      | 942     | 793     | 706     | 878     |
| USAF In Europe . . . . .                         | 248,971                  | 18,864         | 19,866  | 18,440    | 18,719  | 19,124   | 15,631   | 18,650            | 18,660   | 25,004  | 27,375  | 18,401  | 30,237  |
| Far-East Air Forces . . . . .                    | 1,061,980                | 83,007         | 86,836  | 87,071    | 92,785  | 86,464   | 85,140   | 85,047            | 79,051   | 92,968  | 95,968  | 101,643 | 86,280  |
| Headquarters Command . . . .                     | 40,002                   | 3,460          | 3,514   | 1,839     | 3,542   | 3,479    | 3,314    | 3,352             | 3,011    | 3,103   | 3,880   | 3,112   | 3,270   |
| Air Attaches . . . . .                           | 14,881                   | 1,210          | 1,101   | 1,127     | 1,356   | 1,082    | 1,299    | 1,355             | 1,063    | 1,256   | 1,453   | 1,399   | 1,180   |
| Joint Brazil-US Military<br>Commission . . . . . | 4,396                    | 181            | 298     | 437       | 376     | 554      | 364      | 383               | 375      | (c)     | 626     | 372     | 430     |
| Civil Air Patrol . . . . .                       | 363                      | 61             | 51      | 60        | 12      | 20       | 8        | 16                | 45       | 31      | 24      | 2       | 33      |
| Latin American Mission                           | 5,545                    | 647            | 478     | 243       | 728     | 466      | 616      | 321               | 459      | 383     | 550     | 321     | 323     |
| Military Aviation Missv.                         | 6,422                    | 666            | 750     | 536       | 479     | 624      | 386      | 610               | 403      | 683     | 459     | 366     | 460     |
| M D A P . . . . .                                | 5,008                    | 480            | 487     | 299       | 266     | 441      | 384      | 336               | 451      | 431     | 382     | 423     | 563     |
| Turkish Foreign Aid Gp                           | 3,407                    | 215            | 349     | 264       | 325     | 292      | 257      | 331               | 205      | 319     | 386     | 174     | 290     |
| M A T S . . . . .                                | 269,136                  | 22,678         | 23,928  | 20,397    | 24,553  | 22,024   | 21,543   | 23,129            | 20,630   | 23,996  | 23,044  | 21,827  | 21,387  |
| North-East Air Command . . .                     | 21,929                   | 1,828          | 2,069   | 1,631     | 2,000   | 1,565    | 1,526    | 1,484             | 1,633    | 1,864   | 1,871   | 2,196   | 2,062   |
| Strategic Air Command . . . .                    | 79,621                   | 8,131          | 8,441   | 6,927     | 7,637   | 5,882    | 5,299    | 5,555             | 5,589    | 8,244   | 6,634   | 4,207   | 7,075   |
| Special Weapons Command.                         | 2,566                    | 405            | 438     | 226       | 222     | 274      | 234      | 146               | 274      | 347     | (a)     | -       | -       |
| Tactical Air Command . . . . .                   | 3,943                    | -              | -       | -         | -       | 244      | 410      | -                 | -        | -       | -       | -       | 3,289   |

a/ Included in Air Research and Development  
 b/ Included in M A T S  
 c/ March figures included in April.

SOURCE: Materiel Statistics Division - Director of Statistical Services DCS/c

TABLE 3 - SUMMARY OF USAF FLIGHT OPERATIONS, BY TYPE OF ACTIVITY

| TYPE<br>OF<br>ACTIVITY  | FISCAL YEAR 1952 |                  |                  |                  |
|---|------------------|------------------|------------------|------------------|
|   | HOURS<br>FLOWN   | AVERAGE AIRCRAFT |                  | LANDINGS         |
|   |                  | ON HAND          | IN<br>COMMISSION |                  |
| <b>WORLDWIDE - TOTAL</b> . . . . .<br>(Excluding Air Force Reserve) | <u>7,104,915</u> |                  |                  | <u>5,942,964</u> |
| <b>OPERATING ACTIVE</b> . . . . .                                   | <u>7,061,631</u> | <u>12,051</u>    | <u>8,248</u>     | <u>5,917,439</u> |
| Administrative . . . . .  | 94,305           | 136              | 105              | 43,595           |
| Minimum Individual Training . . . . .                               | 1,339,811        | 2,038            | 1,424            | 822,068          |
| Unit Training . . . . .   | 2,237,396        | 4,888            | 3,358            | 1,255,844        |
| Unit Support . . . . .  | 255,297          | 349              | 238              | 150,531          |
| Flying and Technical Training . . . . .                             | 2,342,528        | 3,340            | 2,304            | 3,233,085        |
| MATS: Transport . . . . .   | 337,538          | 173              | 99               | 105,788          |
| Air Evacuation a/ . . . . .   | 51,335           | 33               | 21               | 29,062           |
| Combat Crew Training . . . . .                                      | 62,049           | 82               | 58               | 32,333           |
| Test . . . . .  | 78,137           | 407              | 204              | 66,076           |
| Test Support . . . . .  | 30,896           | 90               | 56               | 20,710           |
| Special Missions . . . . .  | 262,339          | 515              | 381              | 158,347          |
| <b>OTHER ACTIVE</b> . . . . .                                       | <u>24,730</u>    | <u>1,299</u>     | <u>129</u>       | <u>12,893</u>    |
| Command Support . . . . .   | 13,477           | 934              | 60               | 8,851            |
| Project . . . . .   | 11,253           | 364              | 69               | 4,042            |
| <b>INACTIVE</b> . . . . .   | <u>18,554</u>    |                  |                  | <u>12,632</u>    |
| <b>CONTINENTAL U.S. - TOTAL</b> . . . . .                           | <u>5,297,979</u> |                  |                  | <u>4,910,278</u> |
| <b>OPERATING ACTIVE</b> . . . . .                                   | <u>5,274,235</u> | <u>9,140</u>     | <u>6,254</u>     | <u>4,892,508</u> |
| Administrative . . . . .  | 49,767           | 76               | 59               | 21,926           |
| Minimum Individual Training . . . . .                               | 1,085,682        | 1,713            | 1,197            | 646,271          |
| Unit Training . . . . .   | 1,069,644        | 2,756            | 1,918            | 590,181          |
| Unit Support . . . . .  | 159,641          | 249              | 174              | 100,431          |
| Flying and Technical Training . . . . .                             | 2,342,528        | 3,340            | 2,304            | 3,233,085        |
| MATS: Transport . . . . .   | 194,941          | 116              | 61               | 70,784           |
| Air Evacuation a/ . . . . .   | 51,335           | 33               | 21               | 29,062           |
| Combat Crew Training . . . . .                                      | 62,048           | 82               | 58               | 32,332           |
| Test . . . . .  | 77,724           | 400              | 203              | 65,685           |
| Test Support . . . . .  | 28,047           | 84               | 52               | 18,125           |
| Special Mission . . . . .   | 152,878          | 285              | 207              | 84,626           |
| <b>OTHER ACTIVE</b> . . . . .                                       | <u>7,394</u>     | <u>944</u>       | <u>87</u>        | <u>6,774</u>     |
| Command Support . . . . .   | 4,557            | 635              | 38               | 4,104            |
| Project . . . . .   | 2,837            | 309              | 49               | 2,670            |
| <b>INACTIVE</b> . . . . .   | <u>16,350</u>    |                  |                  | <u>10,996</u>    |
| <b>OVERSEAS - TOTAL</b> . . . . .                                   | <u>1,806,936</u> |                  |                  | <u>1,032,686</u> |
| <b>OPERATING ACTIVE</b> . . . . .                                   | <u>1,787,396</u> | <u>2,911</u>     | <u>1,994</u>     | <u>1,024,931</u> |
| Administrative . . . . .  | 44,538           | 60               | 46               | 21,669           |
| Minimum Individual Training . . . . .                               | 254,129          | 325              | 227              | 175,797          |
| Unit Training . . . . .   | 1,167,752        | 2,132            | 1,440            | 665,663          |
| Unit Support . . . . .  | 65,656           | 100              | 64               | 50,000           |
| MATS: Transport . . . . .   | 142,597          | 57               | 38               | 35,004           |
| Combat Crew Training . . . . .                                      | 1                | -                | -                | 1                |
| Test . . . . .  | 413              | 1                | 1                | 391              |
| Test Support . . . . .  | 2,849            | 6                | 4                | 2,585            |
| Special Mission . . . . .   | 109,461          | 230              | 174              | 73,721           |
| <b>OTHER ACTIVE</b> . . . . .                                       | <u>17,336</u>    | <u>355</u>       | <u>42</u>        | <u>6,119</u>     |
| Command Support . . . . .   | 8,920            | 300              | 22               | 4,747            |
| Project . . . . .   | 8,416            | 55               | 20               | 1,372            |
| <b>INACTIVE</b> . . . . .   | <u>2,204</u>     |                  |                  | <u>1,636</u>     |

a/ Represents air evacuees received in Continental US and flown by MATS to various hospitals. Air evacuees for Overseas are included in "Transport".

SOURCE: Materiel Statistics Division - D/Statistical Services - DCS/C



TABLE 4 - USAF FLIGHT OPERATIONS BY TYPE OF ACTIVITY - QUARTERLY FY 1952

| TYPE OF ACTIVITY                            | FIRST QUARTER FISCAL YEAR 1952 |               |              |                  | SECOND QUARTER FISCAL YEAR 1952 |               |              |                  |
|---|--------------------------------|---------------|--------------|------------------|---------------------------------|---------------|--------------|------------------|
|   | HOURS FLOWN                    | AVERAGE A/C   |              | LANDINGS         | HOURS FLOWN                     | AVERAGE A/C   |              | LANDINGS         |
|   |                                | ON HARD       | IN COM.      |                  |                                 | ON HARD       | IN COM.      |                  |
| <b>WORLDWIDE TOTAL-(Excl-APR)</b>           | <b>1,757,099</b>               |               |              | <b>1,430,650</b> | <b>1,656,053</b>                |               |              | <b>1,300,284</b> |
| <b>OPERATING ACTIVE . . .</b>               | <b>1,748,188</b>               | <b>11,356</b> | <b>7,593</b> | <b>1,425,178</b> | <b>1,646,673</b>                | <b>11,591</b> | <b>7,876</b> | <b>1,294,613</b> |
| Administrative . . .                        | 47,260                         | 263           | 205          | 24,765           | 18,420                          | 106           | 84           | 7,524            |
| Min. Individual Tng . . .                   | 397,179                        | 2,209         | 1,543        | 261,977          | 340,378                         | 2,121         | 1,480        | 198,167          |
| Unit Training . . .                         | 553,832                        | 4,689         | 3,148        | 313,831          | 528,269                         | 4,761         | 3,213        | 289,227          |
| Unit Support . . .                          | 54,525                         | 309           | 201          | 38,046           | 51,029                          | 327           | 216          | 31,244           |
| Flying & Tech. Tng . . .                    | 428,173                        | 2,673         | 1,731        | 678,498          | 050,395                         | 3,012         | 2,107        | 673,611          |
| MATS: Transport . . .                       | 86,797                         | 146           | 84           | 29,814           | 86,235                          | 165           | 92           | 24,479           |
| Air Evac. a/ . . .                          | 14,407                         | 31            | 19           | 8,427            | 12,299                          | 30            | 19           | 6,609            |
| Combat Crew Tng . . .                       | 16,862                         | 82            | 59           | 8,797            | 14,976                          | 80            | 55           | 7,288            |
| Test . . .                                  | 18,721                         | 389           | 198          | 15,005           | 18,322                          | 409           | 196          | 15,033           |
| Test Support . . .                          | 5,980                          | 63            | 35           | 4,315            | 6,014                           | 68            | 40           | 4,509            |
| Special Mission . . .                       | 70,452                         | 502           | 370          | 41,703           | 69,336                          | 512           | 374          | 36,922           |
| <b>OTHER ACTIVE . . . . .</b>               | <b>4,857</b>                   | <b>1,112</b>  | <b>103</b>   | <b>2,761</b>     | <b>4,078</b>                    | <b>1,241</b>  | <b>109</b>   | <b>2,518</b>     |
| Command Support . . .                       | 1,579                          | 738           | 42           | 1,635            | 1,461                           | 859           | 43           | 1,522            |
| Project . . . . .                           | 3,278                          | 374           | 61           | 1,126            | 2,617                           | 382           | 66           | 996              |
| <b>INACTIVE . . . . .</b>                   | <b>4,054</b>                   |               |              | <b>2,711</b>     | <b>5,302</b>                    |               |              | <b>3,153</b>     |
| <b>CONTINENTAL U.S. - TOTAL (Excl. APR)</b> | <b>1,312,666</b>               |               |              | <b>1,175,229</b> | <b>1,219,376</b>                |               |              | <b>1,060,658</b> |
| <b>OPERATING ACTIVE . . .</b>               | <b>1,307,913</b>               | <b>8,606</b>  | <b>5,708</b> | <b>1,171,561</b> | <b>1,212,838</b>                | <b>8,746</b>  | <b>5,946</b> | <b>1,056,142</b> |
| Administrative . . .                        | 27,265                         | 155           | 121          | 12,399           | 10,237                          | 62            | 49           | 4,366            |
| Min. Individual Tng . . .                   | 332,384                        | 1,903         | 1,327        | 216,280          | 275,484                         | 1,791         | 1,251        | 155,812          |
| Unit Training . . .                         | 271,388                        | 2,682         | 1,803        | 154,565          | 249,205                         | 2,681         | 1,824        | 133,922          |
| Unit Support . . .                          | 39,660                         | 225           | 146          | 26,634           | 34,858                          | 226           | 154          | 19,427           |
| Flying & Tech. Tng . . .                    | 482,173                        | 2,673         | 1,731        | 678,498          | 505,395                         | 3,012         | 2,107        | 673,611          |
| MATS: Transport . . .                       | 52,456                         | 96            | 50           | 21,245           | 47,509                          | 111           | 56           | 15,296           |
| Air Evac. a/ . . .                          | 14,407                         | 31            | 19           | 8,427            | 12,299                          | 30            | 19           | 6,609            |
| Combat Crew Tng . . .                       | 16,861                         | 82            | 59           | 8,796            | 14,976                          | 80            | 55           | 7,288            |
| Test . . .                                  | 18,721                         | 389           | 198          | 15,005           | 18,252                          | 408           | 195          | 14,987           |
| Test Support . . .                          | 5,242                          | 57            | 31           | 3,680            | 5,348                           | 62            | 36           | 3,948            |
| Special Mission . . .                       | 47,356                         | 313           | 223          | 26,032           | 39,275                          | 283           | 200          | 20,876           |
| <b>OTHER ACTIVE . . . . .</b>               | <b>1,587</b>                   | <b>829</b>    | <b>70</b>    | <b>1,506</b>     | <b>1,665</b>                    | <b>962</b>    | <b>100</b>   | <b>1,673</b>     |
| Command Support . . .                       | 973                            | 507           | 28           | 899              | 826                             | 626           | 40           | 906              |
| Project . . . . .                           | 614                            | 322           | 42           | 607              | 839                             | 336           | 60           | 767              |
| <b>INACTIVE . . . . .</b>                   | <b>3,166</b>                   |               |              | <b>2,162</b>     | <b>4,873</b>                    |               |              | <b>2,843</b>     |
| <b>OVERSEAS - TOTAL</b>                     | <b>444,433</b>                 |               |              | <b>255,421</b>   | <b>436,677</b>                  |               |              | <b>239,626</b>   |
| <b>OPERATING ACTIVE . . .</b>               | <b>440,275</b>                 | <b>2,750</b>  | <b>1,885</b> | <b>253,617</b>   | <b>433,835</b>                  | <b>2,845</b>  | <b>1,930</b> | <b>238,471</b>   |
| Administrative . . .                        | 19,995                         | 108           | 84           | 12,366           | 8,183                           | 44            | 35           | 3,158            |
| Min. Individual Tng . . .                   | 64,795                         | 306           | 216          | 45,697           | 64,894                          | 330           | 229          | 42,355           |
| Unit Training . . .                         | 282,444                        | 2,007         | 1,345        | 159,266          | 279,064                         | 2,080         | 1,389        | 155,305          |
| Unit Support . . .                          | 14,865                         | 84            | 55           | 11,412           | 16,171                          | 101           | 62           | 11,817           |
| MATS: Transport . . .                       | 34,341                         | 50            | 34           | 8,569            | 38,726                          | 54            | 36           | 9,183            |
| Combat Crew Tng . . .                       | 1                              | -             | -            | 1                | -                               | -             | -            | -                |
| Test . . .                                  | -                              | -             | -            | -                | 70                              | 1             | 1            | 46               |
| Test Support . . .                          | 738                            | 6             | 4            | 635              | 666                             | 6             | 4            | 561              |
| Special Mission . . .                       | 23,096                         | 189           | 147          | 15,671           | 26,061                          | 229           | 174          | 16,046           |
| <b>OTHER ACTIVE . . . . .</b>               | <b>3,270</b>                   | <b>283</b>    | <b>33</b>    | <b>1,255</b>     | <b>2,413</b>                    | <b>279</b>    | <b>9</b>     | <b>845</b>       |
| Command Support . . .                       | 606                            | 231           | 14           | 736              | 635                             | 233           | 3            | 616              |
| Project . . . . .                           | 2,664                          | 52            | 19           | 519              | 1,778                           | 46            | 6            | 229              |
| <b>INACTIVE . . . . .</b>                   | <b>888</b>                     |               |              | <b>549</b>       | <b>429</b>                      |               |              | <b>310</b>       |

TABLE 4 - USAF FLIGHT OPERATIONS BY TYPE OF ACTIVITY - QUARTERLY FY 1952 - CONTINUED

| TYPE OF ACTIVITY                            | THIRD QUARTER FISCAL YEAR 1952 |               |              |                  | FOURTH QUARTER FISCAL YEAR 1952 |               |              |                  |
|---|--------------------------------|---------------|--------------|------------------|---------------------------------|---------------|--------------|------------------|
|   | HOURS FLOWN                    | AVERAGE A/C   |              | LANDINGS         | HOURS FLOWN                     | AVERAGE A/C   |              | LANDINGS         |
|   |                                | ON HAND       | IN COM.      |                  |                                 | ON HAND       | IN COM.      |                  |
| <b>WORLDWIDE TOTAL-(Excl-APR)</b>           | <b>1,811,442</b>               |               |              | <b>1,516,502</b> | <b>1,880,321</b>                |               |              | <b>1,695,528</b> |
| <b>OPERATING ACTIVE . . .</b>               | <b>1,801,451</b>               | <b>12,201</b> | <b>8,340</b> | <b>1,510,116</b> | <b>1,865,319</b>                | <b>13,058</b> | <b>9,180</b> | <b>1,687,532</b> |
| Administrative . . .                        | 15,331                         | 89            | 65           | 6,315            | 13,294                          | 84            | 68           | 4,991            |
| Min. Individual Tng . . .                   | 320,090                        | 1,900         | 1,311        | 186,065          | 282,164                         | 1,923         | 1,362        | 175,859          |
| Unit Training . . .                         | 579,456                        | 4,962         | 3,415        | 317,633          | 575,839                         | 5,142         | 3,653        | 335,153          |
| Unit Support . . .                          | 56,416                         | 364           | 246          | 36,601           | 63,327                          | 396           | 286          | 44,648           |
| Flying & Tech. Tng . . .                    | 626,488                        | 3,578         | 2,482        | 861,976          | 728,472                         | 4,097         | 2,896        | 1,019,000        |
| MATS: Transport . . .                       | 81,636                         | 183           | 107          | 24,400           | 82,870                          | 200           | 112          | 27,095           |
| Air Evac. a/ . . .                          | 12,756                         | 37            | 23           | 8,154            | 11,873                          | 34            | 24           | 6,872            |
| Combat Crew Tng . . .                       | 16,500                         | 85            | 60           | 9,315            | 13,711                          | 81            | 59           | 6,933            |
| Test . . .                                  | 21,426                         | 411           | 207          | 17,988           | 19,668                          | 420           | 215          | 18,050           |
| Test Support . . .                          | 8,091                          | 85            | 50           | 4,839            | 10,811                          | 143           | 99           | 7,047            |
| Special Mission . . .                       | 63,261                         | 507           | 374          | 37,830           | 63,290                          | 538           | 406          | 41,892           |
| <b>OTHER ACTIVE . . . . .</b>               | <b>4,290</b>                   | <b>1,384</b>  | <b>148</b>   | <b>2,550</b>     | <b>11,505</b>                   | <b>1,458</b>  | <b>161</b>   | <b>5,064</b>     |
| Command Support . . .                       | 1,535                          | 986           | 49           | 1,590            | 8,902                           | 1,156         | 110          | 4,104            |
| Project . . . . .                           | 2,755                          | 398           | 99           | 960              | 2,603                           | 302           | 51           | 960              |
| <b>INACTIVE . . . . .</b>                   | <b>5,701</b>                   |               |              | <b>3,836</b>     | <b>3,497</b>                    |               |              | <b>2,932</b>     |
| <b>CONTINENTAL U.S. - TOTAL (Excl. APR)</b> | <b>1,369,171</b>               |               |              | <b>1,268,177</b> | <b>1,396,766</b>                |               |              | <b>1,406,214</b> |
| <b>OPERATING ACTIVE . . .</b>               | <b>1,362,543</b>               | <b>9,239</b>  | <b>6,334</b> | <b>1,263,256</b> | <b>1,390,941</b>                | <b>9,970</b>  | <b>7,029</b> | <b>1,401,549</b> |
| Administrative . . .                        | 7,154                          | 44            | 33           | 3,203            | 5,111                           | 41            | 33           | 1,958            |
| Min. Individual Tng . . .                   | 257,153                        | 1,571         | 1,084        | 144,333          | 220,661                         | 1,588         | 1,125        | 129,846          |
| Unit Training . . .                         | 291,650                        | 2,784         | 1,959        | 155,970          | 257,401                         | 2,879         | 2,085        | 145,724          |
| Unit Support . . .                          | 40,523                         | 258           | 180          | 24,248           | 44,600                          | 286           | 215          | 30,122           |
| Flying & Tech. Tng . . .                    | 626,488                        | 3,578         | 2,482        | 861,976          | 728,472                         | 4,097         | 2,896        | 1,019,000        |
| MATS: Transport . . .                       | 46,343                         | 126           | 67           | 15,658           | 48,633                          | 133           | 71           | 18,585           |
| Air Evac. a/ . . .                          | 12,756                         | 37            | 23           | 7,154            | 11,873                          | 34            | 24           | 6,872            |
| Combat Crew Tng . . .                       | 16,500                         | 85            | 60           | 9,315            | 13,711                          | 81            | 59           | 6,933            |
| Test . . .                                  | 21,167                         | 409           | 206          | 17,696           | 19,584                          | 419           | 214          | 17,997           |
| Test Support . . .                          | 7,434                          | 79            | 47           | 4,152            | 10,023                          | 137           | 95           | 6,345            |
| Special Mission . . .                       | 35,375                         | 268           | 193          | 19,551           | 30,872                          | 275           | 212          | 18,167           |
| <b>OTHER ACTIVE . . . . .</b>               | <b>1,499</b>                   | <b>1,025</b>  | <b>92</b>    | <b>1,500</b>     | <b>2,643</b>                    | <b>960</b>    | <b>87</b>    | <b>2,095</b>     |
| Command Support . . .                       | 790                            | 716           | 41           | 862              | 1,968                           | 691           | 45           | 1,437            |
| Project . . . . .                           | 709                            | 309           | 51           | 638              | 675                             | 269           | 42           | 658              |
| <b>INACTIVE . . . . .</b>                   | <b>5,129</b>                   |               |              | <b>3,421</b>     | <b>3,182</b>                    |               |              | <b>2,570</b>     |
| <b>OVERSEAS - TOTAL</b>                     | <b>442,271</b>                 |               |              | <b>248,325</b>   | <b>483,555</b>                  |               |              | <b>289,314</b>   |
| <b>OPERATING ACTIVE . . .</b>               | <b>438,908</b>                 | <b>2,962</b>  | <b>2,006</b> | <b>246,860</b>   | <b>474,378</b>                  | <b>3,088</b>  | <b>2,151</b> | <b>285,983</b>   |
| Administrative . . .                        | 8,177                          | 45            | 32           | 3,112            | 8,183                           | 43            | 35           | 3,033            |
| Min. Individual Tng . . .                   | 62,937                         | 329           | 227          | 41,732           | 61,503                          | 335           | 237          | 46,013           |
| Unit Training . . .                         | 287,806                        | 2,178         | 1,456        | 161,663          | 318,438                         | 2,263         | 1,568        | 189,429          |
| Unit Support . . .                          | 15,893                         | 106           | 66           | 12,353           | 18,727                          | 110           | 71           | 14,518           |
| MATS: Transport . . .                       | 35,293                         | 57            | 40           | 8,742            | 34,237                          | 67            | 41           | 8,510            |
| Test . . . . .                              | 259                            | 2             | 1            | 292              | 84                              | 1             | 1            | 53               |
| Test Support . . .                          | 657                            | 6             | 3            | 687              | 788                             | 6             | 4            | 702              |
| Special Mission . . .                       | 27,886                         | 239           | 181          | 18,279           | 32,418                          | 263           | 194          | 23,725           |
| <b>OTHER ACTIVE . . . . .</b>               | <b>2,791</b>                   | <b>359</b>    | <b>56</b>    | <b>1,050</b>     | <b>8,862</b>                    | <b>498</b>    | <b>74</b>    | <b>2,969</b>     |
| Command Support . . .                       | 745                            | 270           | 8            | 728              | 6,934                           | 465           | 65           | 2,667            |
| Project . . . . .                           | 2,046                          | 89            | 48           | 322              | 1,928                           | 33            | 9            | 302              |
| <b>INACTIVE . . . . .</b>                   | <b>572</b>                     |               |              | <b>415</b>       | <b>315</b>                      |               |              | <b>362</b>       |

a/ Represents air evacuees received in Continental US and flown by MATS to various hospitals. Air evacuees for Overseas are included in "Transport".

SOURCE: Materiel Statistics Division-Director of Statistical Services-DCS/C

TABLE 5 - UTILIZATION OF USAF AIRPLANES BY COMMAND (OPERATING ACTIVE)

| COMMAND                                      | SUMMARY FISCAL YEAR 1952              |                   |                              |             |                   |                              |                |                   |                              |                |                   |                              |
|--|---------------------------------------|-------------------|------------------------------|-------------|-------------------|------------------------------|----------------|-------------------|------------------------------|----------------|-------------------|------------------------------|
|  | OPERATING ACTIVE - COMBAT AIRPLANES   |                   |                              |             |                   |                              |                |                   |                              |                |                   |                              |
|  | BOMBER                                |                   |                              | TANKER      |                   |                              | FIGHTER        |                   |                              | RECONNAISSANCE |                   |                              |
|  | Hours Flown                           | Av No A/P On Hand | Av Hrs Flown Per A/P On Hand | Hours Flown | Av No A/P On Hand | Av Hrs Flown Per A/P On Hand | Hours Flown    | Av No A/P On Hand | Av Hrs Flown Per A/P On Hand | Hours Flown    | Av No A/P On Hand | Av Hrs Flown Per A/P On Hand |
| TOTAL USAF . . . . .                         | 634,497                               | 1,187             | -                            | 73,536      | 199               | -                            | 1,039,644      | 2,923             | -                            | 289,337        | 601               | -                            |
| Air Defense Command . . . . .                | 595                                   | 2                 | 33                           | -           | -                 | -                            | 239,761        | 681               | 29                           | 375            | 1                 | 30                           |
| Air Materiel Command . . . . .               | 4,473                                 | 14                | 26                           | -           | -                 | -                            | 1,085          | 12                | 8                            | -              | -                 | -                            |
| Air Proving Ground Command . . . . .         | 10,541                                | 41                | 21                           | 913         | 3                 | 26                           | 5,036          | 30                | 14                           | 1,041          | 3                 | 26                           |
| Air Research & Development Command . . . . . | 11,740                                | 79                | 12                           | 346         | 4                 | 7                            | 9,516          | 88                | 9                            | 3,679          | 18                | 17                           |
| Air Training Command . . . . .               | 76,835                                | 101               | 63                           | -           | -                 | -                            | 219,079        | 503               | 36                           | 2,663          | 7                 | 32                           |
| Air University . . . . .                     | 340                                   | 1                 | 34                           | -           | -                 | -                            | -              | -                 | -                            | -              | -                 | -                            |
| Continental Air Command . . . . .            | 45                                    | -                 | 15                           | -           | -                 | -                            | -              | -                 | -                            | -              | -                 | -                            |
| Headquarters Command a/ . . . . .            | 7                                     | -                 | 7                            | -           | -                 | -                            | -              | -                 | -                            | 561            | 1                 | 40                           |
| Strategic Air Command . . . . .              | 270,203                               | 543               | 41                           | 71,212      | 188               | 32                           | 67,479         | 203               | 28                           | 49,836         | 114               | 37                           |
| Special Weapons Command . . . . .            | 2,543                                 | 10                | 21                           | -           | -                 | -                            | 737            | 4                 | 15                           | -              | -                 | -                            |
| Tactical Air Command . . . . .               | 73,407                                | 140               | 44                           | -           | -                 | -                            | 106,883        | 400               | 22                           | 36,658         | 89                | 34                           |
| Military Air Transport Service . . . . .     | 5,431                                 | 20                | 23                           | -           | -                 | -                            | 233            | 1                 | 33                           | 95,121         | 173               | 46                           |
| Alaskan Air Command . . . . .                | -                                     | -                 | -                            | -           | -                 | -                            | 24,083         | 106               | 19                           | 134            | 1                 | 13                           |
| Caribbean Air Command . . . . .              | -                                     | -                 | -                            | -           | -                 | -                            | -              | -                 | -                            | 306            | 1                 | 26                           |
| U. S. Air Forces in Europe . . . . .         | 6,025                                 | 24                | 21                           | -           | -                 | -                            | 66,593         | 257               | 22                           | 7,552          | 31                | 20                           |
| Far East Air Forces Command . . . . .        | 172,312                               | 212               | 68                           | 1,065       | 4                 | 22                           | 299,159        | 638               | 21                           | 89,421         | 156               | 48                           |
| Other b/ . . . . .                           | -                                     | -                 | -                            | -           | -                 | -                            | -              | -                 | -                            | 1,990          | 6                 | 28                           |
|  | OPERATING ACTIVE NON-COMBAT AIRPLANES |                   |                              |             |                   |                              |                |                   |                              |                |                   |                              |
|  | CARGO                                 |                   |                              | TRAINER     |                   |                              | COMMUNICATIONS |                   |                              |                |                   |                              |
| TOTAL USAF . . . . .                         | 2,177,170                             | 2,614             | -                            | 2,707,771   | 4,100             | -                            | 134,832        | 391               | -                            | -              | -                 | -                            |
| Air Defense Command . . . . .                | 97,043                                | 124               | 66                           | 99,627      | 220               | 38                           | -              | -                 | -                            | -              | -                 | -                            |
| Air Materiel Command . . . . .               | 118,768                               | 146               | 68                           | 23,662      | 45                | 43                           | 36             | -                 | -                            | -              | -                 | -                            |
| Air Proving Ground Command . . . . .         | 16,470                                | 25                | 54                           | 11,255      | 30                | 32                           | 1,060          | 5                 | 16                           | -              | -                 | -                            |
| Air Research & Development Command . . . . . | 46,134                                | 94                | 41                           | 23,516      | 74                | 27                           | 4,100          | 20                | 17                           | -              | -                 | -                            |
| Air Training Command . . . . .               | 113,896                               | 138               | 69                           | 2,121,857   | 2,789             | 63                           | 77,390         | 205               | 31                           | -              | -                 | -                            |
| Air University . . . . .                     | 51,523                                | 78                | 55                           | 25,576      | 54                | 39                           | 12             | -                 | 2                            | -              | -                 | -                            |
| Continental Air Command . . . . .            | 31,807                                | 49                | 54                           | 25,619      | 62                | 35                           | -              | -                 | -                            | -              | -                 | -                            |
| Headquarters Command a/ . . . . .            | 111,398                               | 178               | 52                           | 89,284      | 145               | 51                           | -              | -                 | -                            | -              | -                 | -                            |
| Strategic Air Command . . . . .              | 153,374                               | 177               | 72                           | 86,673      | 179               | 40                           | -              | -                 | -                            | -              | -                 | -                            |
| Special Weapons Command . . . . .            | 20,616                                | 30                | 57                           | 2,026       | 3                 | 51                           | 2,999          | 8                 | 32                           | -              | -                 | -                            |
| Tactical Air Command . . . . .               | 214,468                               | 438               | 41                           | 106,116     | 293               | 30                           | 5,794          | 24                | 20                           | -              | -                 | -                            |
| Military Air Transport Service . . . . .     | 557,589                               | 405               | 115                          | 11,087      | 27                | 34                           | 4,362          | 22                | 16                           | -              | -                 | -                            |
| Alaskan Air Command . . . . .                | 37,315                                | 55                | 57                           | 2,855       | 14                | 17                           | 1,964          | 5                 | 31                           | -              | -                 | -                            |
| Caribbean Air Command . . . . .              | 7,733                                 | 12                | 55                           | 417         | 1                 | 35                           | 2,903          | 7                 | 33                           | -              | -                 | -                            |
| U. S. Air Forces in Europe . . . . .         | 148,045                               | 218               | 57                           | 13,068      | 36                | 30                           | 3,850          | 15                | 21                           | -              | -                 | -                            |
| Far East Air Forces Command . . . . .        | 393,460                               | 344               | 95                           | 64,556      | 126               | 43                           | 29,353         | 74                | 33                           | -              | -                 | -                            |
| Other b/ . . . . .                           | 57,531                                | 103               | 46                           | 577         | 2                 | 32                           | 1,009          | 6                 | 14                           | -              | -                 | -                            |

a/ Includes Inspector General, USS, and CAP.

b/ Includes Foreign Missions, Air Attaches, MDAP, and NEAC.

SOURCE: Materiel Statistics Division-Directorate of Statistical Services-DCS/C

TABLE 6 - USAF FLYING TIME, FUEL CONSUMPTION AND RATE BY TYPE, MODEL

| Type and Model                     | Hours Flown | Fuel Consumed (Gallons) | Rate Per Hour | Type and Model               | Hours Flown | Fuel Consumed (Gallons) | Rate Per Hour |
|------------------------------------|-------------|-------------------------|---------------|------------------------------|-------------|-------------------------|---------------|
| <b>TOTAL</b>                       | 7,100,020   | 1,281,551,139           | -             | <b>Cargo - Total</b>         | 2,187,735   | 330,520,114             | -             |
| <b>Bomber - Total</b>              | 646,016     | 279,281,922             | -             | C-97                         | 77,528      | 36,269,484              | 468           |
| B-36                               | 38,774      | 39,929,184              | 1030          | C-74                         | 19,505      | 9,000,195               | 461           |
| B-29                               | 278,768     | 120,049,369             | 431           | C-124                        | 50,110      | 24,273,724              | 484           |
| B-50                               | 93,933      | 49,864,458              | 531           | C-54                         | 453,194     | 91,164,642              | 201           |
| B-17                               | 7,661       | 1,651,577               | 216           | C-119                        | 92,962      | 23,390,486              | 252           |
| B-26                               | 200,198     | 29,910,984              | 149           | C-121                        | 6,654       | 2,600,230               | 391           |
| B-45                               | 12,030      | 15,651,311              | 130           | C-46                         | 178,884     | 26,753,564              | 150           |
| B-47                               | 12,334      | 21,704,225              | 1766          | C-47/53                      | 986,104     | 91,818,132              | 93            |
| Other                              | 2,318       | 440,814                 | -             | C-82                         | 38,685      | 7,042,228               | 182           |
| <b>Tanker - Total</b>              | 73,815      | 31,374,208              | -             | CB-17                        | 16,941      | 3,793,057               | 224           |
| KC-29                              | 59,830      | 25,232,306              | 422           | CB-25                        | 24,226      | 3,509,710               | 145           |
| KC-97                              | 13,985      | 6,141,902               | 439           | CB-26                        | 1,736       | 266,932                 | 154           |
| <b>Fighter - Total</b>             | 1,050,289   | 311,435,576             | -             | C-45                         | 230,619     | 8,921,006               | 40            |
| F-47                               | 46,379      | 4,966,251               | 107           | Other                        | 10,587      | 1,716,724               | -             |
| F-51                               | 254,988     | 17,077,434              | 67            | <b>Trainer - Total</b>       | 2,714,769   | 227,058,236             | -             |
| F-80                               | 197,138     | 74,057,973              | 376           | T-6                          | 1,389,395   | 34,838,988              | 25            |
| F-82                               | 7,070       | 988,446                 | 140           | T-7                          | 70,128      | 2,738,623               | 39            |
| F-84                               | 272,070     | 106,066,350             | 390           | T-11                         | 143,529     | 5,442,845               | 38            |
| F-86                               | 156,326     | 61,499,213              | 393           | T-28                         | 127,694     | 4,247,731               | 36            |
| F-89                               | 6,467       | 5,747,329               | 889           | T-29                         | 29,186      | 4,570,971               | 157           |
| F-94                               | 109,815     | 41,030,558              | 374           | T-33                         | 192,118     | 62,687,633              | 326           |
| Other                              | 36          | 2,022                   | -             | TB-50                        | 5,873       | 3,268,704               | 557           |
| <b>Reconnaissance - Total</b>      | 207,669     | 85,603,150              | -             | TB-29                        | 25,727      | 10,691,680              | 416           |
| RB-36                              | 22,118      | 22,180,538              | 1003          | TB-17                        | 9,858       | 2,219,993               | 225           |
| RB-29                              | 16,077      | 6,603,013               | 411           | TB-25                        | 499,900     | 66,080,449              | 132           |
| WB-29                              | 51,315      | 20,315,609              | 396           | TB-26                        | 89,365      | 13,621,639              | 152           |
| RB-50                              | 15,287      | 8,164,389               | 534           | TF-51                        | 62,254      | 3,843,802               | 62            |
| RB-17                              | 5,123       | 1,225,328               | 239           | TF-80                        | 20,993      | 7,266,919               | 346           |
| RB-26                              | 35,299      | 5,008,351               | 142           | TC-47                        | 51,084      | 4,960,401               | 97            |
| RB-45                              | 7,265       | 8,415,884               | 1158          | Other                        | 7,665       | 577,858                 | -             |
| RF-51                              | 17,132      | 1,203,206               | 70            | <b>Communication - Total</b> | 136,605     | 1,782,944               | -             |
| RF-80                              | 32,178      | 11,817,145              | 367           | L-5                          | 20,276      | 218,279                 | 11            |
| RC-47                              | 2,173       | 215,568                 | 99            | L-13                         | 11,557      | 144,228                 | 12            |
| RC-45                              | 2,251       | 94,923                  | 42            | L-16                         | 53,609      | 246,906                 | 5             |
| Other                              | 1,451       | 359,196                 | -             | L-20                         | 3,918       | 74,472                  | 19            |
| <b>Search &amp; Rescue - Total</b> | 83,662      | 14,494,989              | 94            | LC-126                       | 1,405       | 19,266                  | 14            |
| SA-10                              | 5,857       | 550,758                 | 107           | LT-6                         | 14,857      | 431,628                 | 29            |
| SA-16                              | 38,818      | 4,172,477               | 107           | H-5                          | 13,863      | 378,554                 | 27            |
| SB-29                              | 7,454       | 3,177,245               | 426           | H-13                         | 7,131       | 85,614                  | 12            |
| SB-17                              | 26,774      | 6,072,728               | 227           | H-19                         | 3,121       | 106,805                 | 34            |
| SC-54                              | 1,055       | 200,069                 | 190           | Other                        | 6,328       | 77,642                  | -             |
| SC-47                              | 3,049       | 306,924                 | 101           |                              |             |                         |               |
| SH-5                               | 655         | 14,788                  | 23            |                              |             |                         |               |

SOURCE: Materiel Statistics Division, Director of Statistical Services DCS/C

TABLE 7 - UTILIZATION AND FUEL CONSUMPTION RATE USAF JET AIRCRAFT BY TYPE AND MODEL

| TYPE AND MODEL         | OPERATING ACTIVE |                 |   |                    |               | TYPE AND MODEL                  | OPERATING ACTIVE |                 |   |                    |               |
|------------------------|------------------|-----------------|---|--------------------|---------------|---------------------------------|------------------|-----------------|---|--------------------|---------------|
|                        | HOURS FLOWN      | Av. A/C On Hand | Av. Hours Flown Per A/C on Hand (Per Month) | Fuel Consumed      | Rate Per Hour |                                 | HOURS FLOWN      | Av. A/C On Hand | Av. Hours Flown Per A/C On Hand (Per Month) | Fuel Consumed      | Rate Per Hour |
| SUMMARY - FY 1952      |                  |                 |   |                    |               | FIRST QUARTER - FY 1952         |                  |                 |   |                    |               |
| <u>TOTAL</u>           | <u>1,010,628</u> | <u>2,623</u>    | <u>32</u>                                   | <u>413,693,033</u> | <u>-</u>      | <u>TOTAL</u>                    | <u>211,824</u>   | <u>2,307</u>    | <u>31</u>                                   | <u>85,245,975</u>  | <u>-</u>      |
| B-45                   | 11,602           | 56              | 17  | 15,099,639         | 1,301         | B-45                            | 2,785            | 54              | 17  | 3,761,782          | 1,351         |
| B-47                   | 12,316           | 35              | 30  | 21,748,738         | 1,766         | B-47                            | 1,069            | 11              | 32  | 1,868,981          | 1,748         |
| F-80                   | 196,642          | 440             | 37  | 73,865,236         | 376           | F-80                            | 48,894           | 468             | 35  | 18,701,127         | 382           |
| F-84                   | 266,664          | 801             | 28  | 103,390,228        | 388           | F-84                            | 61,398           | 738             | 28  | 23,840,012         | 388           |
| F-86                   | 155,488          | 430             | 30  | 61,157,744         | 393           | F-86                            | 29,785           | 381             | 26  | 11,476,527         | 385           |
| F-89                   | 6,466            | 44              | 12  | 5,746,629          | 889           | F-89                            | 1,049            | 23              | 15  | 926,299            | 883           |
| F-94                   | 109,600          | 328             | 28  | 42,428,562         | 387           | F-94                            | 15,649           | 239             | 22  | 5,845,543          | 374           |
| RB-45                  | 7,262            | 24              | 25  | 8,404,854          | 1,157         | RB-45                           | 1,539            | 26              | 20  | 1,671,518          | 1,086         |
| RF-80                  | 32,037           | 96              | 28  | 11,776,758         | 368           | RF-80                           | 7,682            | 78              | 33  | 2,840,951          | 370           |
| RF-86                  | 289              | 1               | 24  | 152,177            | 527           |                                 |                  |                 |   |                    |               |
| T-33                   | 190,904          | 329             | 48  | 62,512,972         | 327           | T-33                            | 33,683           | 232             | 48  | 11,370,268         | 338           |
| TF-80                  | 20,974           | 38              | 47  | 7,258,521          | 346           | TF-80                           | 8,283            | 57              | 48  | 2,939,972          | 355           |
| QT-33                  | 382              | 1               | 24  | 150,643            | 394           | QT-33                           | 8                | -               | -   | 2,995              | 374           |
| QF-80                  | 2                | -               | -   | 332                | 166           |                                 |                  |                 |   |                    |               |
| SECOND QUARTER FY 1952 |                  |                 |   |                    |               | THIRD QUARTER FY 1952           |                  |                 |   |                    |               |
| <u>TOTAL</u>           | <u>211,653</u>   | <u>2,439</u>    | <u>29</u>                                   | <u>88,050,252</u>  | <u>-</u>      | <u>TOTAL</u>                    | <u>265,799</u>   | <u>2,729</u>    | <u>32</u>                                   | <u>110,760,029</u> | <u>-</u>      |
| B-45                   | 2,542            | 54              | 16  | 3,321,642          | 1,307         | B-45                            | 3,607            | 56              | 21  | 4,610,207          | 1,278         |
| B-47                   | 1,704            | 22              | 26  | 3,143,750          | 1,845         | B-47                            | 4,209            | 42              | 33  | 7,493,769          | 1,780         |
| F-80                   | 47,613           | 429             | 37  | 17,902,140         | 376           | F-80                            | 45,942           | 415             | 37  | 16,995,748         | 370           |
| F-84                   | 59,456           | 766             | 26  | 23,098,338         | 388           | F-84                            | 72,766           | 860             | 28  | 28,420,732         | 391           |
| F-86                   | 28,782           | 384             | 25  | 11,439,489         | 397           | F-86                            | 42,340           | 454             | 31  | 16,445,308         | 388           |
| F-89                   | 1,497            | 35              | 14  | 1,332,909          | 890           | F-89                            | 2,578            | 58              | 15  | 2,393,585          | 928           |
| F-94                   | 22,528           | 345             | 22  | 10,115,145         | 449           | F-94                            | 32,351           | 347             | 31  | 12,142,867         | 375           |
| RB-45                  | 1,960            | 24              | 27  | 2,350,207          | 1,199         | RB-45                           | 2,044            | 24              | 28  | 2,407,257          | 1,178         |
| RF-80                  | 6,485            | 84              | 26  | 2,401,621          | 370           | RF-80                           | 6,733            | 96              | 23  | 2,518,148          | 374           |
|                        |                  |                 |   |                    |               | RF-86                           | 46               | 1               | 15  | 22,721             | 494           |
| T-33                   | 34,535           | 264             | 44  | 11,355,891         | 329           | T-33                            | 49,115           | 343             | 48  | 15,952,821         | 325           |
| TF-80                  | 4,460            | 30              | 50  | 1,552,664          | 348           | TF-80                           | 3,925            | 31              | 42  | 1,300,034          | 331           |
| QT-33                  | 91               | 2               | 15  | 36,456             | 401           | QT-33                           | 143              | 2               | 24  | 56,832             | 397           |
| FOURTH QUARTER FY 1952 |                  |                 |   |                    |               | FOURTH QUARTER FY 1952 (Cont'd) |                  |                 |   |                    |               |
| <u>TOTAL</u>           | <u>321,352</u>   | <u>3,018</u>    | <u>35</u>                                   | <u>129,636,777</u> | <u>-</u>      | RB-45                           | 1,719            | 24              | 24  | 1,975,872          | 1,149         |
| B-45                   | 2,668            | 62              | 14  | 3,406,008          | 1,277         | RF-80                           | 11,137           | 125             | 30  | 4,016,038          | 361           |
| B-47                   | 5,334            | 65              | 27  | 9,242,238          | 1,733         | RF-86                           | 243              | 4               | 20  | 129,456            | 533           |
| F-80                   | 54,193           | 446             | 40  | 20,266,221         | 374           | T-33                            | 73,571           | 477             | 51  | 23,833,992         | 324           |
| F-84                   | 73,044           | 840             | 29  | 28,031,146         | 384           | TF-80                           | 4,306            | 32              | 45  | 1,465,851          | 340           |
| F-86                   | 54,581           | 500             | 36  | 21,796,420         | 399           |                                 |                  |                 |   |                    |               |
| F-89                   | 1,342            | 62              | 7   | 1,093,836          | 815           | QT-33                           | 140              | 2               | 24  | 54,360             | 388           |
| F-94                   | 39,072           | 379             | 34  | 14,325,007         | 367           | QF-80                           | 2                | -               | -   | 332                | 166           |

SOURCE: Materiel Statistics Division-Directorate Statistical Services-DCS/C

TABLE 8 - USAF AVIATION FUEL CONSUMPTION BY COMMAND

(Excludes Air Force Reserve and Air National Guard)

| COMMAND             | FISCAL YEAR 1952 |            |             |            |             |            |            |             |             |             |             |            |             |
|---------------------|------------------|------------|-------------|------------|-------------|------------|------------|-------------|-------------|-------------|-------------|------------|-------------|
|                     | TOTAL            | JUL '51    | AUGUST      | SEPTEMBER  | OCTOBER     | NOVEMBER   | DECEMBER   | JAN '52     | FEBRUARY    | MARCE       | APRIL       | MAY        | JUNE        |
| TOTAL . . .         | 1,282,625,854    | 98,806,729 | 107,113,560 | 99,305,403 | 107,902,125 | 96,865,187 | 90,296,757 | 104,536,790 | 106,826,885 | 121,899,007 | 122,196,679 | 96,581,806 | 128,294,926 |
| CONT'L US . . .     | 871,657,661      | 66,820,330 | 74,024,791  | 66,850,272 | 72,997,709  | 67,305,894 | 58,747,452 | 71,806,880  | 75,298,827  | 84,376,106  | 84,170,136  | 59,669,175 | 89,590,089  |
| ADC . . . . .       | 86,418,469       | 8,012,539  | 7,286,919   | 7,221,067  | 6,806,572   | 6,935,597  | 6,315,687  | 6,425,424   | 7,142,118   | 8,331,350   | 7,679,999   | 4,982,670  | 9,278,527   |
| AMC . . . . .       | 20,928,435       | 1,609,235  | 1,925,364   | 1,821,198  | 2,033,185   | 1,713,214  | 1,384,979  | 1,665,788   | 1,581,716   | 1,928,329   | 1,859,334   | 1,468,513  | 1,937,580   |
| APGC . . . . .      | 13,988,187       | 1,153,131  | 1,711,913   | 1,197,621  | 1,372,794   | 1,420,745  | 939,747    | 945,443     | 1,131,290   | 1,233,934   | 1,217,517   | 755,254    | 908,798     |
| ARDC . . . . .      | 18,822,130       | 1,152,005  | 1,424,429   | 1,288,151  | 1,449,051   | 1,231,445  | 1,330,518  | 1,324,548   | 1,651,903   | 1,901,121   | 2,164,020   | 1,817,843  | 2,087,096   |
| ATRC . . . . .      | 275,051,253      | 19,511,883 | 22,098,828  | 19,122,285 | 22,756,922  | 20,522,764 | 15,595,572 | 23,319,383  | 23,563,944  | 25,474,826  | 28,382,573  | 23,621,326 | 31,080,953  |
| AU . . . . .        | 4,965,824        | 504,780    | 516,947     | 469,224    | 500,163     | 409,549    | 328,671    | 373,156     | 391,994     | 442,507     | 502,226     | 191,271    | 335,336     |
| CAP . . . . .       | 581,375          | 54,910     | 59,611      | 44,341     | 55,250      | 43,329     | 38,730     | 44,133      | 51,633      | 42,410      | 63,390      | 21,235     | 62,403      |
| CONAC . . . . .     | 4,341,847        | 439,903    | 460,325     | 418,289    | 469,648     | 327,429    | 327,429    | 329,116     | 333,726     | 357,416     | 363,402     | 146,062    | 293,859     |
| HQC . . . . .       | 17,149,304       | 1,615,312  | 1,736,007   | 1,597,495  | 1,748,338   | 1,599,614  | 1,197,970  | 1,373,229   | 1,387,491   | 1,559,783   | 1,426,510   | 575,240    | 1,332,315   |
| IG . . . . .        | 1,576,969        | 135,554    | 154,138     | 141,735    | 181,130     | 144,407    | 119,020    | 132,605     | 123,226     | 137,060     | 144,959     | 121,131    | 42,004      |
| MATS . . . . .      | 91,841,335       | 8,531,646  | 9,133,795   | 8,307,240  | 8,266,834   | 6,898,027  | 7,195,839  | 6,528,708   | 7,379,495   | 7,911,255   | 7,352,507   | 6,508,330  | 7,827,659   |
| SAC . . . . .       | 238,005,177      | 16,362,281 | 18,207,954  | 17,391,564 | 18,060,008  | 19,019,207 | 17,095,833 | 19,755,232  | 20,689,305  | 24,477,551  | 22,664,974  | 15,638,597 | 27,842,671  |
| SWC . . . . .       | 4,462,319        | 404,723    | 535,530     | 534,868    | 511,515     | 440,411    | 449,001    | 540,486     | 456,446     | 589,339     | a/          | -          | -           |
| USAFSS . . . . .    | 140,558          | 15,542     | 14,533      | 7,193      | 13,348      | 14,565     | 10,168     | 10,286      | 8,873       | 13,249      | 10,024      | 6,700      | 16,077      |
| TAC . . . . .       | 93,334,991       | 7,316,886  | 8,758,498   | 7,289,315  | 7,971,628   | 6,509,073  | 6,416,799  | 9,029,239   | 9,391,253   | 9,957,779   | 10,338,701  | 3,815,009  | 6,544,811   |
| APS b/ . . . . .    | 49,488           | -          | -           | 2,686      | 1,323       | 1,275      | 1,489      | 10,104      | 14,414      | 18,197      | c/          | -          | -           |
| OVERSEAS . . . . .  | 410,968,193      | 31,986,399 | 33,088,762  | 32,455,131 | 34,904,416  | 31,559,293 | 31,549,305 | 32,729,910  | 31,528,058  | 37,522,901  | 38,026,543  | 36,912,631 | 38,704,837  |
| AAC . . . . .       | 14,762,619       | 1,306,427  | 1,316,159   | 1,135,987  | 630,383     | 717,667    | 1,029,004  | 1,344,734   | 1,671,439   | 1,621,946   | 1,409,213   | 1,067,089  | 1,512,571   |
| AAT d/ . . . . .    | 1,500,568        | 125,722    | 110,482     | 119,743    | 135,385     | 126,959    | 130,325    | 130,094     | 104,927     | 127,563     | 138,204     | 136,133    | 115,031     |
| CAIRC . . . . .     | 1,067,956        | 82,400     | 101,676     | 104,303    | 88,418      | 112,470    | 103,023    | 94,767      | 87,157      | 78,699      | 69,435      | 66,118     | 79,490      |
| CAP . . . . .       | 15,321           | 2,793      | 1,844       | 2,568      | 631         | 730        | 359        | 604         | 2,009       | 1,530       | 1,033       | 145        | 1,075       |
| USAFE . . . . .     | 53,146,430       | 4,099,962  | 3,605,400   | 3,363,710  | 3,254,425   | 3,726,522  | 3,501,209  | 4,149,491   | 3,921,690   | 5,461,893   | 6,120,775   | 4,138,293  | 7,803,060   |
| FEAF . . . . .      | 242,799,170      | 18,014,823 | 18,846,515  | 20,174,850 | 21,739,047  | 19,489,175 | 19,334,653 | 19,326,319  | 18,106,549  | 21,039,749  | 22,018,090  | 24,431,286 | 20,278,114  |
| JBUSMC e/ . . . . . | 702,248          | 36,109     | 44,264      | 71,166     | 57,516      | 92,517     | 62,205     | 63,534      | 53,818      | f/          | 95,151      | 61,216     | 64,752      |
| MATS . . . . .      | 56,886,238       | 4,617,173  | 5,004,756   | 4,134,513  | 5,447,161   | 4,577,123  | 4,530,514  | 4,766,887   | 4,496,931   | 5,176,344   | 4,904,177   | 4,704,579  | 4,526,080   |
| MILMIS g/ . . . . . | 582,081          | 51,038     | 65,032      | 55,551     | 50,119      | 53,527     | 33,718     | 57,321      | 39,545      | 61,795      | 41,852      | 31,636     | 40,947      |
| SAC . . . . .       | 32,882,094       | 3,197,458  | 3,462,975   | 2,892,548  | 3,002,812   | 2,175,637  | 2,320,097  | 2,395,026   | 2,602,765   | 3,510,471   | 2,751,115   | 1,806,171  | 2,765,019   |
| TRK h/ . . . . .    | 323,944          | 19,900     | 34,122      | 25,116     | 34,388      | 27,749     | 23,130     | 29,790      | 18,450      | 31,648      | 35,066      | 16,451     | 28,134      |
| LAM i/ . . . . .    | 544,622          | 64,757     | 51,672      | 25,038     | 71,059      | 42,209     | 56,257     | 34,060      | 50,330      | 40,449      | 55,546      | 23,333     | 29,912      |
| MDAP . . . . .      | 493,430          | 46,634     | 48,146      | 30,393     | 26,284      | 43,020     | 37,913     | 34,153      | 43,770      | 40,204      | 48,089      | 52,600     | 29,620      |
| NEAC . . . . .      | 3,968,152        | 317,398    | 391,238     | 317,245    | 364,354     | 286,910    | 303,860    | 301,239     | 324,973     | 322,607     | 340,618     | 374,125    | 323,585     |
| SWC . . . . .       | 27,504           | 3,805      | 4,488       | 2,400      | 2,434       | 3,534      | 2,385      | 1,767       | 3,024       | 3,667       | a/          | -          | -           |
| TAC . . . . .       | 1,241,632        | -          | -           | -          | -           | 83,544     | 80,653     | -           | -           | -           | -           | -          | 1,077,435   |
| AMC . . . . .       | 1,103            | -          | -           | -          | -           | -          | -          | 124         | 531         | 142         | 64          | 62         | 180         |
| ARD . . . . .       | 23,081           | -          | -           | -          | -           | -          | -          | -           | 150         | 2,174       | 6,000       | 7,905      | 6,852       |

a/ Included Air Research & Development  
 b/ Air Pictorial Service  
 c/ Included in MATS  
 d/ Air Attaches  
 e/ Joint Brazilian - U.S. Mil. Com.

f/ March figures included in April  
 g/ Military Missions  
 h/ Turkish Foreign Aid Group  
 i/ Latin-American Missions

SOURCE: Materiel Statistics Division-Directorate Statistical Services-DCS/C

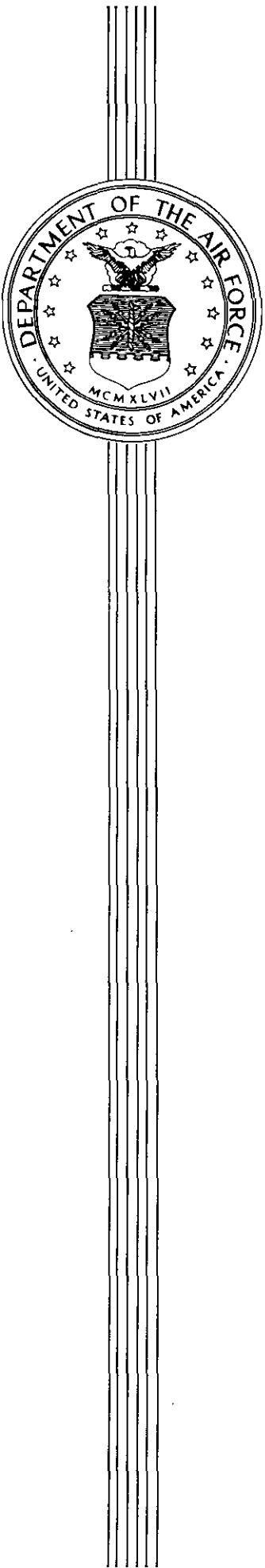
TABLE 9 - RATE OF AIRCRAFT OUT OF COMMISSION AWAITING PARTS BY TYPE, MODEL

| TYPE<br>AIRCRAFT  | CONTINENTAL US |                | OVERSEAS       |                | WORLDWIDE      |                | US AIR FORCE   |                | AIR NATIONAL GUARD |                | ARMY           |                |
|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------------|----------------|----------------|----------------|
|                   | 31 Dec<br>1951 | 30 Jun<br>1952 | 31 Dec<br>1951 | 30 Jun<br>1952 | 31 Dec<br>1951 | 30 Jun<br>1952 | 31 Dec<br>1951 | 30 Jun<br>1952 | 31 Dec<br>1951     | 30 Jun<br>1952 | 31 Dec<br>1951 | 30 Jun<br>1952 |
| <b>BOMBER</b>     |                |                |                |                |                |                |                |                |                    |                |                |                |
| B-17 . . . . .    | 1.8            | 2.1            | 18.9           | 7.7            | 7.2            | 4.3            | 1.8            | 2.1            | -                  | -              | -              | -              |
| B-24 . . . . .    | -              | 5.5            | -              | -              | -              | 5.5            | 5.5            | -              | -                  | -              | -              | -              |
| B-25 . . . . .    | 2.8            | 2.9            | 100.0          | -              | 2.9            | 2.9            | 2.8            | 2.9            | -                  | -              | -              | -              |
| B-26 . . . . .    | 4.9            | 7.5            | 1.8            | 8.3            | 4.0            | 7.8            | 5.1            | 7.6            | -                  | -              | -              | -              |
| B-29 . . . . .    | 3.9            | 2.9            | 13.6           | 1.2            | 6.0            | 2.5            | 3.9            | 2.9            | -                  | -              | -              | -              |
| B-36 . . . . .    | 10.4           | 4.7            | -              | -              | 10.4           | 4.7            | 10.4           | 4.7            | -                  | -              | -              | -              |
| B-45 . . . . .    | 5.8            | 4.8            | 53.3           | -              | 11.8           | 3.1            | 5.8            | 4.8            | -                  | -              | -              | -              |
| B-47 . . . . .    | 4.9            | 4.2            | -              | -              | 4.9            | 4.2            | 4.9            | 4.2            | -                  | -              | -              | -              |
| B-50 . . . . .    | 10.1           | 4.6            | 16.4           | 6.4            | 17.6           | 5.0            | 10.1           | 4.6            | -                  | -              | -              | -              |
| P2V-5 . . . . .   | -              | 100.0          | -              | -              | -              | 100.0          | -              | 100.0          | -                  | -              | -              | -              |
| <b>FIGHTER</b>    |                |                |                |                |                |                |                |                |                    |                |                |                |
| F-47 . . . . .    | 4.3            | 6.4            | -              | -              | 4.3            | 5.2            | 4.4            | 6.4            | -                  | -              | -              | -              |
| F-51 . . . . .    | 4.6            | 4.9            | 5.7            | 2.0            | 4.7            | 4.6            | 3.8            | 3.7            | 6.7                | 8.4            | -              | -              |
| F-80 . . . . .    | 7.0            | 12.3           | 2.2            | 2.7            | 5.4            | 9.1            | 7.0            | 12.3           | -                  | -              | -              | -              |
| F-82 . . . . .    | 11.1           | -              | 3.2            | -              | 5.0            | -              | 11.1           | -              | -                  | -              | -              | -              |
| F-84 . . . . .    | 10.2           | 5.0            | 7.8            | 2.7            | 9.1            | 3.8            | 9.6            | 5.0            | 33.3               | -              | -              | -              |
| F-86 . . . . .    | 8.6            | 12.2           | 12.9           | 1.9            | 10.6           | 8.6            | 8.6            | 12.2           | -                  | -              | -              | -              |
| F-89 . . . . .    | 19.0           | 18.0           | -              | -              | 18.0           | 18.0           | 18.0           | 18.0           | -                  | -              | -              | -              |
| F-92 . . . . .    | -              | 100.0          | -              | -              | -              | 100.0          | -              | 100.0          | -                  | -              | -              | -              |
| F-94 . . . . .    | 7.4            | 8.1            | 25.9           | 4.0            | 14.1           | 6.1            | 7.4            | 8.1            | -                  | -              | -              | -              |
| <b>CARGO</b>      |                |                |                |                |                |                |                |                |                    |                |                |                |
| C-45 . . . . .    | 2.7            | 4.8            | 16.1           | 6.2            | 3.8            | 4.9            | 2.7            | 4.8            | -                  | -              | -              | -              |
| C-46 . . . . .    | 5.0            | 6.7            | 1.7            | .17            | 4.2            | 5.7            | 5.0            | 6.7            | -                  | -              | -              | -              |
| C-47 . . . . .    | 2.3            | 3.4            | 3.8            | 6.1            | 2.7            | 4.2            | 2.4            | 3.5            | 1.7                | 2.0            | -              | -              |
| C-54 . . . . .    | 2.2            | 6.4            | 6.6            | 3.5            | 4.5            | 4.8            | 2.2            | 6.4            | -                  | -              | -              | -              |
| C-74 . . . . .    | -              | 9.0            | -              | -              | -              | 9.0            | -              | 9.0            | -                  | -              | -              | -              |
| C-82 . . . . .    | 7.1            | 14.3           | 14.5           | 12.3           | 12.9           | 13.3           | 7.1            | 14.3           | -                  | -              | -              | -              |
| C-97 . . . . .    | 10.9           | 4.7            | 100.0          | 27.8           | 11.4           | 7.5            | 10.9           | 4.7            | -                  | -              | -              | -              |
| C-119 . . . . .   | 12.0           | 10.2           | 27.9           | 23.9           | 21.7           | 22.2           | 12.0           | 10.2           | -                  | -              | -              | -              |
| C-122 . . . . .   | 30.0           | 10.0           | -              | -              | 30.0           | 10.0           | 30.0           | 10.0           | -                  | -              | -              | -              |
| C-124 . . . . .   | 13.7           | 12.0           | -              | 16.7           | 3.7            | 12.3           | 13.7           | 12.0           | -                  | -              | -              | -              |
| C-125 . . . . .   | -              | 100.0          | -              | -              | -              | 100.0          | -              | 100.0          | -                  | -              | -              | -              |
| C-126 . . . . .   | 10.0           | 33.3           | 30.0           | -              | 16.7           | 33.3           | -              | -              | -                  | 50.0           | 10.0           | -              |
| <b>TRAINER</b>    |                |                |                |                |                |                |                |                |                    |                |                |                |
| T-6 . . . . .     | 1.7            | 1.0            | 4.6            | 4.4            | 1.8            | 1.2            | 1.4            | 1.0            | 9.5                | -              | -              | -              |
| T-7 . . . . .     | 4.9            | 3.6            | 6.7            | 19.0           | 5.0            | 5.6            | 5.1            | 3.6            | -                  | -              | -              | -              |
| T-11 . . . . .    | 4.9            | 7.9            | -              | -              | 4.9            | 7.9            | 4.9            | 7.9            | -                  | -              | -              | -              |
| T-28 . . . . .    | 5.4            | 6.7            | -              | -              | 5.4            | 6.7            | 5.4            | 6.7            | -                  | -              | -              | -              |
| T-29 . . . . .    | 3.2            | 5.4            | -              | -              | 3.2            | 5.4            | 3.2            | 5.4            | -                  | -              | -              | -              |
| T-33 . . . . .    | 7.7            | 7.1            | 21.5           | 8.5            | 9.3            | 7.3            | 7.7            | 7.1            | -                  | -              | -              | -              |
| T-34 . . . . .    | -              | 33.3           | -              | -              | -              | 33.3           | -              | 33.3           | -                  | -              | -              | -              |
| <b>LIAISON</b>    |                |                |                |                |                |                |                |                |                    |                |                |                |
| L-4 . . . . .     | 0.7            | 1.4            | 16.7           | -              | 1.4            | 1.3            | 0.7            | 1.4            | -                  | -              | -              | -              |
| L-5 . . . . .     | 1.3            | 3.2            | 0.8            | 0.4            | 0.9            | 1.0            | 2.3            | 3.2            | -                  | -              | -              | -              |
| L-13 . . . . .    | 6.1            | 2.2            | 28.6           | 14.3           | 8.9            | 3.8            | 5.8            | 2.2            | -                  | -              | -              | -              |
| L-16 . . . . .    | -              | -              | -              | -              | 0.3            | -              | -              | -              | -                  | -              | 0.4            | -              |
| L-17 . . . . .    | -              | -              | 3.3            | 7.7            | 3.3            | 7.4            | -              | -              | -                  | -              | 3.3            | 1.7            |
| L-19 . . . . .    | -              | -              | 0.7            | 2.0            | 0.8            | 2.0            | -              | -              | -                  | -              | 0.9            | 1.2            |
| L-20 . . . . .    | -              | -              | -              | 5.3            | -              | 3.5            | -              | -              | -                  | -              | -              | 3.8            |
| L-21 . . . . .    | -              | -              | -              | -              | 2.3            | -              | -              | -              | -                  | -              | 2.0            | -              |
| <b>HELICOPTER</b> |                |                |                |                |                |                |                |                |                    |                |                |                |
| H-5 . . . . .     | -              | 6.2            | 14.8           | 8.8            | 8.0            | 8.0            | -              | 6.2            | -                  | -              | -              | -              |
| H-13 . . . . .    | 14.5           | -              | -              | 1.5            | 7.7            | 1.1            | -              | -              | -                  | -              | 15.7           | 1.5            |
| H-19 . . . . .    | -              | 25.0           | -              | 14.3           | -              | 22.2           | -              | 25.0           | -                  | -              | -              | -              |
| H-23 . . . . .    | -              | 5.3            | -              | 25.0           | 10.7           | 9.1            | -              | 5.5            | -                  | -              | 10.7           | -              |
| <b>OTHER</b>      |                |                |                |                |                |                |                |                |                    |                |                |                |
| SA-16 . . . . .   | 17.9           | 18.9           | 9.1            | 21.5           | 13.2           | 20.3           | 17.9           | 18.9           | -                  | -              | -              | -              |
| X-5 . . . . .     | -              | 100.0          | -              | -              | -              | 100.0          | -              | 100.0          | -                  | -              | -              | -              |
| Misc . . . . .    | 1.1            | -              | -              | -              | 1.0            | -              | -              | -              | -                  | -              | 16.7           | -              |

SOURCE: Aircraft and Armament Division, D/S&S, DCS/M







**Safety**

**Part IV**



## FLYING SAFETY

This section of the "USAF Statistical Digest" presents data on aircraft accidents which occurred in the USAF and Air National Guard during FY 52 and, in some presentations, prior years. USAF command and aircraft type and model totals include flying time and accidents of the Air Force Reserve, Air National Guard, and Navy units operating under the jurisdiction of Military Air Transport Service, unless otherwise specifically stated.

USAF flying hour totals presented in this section, therefore, will not agree with USAF totals appearing in the "Flight Operations" area of this publication, inasmuch as the civilian and Navy components are excluded from the latter.

All rates, presented herein, have been computed on the basis of the number of accidents occurring per 100,000 hours of flying time.

Dollar losses, presented herein, represent the investment cost of airplanes destroyed, plus the average cost of labor, materiel, and indirect expenses required to repair airplanes sustaining substantial damage as the result of accidents. Dollar losses do not include the cost of lives lost, injuries, property damage, search and rescue, minor aircraft damage, or other losses resulting from aircraft accidents.



TABLE 1 - USAF AND ANG AIRCRAFT ACCIDENTS, RATE AND DOLLAR LOSS - BY COMMAND

(Rates are expressed in accidents per 100,000 flying hours)

| C O M M A N D                                  | FLYING<br>HOURS  | MAJOR<br>ACCIDENTS |           | FATAL<br>ACCIDENTS a/ |           | FATALI-<br>TIES b/ |           | AIRCRAFT<br>DESTROYED c/ |           | MINOR<br>ACCIDENTS |            | DOLLAR<br>LOSS        |
|--|------------------|--------------------|-----------|-----------------------|-----------|--------------------|-----------|--------------------------|-----------|--------------------|------------|-----------------------|
|  |                  | No.                | Rate      | No.                   | Rate      | No.                | Rate      | No.                      | Rate      | No.                | Rate       |                       |
| <u>F.Y. 1952 - TOTAL d/</u>                    | <u>7,286,631</u> | <u>2,200</u>       | <u>30</u> | <u>363</u>            | <u>5</u>  | <u>1,016</u>       | <u>14</u> | <u>782</u>               | <u>11</u> | <u>1,429</u>       | <u>20</u>  | <u>\$ 229,062,134</u> |
| 1st Quarter. . . . .                           | 1,808,805        | 626                | 35        | 90                    | 5         | 233                | 13        | 234                      | 13        | 350                | 19         | 55,598,507            |
| 2nd Quarter. . . . .                           | 1,697,886        | 480                | 28        | 90                    | 5         | 305                | 18        | 181                      | 11        | 328                | 19         | 46,725,286            |
| 3rd Quarter. . . . .                           | 1,853,416        | 562                | 30        | 92                    | 5         | 237                | 13        | 190                      | 10        | 419                | 23         | 63,564,868            |
| 4th Quarter. . . . .                           | 1,926,524        | 532                | 28        | 91                    | 5         | 241                | 13        | 177                      | 9         | 332                | 17         | 63,173,473            |
| <u>AIR DEFENSE COMMAND . . . . .</u>           | <u>437,761</u>   | <u>212</u>         | <u>48</u> | <u>35</u>             | <u>8</u>  | <u>74</u>          | <u>17</u> | <u>87</u>                | <u>20</u> | <u>127</u>         | <u>29</u>  | <u>21,797,158</u>     |
| 1st Quarter. . . . .                           | 119,373          | 77                 | 65        | 12                    | 10        | 27                 | 23        | 35                       | 29        | 36                 | 30         | 6,604,214             |
| 2nd Quarter. . . . .                           | 103,076          | 34                 | 33        | 7                     | 7         | 16                 | 16        | 15                       | 15        | 28                 | 27         | 3,732,423             |
| 3rd Quarter. . . . .                           | 110,686          | 51                 | 46        | 7                     | 6         | 10                 | 9         | 19                       | 17        | 39                 | 35         | 6,193,069             |
| 4th Quarter. . . . .                           | 104,626          | 50                 | 48        | 9                     | 9         | 21                 | 20        | 18                       | 17        | 24                 | 23         | 5,267,452             |
| <u>AIR MATERIEL COMMAND. . . . .</u>           | <u>167,555</u>   | <u>44</u>          | <u>26</u> | <u>8</u>              | <u>5</u>  | <u>23</u>          | <u>14</u> | <u>15</u>                | <u>9</u>  | <u>36</u>          | <u>21</u>  | <u>8,076,829</u>      |
| 1st Quarter. . . . .                           | 48,833           | 10                 | 20        | 3                     | 6         | 15                 | 31        | 6                        | 12        | 10                 | 20         | 2,614,209             |
| 2nd Quarter. . . . .                           | 43,653           | 13                 | 30        | -                     | -         | -                  | -         | 4                        | 9         | 10                 | 23         | 980,775               |
| 3rd Quarter. . . . .                           | 40,383           | 13                 | 32        | 3                     | 7         | 4                  | 10        | 3                        | 7         | 9                  | 22         | 2,095,595             |
| 4th Quarter. . . . .                           | 34,686           | 8                  | 23        | 2                     | 6         | 4                  | 12        | 2                        | 6         | 7                  | 20         | 2,386,250             |
| <u>AIR PROVING GROUND. . . . .</u>             | <u>50,897</u>    | <u>25</u>          | <u>49</u> | <u>3</u>              | <u>6</u>  | <u>8</u>           | <u>16</u> | <u>7</u>                 | <u>14</u> | <u>14</u>          | <u>28</u>  | <u>10,897,169</u>     |
| 1st Quarter. . . . .                           | 14,190           | 9                  | 63        | 1                     | 7         | 2                  | 14        | 4                        | 28        | 6                  | 42         | 5,701,960             |
| 2nd Quarter. . . . .                           | 14,006           | 7                  | 50        | 1                     | 7         | 4                  | 29        | 1                        | 7         | 3                  | 21         | 3,561,748             |
| 3rd Quarter. . . . .                           | 11,830           | 4                  | 34        | 1                     | 8         | 2                  | 17        | 1                        | 8         | 5                  | 42         | 1,322,004             |
| 4th Quarter. . . . .                           | 10,871           | 5                  | 46        | -                     | -         | -                  | -         | 1                        | 9         | -                  | -          | 311,457               |
| <u>AIR RESEARCH &amp; DEVELOPMENT. . . . .</u> | <u>102,124</u>   | <u>48</u>          | <u>47</u> | <u>10</u>             | <u>10</u> | <u>23</u>          | <u>23</u> | <u>15</u>                | <u>15</u> | <u>36</u>          | <u>35</u>  | <u>14,714,153</u>     |
| 1st Quarter. . . . .                           | 28,806           | 13                 | 62        | 2                     | 10        | 2                  | 10        | 3                        | 14        | 4                  | 19         | 1,743,584             |
| 2nd Quarter. . . . .                           | 21,706           | 10                 | 46        | 5                     | 23        | 17                 | 78        | 5                        | 23        | 11                 | 51         | 3,977,282             |
| 3rd Quarter. . . . .                           | 25,817           | 14                 | 54        | 1                     | 4         | 2                  | 8         | 2                        | 8         | 13                 | 50         | 5,796,661             |
| 4th Quarter. . . . .                           | 33,795           | 11                 | 33        | 2                     | 6         | 2                  | 6         | 5                        | 15        | 8                  | 24         | 8,413,626             |
| <u>AIR TRAINING COMMAND. . . . .</u>           | <u>2,611,895</u> | <u>758</u>         | <u>29</u> | <u>109</u>            | <u>4</u>  | <u>187</u>         | <u>7</u>  | <u>220</u>               | <u>8</u>  | <u>613</u>         | <u>23</u>  | <u>33,782,488</u>     |
| 1st Quarter. . . . .                           | 584,756          | 196                | 34        | 22                    | 4         | 28                 | 5         | 53                       | 9         | 138                | 24         | 7,475,873             |
| 2nd Quarter. . . . .                           | 567,032          | 156                | 28        | 28                    | 5         | 49                 | 9         | 54                       | 10        | 142                | 25         | 8,413,001             |
| 3rd Quarter. . . . .                           | 682,706          | 201                | 29        | 32                    | 5         | 62                 | 9         | 57                       | 8         | 193                | 28         | 8,956,278             |
| 4th Quarter. . . . .                           | 777,401          | 205                | 26        | 27                    | 3         | 48                 | 6         | 56                       | 7         | 140                | 18         | 8,937,336             |
| <u>AIR UNIVERSITY. . . . .</u>                 | <u>77,507</u>    | <u>11</u>          | <u>14</u> | <u>-</u>              | <u>-</u>  | <u>-</u>           | <u>-</u>  | <u>2</u>                 | <u>3</u>  | <u>6</u>           | <u>8</u>   | <u>263,635</u>        |
| 1st Quarter. . . . .                           | 22,288           | 3                  | 13        | -                     | -         | -                  | -         | -                        | -         | -                  | -          | 30,856                |
| 2nd Quarter. . . . .                           | 18,755           | 3                  | 16        | -                     | -         | -                  | -         | 1                        | 5         | 3                  | 16         | 89,850                |
| 3rd Quarter. . . . .                           | 19,187           | 3                  | 16        | -                     | -         | -                  | -         | -                        | -         | 3                  | 16         | 37,276                |
| 4th Quarter. . . . .                           | 17,277           | 2                  | 12        | -                     | -         | -                  | -         | 1                        | 6         | -                  | -          | 105,653               |
| <u>ALASKAN AIR COMMAND . . . . .</u>           | <u>66,459</u>    | <u>45</u>          | <u>68</u> | <u>10</u>             | <u>15</u> | <u>36</u>          | <u>54</u> | <u>15</u>                | <u>23</u> | <u>67</u>          | <u>101</u> | <u>2,533,780</u>      |
| 1st Quarter. . . . .                           | 20,116           | 16                 | 80        | 5                     | 25        | 18                 | 89        | 8                        | 40        | 25                 | 124        | 1,253,581             |
| 2nd Quarter. . . . .                           | 11,853           | 6                  | 51        | 1                     | 8         | 5                  | 42        | 1                        | 8         | 10                 | 84         | 178,102               |
| 3rd Quarter. . . . .                           | 17,974           | 12                 | 67        | 2                     | 11        | 7                  | 39        | 3                        | 17        | 17                 | 95         | 460,813               |
| 4th Quarter. . . . .                           | 16,516           | 11                 | 67        | 2                     | 12        | 6                  | 36        | 3                        | 18        | 15                 | 91         | 641,284               |
| <u>CARIBBEAN AIR COMMAND . . . . .</u>         | <u>16,973</u>    | <u>1</u>           | <u>6</u>  | <u>-</u>              | <u>-</u>  | <u>-</u>           | <u>-</u>  | <u>1</u>                 | <u>6</u>  | <u>3</u>           | <u>18</u>  | <u>32,097</u>         |
| 1st Quarter. . . . .                           | 4,366            | -                  | -         | -                     | -         | -                  | -         | -                        | -         | -                  | -          | -                     |
| 2nd Quarter. . . . .                           | 5,023            | 1                  | 20        | -                     | -         | -                  | -         | 1                        | 20        | 1                  | 20         | 32,097                |
| 3rd Quarter. . . . .                           | 4,013            | -                  | -         | -                     | -         | -                  | -         | -                        | -         | -                  | -          | -                     |
| 4th Quarter. . . . .                           | 3,571            | -                  | -         | -                     | -         | -                  | -         | -                        | -         | 1                  | 28         | -                     |
| <u>CIVIL AIR PATROL. . . . .</u>               | <u>12,264</u>    | <u>2</u>           | <u>16</u> | <u>-</u>              | <u>-</u>  | <u>-</u>           | <u>-</u>  | <u>-</u>                 | <u>-</u>  | <u>-</u>           | <u>-</u>   | <u>29,898</u>         |
| 1st Quarter. . . . .                           | 3,204            | 1                  | 31        | -                     | -         | -                  | -         | -                        | -         | -                  | -          | 12,881                |
| 2nd Quarter. . . . .                           | 2,733            | -                  | -         | -                     | -         | -                  | -         | -                        | -         | -                  | -          | -                     |
| 3rd Quarter. . . . .                           | 2,947            | -                  | -         | -                     | -         | -                  | -         | -                        | -         | -                  | -          | -                     |
| 4th Quarter. . . . .                           | 3,380            | 1                  | 30        | -                     | -         | -                  | -         | -                        | -         | -                  | -          | 17,017                |
| <u>CONTINENTAL AIR COMMAND . . . . .</u>       | <u>60,808</u>    | <u>13</u>          | <u>21</u> | <u>1</u>              | <u>2</u>  | <u>28</u>          | <u>46</u> | <u>4</u>                 | <u>7</u>  | <u>10</u>          | <u>16</u>  | <u>451,260</u>        |
| 1st Quarter. . . . .                           | 21,251           | 6                  | 28        | -                     | -         | -                  | -         | 2                        | 9         | 3                  | 14         | 230,931               |
| 2nd Quarter. . . . .                           | 15,774           | 3                  | 19        | 1                     | 6         | 28                 | 178       | 1                        | 6         | 1                  | 6          | 101,411               |
| 3rd Quarter. . . . .                           | 13,021           | 4                  | 31        | -                     | -         | -                  | -         | 1                        | 8         | 6                  | 46         | 118,918               |
| 4th Quarter. . . . .                           | 10,762           | -                  | -         | -                     | -         | -                  | -         | -                        | -         | -                  | -          | -                     |
| <u>FAR EAST AIR FORCES . . . . .</u>           | <u>1,061,980</u> | <u>544</u>         | <u>51</u> | <u>88</u>             | <u>8</u>  | <u>285</u>         | <u>27</u> | <u>239</u>               | <u>23</u> | <u>148</u>         | <u>14</u>  | <u>52,284,896</u>     |
| 1st Quarter. . . . .                           | 256,914          | 175                | 68        | 24                    | 9         | 86                 | 33        | 77                       | 30        | 31                 | 12         | 13,907,261            |
| 2nd Quarter. . . . .                           | 264,389          | 120                | 45        | 19                    | 7         | 59                 | 22        | 56                       | 21        | 32                 | 12         | 11,323,279            |
| 3rd Quarter. . . . .                           | 256,786          | 122                | 48        | 21                    | 8         | 84                 | 33        | 59                       | 23        | 39                 | 15         | 14,997,204            |
| 4th Quarter. . . . .                           | 283,891          | 127                | 45        | 24                    | 8         | 56                 | 20        | 47                       | 17        | 46                 | 16         | 12,057,152            |

TABLE 1 - USAF AND ANG AIRCRAFT ACCIDENTS, RATE AND DOLLAR LOSS - BY COMMAND -- CONTINUED

| COMMAND                                  | FLYING HOURS | MAJOR ACCIDENTS |      | FATAL ACCIDENTS a/ |      | FATALI-TIES b/ |      | AIRCRAFT DESTROYED c/ |      | MINOR ACCIDENTS |      | DOLLAR LOSS |
|--|--------------|-----------------|------|--------------------|------|----------------|------|-----------------------|------|-----------------|------|-------------|
|  |              | No.             | Rate | No.                | Rate | No.            | Rate | No.                   | Rate | No.             | Rate |             |
| <u>HEADQUARTERS COMMAND</u>              | 217,322      | 26              | 12   | 4                  | 2    | 11             | 5    | 6                     | 3    | 26              | 12   | 1,066,935   |
| 1st Quarter                              | 59,165       | 3               | 5    | 1                  | 2    | 3              | 5    | 1                     | 2    | 9               | 15   | 213,990     |
| 2nd Quarter                              | 55,666       | 7               | 13   | 2                  | 4    | 7              | 13   | 3                     | 5    | 5               | 9    | 448,787     |
| 3rd Quarter                              | 55,370       | 9               | 16   | -                  | -    | -              | -    | 1                     | 2    | 7               | 13   | 261,795     |
| 4th Quarter                              | 47,121       | 7               | 15   | 1                  | 2    | 1              | 2    | 1                     | 2    | 5               | 11   | 142,363     |
| <u>MILITARY AIR TRANSPORT SERVICE d/</u> | 765,197      | 72              | 9    | 13                 | 2    | 75             | 10   | 21                    | 3    | 81              | 11   | 10,971,612  |
| 1st Quarter                              | 204,603      | 18              | 9    | 2                  | 1    | 9              | 4    | 5                     | 2    | 15              | 7    | 1,835,416   |
| 2nd Quarter                              | 188,061      | 16              | 8    | 4                  | 2    | 27             | 14   | 4                     | 2    | 18              | 10   | 2,889,088   |
| 3rd Quarter                              | 188,621      | 23              | 12   | 3                  | 2    | 6              | 3    | 6                     | 3    | 28              | 15   | 2,153,794   |
| 4th Quarter                              | 183,912      | 15              | 8    | 4                  | 2    | 33             | 18   | 6                     | 3    | 20              | 11   | 4,093,314   |
| <u>NORTHEAST AIR COMMAND</u>             | 21,929       | 7               | 32   | -                  | -    | -              | -    | 2                     | 9    | 5               | 23   | 614,916     |
| 1st Quarter                              | 5,728        | -               | -    | -                  | -    | -              | -    | -                     | -    | 1               | 17   | -           |
| 2nd Quarter                              | 5,091        | 4               | 79   | -                  | -    | -              | -    | -                     | -    | -               | -    | 84,947      |
| 3rd Quarter                              | 4,981        | 2               | 40   | -                  | -    | -              | -    | 2                     | 40   | 4               | 80   | 480,970     |
| 4th Quarter                              | 6,129        | 1               | 16   | -                  | -    | -              | -    | -                     | -    | -               | -    | 48,999      |
| <u>SPECIAL WEAPONS COMMAND e/</u>        | 28,962       | 10              | 35   | 2                  | 7    | 9              | 31   | 5                     | 17   | 1               | 3    | 3,475,299   |
| 1st Quarter                              | 10,218       | 2               | 20   | 1                  | 10   | 5              | 49   | 2                     | 20   | 1               | 10   | 295,920     |
| 2nd Quarter                              | 8,878        | 2               | 23   | -                  | -    | -              | -    | 1                     | 11   | -               | -    | 90,989      |
| 3rd Quarter                              | 9,866        | 6               | 61   | 1                  | 10   | 4              | 41   | 2                     | 20   | -               | -    | 3,088,390   |
| 4th Quarter                              | -            | -               | -    | -                  | -    | -              | -    | -                     | -    | -               | -    | -           |
| <u>STRATEGIC AIR COMMAND</u>             | 699,152      | 97              | 14   | 25                 | 4    | 109            | 16   | 44                    | 6    | 55              | 8    | 41,685,255  |
| 1st Quarter                              | 179,030      | 29              | 16   | 8                  | 4    | 21             | 12   | 16                    | 9    | 13              | 7    | 8,681,552   |
| 2nd Quarter                              | 171,932      | 26              | 15   | 6                  | 26   | 15             | 11   | 6                     | 18   | 10              | 6    | 5,151,055   |
| 3rd Quarter                              | 176,817      | 22              | 12   | 5                  | 3    | 19             | 11   | 8                     | 5    | 11              | 6    | 13,389,039  |
| 4th Quarter                              | 171,363      | 20              | 12   | 6                  | 4    | 43             | 25   | 9                     | 5    | 13              | 8    | 14,463,609  |
| <u>TACTICAL AIR COMMAND</u>              | 546,209      | 165             | 30   | 33                 | 6    | 68             | 12   | 53                    | 10   | 136             | 25   | 16,578,660  |
| 1st Quarter                              | 147,947      | 48              | 32   | 8                  | 5    | 16             | 11   | 17                    | 11   | 40              | 27   | 3,658,471   |
| 2nd Quarter                              | 126,261      | 46              | 36   | 9                  | 7    | 16             | 13   | 12                    | 10   | 38              | 30   | 3,511,285   |
| 3rd Quarter                              | 150,198      | 46              | 31   | 10                 | 7    | 20             | 13   | 15                    | 10   | 29              | 19   | 6,860,536   |
| 4th Quarter                              | 121,803      | 25              | 21   | 6                  | 5    | 16             | 13   | 9                     | 7    | 29              | 24   | 2,548,368   |
| <u>U.S. AIR FORCES IN EUROPE</u>         | 248,971      | 90              | 36   | 17                 | 7    | 75             | 30   | 33                    | 13   | 43              | 17   | 8,667,083   |
| 1st Quarter                              | 57,170       | 11              | 24   | 1                  | 2    | 1              | 2    | 4                     | 7    | 5               | 9    | 1,168,288   |
| 2nd Quarter                              | 53,474       | 17              | 32   | 5                  | 9    | 49             | 92   | 9                     | 17   | 4               | 7    | 1,882,432   |
| 3rd Quarter                              | 62,314       | 24              | 39   | 5                  | 8    | 16             | 26   | 7                     | 11   | 14              | 22   | 2,324,516   |
| 4th Quarter                              | 76,013       | 35              | 46   | 6                  | 8    | 9              | 12   | 13                    | 17   | 20              | 26   | 3,291,847   |
| <u>AIR NATIONAL GUARD</u>                | 86,884       | 30              | 35   | 5                  | 6    | 5              | 6    | 13                    | 15   | 22              | 25   | 1,139,011   |
| 1st Quarter                              | 27,575       | 6               | 22   | 2                  | -    | -              | -    | 1                     | 4    | 13              | 47   | 169,520     |
| 2nd Quarter                              | 18,835       | 9               | 48   | 2                  | 11   | 2              | 11   | 2                     | 11   | 4               | 21   | 276,735     |
| 3rd Quarter                              | 18,848       | 6               | 32   | 1                  | 5    | 1              | 5    | 4                     | 21   | 1               | 5    | 245,010     |
| 4th Quarter                              | 21,626       | 9               | 42   | 2                  | 9    | 2              | 9    | 6                     | 28   | 4               | 18   | 447,746     |
| <u>MISCELLANEOUS f/</u>                  | 5,782        | -               | -    | -                  | -    | -              | -    | -                     | -    | -               | -    | -           |
| 1st Quarter                              | 1,272        | -               | -    | -                  | -    | -              | -    | -                     | -    | -               | -    | -           |
| 2nd Quarter                              | 1,688        | -               | -    | -                  | -    | -              | -    | -                     | -    | -               | -    | -           |
| 3rd Quarter                              | 1,051        | -               | -    | -                  | -    | -              | -    | -                     | -    | -               | -    | -           |
| 4th Quarter                              | 1,771        | -               | -    | -                  | -    | -              | -    | -                     | -    | -               | -    | -           |

USAF BAILMENT/LOAN ACCIDENTS - F.Y. 1952

| COMMAND                               | MAJOR ACCIDENTS | FATAL ACCIDENTS a/ | FATALI-TIES b/ | AIRCRAFT DESTROYED c/ | MINOR ACCIDENTS |
|---------------------------------------|-----------------|--------------------|----------------|-----------------------|-----------------|
| F.Y. 1952 - TOTAL d/                  | 17              | 3                  | 3              | 5                     | 3               |
| 1st Quarter                           | 4               | 1                  | 1              | 2                     | -               |
| 2nd Quarter                           | 5               | 1                  | 1              | 1                     | -               |
| 3rd Quarter                           | 5               | -                  | -              | 1                     | 3               |
| 4th Quarter                           | 3               | 1                  | 1              | 1                     | -               |
| <u>AIR MATERIEL COMMAND</u>           | 14              | 2                  | 2              | 4                     | 2               |
| 1st Quarter                           | 3               | 1                  | 1              | 2                     | -               |
| 2nd Quarter                           | 3               | -                  | -              | -                     | -               |
| 3rd Quarter                           | 5               | -                  | -              | 1                     | 3               |
| 4th Quarter                           | 3               | 1                  | 1              | 1                     | -               |
| <u>AIR RESEARCH &amp; DEVELOPMENT</u> | 2               | 1                  | 1              | 1                     | -               |
| 2nd Quarter                           | 2               | 1                  | 1              | 1                     | -               |
| <u>CONTINENTAL AIR COMMAND</u>        | 1               | -                  | -              | -                     | -               |
| 1st Quarter                           | 1               | -                  | -              | -                     | -               |

a/ More than one fatality may occur as the result of any one fatal accident  
 b/ Fatalities include all persons killed and/or missing as the result of major accidents  
 c/ Aircraft destroyed includes missing aircraft d/ Flying Hours include 91,303 hours flown by Navy for MATS  
 e/ Special Weapons Command was absorbed by ARDC, 1 April 1952  
 f/ USAF Security Service and Joint Brazil-US Military Commission  
 SOURCE: D/Flight Safety Research - The Inspector General

TABLE 2 - USAF AND ANG AIRCRAFT ACCIDENTS, RATE AND DOLLAR LOSS - BY TYPE AND MODEL  
 FY 1952, 1951 AND 1950

(Rates are expressed in accidents per 100,000 flying hours)

| TYPE AND MODEL                       | FLYING HOURS     | MAJOR ACCIDENTS |            | FATAL ACCIDENTS a/ |           | FATALITIES b/ |           | AIRCRAFT DESTROYED c/ |            | MINOR ACCIDENTS |           | DOLLAR LOSS           |
|--------------------------------------|------------------|-----------------|------------|--------------------|-----------|---------------|-----------|-----------------------|------------|-----------------|-----------|-----------------------|
|                                      |                  | No.             | Rate       | No.                | Rate      | No.           | Rate      | No.                   | Rate       | No.             | Rate      |                       |
| <b>FY 1952 - TOTAL d/ . . .</b>      | <b>7,286,631</b> | <b>2,200</b>    | <b>30</b>  | <b>363</b>         | <b>5</b>  | <b>1,016</b>  | <b>14</b> | <b>782</b>            | <b>11</b>  | <b>1,429</b>    | <b>20</b> | <b>\$ 229,062,134</b> |
| <b>1st QUARTER - TOTAL . . .</b>     | <b>1,808,805</b> | <b>626</b>      | <b>35</b>  | <b>90</b>          | <b>5</b>  | <b>233</b>    | <b>13</b> | <b>234</b>            | <b>13</b>  | <b>350</b>      | <b>19</b> | <b>55,598,507</b>     |
| <b>BOMBER . . . . .</b>              | <b>411,578</b>   | <b>66</b>       | <b>16</b>  | <b>19</b>          | <b>5</b>  | <b>86</b>     | <b>21</b> | <b>28</b>             | <b>7</b>   | <b>58</b>       | <b>14</b> | <b>19,949,281</b>     |
| B-17 . . . . .                       | 18,783           | 1               | 5          | 1                  | 5         | 1             | 5         | 1                     | 5          | 1               | 5         | 179,088               |
| B-25 . . . . .                       | 154,093          | 15              | 10         | 2                  | 1         | 6             | 4         | 4                     | 3          | 17              | 11        | 874,851               |
| B-26 . . . . .                       | 89,957           | 33              | 37         | 10                 | 11        | 18            | 20        | 14                    | 16         | 18              | 20        | 3,103,157             |
| B-29 . . . . .                       | 101,518          | 11              | 11         | 4                  | 4         | 46            | 45        | 5                     | 5          | 18              | 18        | 4,618,948             |
| B-36 . . . . .                       | 13,396           | 1               | 7          | -                  | -         | -             | -         | 1                     | 7          | -               | -         | 4,263,383             |
| B-45 . . . . .                       | 4,351            | 3               | 69         | 1                  | 23        | 4             | 92        | 1                     | 23         | 1               | 23        | 1,176,979             |
| B-47 . . . . .                       | 1,069            | 1               | 94         | -                  | -         | -             | -         | 1                     | 94         | -               | -         | 4,574,877             |
| B-50 . . . . .                       | 28,401           | 1               | 4          | 1                  | 4         | 11            | 39        | 1                     | 4          | 3               | 11        | 1,157,998             |
| Other . . . . .                      | 10               | -               | -          | -                  | -         | -             | -         | -                     | -          | -               | -         | -                     |
| <b>CARGO . . . . .</b>               | <b>623,626</b>   | <b>67</b>       | <b>11</b>  | <b>8</b>           | <b>1</b>  | <b>50</b>     | <b>8</b>  | <b>19</b>             | <b>3</b>   | <b>63</b>       | <b>10</b> | <b>5,453,999</b>      |
| C-45 d/ . . . . .                    | 63,498           | 9               | 14         | -                  | -         | -             | -         | 2                     | 3          | 9               | 14        | 179,995               |
| C-46 . . . . .                       | 48,479           | 14              | 29         | 1                  | 2         | 14            | 29        | 5                     | 10         | 4               | 8         | 1,601,927             |
| C-47/53 (C-117) d/ . . . . .         | 300,436          | 23              | 8          | 5                  | 2         | 28            | 9         | 9                     | 3          | 40              | 13        | 907,500               |
| C-54 d/ . . . . .                    | 140,131          | 5               | 4          | 1                  | 1         | 3             | 2         | -                     | -          | 4               | 3         | 482,348               |
| C-74 . . . . .                       | 5,827            | -               | -          | -                  | -         | -             | -         | -                     | -          | 1               | 18        | -                     |
| C-82 . . . . .                       | 10,415           | 4               | 38         | -                  | -         | -             | -         | 1                     | 10         | 2               | 19        | 782,703               |
| C-97 . . . . .                       | 22,614           | 1               | 4          | -                  | -         | -             | -         | -                     | -          | 1               | 4         | 24,456                |
| C-119 . . . . .                      | 19,834           | 8               | 40         | 1                  | 5         | 5             | 25        | 2                     | 10         | 1               | 5         | 1,369,991             |
| C-121 . . . . .                      | 2,081            | -               | -          | -                  | -         | -             | -         | -                     | -          | -               | -         | -                     |
| C-124 . . . . .                      | 9,217            | 3               | 33         | -                  | -         | -             | -         | -                     | -          | 1               | 11        | 105,079               |
| Other . . . . .                      | 1,093            | -               | -          | -                  | -         | -             | -         | -                     | -          | -               | -         | -                     |
| <b>FIGHTER . . . . .</b>             | <b>331,197</b>   | <b>343</b>      | <b>104</b> | <b>51</b>          | <b>15</b> | <b>76</b>     | <b>23</b> | <b>143</b>            | <b>43</b>  | <b>97</b>       | <b>29</b> | <b>27,163,155</b>     |
| <b>Non-Jet (Sub Total) . . . . .</b> | <b>122,547</b>   | <b>88</b>       | <b>72</b>  | <b>9</b>           | <b>7</b>  | <b>10</b>     | <b>8</b>  | <b>38</b>             | <b>31</b>  | <b>29</b>       | <b>24</b> | <b>3,758,527</b>      |
| F-47 . . . . .                       | 14,988           | 13              | 87         | 2                  | 13        | 2             | 13        | 7                     | 47         | 4               | 27        | 698,938               |
| F-51 . . . . .                       | 104,641          | 68              | 65         | 7                  | 7         | 8             | 8         | 27                    | 26         | 25              | 24        | 2,161,309             |
| F-82 . . . . .                       | 2,885            | 7               | 243        | -                  | -         | -             | -         | -                     | 4          | 139             | -         | 898,280               |
| Other . . . . .                      | 33               | -               | -          | -                  | -         | -             | -         | -                     | -          | -               | -         | -                     |
| <b>Jet (Sub Total) . . . . .</b>     | <b>208,650</b>   | <b>255</b>      | <b>122</b> | <b>42</b>          | <b>20</b> | <b>66</b>     | <b>32</b> | <b>105</b>            | <b>50</b>  | <b>68</b>       | <b>33</b> | <b>23,404,639</b>     |
| F-80 . . . . .                       | 65,062           | 88              | 135        | 14                 | 22        | 18            | 28        | 33                    | 51         | 18              | 28        | 5,004,556             |
| F-84 . . . . .                       | 62,882           | 74              | 118        | 12                 | 19        | 12            | 19        | 39                    | 62         | 14              | 22        | 9,323,042             |
| F-86 . . . . .                       | 30,083           | 47              | 156        | 4                  | 13        | 6             | 20        | 18                    | 60         | 12              | 40        | 4,675,978             |
| F-89 . . . . .                       | 1,049            | 3               | 286        | 1                  | 95        | 1             | 95        | 1                     | 95         | 4               | 381       | 1,275,249             |
| F-94 . . . . .                       | 15,657           | 27              | 172        | 5                  | 32        | 6             | 38        | 8                     | 51         | 13              | 83        | 2,136,936             |
| T-33 . . . . .                       | 33,917           | 16              | 47         | 6                  | 18        | 23            | 68        | 6                     | 18         | 7               | 21        | 988,878               |
| <b>TRAINER . . . . .</b>             | <b>406,185</b>   | <b>120</b>      | <b>30</b>  | <b>11</b>          | <b>3</b>  | <b>19</b>     | <b>5</b>  | <b>31</b>             | <b>8</b>   | <b>109</b>      | <b>27</b> | <b>1,892,538</b>      |
| T-6 . . . . .                        | 321,396          | 97              | 30         | 10                 | 3         | 15            | 5         | 24                    | 7          | 97              | 30        | 1,034,549             |
| T-7 . . . . .                        | 20,994           | 7               | 33         | -                  | -         | -             | -         | 2                     | 10         | 6               | 29        | 215,330               |
| T-11 . . . . .                       | 39,342           | 11              | 28         | 1                  | 3         | 4             | 10        | 4                     | 10         | 3               | 8         | 445,702               |
| T-28 . . . . .                       | 16,607           | 5               | 30         | -                  | -         | -             | -         | 1                     | 6          | 3               | 18        | 196,957               |
| T-29 . . . . .                       | 7,166            | -               | -          | -                  | -         | -             | -         | -                     | -          | -               | -         | -                     |
| Other . . . . .                      | 686              | -               | -          | -                  | -         | -             | -         | -                     | -          | -               | -         | -                     |
| <b>HELICOPTER . . . . .</b>          | <b>5,573</b>     | <b>10</b>       | <b>179</b> | <b>1</b>           | <b>18</b> | <b>2</b>      | <b>36</b> | <b>6</b>              | <b>108</b> | <b>5</b>        | <b>90</b> | <b>588,815</b>        |
| <b>LIAISON . . . . .</b>             | <b>20,092</b>    | <b>19</b>       | <b>95</b>  | <b>-</b>           | <b>-</b>  | <b>-</b>      | <b>-</b>  | <b>6</b>              | <b>30</b>  | <b>11</b>       | <b>55</b> | <b>123,122</b>        |
| <b>MISCELLANEOUS e/ . . . . .</b>    | <b>10,554</b>    | <b>1</b>        | <b>9</b>   | <b>-</b>           | <b>-</b>  | <b>-</b>      | <b>-</b>  | <b>1</b>              | <b>9</b>   | <b>7</b>        | <b>66</b> | <b>427,586</b>        |
| <b>2nd QUARTER - TOTAL . . . . .</b> | <b>1,697,886</b> | <b>480</b>      | <b>88</b>  | <b>90</b>          | <b>5</b>  | <b>305</b>    | <b>18</b> | <b>181</b>            | <b>11</b>  | <b>328</b>      | <b>19</b> | <b>46,725,286</b>     |
| <b>BOMBER . . . . .</b>              | <b>374,502</b>   | <b>82</b>       | <b>22</b>  | <b>25</b>          | <b>7</b>  | <b>101</b>    | <b>27</b> | <b>37</b>             | <b>10</b>  | <b>65</b>       | <b>17</b> | <b>20,946,015</b>     |
| B-17 . . . . .                       | 18,101           | 3               | 17         | 1                  | 6         | 3             | 17        | 1                     | 6          | 5               | 28        | 283,297               |
| B-25 . . . . .                       | 127,825          | 11              | 9          | 4                  | 3         | 13            | 10        | 9                     | 7          | 13              | 10        | 1,271,118             |
| B-26 . . . . .                       | 77,720           | 32              | 41         | 9                  | 12        | 16            | 21        | 10                    | 13         | 22              | 28        | 2,616,328             |
| B-29 . . . . .                       | 103,520          | 25              | 24         | 8                  | 8         | 61            | 59        | 15                    | 14         | 15              | 14        | 9,876,168             |
| B-36 . . . . .                       | 15,077           | 2               | 13         | -                  | -         | -             | -         | -                     | -          | 4               | 27        | 159,384               |
| B-45 . . . . .                       | 4,541            | 3               | 66         | 1                  | 22        | 3             | 66        | 1                     | 22         | 3               | 66        | 1,026,335             |
| B-47 . . . . .                       | 1,704            | 5               | 293        | 1                  | 59        | 3             | 176       | 1                     | 59         | 1               | 59        | 5,757,861             |
| B-50 . . . . .                       | 25,999           | 1               | 4          | 1                  | 4         | 2             | 8         | -                     | -          | 2               | 8         | 35,524                |
| Other . . . . .                      | 15               | -               | -          | -                  | -         | -             | -         | -                     | -          | -               | -         | -                     |
| <b>CARGO . . . . .</b>               | <b>587,240</b>   | <b>66</b>       | <b>11</b>  | <b>16</b>          | <b>3</b>  | <b>138</b>    | <b>23</b> | <b>21</b>             | <b>4</b>   | <b>52</b>       | <b>9</b>  | <b>6,594,258</b>      |
| C-45 d/ . . . . .                    | 54,966           | 12              | 22         | 2                  | 4         | 6             | 11        | 3                     | 5          | 9               | 16        | 265,528               |
| C-46 . . . . .                       | 44,167           | 5               | 11         | -                  | -         | -             | -         | -                     | -          | 9               | 20        | 47,844                |
| C-47/53 (C-117) d/ . . . . .         | 274,427          | 31              | 11         | 8                  | 3         | 70            | 26        | 13                    | 5          | 24              | 9         | 1,364,592             |
| C-54 d/ . . . . .                    | 135,301          | 5               | 4          | -                  | -         | -             | -         | -                     | -          | 3               | 2         | 250,338               |

TABLE 2 - USAF AND ANG AIRCRAFT ACCIDENTS, RATE AND DOLLAR LOSS - BY TYPE AND MODEL  
 FY 1952, 1951 AND 1950 -- CONTINUED

| TYPE AND MODEL                 | FLYING HOURS     | MAJOR ACCIDENTS |           | FATAL ACCIDENTS a/ |           | FATALITIES b/ |           | AIRCRAFT DESTROYED c/ |           | MINOR ACCIDENTS |           | DOLLAR LOSS       |
|--------------------------------|------------------|-----------------|-----------|--------------------|-----------|---------------|-----------|-----------------------|-----------|-----------------|-----------|-------------------|
|                                |                  | No.             | Rate      | No.                | Rate      | No.           | Rate      | No.                   | Rate      | No.             | Rate      |                   |
| <b>2nd QUARTER - Continued</b> |                  |                 |           |                    |           |               |           |                       |           |                 |           |                   |
| <b>CARGO - Continued</b>       |                  |                 |           |                    |           |               |           |                       |           |                 |           |                   |
| C-74                           | 5,580            | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | * 383,059         |
| C-82                           | 9,909            | 3               | 30        | 2                  | 20        | 37            | 370       | 1                     | 10        | -               | -         | 3,728,614         |
| C-97                           | 22,869           | 5               | 22        | 3                  | 14        | 21            | 92        | 3                     | 14        | 3               | 14        | 554,283           |
| C-119                          | 26,497           | 5               | 19        | 1                  | 4         | 4             | 15        | 1                     | 4         | 3               | 11        | -                 |
| C-121                          | 1,530            | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                 |
| C-124                          | 11,269           | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                 |
| Other                          | 645              | -               | -         | -                  | -         | -             | -         | -                     | -         | 1               | 155       | -                 |
| <b>FIGHTER</b>                 | <b>312,983</b>   | <b>230</b>      | <b>73</b> | <b>41</b>          | <b>13</b> | <b>49</b>     | <b>16</b> | <b>100</b>            | <b>32</b> | <b>86</b>       | <b>27</b> | <b>17,337,870</b> |
| Non-Jet (Sub Total)            | 105,265          | 82              | 78        | 15                 | 14        | 15            | 14        | 40                    | 38        | 40              | 38        | 3,235,448         |
| F-47                           | 11,334           | 6               | 53        | 1                  | 9         | 1             | 9         | 4                     | 35        | 3               | 26        | 512,921           |
| F-51                           | 91,552           | 74              | 81        | 14                 | 15        | 14            | 15        | 35                    | 38        | 37              | 40        | 2,470,306         |
| F-82                           | 2,375            | 2               | 84        | -                  | -         | -             | -         | 1                     | 42        | -               | -         | 252,221           |
| Other                          | 4                | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                 |
| Jet (Sub Total)                | 207,718          | 148             | 71        | 26                 | 13        | 34            | 16        | 60                    | 29        | 46              | 22        | 14,102,422        |
| F-80                           | 58,718           | 48              | 82        | 12                 | 20        | 17            | 29        | 20                    | 34        | 11              | 19        | 2,814,123         |
| F-84                           | 61,047           | 53              | 87        | 9                  | 15        | 10            | 16        | 26                    | 43        | 8               | 13        | 6,359,804         |
| F-86                           | 28,986           | 19              | 66        | 1                  | 3         | 1             | 3         | 9                     | 31        | 9               | 31        | 2,051,205         |
| F-89                           | 1,497            | 3               | 200       | 2                  | 134       | 3             | 200       | 2                     | 134       | 3               | 200       | 2,094,193         |
| F-94                           | 22,603           | 12              | 53        | -                  | -         | -             | -         | -                     | -         | 11              | 49        | 222,222           |
| T-33                           | 34,867           | 13              | 37        | 2                  | 6         | 3             | 9         | 3                     | 9         | 4               | 11        | 560,875           |
| <b>TRAINER</b>                 | <b>389,245</b>   | <b>86</b>       | <b>22</b> | <b>7</b>           | <b>2</b>  | <b>12</b>     | <b>3</b>  | <b>15</b>             | <b>4</b>  | <b>114</b>      | <b>29</b> | <b>989,850</b>    |
| T-6                            | 311,991          | 76              | 24        | 7                  | 2         | 12            | 4         | 15                    | 5         | 103             | 33        | 739,737           |
| T-7                            | 15,182           | 2               | 13        | -                  | -         | -             | -         | -                     | -         | 1               | 7         | 83,204            |
| T-11                           | 34,768           | 4               | 12        | -                  | -         | -             | -         | -                     | -         | 6               | 17        | 95,164            |
| T-28                           | 19,994           | 4               | 20        | -                  | -         | -             | -         | -                     | -         | 3               | 15        | 71,745            |
| T-29                           | 6,292            | -               | -         | -                  | -         | -             | -         | -                     | -         | 1               | 16        | -                 |
| Other                          | 1,018            | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                 |
| <b>HELICOPTER</b>              | <b>5,586</b>     | <b>5</b>        | <b>90</b> | <b>-</b>           | <b>-</b>  | <b>-</b>      | <b>-</b>  | <b>3</b>              | <b>54</b> | <b>2</b>        | <b>36</b> | <b>207,087</b>    |
| <b>LIAISON</b>                 | <b>18,178</b>    | <b>8</b>        | <b>44</b> | <b>-</b>           | <b>-</b>  | <b>-</b>      | <b>-</b>  | <b>4</b>              | <b>22</b> | <b>8</b>        | <b>44</b> | <b>74,674</b>     |
| <b>MISCELLANEOUS e/</b>        | <b>10,152</b>    | <b>3</b>        | <b>30</b> | <b>1</b>           | <b>10</b> | <b>5</b>      | <b>49</b> | <b>1</b>              | <b>10</b> | <b>1</b>        | <b>10</b> | <b>575,532</b>    |
| <b>3rd QUARTER - TOTAL</b>     | <b>1,853,416</b> | <b>562</b>      | <b>30</b> | <b>92</b>          | <b>5</b>  | <b>237</b>    | <b>13</b> | <b>190</b>            | <b>10</b> | <b>419</b>      | <b>23</b> | <b>63,564,868</b> |
| <b>BOMBER</b>                  | <b>402,436</b>   | <b>76</b>       | <b>19</b> | <b>22</b>          | <b>5</b>  | <b>112</b>    | <b>28</b> | <b>29</b>             | <b>7</b>  | <b>47</b>       | <b>12</b> | <b>26,546,549</b> |
| B-17                           | 17,232           | 6               | 35        | 2                  | 12        | 5             | 29        | 2                     | 12        | 4               | 23        | 558,007           |
| B-25                           | 130,617          | 7               | 5         | 2                  | 2         | 7             | 5         | 3                     | 2         | 6               | 5         | 470,316           |
| B-26                           | 75,836           | 18              | 24        | 3                  | 4         | 8             | 11        | 5                     | 7         | 13              | 17        | 1,122,378         |
| B-29                           | 119,589          | 22              | 18        | 10                 | 8         | 75            | 63        | 13                    | 11        | 15              | 13        | 8,633,733         |
| B-36                           | 16,569           | 4               | 24        | -                  | -         | -             | -         | 2                     | 12        | 3               | 18        | 8,117,919         |
| B-45                           | 5,748            | 11              | 191       | 3                  | 52        | 8             | 139       | 2                     | 35        | 2               | 35        | 3,262,282         |
| B-47                           | 4,227            | 4               | 95        | 1                  | 24        | 4             | 95        | 1                     | 24        | 2               | 47        | 3,121,335         |
| B-50                           | 32,594           | 2               | 6         | 1                  | 3         | 5             | 15        | 1                     | 3         | 2               | 6         | 1,226,569         |
| Other                          | 24               | 2               | 2         | -                  | -         | -             | -         | -                     | -         | -               | -         | 34,000            |
| <b>CARGO</b>                   | <b>584,630</b>   | <b>61</b>       | <b>10</b> | <b>8</b>           | <b>1</b>  | <b>32</b>     | <b>5</b>  | <b>17</b>             | <b>3</b>  | <b>76</b>       | <b>13</b> | <b>7,149,322</b>  |
| C-45 d/                        | 58,480           | 10              | 17        | 1                  | 2         | 1             | 2         | 1                     | 2         | 11              | 19        | 197,749           |
| C-46                           | 50,274           | 8               | 16        | 1                  | 2         | 4             | 8         | 3                     | 6         | 6               | 12        | 819,726           |
| C-47/53 (C-117) d/             | 265,641          | 24              | 9         | 4                  | 2         | 21            | 8         | 9                     | 3         | 35              | 13        | 1,191,099         |
| C-54 d/                        | 131,581          | 6               | 5         | -                  | -         | -             | -         | 1                     | 1         | 11              | 8         | 518,081           |
| C-74                           | 4,444            | 1               | 23        | -                  | -         | -             | -         | -                     | -         | -               | -         | 19,905            |
| C-82                           | 9,550            | 5               | 52        | 1                  | 10        | 3             | 31        | 1                     | 10        | 5               | 52        | 1,004,073         |
| C-97                           | 22,638           | 1               | 4         | -                  | -         | -             | -         | -                     | -         | 5               | 22        | 21,882            |
| C-119                          | 22,627           | 4               | 18        | 1                  | 4         | 3             | 13        | 1                     | 4         | 3               | 13        | 961,987           |
| C-121                          | 1,646            | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                 |
| C-124                          | 15,230           | 2               | 13        | -                  | -         | -             | -         | 1                     | 7         | -               | -         | 2,414,820         |
| Other                          | 2,519            | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                 |
| <b>FIGHTER</b>                 | <b>365,720</b>   | <b>298</b>      | <b>81</b> | <b>56</b>          | <b>15</b> | <b>82</b>     | <b>22</b> | <b>126</b>            | <b>34</b> | <b>118</b>      | <b>32</b> | <b>27,661,436</b> |
| Non-Jet (Sub Total)            | 108,144          | 66              | 6         | 7                  | 6         | 7             | 6         | 23                    | 21        | 43              | 40        | 1,956,347         |
| F-47                           | 14,627           | 6               | 41        | 1                  | 7         | 1             | 7         | 2                     | 14        | 4               | 27        | 271,622           |
| F-51                           | 92,047           | 59              | 64        | 6                  | 7         | 6             | 7         | 21                    | 23        | 35              | 38        | 1,684,725         |
| F-82                           | 1,470            | 1               | 68        | -                  | -         | -             | -         | -                     | -         | -               | -         | 272               |
| Jet (Sub Total)                | 257,576          | 232             | 90        | 49                 | 19        | 75            | 29        | 103                   | 40        | 75              | 29        | 25,705,089        |
| F-80                           | 56,770           | 48              | 85        | 13                 | 23        | 15            | 26        | 22                    | 39        | 16              | 28        | 3,011,115         |
| F-84                           | 73,551           | 71              | 97        | 12                 | 16        | 30            | 41        | 37                    | 50        | 9               | 12        | 8,192,320         |
| F-86                           | 42,576           | 43              | 101       | 9                  | 21        | 9             | 21        | 19                    | 45        | 19              | 45        | 4,998,515         |
| F-89                           | 2,578            | 8               | 310       | 3                  | 116       | 4             | 155       | 4                     | 155       | 6               | 233       | 4,660,678         |
| F-94                           | 32,429           | 35              | 108       | 5                  | 15        | 8             | 25        | 13                    | 40        | 17              | 52        | 3,409,661         |
| T-33                           | 49,672           | 27              | 54        | 7                  | 14        | 9             | 18        | 8                     | 16        | 8               | 16        | 1,432,800         |



TABLE 2 - USAF AND ANG AIRCRAFT ACCIDENTS, RATE AND DOLLAR LOSS - BY TYPE AND MODEL  
 FY 1952, 1951 AND 1950 - CONTINUED

| TYPE AND MODEL                 | FLYING HOURS     | MAJOR ACCIDENTS |           | FATAL ACCIDENTS a/ |          | FATALITIES b/ |           | AIRCRAFT DESTROYED c/ |           | MINOR ACCIDENTS |           | DOLLAR LOSS        |
|--------------------------------|------------------|-----------------|-----------|--------------------|----------|---------------|-----------|-----------------------|-----------|-----------------|-----------|--------------------|
|                                |                  | No.             | Rate      | No.                | Rate     | No.           | Rate      | No.                   | Rate      | No.             | Rate      |                    |
| <b>3rd QUARTER - Continued</b> |                  |                 |           |                    |          |               |           |                       |           |                 |           |                    |
| TRAINER                        | 456,541          | 107             | 23        | 5                  | 1        | 8             | 2         | 12                    | 3         | 161             | 35        | \$ 1,220,997       |
| T-6                            | 362,300          | 85              | 23        | 4                  | 1        | 6             | 2         | 9                     | 2         | 139             | 38        | 616,409            |
| T-7                            | 17,860           | 8               | 45        | -                  | -        | -             | -         | 2                     | 11        | 5               | 28        | 230,303            |
| T-11                           | 38,934           | 9               | 23        | -                  | -        | -             | -         | -                     | -         | 12              | 31        | 214,119            |
| T-28                           | 30,561           | 5               | 16        | 1                  | 3        | 2             | 7         | 1                     | 3         | 4               | 13        | 160,166            |
| T-29                           | 6,201            | -               | -         | -                  | -        | -             | -         | -                     | -         | -               | -         | -                  |
| Other                          | 685              | -               | -         | -                  | -        | -             | -         | -                     | -         | 1               | 146       | -                  |
| HELICOPTER                     | 7,299            | 8               | 110       | -                  | -        | -             | -         | 3                     | 41        | 1               | 14        | 293,282            |
| LIAISON                        | 25,614           | 8               | 31        | 1                  | 4        | 1             | 4         | 1                     | 4         | 11              | 43        | 42,573             |
| MISCELLANEOUS e/               | 11,176           | 4               | 36        | -                  | -        | 2             | 18        | 2                     | 18        | 5               | 45        | 650,709            |
| <b>4th QUARTER - TOTAL</b>     | <b>1,926,524</b> | <b>532</b>      | <b>28</b> | <b>91</b>          | <b>5</b> | <b>241</b>    | <b>13</b> | <b>177</b>            | <b>9</b>  | <b>322</b>      | <b>17</b> | <b>63,173,473</b>  |
| BOMBER                         | 384,507          | 63              | 16        | 19                 | 5        | 98            | 25        | 28                    | 7         | 39              | 10        | 32,002,173         |
| B-17                           | 16,352           | 6               | 37        | -                  | -        | -             | -         | -                     | -         | 3               | 18        | 54,827             |
| B-25                           | 114,866          | 5               | 4         | 1                  | 1        | 11            | 10        | 2                     | 2         | 2               | 2         | 346,332            |
| B-26                           | 84,767           | 26              | 31        | 8                  | 9        | 20            | 24        | 9                     | 11        | 9               | 11        | 2,223,161          |
| B-29                           | 114,544          | 15              | 13        | 4                  | 3        | 29            | 25        | 9                     | 8         | 16              | 14        | 6,097,377          |
| B-36                           | 15,850           | 3               | 19        | 3                  | 19       | 23            | 145       | 2                     | 13        | 2               | 13        | 7,849,806          |
| B-45                           | 4,655            | 3               | 64        | 1                  | 21       | 3             | 64        | 2                     | 43        | 3               | 64        | 3,158,177          |
| B-47                           | 5,334            | 2               | 37        | -                  | -        | -             | -         | 2                     | 37        | 1               | 19        | 5,097,685          |
| B-50                           | 28,099           | 2               | 7         | 1                  | 4        | 11            | 39        | 1                     | 4         | 3               | 11        | 1,174,808          |
| Other                          | 40               | 1               | 1         | -                  | -        | 1             | -         | 1                     | -         | -               | -         | 6,000,000          |
| CARGO                          | 546,495          | 48              | 9         | 8                  | 1        | 58            | 11        | 11                    | 2         | 69              | 13        | 4,573,467          |
| C-45 d/                        | 57,324           | 9               | 16        | -                  | -        | -             | -         | -                     | -         | 2               | 3         | 207,248            |
| C-46                           | 58,341           | 5               | 13        | 1                  | 3        | 4             | 10        | 1                     | 3         | 4               | 10        | 783,843            |
| C-47/53 (c-117) d/             | 237,702          | 15              | 6         | 5                  | 2        | 41            | 17        | 7                     | 3         | 35              | 15        | 810,026            |
| C-54 d/                        | 135,202          | 7               | 5         | 1                  | 1        | 3             | 2         | 1                     | 1         | 10              | 7         | 653,953            |
| C-74                           | 3,654            | -               | -         | -                  | -        | -             | -         | -                     | -         | -               | -         | -                  |
| C-82                           | 8,731            | 2               | 23        | -                  | -        | -             | -         | -                     | -         | 5               | 57        | 46,630             |
| C-97                           | 23,391           | 2               | 9         | -                  | -        | -             | -         | -                     | -         | 3               | 13        | 43,764             |
| C-119                          | 24,004           | 8               | 33        | 1                  | 4        | 4             | 17        | 1                     | 4         | 8               | 33        | 613,741            |
| C-121                          | 1,397            | -               | -         | -                  | -        | -             | -         | -                     | -         | -               | -         | -                  |
| C-124                          | 14,394           | -               | -         | -                  | -        | 6             | 42        | 1                     | 7         | 2               | 14        | 1,414,262          |
| Other                          | 2,355            | -               | -         | -                  | -        | -             | -         | -                     | -         | -               | -         | -                  |
| FIGHTER                        | 408,718          | 280             | 69        | 50                 | 12       | 57            | 14        | 106                   | 26        | 85              | 21        | 23,538,769         |
| Non-Jet (Sub Total)            | 93,265           | 70              | 75        | 13                 | 14       | 13            | 14        | 32                    | 34        | 18              | 19        | 2,728,939          |
| F-17                           | 10,850           | 12              | 111       | 2                  | 18       | 2             | 18        | 6                     | 55        | 1               | 9         | 788,588            |
| F-51                           | 82,075           | 58              | 71        | 11                 | 13       | 11            | 13        | 26                    | 32        | 17              | 21        | 1,940,351          |
| F-82                           | 340              | -               | -         | -                  | -        | -             | -         | -                     | -         | -               | -         | -                  |
| Jet (Sub Total)                | 315,453          | 210             | 67        | 37                 | 12       | 44            | 14        | 74                    | 23        | 67              | 21        | 20,809,830         |
| F-80                           | 69,762           | 40              | 57        | 6                  | 9        | 6             | 9         | 11                    | 16        | 17              | 24        | 2,018,794          |
| F-84                           | 76,189           | 62              | 81        | 16                 | 21       | 18            | 24        | 27                    | 35        | 10              | 13        | 7,320,975          |
| F-86                           | 54,984           | 42              | 76        | 4                  | 7        | 4             | 7         | 16                    | 29        | 8               | 15        | 4,619,537          |
| F-89                           | 1,343            | 7               | 521       | 3                  | 223      | 4             | 298       | 4                     | 298       | -               | -         | 3,181,703          |
| F-94                           | 39,126           | 26              | 66        | 64                 | 15       | 10            | 26        | 9                     | 23        | 16              | 41        | 2,157,711          |
| T-33                           | 74,049           | 33              | 45        | 2                  | 3        | 2             | 3         | 7                     | 9         | 16              | 22        | 1,511,110          |
| TRAINER                        | 533,944          | 120             | 22        | 12                 | 2        | 21            | 4         | 24                    | 4         | 120             | 22        | 2,031,921          |
| T-6                            | 424,011          | 101             | 24        | 11                 | 3        | 19            | 4         | 21                    | 5         | 106             | 25        | 1,190,315          |
| T-7                            | 17,149           | 6               | 35        | -                  | -        | -             | -         | -                     | -         | 1               | 6         | 137,938            |
| T-11                           | 31,226           | 2               | 6         | -                  | -        | -             | -         | 1                     | 3         | 9               | 29        | 112,578            |
| T-28                           | 50,532           | 10              | 20        | 1                  | 2        | 2             | 4         | 2                     | 4         | 3               | 6         | 588,153            |
| T-29                           | 9,527            | -               | -         | -                  | -        | -             | -         | -                     | -         | -               | -         | -                  |
| Other                          | 1,499            | 1               | 67        | -                  | -        | -             | -         | -                     | -         | 1               | 67        | 2,937              |
| HELICOPTER                     | 9,364            | 10              | 107       | -                  | -        | -             | -         | 4                     | 43        | 4               | 43        | 380,542            |
| LIAISON                        | 30,208           | 9               | 30        | 1                  | 3        | 1             | 3         | 2                     | 7         | 10              | 33        | 74,639             |
| MISCELLANEOUS e/               | 13,288           | 2               | 15        | 1                  | 8        | 6             | 45        | 2                     | 15        | 5               | 38        | 571,962            |
| <b>FY 1951 - TOTAL d/</b>      | <b>7,286,631</b> | <b>2,024</b>    | <b>28</b> | <b>340</b>         | <b>5</b> | <b>929</b>    | <b>13</b> | <b>813</b>            | <b>11</b> | <b>925</b>      | <b>13</b> | <b>188,351,499</b> |
| BOMBER                         | 1,573,023        | 283             | 18        | 69                 | 4        | 300           | 19        | 113                   | 7         | 173             | 11        | 63,213,423         |
| B-17                           | 70,468           | 20              | 28        | 2                  | 3        | 8             | 11        | 5                     | 7         | 8               | 11        | 1,363,029          |
| B-24                           | -                | -               | -         | -                  | -        | -             | -         | -                     | -         | -               | -         | 550                |
| B-24                           | 527,401          | 51              | 10        | 11                 | 2        | 30            | 6         | 23                    | 4         | 40              | 8         | 4,326,904          |
| B-26                           | 328,280          | 113             | 34        | 21                 | 6        | 59            | 18        | 41                    | 12        | 47              | 14        | 9,448,494          |
| B-29                           | 439,171          | 59              | 13        | 23                 | 5        | 114           | 26        | 26                    | 6         | 52              | 12        | 18,391,055         |

TABLE 2 - USAF AND ANG AIRCRAFT ACCIDENTS, RATE AND DOLLAR LOSS - BY TYPE AND MODEL  
 FY 1952, 1951 AND 1950 -- CONTINUED

| TYPE AND MODEL             | FLYING HOURS     | MAJOR ACCIDENTS |           | FATAL ACCIDENTS a/ |           | FATALITIES b/ |           | AIRCRAFT DESTROYED c/ |           | MINOR ACCIDENTS |           | DOLLAR LOSS        |
|----------------------------|------------------|-----------------|-----------|--------------------|-----------|---------------|-----------|-----------------------|-----------|-----------------|-----------|--------------------|
|                            |                  | No.             | Rate      | No.                | Rate      | No.           | Rate      | No.                   | Rate      | No.             | Rate      |                    |
| FY 1951 - Continued.       |                  |                 |           |                    |           |               |           |                       |           |                 |           |                    |
| <b>BOMBER - Continued.</b> |                  |                 |           |                    |           |               |           |                       |           |                 |           |                    |
| B-36                       | 60,892           | 3               | 5         | 2                  | 3         | 38            | 62        | 3                     | 5         | 4               | 7         | \$ 9,985,992       |
| B-43                       | 57               | 1               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | 32,726             |
| B-45                       | 19,295           | 15              | 78        | 4                  | 21        | 9             | 47        | 5                     | 26        | 8               | 41        | 6,550,002          |
| B-47                       | 12,334           | 2               | 16        | -                  | -         | -             | -         | -                     | -         | 1               | 8         | 153,976            |
| B-48                       | 1                | 1               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | 1,050              |
| B-49                       | -                | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                  |
| B-50                       | 115,093          | 18              | 16        | 6                  | 5         | 42            | 36        | 10                    | 9         | 13              | 11        | 12,954,645         |
| Other                      | 31               | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                  |
| <b>CARGO</b>               | <b>2,341,991</b> | <b>245</b>      | <b>10</b> | <b>41</b>          | <b>2</b>  | <b>343</b>    | <b>15</b> | <b>97</b>             | <b>4</b>  | <b>198</b>      | <b>8</b>  | <b>37,722,231</b>  |
| C-45 d/                    | 234,268          | 39              | 17        | 5                  | 2         | 18            | 8         | 12                    | 5         | 33              | 14        | 1,467,442          |
| C-46                       | 181,251          | 38              | 21        | 3                  | 2         | 44            | 24        | 15                    | 8         | 25              | 14        | 4,820,006          |
| C-47/53 (C-117) d/         | 1,078,206        | 71              | 7         | 13                 | 1         | 78            | 7         | 32                    | 3         | 86              | 8         | 3,429,367          |
| C-54 d/                    | 542,215          | 37              | 7         | 7                  | 1         | 92            | 17        | 14                    | 3         | 30              | 6         | 6,827,919          |
| C-64                       | 1                | 1               | -         | -                  | -         | -             | -         | 1                     | -         | -               | -         | 34,467             |
| C-74                       | 19,505           | 1               | 5         | -                  | -         | -             | -         | -                     | -         | 1               | 5         | 19,551             |
| C-82                       | 38,685           | 18              | 47        | 2                  | 5         | 12            | 31        | 7                     | 18        | 4               | 10        | 3,718,246          |
| C-97                       | 91,513           | 2               | 2         | 1                  | 1         | 9             | 10        | 1                     | 1         | 5               | 5         | 1,199,020          |
| C-119                      | 92,962           | 33              | 35        | 7                  | 8         | 29            | 31        | 12                    | 13        | 8               | 9         | 8,247,797          |
| C-121                      | 6,654            | -               | -         | -                  | -         | -             | -         | -                     | -         | 2               | 30        | -                  |
| C-123                      | -                | 1               | -         | 1                  | -         | 1             | -         | 1                     | -         | -               | -         | 2,000,000          |
| C-124                      | 50,110           | 4               | 8         | 2                  | 4         | 60            | 120       | 2                     | 4         | 4               | 8         | 5,958,416          |
| Other                      | 6,612            | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                  |
| <b>FIGHTER</b>             | <b>1,418,618</b> | <b>1,104</b>    | <b>78</b> | <b>195</b>         | <b>14</b> | <b>228</b>    | <b>16</b> | <b>498</b>            | <b>35</b> | <b>230</b>      | <b>16</b> | <b>79,795,773</b>  |
| <b>Non-Jet (Sub Total)</b> |                  |                 |           |                    |           |               |           |                       |           |                 |           |                    |
| F-47                       | 51,799           | 56              | 108       | 8                  | 15        | 9             | 17        | 15                    | 29        | 6               | 12        | 1,988,449          |
| F-51                       | 370,315          | 266             | 72        | 39                 | 11        | 41            | 11        | 131                   | 35        | 49              | 12        | 9,247,832          |
| F-82                       | 7,070            | 31              | 438       | 5                  | 71        | 9             | 127       | 12                    | 170       | 5               | 71        | 3,002,909          |
| Other                      | 37               | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                  |
| <b>Jet (Sub Total)</b>     |                  |                 |           |                    |           |               |           |                       |           |                 |           |                    |
| F-50                       | 989,397          | 751             | 76        | 143                | 14        | 169           | 17        | 340                   | 34        | 174             | 18        | 65,556,583         |
| F-84                       | 250,312          | 312             | 125       | 60                 | 24        | 76            | 30        | 142                   | 57        | 43              | 19        | 17,884,635         |
| F-86                       | 273,669          | 225             | 82        | 50                 | 18        | 51            | 19        | 116                   | 42        | 45              | 16        | 26,388,460         |
| F-86                       | 156,629          | 124             | 79        | 20                 | 13        | 20            | 13        | 51                    | 33        | 42              | 27        | 14,131,475         |
| F-89                       | 6,467            | 3               | 46        | -                  | -         | -             | -         | -                     | -         | 3               | 46        | 152,235            |
| F-91                       | -                | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | 38,622             |
| F-94                       | 109,815          | 37              | 34        | 6                  | 5         | 10            | 9         | 13                    | 12        | 22              | 20        | 3,924,880          |
| F-96                       | -                | 1               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | 88,000             |
| T-33                       | 192,505          | 49              | 25        | 7                  | 4         | 12            | 6         | 18                    | 9         | 14              | 7         | 2,948,276          |
| <b>TRAINER</b>             | <b>1,785,915</b> | <b>319</b>      | <b>18</b> | <b>30</b>          | <b>2</b>  | <b>50</b>     | <b>3</b>  | <b>68</b>             | <b>4</b>  | <b>291</b>      | <b>16</b> | <b>4,589,398</b>   |
| T-6                        | 1,419,692        | 238             | 17        | 24                 | 2         | 37            | 3         | 53                    | 4         | 257             | 18        | 2,540,724          |
| T-7                        | 71,185           | 26              | 37        | 3                  | 4         | 9             | 13        | 6                     | 8         | 19              | 27        | 662,421            |
| T-11                       | 144,270          | 27              | 19        | -                  | -         | -             | -         | 6                     | 4         | 12              | 8         | 789,537            |
| T-28                       | 117,694          | 24              | 20        | 3                  | 3         | 4             | 3         | 3                     | 3         | 2               | 2         | 553,138            |
| T-29                       | 29,186           | 1               | 3         | -                  | -         | -             | -         | -                     | -         | 1               | 3         | 35,000             |
| T-35                       | 1,879            | 3               | 160       | -                  | -         | -             | -         | -                     | -         | -               | -         | 8,578              |
| Other                      | 2,009            | -               | -         | -                  | -         | -             | -         | -                     | -         | -               | -         | -                  |
| <b>HELICOPTER</b>          | <b>27,822</b>    | <b>24</b>       | <b>86</b> | <b>-</b>           | <b>-</b>  | <b>-</b>      | <b>-</b>  | <b>14</b>             | <b>50</b> | <b>7</b>        | <b>25</b> | <b>1,235,448</b>   |
| <b>LIAISON</b>             | <b>94,092</b>    | <b>39</b>       | <b>41</b> | <b>4</b>           | <b>4</b>  | <b>5</b>      | <b>5</b>  | <b>16</b>             | <b>17</b> | <b>21</b>       | <b>22</b> | <b>335,922</b>     |
| <b>MISCELLANEOUS e/</b>    | <b>45,170</b>    | <b>10</b>       | <b>22</b> | <b>1</b>           | <b>2</b>  | <b>3</b>      | <b>7</b>  | <b>7</b>              | <b>15</b> | <b>5</b>        | <b>11</b> | <b>1,459,304</b>   |
| <b>FY 1950 - TOTAL d/</b>  |                  |                 |           |                    |           |               |           |                       |           |                 |           |                    |
|                            | <b>4,427,639</b> | <b>1,588</b>    | <b>36</b> | <b>222</b>         | <b>5</b>  | <b>600</b>    | <b>14</b> | <b>514</b>            | <b>12</b> | <b>738</b>      | <b>17</b> | <b>104,589,232</b> |
| <b>BOMBER</b>              |                  |                 |           |                    |           |               |           |                       |           |                 |           |                    |
| B-17                       | 976,152          | 235             | 24        | 41                 | 4         | 236           | 24        | 74                    | 8         | 118             | 12        | 45,518,313         |
| B-25                       | 88,138           | 19              | 22        | 2                  | 2         | 15            | 17        | 4                     | 5         | 11              | 12        | 945,893            |
| B-25                       | 428,446          | 52              | 12        | 6                  | 1         | 24            | 6         | 16                    | 4         | 25              | 6         | 2,808,655          |
| B-26                       | 174,326          | 63              | 36        | 8                  | 5         | 20            | 11        | 14                    | 8         | 35              | 20        | 3,335,500          |
| B-29                       | 216,574          | 56              | 26        | 15                 | 7         | 121           | 56        | 26                    | 12        | 32              | 15        | 17,350,549         |
| B-36                       | 10,126           | 15              | 148       | 3                  | 30        | 11            | 109       | 2                     | 20        | 3               | 30        | 5,819,320          |
| B-45                       | 6,154            | 14              | 227       | 2                  | 32        | 4             | 65        | 6                     | 97        | 3               | 49        | 5,955,580          |
| B-50                       | 52,213           | 15              | 29        | 5                  | 10        | 41            | 79        | 5                     | 10        | 8               | 15        | 6,445,463          |
| Other                      | 175              | 1               | 571       | -                  | -         | -             | -         | 1                     | 571       | 1               | 571       | 2,857,353          |
| <b>CARGO</b>               |                  |                 |           |                    |           |               |           |                       |           |                 |           |                    |
| C-45 d/                    | 1,585,810        | 193             | 12        | 26                 | 2         | 159           | 10        | 59                    | 4         | 158             | 10        | 13,389,592         |
| C-46 (C-113)               | 205,813          | 40              | 19        | 2                  | 1         | 8             | 4         | 9                     | 4         | 29              | 14        | 883,829            |
| C-47/53 (C-117) d/         | 136,896          | 25              | 18        | 1                  | 1         | 1             | 5         | 4                     | 17        | 12              | 12        | 1,446,538          |
| C-47/53 (C-117) d/         | 806,713          | 76              | 9         | 13                 | 2         | 46            | 6         | 26                    | 3         | 86              | 11        | 2,958,040          |
| C-54 d/                    | 333,935          | 27              | 8         | 5                  | 1         | 91            | 27        | 10                    | 3         | 17              | 5         | 4,004,060          |
| C-64                       | 771              | 1               | 130       | -                  | -         | -             | -         | 1                     | 130       | 1               | 130       | 36,388             |
| C-74                       | 9,432            | 1               | 11        | -                  | -         | -             | -         | -                     | -         | 1               | 11        | 11,337             |
| C-82                       | 59,312           | 14              | 24        | 4                  | 7         | 9             | 15        | 6                     | 10        | 3               | 5         | 2,690,747          |

TABLE 2 - USAF AND ANG AIRCRAFT ACCIDENTS, RATE AND DOLLAR LOSS - BY TYPE AND MODEL

| TYPE AND MODEL                | FLYING HOURS     | FY 1952, 1951 AND 1950 -- CONTINUED |            |                    |           |               |            |                       |           |                 |           | DOLLAR LOSS       |
|-------------------------------|------------------|-------------------------------------|------------|--------------------|-----------|---------------|------------|-----------------------|-----------|-----------------|-----------|-------------------|
|                               |                  | MAJOR ACCIDENTS                     |            | FATAL ACCIDENTS a/ |           | FATALITIES b/ |            | AIRCRAFT DESTROYED c/ |           | MINOR ACCIDENTS |           |                   |
|                               |                  | No.                                 | Rate       | No.                | Rate      | No.           | Rate       | No.                   | Rate      | No.             | Rate      |                   |
| <b>FY 1950 - Continued</b>    |                  |                                     |            |                    |           |               |            |                       |           |                 |           |                   |
| <b>CARGO - Continued</b>      |                  |                                     |            |                    |           |               |            |                       |           |                 |           |                   |
| C-97 . . . . .                | 7,506            | 3                                   | 40         | -                  | -         | -             | -          | -                     | -         | -               | -         | 47,112            |
| C-119 . . . . .               | 12,848           | 5                                   | 39         | 1                  | 8         | 4             | 31         | 2                     | 16        | 1               | 8         | 1,310,326         |
| C-121 . . . . .               | 12,025           | 1                                   | 8          | -                  | -         | -             | -          | -                     | -         | 2               | 17        | 1,215             |
| C-124 . . . . .               | 118              | -                                   | -          | -                  | -         | -             | -          | -                     | -         | -               | -         | -                 |
| Other . . . . .               | 441              | -                                   | -          | -                  | -         | -             | -          | -                     | -         | 1               | 227       | -                 |
| <b>FIGHTER</b>                | <b>644,889</b>   | <b>745</b>                          | <b>112</b> | <b>121</b>         | <b>18</b> | <b>132</b>    | <b>20</b>  | <b>299</b>            | <b>45</b> | <b>155</b>      | <b>23</b> | <b>40,160,426</b> |
| Non-Jet (Sub Total) . . . . . | 350,848          | 359                                 | 102        | 62                 | 18        | 70            | 20         | 156                   | 44        | 73              | 21        | 14,439,912        |
| F-47 . . . . .                | 88,572           | 90                                  | 102        | 17                 | 19        | 18            | 20         | 36                    | 41        | 12              | 14        | 3,539,083         |
| F-51 . . . . .                | 220,604          | 218                                 | 99         | 38                 | 17        | 39            | 18         | 103                   | 47        | 46              | 21        | 6,832,700         |
| F-61 . . . . .                | 3,319            | 1                                   | 30         | -                  | -         | -             | -          | 1                     | 30        | 1               | 30        | 223,102           |
| F-82 . . . . .                | 38,349           | 50                                  | 130        | 7                  | 18        | 13            | 34         | 16                    | 42        | 14              | 37        | 3,845,027         |
| Other . . . . .               | 4                | -                                   | -          | -                  | -         | -             | -          | -                     | -         | -               | -         | -                 |
| Jet (Sub Total) . . . . .     | 314,041          | 386                                 | 123        | 59                 | 19        | 62            | 20         | 143                   | 46        | 82              | 26        | 25,720,514        |
| F-20 . . . . .                | 163,831          | 188                                 | 115        | 33                 | 20        | 34            | 21         | 69                    | 42        | 35              | 21        | 9,166,550         |
| F-84 . . . . .                | 81,188           | 115                                 | 42         | 17                 | 21        | 17            | 21         | 51                    | 63        | 23              | 28        | 9,780,755         |
| F-86 . . . . .                | 46,495           | 66                                  | 142        | 7                  | 15        | 7             | 15         | 18                    | 39        | 18              | 39        | 5,421,905         |
| F-92 . . . . .                | 27               | 1                                   | -          | -                  | -         | -             | -          | -                     | -         | 1               | -         | 80,000            |
| F-94 . . . . .                | 253              | 2                                   | 791        | 1                  | 395       | 2             | 791        | 1                     | 395       | 1               | 395       | 606,893           |
| T-33 . . . . .                | 22,247           | 12                                  | 54         | 1                  | 4         | 2             | 9          | 4                     | 18        | 4               | 18        | 573,473           |
| F-93 . . . . .                | -                | -                                   | -          | -                  | -         | -             | -          | -                     | -         | -               | -         | 25,938            |
| Other . . . . .               | -                | 2                                   | -          | -                  | -         | -             | -          | -                     | -         | -               | -         | 65,000            |
| <b>TRAINER</b>                | <b>1,131,760</b> | <b>347</b>                          | <b>31</b>  | <b>28</b>          | <b>2</b>  | <b>46</b>     | <b>4</b>   | <b>58</b>             | <b>5</b>  | <b>282</b>      | <b>27</b> | <b>3,451,850</b>  |
| T-6 . . . . .                 | 969,793          | 298                                 | 31         | 24                 | 2         | 38            | 4          | 51                    | 5         | 260             | 27        | 2,412,236         |
| T-7 . . . . .                 | 56,173           | 23                                  | 41         | 2                  | 4         | 3             | 5          | 2                     | 4         | 5               | 9         | 285,143           |
| T-11 . . . . .                | 26               | 25                                  | 2          | 2                  | 5         | 5             | 5          | 5                     | 17        | 16              | 16        | 754,471           |
| T-28 . . . . .                | 740              | -                                   | -          | -                  | -         | -             | -          | -                     | -         | -               | -         | -                 |
| T-29 . . . . .                | 773              | -                                   | -          | -                  | -         | -             | -          | -                     | -         | -               | -         | -                 |
| <b>HELICOPTER</b>             | <b>15,095</b>    | <b>19</b>                           | <b>126</b> | <b>1</b>           | <b>7</b>  | <b>1</b>      | <b>7</b>   | <b>9</b>              | <b>60</b> | <b>4</b>        | <b>26</b> | <b>778,773</b>    |
| <b>LIAISON</b>                | <b>41,362</b>    | <b>40</b>                           | <b>97</b>  | <b>2</b>           | <b>5</b>  | <b>2</b>      | <b>5</b>   | <b>9</b>              | <b>22</b> | <b>16</b>       | <b>39</b> | <b>377,252</b>    |
| <b>MISCELLANEOUS e/</b>       | <b>12,571</b>    | <b>9</b>                            | <b>72</b>  | <b>3</b>           | <b>24</b> | <b>24</b>     | <b>191</b> | <b>6</b>              | <b>48</b> | <b>5</b>        | <b>40</b> | <b>913,026</b>    |

USAF BAILMENT/LOAN ACCIDENTS - FISCAL YEARS 1950, 1951, 1952

| MODEL               | MAJOR ACCIDENTS |      |      | FATAL ACCIDENTS a/ |      |      | FATALITIES b/ |      |      | AIRCRAFT DESTROYED c/ |      |      | MINOR ACCIDENTS |      |      |
|---------------------|-----------------|------|------|--------------------|------|------|---------------|------|------|-----------------------|------|------|-----------------|------|------|
|                     | 1950            | 1951 | 1952 | 1950               | 1951 | 1952 | 1950          | 1951 | 1952 | 1950                  | 1951 | 1952 | 1950            | 1951 | 1952 |
| FISCAL YEAR - TOTAL | 8               | 12   | 17   | 1                  | -    | 3    | 1             | -    | 3    | 2                     | -    | 5    | 1               | 8    | 3    |
| B-24 . . . . .      | -               | 1    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| B-25 . . . . .      | 1               | -    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| B-26 . . . . .      | -               | -    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | 1    | -    |
| B-29 . . . . .      | -               | 1    | 1    | -                  | -    | -    | -             | -    | -    | -                     | -    | 1    | -               | 1    | -    |
| B-36 . . . . .      | -               | -    | 1    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| B-45 . . . . .      | -               | 2    | 1    | -                  | -    | 1    | -             | 1    | -    | -                     | -    | 1    | -               | 1    | -    |
| B-47 . . . . .      | -               | -    | 1    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| B-49 . . . . .      | -               | -    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | 1    | -    |
| B-50 . . . . .      | 1               | -    | 1    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| B-51 . . . . .      | -               | 1    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| B-57 . . . . .      | -               | -    | 1    | -                  | -    | 1    | -             | 1    | -    | -                     | -    | 1    | -               | -    | -    |
| C-46 . . . . .      | -               | 1    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| C-47/53 (C-117)     | -               | -    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | 1               | -    | 1    |
| C-119 . . . . .     | -               | -    | 1    | -                  | -    | -    | -             | -    | -    | -                     | -    | 1    | -               | -    | -    |
| F-51 . . . . .      | -               | 2    | 1    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | 1    | -    |
| F-80 . . . . .      | 2               | -    | 3    | 1                  | -    | 1    | 1             | -    | 1    | 1                     | -    | 1    | -               | -    | -    |
| F-84 . . . . .      | 1               | 1    | 2    | -                  | -    | -    | -             | -    | 1    | -                     | -    | -    | -               | 1    | -    |
| F-86 . . . . .      | -               | -    | 2    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| F-89 . . . . .      | -               | 1    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| F-91 . . . . .      | -               | 1    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| F-93 . . . . .      | 1               | -    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| F-94 . . . . .      | -               | -    | 1    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | 2    | 2    |
| T-6 . . . . .       | -               | 1    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| T-7 . . . . .       | 1               | -    | 1    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |
| X-1 . . . . .       | 1               | -    | -    | -                  | -    | -    | -             | -    | -    | -                     | -    | -    | -               | -    | -    |

a/ More than one fatality may occur as the result of any one fatal accident  
 b/ Fatalities include all persons killed and/or missing as the result of major accidents  
 c/ Aircraft destroyed includes missing aircraft  
 d/ Flying Hours include 91,303 hours flown by Navy for MATS during FY 1952; 84,876 hours during FY 1951 and 27,791 hours during FY 1950. This Navy flying time is reflected in all C-45, C-47/53, C-54 and C-118 totals.  
 e/ Includes all other types of Aircraft.  
 SOURCE: D/Flight Safety Research - The Inspector General

TABLE 3 - USAF MAJOR AIRCRAFT ACCIDENTS - BY PHASE OF FLIGHT

(Includes Air Force Reserve and Civil Air Patrol. Excludes Air National Guard)

| TYPE AND MODEL                          | MAJOR ACCIDENTS | PHASE OF FLIGHT |            |            |           |                         |                  |              |
|---|-----------------|-----------------|------------|------------|-----------|-------------------------|------------------|--------------|
|   |                 | TAXIING         | TAKE-OFF   | INFLIGHT   | GO AROUND | FINAL APPROACH; LANDING | MISCELLANEOUS a/ | UNDETERMINED |
| <b>TOTAL F.Y. 1952 . . .</b>            | <b>2,187</b>    | <b>123</b>      | <b>279</b> | <b>539</b> | <b>79</b> | <b>1,043</b>            | <b>94</b>        | <b>30</b>    |
| <b>FIRST QUARTER - TOTAL . . .</b>      | <b>624</b>      | <b>35</b>       | <b>74</b>  | <b>145</b> | <b>19</b> | <b>318</b>              | <b>23</b>        | <b>10</b>    |
| <b>BOMBER . . . . .</b>                 | <b>67</b>       | <b>2</b>        | <b>12</b>  | <b>17</b>  | <b>2</b>  | <b>29</b>               | <b>2</b>         | <b>3</b>     |
| B-17 . . . . .                          | 1               | -               | -          | 1          | -         | -                       | -                | -            |
| B-25 . . . . .                          | 15              | -               | 3          | 4          | -         | 7                       | -                | 1            |
| B-26 . . . . .                          | 33              | 2               | 7          | 5          | 2         | 16                      | -                | 1            |
| B-29 . . . . .                          | 12              | -               | 1          | 7          | -         | 3                       | -                | 1            |
| B-36 . . . . .                          | 1               | -               | -          | -          | -         | -                       | 1                | -            |
| B-45 . . . . .                          | 2               | -               | -          | -          | -         | 2                       | 1                | -            |
| B-47 . . . . .                          | 1               | -               | -          | -          | -         | 1                       | -                | -            |
| B-50 . . . . .                          | 1               | -               | 1          | -          | -         | -                       | -                | -            |
| <b>CARGO . . . . .</b>                  | <b>67</b>       | <b>6</b>        | <b>10</b>  | <b>19</b>  | <b>1</b>  | <b>30</b>               | <b>1</b>         | <b>-</b>     |
| C-45 . . . . .                          | 9               | -               | 2          | 2          | -         | 5                       | -                | -            |
| C-46 . . . . .                          | 14              | 2               | 3          | 2          | -         | 7                       | -                | -            |
| C-47/53 (C-117) . . . . .               | 23              | 2               | 5          | 7          | 1         | 7                       | 1                | -            |
| C-54 . . . . .                          | 5               | 1               | -          | 1          | -         | 3                       | -                | -            |
| C-82 . . . . .                          | 4               | -               | -          | 3          | -         | 1                       | -                | -            |
| C-97 . . . . .                          | 1               | -               | -          | 1          | -         | -                       | -                | -            |
| C-119 . . . . .                         | 8               | -               | -          | 3          | -         | 5                       | -                | -            |
| C-124 . . . . .                         | 3               | 1               | -          | -          | -         | 2                       | -                | -            |
| <b>FIGHTER - TOTAL . . . . .</b>        | <b>340</b>      | <b>12</b>       | <b>35</b>  | <b>92</b>  | <b>11</b> | <b>168</b>              | <b>17</b>        | <b>5</b>     |
| <b>Non-Jet (Sub Total) . . . . .</b>    | <b>89</b>       | <b>6</b>        | <b>7</b>   | <b>15</b>  | <b>1</b>  | <b>54</b>               | <b>1</b>         | <b>1</b>     |
| F-47 . . . . .                          | 12              | -               | 3          | 3          | -         | 6                       | -                | -            |
| F-51 . . . . .                          | 66              | 6               | 3          | 12         | 1         | 42                      | 1                | 1            |
| F-82 . . . . .                          | 7               | -               | 1          | -          | -         | 6                       | -                | -            |
| <b>Jet (Sub Total) . . . . .</b>        | <b>255</b>      | <b>6</b>        | <b>28</b>  | <b>77</b>  | <b>10</b> | <b>114</b>              | <b>16</b>        | <b>4</b>     |
| F-80 . . . . .                          | 89              | 3               | 13         | 23         | 2         | 42                      | 4                | 2            |
| F-84 . . . . .                          | 73              | 2               | 4          | 29         | 2         | 30                      | 5                | 1            |
| F-86 . . . . .                          | 47              | 1               | 6          | 13         | 3         | 21                      | 3                | 1            |
| F-89 . . . . .                          | 3               | -               | -          | 2          | -         | 1                       | -                | -            |
| F-94 . . . . .                          | 27              | -               | 3          | 6          | 1         | 14                      | 3                | -            |
| T-333 . . . . .                         | 16              | -               | 2          | 4          | 2         | 6                       | 1                | 1            |
| <b>TRAINER . . . . .</b>                | <b>120</b>      | <b>13</b>       | <b>8</b>   | <b>13</b>  | <b>4</b>  | <b>78</b>               | <b>2</b>         | <b>2</b>     |
| T-5 . . . . .                           | 95              | 10              | 2          | 13         | 4         | 64                      | 1                | 2            |
| T-7 . . . . .                           | 8               | 1               | 3          | -          | -         | 3                       | 1                | -            |
| T-11 . . . . .                          | 11              | 1               | 3          | -          | -         | 7                       | -                | -            |
| T-28 . . . . .                          | 5               | 1               | -          | -          | -         | 4                       | -                | -            |
| <b>HELICOPTER . . . . .</b>             | <b>10</b>       | <b>-</b>        | <b>4</b>   | <b>4</b>   | <b>-</b>  | <b>2</b>                | <b>-</b>         | <b>1</b>     |
| <b>LIAISON . . . . .</b>                | <b>19</b>       | <b>2</b>        | <b>4</b>   | <b>-</b>   | <b>1</b>  | <b>11</b>               | <b>1</b>         | <b>1</b>     |
| <b>MISCELLANEOUS b/. . . . .</b>        | <b>1</b>        | <b>-</b>        | <b>1</b>   | <b>-</b>   | <b>-</b>  | <b>-</b>                | <b>-</b>         | <b>-</b>     |
| <b>SECOND QUARTER - TOTAL . . . . .</b> | <b>476</b>      | <b>33</b>       | <b>64</b>  | <b>130</b> | <b>18</b> | <b>203</b>              | <b>21</b>        | <b>7</b>     |
| <b>BOMBER . . . . .</b>                 | <b>84</b>       | <b>2</b>        | <b>9</b>   | <b>25</b>  | <b>6</b>  | <b>38</b>               | <b>2</b>         | <b>1</b>     |
| B-17 . . . . .                          | 3               | 1               | -          | 1          | -         | 1                       | -                | -            |
| B-25 . . . . .                          | 11              | -               | 1          | 2          | -         | 6                       | 1                | -            |
| B-26 . . . . .                          | 32              | 1               | 5          | 4          | 3         | 17                      | 1                | 1            |
| B-29 . . . . .                          | 25              | -               | 3          | 11         | 2         | 9                       | -                | -            |
| B-36 . . . . .                          | 2               | -               | -          | 1          | -         | 1                       | -                | -            |
| B-45 . . . . .                          | 3               | -               | -          | 1          | -         | 2                       | -                | -            |
| B-47 . . . . .                          | 5               | -               | -          | 3          | -         | 2                       | -                | -            |
| B-50 . . . . .                          | 2               | -               | -          | 2          | -         | -                       | -                | -            |
| Other . . . . .                         | 1               | -               | -          | 1          | -         | -                       | -                | -            |
| <b>CARGO . . . . .</b>                  | <b>66</b>       | <b>12</b>       | <b>9</b>   | <b>15</b>  | <b>2</b>  | <b>16</b>               | <b>9</b>         | <b>3</b>     |
| C-45 . . . . .                          | 12              | 3               | 1          | 2          | -         | 3                       | 2                | 1            |
| C-46 . . . . .                          | 5               | 2               | -          | -          | -         | 3                       | -                | -            |
| C-47/53 (C-117) . . . . .               | 31              | 5               | 5          | 7          | 1         | 7                       | 5                | 1            |
| C-54 . . . . .                          | 5               | 2               | -          | 1          | -         | 1                       | 1                | -            |
| C-82 . . . . .                          | 3               | -               | -          | 1          | -         | 1                       | 1                | -            |
| C-97 . . . . .                          | 5               | -               | 3          | -          | 1         | -                       | -                | 1            |
| C-119 . . . . .                         | 5               | -               | -          | 4          | -         | 1                       | -                | -            |
| <b>FIGHTER - TOTAL . . . . .</b>        | <b>224</b>      | <b>11</b>       | <b>32</b>  | <b>79</b>  | <b>7</b>  | <b>85</b>               | <b>8</b>         | <b>2</b>     |
| <b>Non-Jet (Sub Total) . . . . .</b>    | <b>73</b>       | <b>7</b>        | <b>8</b>   | <b>23</b>  | <b>3</b>  | <b>32</b>               | <b>1</b>         | <b>1</b>     |
| F-47 . . . . .                          | 6               | -               | -          | 2          | -         | 4                       | -                | -            |

TABLE 3 - USAF MAJOR AIRCRAFT ACCIDENTS -- BY PHASE OF FLIGHT -- CONTINUED

| TYPE AND MODEL                  | MAJOR ACCIDENTS | PHASE OF FLIGHT |           |           |           |                            |                     |              |
|---------------------------------|-----------------|-----------------|-----------|-----------|-----------|----------------------------|---------------------|--------------|
|                                 |                 | TAXILING        | TAKE-OFF  | INFLIGHT  | GO AROUND | FINAL APPROACH;<br>LANDING | MISCELLANEOUS<br>a/ | UNDETERMINED |
| <b>SECOND QUARTER - Cont'd.</b> |                 |                 |           |           |           |                            |                     |              |
| <b>FIGHTER - Non-Jet</b>        |                 |                 |           |           |           |                            |                     |              |
| <b>Continued</b>                |                 |                 |           |           |           |                            |                     |              |
| F-51 . . . . .                  | 65              | 6               | 8         | 21        | 3         | 27                         | -                   | -            |
| F-82 . . . . .                  | 2               | 1               | -         | -         | -         | 1                          | -                   | -            |
| <b>Jet (Sub Total).</b>         | <u>151</u>      | <u>4</u>        | <u>24</u> | <u>56</u> | <u>4</u>  | <u>53</u>                  | <u>8</u>            | <u>2</u>     |
| F-80 . . . . .                  | 49              | 2               | 9         | 20        | 3         | 13                         | 2                   | -            |
| F-84 . . . . .                  | 53              | 2               | 11        | 23        | -         | 17                         | 2                   | -            |
| F-86 . . . . .                  | 20              | -               | 2         | 10        | 1         | 5                          | 1                   | 1            |
| F-89 . . . . .                  | 3               | -               | 2         | 1         | -         | -                          | -                   | -            |
| F-94 . . . . .                  | 13              | -               | -         | 1         | -         | 9                          | 3                   | -            |
| T-33 . . . . .                  | 13              | -               | -         | 1         | -         | 11                         | -                   | 1            |
| <b>TRAINER</b>                  |                 |                 |           |           |           |                            |                     |              |
| T-6 . . . . .                   | 86              | 7               | 11        | 7         | 2         | 58                         | -                   | 1            |
| T-6 . . . . .                   | 76              | 6               | 6         | 5         | 2         | 56                         | -                   | 1            |
| T-7 . . . . .                   | 2               | 1               | 1         | -         | -         | -                          | -                   | -            |
| T-11 . . . . .                  | 4               | -               | 3         | -         | -         | 1                          | -                   | -            |
| T-28 . . . . .                  | 4               | -               | 1         | 2         | -         | 1                          | -                   | -            |
| <b>HELICOPTER</b>               |                 |                 |           |           |           |                            |                     |              |
|                                 | 5               | -               | 1         | 2         | -         | 2                          | -                   | -            |
| <b>LIAISON</b>                  |                 |                 |           |           |           |                            |                     |              |
|                                 | 8               | -               | 2         | 1         | 1         | 2                          | 2                   | -            |
| <b>MISCELLANEOUS b/</b>         |                 |                 |           |           |           |                            |                     |              |
|                                 | 3               | 1               | -         | -         | -         | 2                          | -                   | -            |
| <b>THIRD QUARTER - TOTAL</b>    |                 |                 |           |           |           |                            |                     |              |
| <b>BOMBER</b>                   | 561             | 31              | 78        | 134       | 22        | 263                        | 24                  | 9            |
| B-17 . . . . .                  | 78              | 2               | 6         | 24        | 1         | 35                         | 6                   | 4            |
| B-25 . . . . .                  | 6               | -               | -         | 2         | -         | 4                          | -                   | -            |
| B-26 . . . . .                  | 18              | 1               | 3         | 3         | 1         | 5                          | 1                   | 1            |
| B-29 . . . . .                  | 22              | 1               | 2         | 11        | -         | 6                          | 1                   | 1            |
| B-36 . . . . .                  | 5               | -               | -         | 1         | -         | 3                          | 1                   | -            |
| B-45 . . . . .                  | 11              | -               | -         | 3         | -         | 4                          | 2                   | 2            |
| B-47 . . . . .                  | 5               | -               | 1         | 3         | -         | -                          | 1                   | -            |
| B-50 . . . . .                  | 2               | -               | -         | -         | -         | 2                          | -                   | -            |
| Other . . . . .                 | 2               | -               | -         | 1         | -         | 1                          | -                   | -            |
| <b>CARGO</b>                    |                 |                 |           |           |           |                            |                     |              |
| C-15 . . . . .                  | 62              | 7               | 15        | 11        | -         | 24                         | 4                   | 1            |
| C-45 . . . . .                  | 10              | 1               | 4         | -         | -         | 4                          | -                   | -            |
| C-46 . . . . .                  | 8               | 1               | 3         | -         | -         | 4                          | -                   | -            |
| C-47/53 (C-117) . . . . .       | 24              | 1               | 4         | 6         | -         | 10                         | 2                   | 1            |
| C-54 . . . . .                  | 6               | -               | -         | 2         | -         | 3                          | 1                   | -            |
| C-74 . . . . .                  | 1               | -               | -         | 1         | -         | -                          | -                   | -            |
| C-82 . . . . .                  | 5               | 2               | 1         | -         | -         | 1                          | 1                   | -            |
| C-97 . . . . .                  | 1               | -               | 1         | -         | -         | -                          | -                   | -            |
| C-119 . . . . .                 | 5               | 2               | 1         | 2         | -         | -                          | -                   | -            |
| C-124 . . . . .                 | 2               | -               | 1         | -         | -         | 1                          | -                   | -            |
| <b>FIGHTER - TOTAL</b>          |                 |                 |           |           |           |                            |                     |              |
| <b>Non-Jet (Sub Total).</b>     | <u>294</u>      | <u>11</u>       | <u>39</u> | <u>84</u> | <u>11</u> | <u>133</u>                 | <u>13</u>           | <u>3</u>     |
| F-47 . . . . .                  | 60              | 3               | 8         | 7         | 3         | 32                         | 5                   | 1            |
| F-51 . . . . .                  | 6               | 1               | 1         | 2         | -         | 2                          | -                   | -            |
| F-82 . . . . .                  | 53              | 3               | 7         | 5         | 3         | 30                         | 5                   | -            |
| F-82 . . . . .                  | 1               | 1               | -         | -         | -         | -                          | -                   | -            |
| <b>Jet (Sub Total).</b>         | <u>234</u>      | <u>6</u>        | <u>31</u> | <u>77</u> | <u>8</u>  | <u>101</u>                 | <u>8</u>            | <u>3</u>     |
| F-80 . . . . .                  | 49              | -               | 4         | 19        | 2         | 23                         | -                   | 1            |
| F-84 . . . . .                  | 72              | 2               | 19        | 26        | 1         | 18                         | 5                   | 1            |
| F-86 . . . . .                  | 43              | 1               | 4         | 16        | 2         | 19                         | 1                   | -            |
| F-89 . . . . .                  | 8               | 1               | 1         | 2         | 1         | 2                          | 1                   | -            |
| F-94 . . . . .                  | 35              | 2               | 1         | 7         | -         | 24                         | -                   | 1            |
| T-33 . . . . .                  | 27              | -               | 2         | 7         | 2         | 15                         | 1                   | -            |
| <b>TRAINER</b>                  |                 |                 |           |           |           |                            |                     |              |
| T-6 . . . . .                   | 107             | 9               | 13        | 8         | 10        | 65                         | 1                   | 1            |
| T-6 . . . . .                   | 85              | 6               | 7         | 5         | 9         | 56                         | 1                   | 1            |
| T-7 . . . . .                   | 8               | 1               | 1         | 2         | 1         | 3                          | -                   | -            |
| T-11 . . . . .                  | 9               | 1               | 4         | -         | -         | 4                          | -                   | -            |
| T-28 . . . . .                  | 5               | 1               | 1         | 1         | -         | 2                          | -                   | -            |
| <b>HELICOPTER</b>               |                 |                 |           |           |           |                            |                     |              |
|                                 | 8               | -               | 2         | 4         | -         | 2                          | -                   | -            |
| <b>LIAISON</b>                  |                 |                 |           |           |           |                            |                     |              |
|                                 | 8               | 1               | 3         | 2         | -         | -                          | -                   | -            |
| <b>MISCELLANEOUS b/</b>         |                 |                 |           |           |           |                            |                     |              |
|                                 | 4               | 1               | -         | 1         | -         | 2                          | -                   | -            |

TABLE 3 - USAF MAJOR AIRCRAFT ACCIDENTS - BY PHASE OF FLIGHT -- CONTINUED

| TYPE AND MODEL                | MAJOR ACCIDENTS | PHASE OF FLIGHT |           |            |           |                            |                     |              |
|-------------------------------|-----------------|-----------------|-----------|------------|-----------|----------------------------|---------------------|--------------|
|                               |                 | TAXIING         | TAKE-OFF  | INFLIGHT   | GO AROUND | FINAL APPROACH;<br>LANDING | MISCELLANEOUS<br>a/ | UNDETERMINED |
| <b>FOURTH QUARTER - TOTAL</b> | <b>526</b>      | <b>24</b>       | <b>63</b> | <b>130</b> | <b>20</b> | <b>259</b>                 | <b>26</b>           | <b>4</b>     |
| <b>BOMBER</b>                 | <b>64</b>       | <b>5</b>        | <b>11</b> | <b>22</b>  | <b>3</b>  | <b>21</b>                  | <b>21</b>           | <b>1</b>     |
| B-17                          | 6               | 2               | -         | 1          | -         | 2                          | 1                   | -            |
| B-25                          | 5               | 1               | -         | 1          | -         | 3                          | -                   | -            |
| B-26                          | 26              | -               | 8         | 9          | 2         | 6                          | 1                   | -            |
| B-29                          | 15              | 1               | 2         | 6          | -         | 6                          | -                   | -            |
| B-36                          | 3               | -               | 1         | 1          | -         | 1                          | -                   | -            |
| B-45                          | 4               | 1               | -         | 2          | 1         | -                          | -                   | -            |
| B-47                          | 2               | -               | -         | -          | -         | 2                          | -                   | -            |
| B-50                          | 2               | -               | -         | -          | -         | 1                          | -                   | -            |
| Other                         | 1               | -               | -         | 1          | -         | -                          | -                   | -            |
| <b>CARGO</b>                  | <b>48</b>       | <b>7</b>        | <b>6</b>  | <b>11</b>  | <b>-</b>  | <b>20</b>                  | <b>4</b>            | <b>-</b>     |
| C-45                          | 9               | 2               | 4         | -          | -         | 3                          | -                   | -            |
| C-46                          | 5               | -               | -         | 1          | -         | 4                          | -                   | -            |
| C-47/53 (C-117)               | 15              | 3               | 1         | 4          | -         | 4                          | 3                   | -            |
| C-54                          | 7               | 1               | -         | 2          | -         | 4                          | -                   | -            |
| C-82                          | 2               | -               | -         | 1          | -         | 1                          | -                   | -            |
| C-97                          | 2               | -               | -         | -          | -         | 1                          | 1                   | -            |
| C-119                         | 8               | 1               | 1         | 3          | -         | 3                          | -                   | -            |
| <b>FIGHTER - TOTAL</b>        | <b>273</b>      | <b>4</b>        | <b>30</b> | <b>78</b>  | <b>6</b>  | <b>137</b>                 | <b>16</b>           | <b>2</b>     |
| <b>Non-Jet (Sub Total)</b>    | <b>61</b>       | <b>2</b>        | <b>8</b>  | <b>15</b>  | <b>1</b>  | <b>33</b>                  | <b>2</b>            | <b>1</b>     |
| F-47                          | 11              | -               | 2         | 2          | 1         | 4                          | 2                   | -            |
| F-51                          | 50              | 2               | 6         | 13         | -         | 29                         | -                   | -            |
| <b>Jet (Sub Total)</b>        | <b>212</b>      | <b>2</b>        | <b>22</b> | <b>63</b>  | <b>5</b>  | <b>104</b>                 | <b>14</b>           | <b>2</b>     |
| F-80                          | 40              | 1               | 4         | 9          | 1         | 23                         | 2                   | -            |
| F-84                          | 63              | 1               | 9         | 23         | 3         | 21                         | 6                   | -            |
| F-86                          | 43              | -               | 4         | 14         | -         | 22                         | 3                   | -            |
| F-89                          | 7               | -               | 1         | 4          | -         | 1                          | 1                   | -            |
| F-94                          | 26              | -               | 2         | 7          | -         | 15                         | 1                   | 1            |
| T-33                          | 33              | -               | 2         | 6          | 1         | 22                         | 1                   | 1            |
| <b>TRAINER</b>                | <b>120</b>      | <b>7</b>        | <b>13</b> | <b>17</b>  | <b>9</b>  | <b>71</b>                  | <b>1</b>            | <b>2</b>     |
| T-5                           | 101             | 4               | 12        | 13         | 8         | 61                         | 1                   | 2            |
| T-7                           | 6               | 2               | 1         | -          | -         | 3                          | -                   | -            |
| T-11                          | 2               | -               | -         | 1          | -         | 1                          | -                   | -            |
| T-28                          | 10              | 1               | -         | 3          | -         | 5                          | -                   | -            |
| Other                         | 1               | -               | -         | -          | -         | 1                          | -                   | -            |
| <b>HELICOPTER</b>             | <b>10</b>       | <b>-</b>        | <b>2</b>  | <b>1</b>   | <b>-</b>  | <b>4</b>                   | <b>3</b>            | <b>-</b>     |
| <b>LIAISON</b>                | <b>9</b>        | <b>-</b>        | <b>1</b>  | <b>-</b>   | <b>2</b>  | <b>6</b>                   | <b>-</b>            | <b>-</b>     |
| <b>MISCELLANEOUS b/</b>       | <b>2</b>        | <b>1</b>        | <b>-</b>  | <b>1</b>   | <b>-</b>  | <b>-</b>                   | <b>-</b>            | <b>-</b>     |

a/ Other phase not listed

b/ All other types

SOURCE: D/Flight Safety Research - The Inspector General

TABLE 4 - FACTORS CAUSING USAF MAJOR AIRCRAFT ACCIDENTS  
(Includes Air Force Reserve and Civil Air Patrol - Excludes Air National Guard)

| TYPE AND MODEL                    | MAJOR ACCIDENTS | CAUSE FACTORS <sup>a/</sup> |             |             |                   |                  |                     |
|-----------------------------------|-----------------|-----------------------------|-------------|-------------|-------------------|------------------|---------------------|
|                                   |                 | PILOT ERROR                 | SUPERVISORY | MAINTENANCE | AIRBASE & AIRWAYS | MATERIAL FAILURE | OTHER <sup>b/</sup> |
| TOTAL F.Y. 1952. . .              | 2,187           | 1,212                       | 284         | 218         | 197               | 728              | 332                 |
| FIRST QUARTER - TOTAL. . .        | 624             | 337                         | 65          | 43          | 62                | 208              | 86                  |
| BOMBER . . . . .                  | 67              | 30                          | 7           | 9           | 6                 | 23               | 18                  |
| B-17. . . . .                     | 1               | 1                           | -           | -           | -                 | 1                | 1                   |
| B-25. . . . .                     | 15              | 6                           | -           | -           | 1                 | 6                | 4                   |
| B-26. . . . .                     | 33              | 17                          | 6           | 7           | 4                 | 11               | 5                   |
| B-29. . . . .                     | 12              | 3                           | -           | -           | -                 | 4                | 5                   |
| B-36. . . . .                     | 1               | 1                           | -           | -           | -                 | 1                | 1                   |
| B-45. . . . .                     | 3               | 1                           | 1           | 1           | 1                 | -                | 2                   |
| B-47. . . . .                     | 1               | 1                           | -           | -           | -                 | -                | -                   |
| B-50. . . . .                     | 1               | -                           | -           | 1           | -                 | -                | -                   |
| CARGO. . . . .                    | 67              | 32                          | 6           | 4           | 7                 | 20               | 19                  |
| C-45. . . . .                     | 9               | 4                           | 1           | 1           | 1                 | 2                | 1                   |
| C-46. . . . .                     | 14              | 7                           | 2           | 1           | 1                 | 3                | 4                   |
| C-47/53 (C-117). . .              | 23              | 13                          | 2           | 1           | 3                 | 6                | 7                   |
| C-54. . . . .                     | 5               | 2                           | 1           | -           | 1                 | 2                | 2                   |
| C-82. . . . .                     | 4               | 1                           | -           | -           | -                 | 2                | 1                   |
| C-97. . . . .                     | 1               | -                           | -           | -           | -                 | -                | 1                   |
| C-119. . . . .                    | 8               | 3                           | -           | 1           | -                 | 5                | 2                   |
| C-124. . . . .                    | 3               | 2                           | -           | -           | 1                 | -                | 1                   |
| FIGHTER - TOTAL. . . .            | 340             | 174                         | 31          | 22          | 37                | 130              | 40                  |
| Non-Jet (Sub Total). .            | 85              | 43                          | 7           | 6           | 9                 | 36               | 5                   |
| F-47. . . . .                     | 12              | 6                           | 1           | -           | 1                 | 5                | 2                   |
| F-51. . . . .                     | 66              | 34                          | 6           | 6           | 8                 | 25               | 3                   |
| F-82. . . . .                     | 7               | 3                           | -           | -           | -                 | 6                | -                   |
| Jet (Sub Total). . . .            | 255             | 131                         | 24          | 16          | 28                | 94               | 35                  |
| F-80. . . . .                     | 89              | 56                          | 11          | 4           | 14                | 22               | 16                  |
| F-84. . . . .                     | 73              | 26                          | 6           | 3           | 11                | 37               | 7                   |
| F-86. . . . .                     | 47              | 30                          | 5           | 3           | 1                 | 22               | 4                   |
| F-89. . . . .                     | 3               | -                           | -           | -           | -                 | 2                | 1                   |
| F-94. . . . .                     | 27              | 11                          | -           | 5           | 2                 | 7                | 4                   |
| T-33. . . . .                     | 16              | 8                           | 2           | 1           | -                 | 4                | 3                   |
| TRAINER. . . . .                  | 120             | 90                          | 19          | 6           | 7                 | 21               | 8                   |
| T-6. . . . .                      | 96              | 78                          | 18          | 1           | 4                 | 12               | 6                   |
| T-7. . . . .                      | 8               | 4                           | -           | 3           | 1                 | 3                | 1                   |
| T-11. . . . .                     | 11              | 8                           | 1           | 1           | 2                 | 2                | 1                   |
| T-28. . . . .                     | 5               | -                           | -           | 1           | -                 | 4                | -                   |
| HELICOPTER. . . . .               | 10              | 2                           | -           | 1           | 2                 | 6                | -                   |
| LIAISON. . . . .                  | 19              | 9                           | 2           | 1           | 3                 | 7                | 1                   |
| MISCELLANEOUS <sup>c/</sup> . . . | 1               | -                           | -           | -           | -                 | 1                | -                   |
| SECOND QUARTER - TOTAL. .         | 476             | 254                         | 54          | 55          | 32                | 169              | 73                  |
| BOMBER . . . . .                  | 84              | 43                          | 8           | 17          | 2                 | 39               | 17                  |
| B-17. . . . .                     | 3               | 1                           | -           | 1           | -                 | 1                | 1                   |
| B-25. . . . .                     | 11              | 8                           | -           | 1           | 1                 | 8                | 1                   |
| B-26. . . . .                     | 32              | 16                          | 4           | 11          | -                 | 9                | 5                   |
| B-29. . . . .                     | 25              | 12                          | 3           | 3           | -                 | 14               | 5                   |
| B-36. . . . .                     | 2               | -                           | -           | 1           | -                 | 1                | 1                   |
| B-45. . . . .                     | 3               | 2                           | -           | -           | -                 | 2                | -                   |
| B-47. . . . .                     | 5               | 1                           | -           | -           | 1                 | 3                | 1                   |
| B-50. . . . .                     | 2               | 3                           | -           | -           | -                 | 1                | 2                   |
| Other. . . . .                    | 1               | -                           | -           | -           | -                 | -                | 1                   |
| CARGO. . . . .                    | 66              | 36                          | 8           | 7           | 10                | 19               | 10                  |
| C-45. . . . .                     | 12              | 5                           | 1           | 2           | 2                 | 3                | 2                   |
| C-46. . . . .                     | 5               | 2                           | 1           | 1           | 1                 | 1                | 1                   |
| C-47/53 (C-117). . .              | 31              | 21                          | 5           | 2           | 5                 | 7                | 4                   |
| C-54. . . . .                     | 5               | 3                           | 2           | 2           | 1                 | 2                | -                   |
| C-82. . . . .                     | 3               | 2                           | -           | -           | -                 | -                | 1                   |
| C-97. . . . .                     | 5               | 2                           | -           | -           | 1                 | 3                | 1                   |
| C-119. . . . .                    | 5               | 1                           | -           | -           | -                 | 3                | 1                   |
| FIGHTER - TOTAL. . . .            | 224             | 105                         | 20          | 23          | 16                | 93               | 33                  |
| Non-Jet (Sub Total). .            | 73              | 36                          | 10          | 6           | 4                 | 29               | 9                   |
| F-47. . . . .                     | 6               | 4                           | 2           | -           | -                 | 2                | -                   |
| F-51. . . . .                     | 65              | 30                          | 7           | 6           | 4                 | 27               | 9                   |
| F-82. . . . .                     | 2               | 2                           | 1           | -           | -                 | -                | -                   |

TABLE 4 - FACTORS CAUSING USAF MAJOR AIRCRAFT ACCIDENTS -- CONTINUED

| TYPE AND MODEL                  | MAJOR ACCIDENTS | CAUSE FACTORS a/ |             |             |                   |                  |          |
|---------------------------------|-----------------|------------------|-------------|-------------|-------------------|------------------|----------|
|                                 |                 | PILOT ERROR      | SUPERVISORY | MAINTENANCE | AIRBASE & AIRWAYS | MATERIEL FAILURE | OTHER b/ |
| <b>SECOND QUARTER - Cont'd.</b> |                 |                  |             |             |                   |                  |          |
| <b>FIGHTER - Continued</b>      |                 |                  |             |             |                   |                  |          |
| Jet (Sub Total)                 | 151             | 69               | 10          | 17          | 12                | 64               | 24       |
| F-80                            | 49              | 21               | -           | 9           | 2                 | 17               | 10       |
| F-84                            | 53              | 23               | 5           | 5           | 6                 | 27               | 7        |
| F-86                            | 20              | 6                | 1           | 1           | 2                 | 12               | 4        |
| F-89                            | 3               | 1                | -           | -           | -                 | 1                | 1        |
| F-94                            | 13              | 8                | 3           | 2           | 2                 | 4                | 1        |
| T-33                            | 13              | 10               | 1           | -           | -                 | 3                | 1        |
| <b>TRAINER</b>                  |                 |                  |             |             |                   |                  |          |
| T-6                             | 86              | 63               | 17          | 7           | 2                 | 14               | 10       |
| T-7                             | 76              | 58               | 17          | 7           | 2                 | 10               | 8        |
| T-11                            | 2               | 1                | -           | -           | -                 | -                | 1        |
| T-28                            | 4               | 3                | -           | -           | -                 | 1                | 1        |
| T-28                            | 4               | 1                | -           | -           | -                 | 3                | -        |
| <b>HELICOPTER</b>               |                 |                  |             |             |                   |                  |          |
|                                 | 5               | 1                | -           | -           | 1                 | 1                | 2        |
| <b>LIAISON</b>                  |                 |                  |             |             |                   |                  |          |
|                                 | 8               | 4                | 1           | 1           | 1                 | 2                | -        |
| <b>MISCELLANEOUS e/</b>         |                 |                  |             |             |                   |                  |          |
|                                 | 3               | 2                | -           | -           | -                 | 1                | 1        |
| <b>THIRD QUARTER - TOTAL</b>    |                 |                  |             |             |                   |                  |          |
| BOMBER                          | 561             | 322              | 88          | 60          | 61                | 183              | 89       |
| B-17                            | 78              | 34               | 18          | 14          | 11                | 33               | 11       |
| B-25                            | 6               | 4                | 2           | 1           | 1                 | 4                | -        |
| B-26                            | 7               | 5                | 2           | 1           | 1                 | 4                | -        |
| B-29                            | 18              | 8                | 1           | 6           | 2                 | 3                | 7        |
| B-36                            | 22              | 11               | 7           | 4           | 2                 | 8                | 9        |
| B-45                            | 5               | 1                | 2           | 1           | 2                 | 1                | 1        |
| B-47                            | 11              | 2                | 1           | 1           | 1                 | 8                | 3        |
| B-50                            | 5               | -                | -           | 1           | -                 | 4                | 1        |
| Other                           | 2               | 2                | 2           | -           | 2                 | -                | -        |
| CARGO                           | 62              | 29               | 11          | 12          | 9                 | 22               | 17       |
| C-45                            | 10              | 6                | 1           | 1           | 1                 | 1                | 3        |
| C-46                            | 8               | 4                | 2           | 2           | 2                 | 2                | -        |
| C-47/53 (C-117)                 | 24              | 11               | 6           | 4           | 3                 | 9                | 5        |
| C-54                            | 6               | 2                | 2           | 2           | 1                 | 3                | 4        |
| C-74                            | 1               | -                | -           | -           | -                 | 1                | -        |
| C-82                            | 5               | 2                | -           | 1           | 1                 | 3                | 1        |
| C-97                            | 1               | -                | -           | 1           | -                 | -                | 1        |
| C-119                           | 5               | 2                | -           | 1           | -                 | 3                | 3        |
| C-124                           | 2               | 2                | -           | -           | 1                 | -                | -        |
| <b>FIGHTER - TOTAL</b>          |                 |                  |             |             |                   |                  |          |
| Non-Jet (Sub Total)             | 294             | 164              | 33          | 23          | 32                | 97               | 46       |
| F-47                            | 60              | 34               | 5           | 8           | 3                 | 23               | 6        |
| F-51                            | 6               | 5                | -           | 1           | -                 | 2                | 1        |
| F-82                            | 53              | 28               | 5           | 7           | 3                 | 21               | 5        |
| F-82                            | 1               | 1                | -           | -           | -                 | -                | -        |
| Jet (Sub Total)                 | 234             | 130              | 28          | 15          | 29                | 74               | 40       |
| F-80                            | 49              | 32               | 4           | 4           | 5                 | 7                | 9        |
| F-84                            | 72              | 31               | 10          | 4           | 10                | 29               | 13       |
| F-86                            | 43              | 20               | 4           | 5           | -                 | 17               | 8        |
| F-89                            | 8               | 3                | -           | -           | 1                 | 6                | -        |
| F-94                            | 35              | 24               | 7           | 1           | 11                | 10               | 6        |
| T-33                            | 27              | 20               | 3           | 1           | 2                 | 5                | 4        |
| <b>TRAINER</b>                  |                 |                  |             |             |                   |                  |          |
| T-6                             | 107             | 84               | 23          | 10          | 5                 | 27               | 10       |
| T-7                             | 85              | 69               | 21          | 9           | 3                 | 19               | 8        |
| T-11                            | 8               | 3                | 1           | 1           | 1                 | 3                | 1        |
| T-28                            | 9               | 8                | -           | -           | 1                 | 2                | 1        |
| T-28                            | 5               | 4                | 1           | -           | -                 | 3                | -        |
| <b>HELICOPTER</b>               |                 |                  |             |             |                   |                  |          |
|                                 | 8               | 3                | 1           | -           | 2                 | 2                | 2        |
| <b>LIAISON</b>                  |                 |                  |             |             |                   |                  |          |
|                                 | 8               | 7                | 1           | -           | -                 | -                | 2        |
| <b>MISCELLANEOUS c/</b>         |                 |                  |             |             |                   |                  |          |
|                                 | 4               | 1                | 1           | 1           | 2                 | 2                | -        |
| <b>FOURTH QUARTER - TOTAL</b>   |                 |                  |             |             |                   |                  |          |
| BOMBER                          | 526             | 299              | 77          | 60          | 42                | 168              | 74       |
| BOMBER                          | 64              | 32               | 6           | 9           | 3                 | 24               | 16       |



TABLE 4 - FACTORS CAUSING USAF MAJOR AIRCRAFT ACCIDENTS -- CONTINUED

| TYPE AND MODEL                       | MAJOR ACCIDENTS | CAUSE FACTORS <sup>a/</sup> |             |             |                   |                  |                     |
|--------------------------------------|-----------------|-----------------------------|-------------|-------------|-------------------|------------------|---------------------|
|                                      |                 | PILOT ERROR                 | SUPERVISORY | MAINTENANCE | AIRBASE & AIRWAYS | MATERIEL FAILURE | OTHER <sup>a/</sup> |
| <u>FOURTH QUARTER - Cont'd.</u>      |                 |                             |             |             |                   |                  |                     |
| <u>BOMBER - Continued</u>            |                 |                             |             |             |                   |                  |                     |
| B-17. . . . .                        | 6               | 2                           | -           | 3           | 1                 | 2                | 3                   |
| B-25. . . . .                        | 5               | 2                           | -           | 2           | -                 | 4                | -                   |
| B-26. . . . .                        | 26              | 12                          | 3           | 1           | 2                 | 6                | 11                  |
| B-29. . . . .                        | 15              | 9                           | 2           | 1           | -                 | 7                | 1                   |
| B-36. . . . .                        | 3               | 2                           | 1           | 1           | -                 | 1                | -                   |
| B-45. . . . .                        | 4               | 1                           | -           | 1           | -                 | 2                | 1                   |
| B-47. . . . .                        | 2               | 2                           | -           | -           | -                 | 1                | -                   |
| B-50. . . . .                        | 2               | 1                           | -           | -           | -                 | 1                | -                   |
| Other . . . . .                      | 1               | 1                           | -           | -           | -                 | -                | -                   |
| <u>CARGO. . . . .</u>                | <u>48</u>       | <u>25</u>                   | <u>10</u>   | <u>10</u>   | <u>11</u>         | <u>8</u>         | <u>14</u>           |
| C-45. . . . .                        | 9               | 6                           | 2           | 2           | 1                 | 2                | 2                   |
| C-46. . . . .                        | 5               | 3                           | 1           | 1           | 2                 | -                | 2                   |
| C-47/53 (C-117) . . . . .            | 15              | 8                           | 2           | 2           | 3                 | 2                | 4                   |
| C-54. . . . .                        | 7               | 5                           | 2           | 3           | 4                 | 1                | 1                   |
| C-82. . . . .                        | 2               | 1                           | 1           | 1           | 1                 | -                | -                   |
| C-97. . . . .                        | 2               | -                           | -           | -           | -                 | 1                | 1                   |
| C-119. . . . .                       | 8               | 2                           | 2           | 1           | -                 | 2                | 4                   |
| <u>FIGHTER - TOTAL. . . . .</u>      | <u>273</u>      | <u>138</u>                  | <u>33</u>   | <u>36</u>   | <u>23</u>         | <u>103</u>       | <u>33</u>           |
| <u>Non-Jet (Sub Total) . . . . .</u> | <u>61</u>       | <u>33</u>                   | <u>9</u>    | <u>7</u>    | <u>4</u>          | <u>20</u>        | <u>8</u>            |
| F-47. . . . .                        | 11              | 4                           | -           | 2           | -                 | 5                | 3                   |
| F-51. . . . .                        | 50              | 29                          | 9           | 5           | 4                 | 15               | 5                   |
| <u>Jet (Sub Total) . . . . .</u>     | <u>212</u>      | <u>105</u>                  | <u>24</u>   | <u>29</u>   | <u>19</u>         | <u>83</u>        | <u>25</u>           |
| F-80. . . . .                        | 40              | 23                          | 2           | 9           | 1                 | 11               | 4                   |
| F-84. . . . .                        | 63              | 19                          | 6           | 5           | 5                 | 32               | 11                  |
| F-86. . . . .                        | 43              | 22                          | 3           | 4           | 3                 | 18               | 3                   |
| F-89. . . . .                        | 7               | 1                           | -           | 1           | 1                 | 6                | -                   |
| F-94. . . . .                        | 26              | 16                          | 5           | 2           | 4                 | 8                | 5                   |
| T-33. . . . .                        | 33              | 24                          | 8           | 8           | 5                 | 8                | 2                   |
| <u>TRAINER. . . . .</u>              | <u>120</u>      | <u>95</u>                   | <u>28</u>   | <u>5</u>    | <u>2</u>          | <u>24</u>        | <u>7</u>            |
| T-6. . . . .                         | 101             | 55                          | 25          | 2           | 2                 | 14               | 6                   |
| T-7. . . . .                         | 6               | 4                           | 1           | 2           | -                 | 3                | -                   |
| T-11. . . . .                        | 2               | 1                           | -           | 1           | -                 | 1                | -                   |
| T-28. . . . .                        | 10              | 3                           | 1           | -           | -                 | 6                | 1                   |
| Other . . . . .                      | 1               | 1                           | -           | -           | -                 | -                | -                   |
| <u>HELICOPTER . . . . .</u>          | <u>10</u>       | <u>3</u>                    | <u>-</u>    | <u>-</u>    | <u>1</u>          | <u>5</u>         | <u>3</u>            |
| <u>LIAISON. . . . .</u>              | <u>9</u>        | <u>5</u>                    | <u>-</u>    | <u>-</u>    | <u>1</u>          | <u>4</u>         | <u>-</u>            |
| <u>MISCELLANEOUS c/ . . . . .</u>    | <u>2</u>        | <u>1</u>                    | <u>-</u>    | <u>-</u>    | <u>1</u>          | <u>-</u>         | <u>1</u>            |

a/ Total cause factors may exceed total accidents as many accidents have multiple causes

b/ Other crew member error, other personnel, miscellaneous unsafe conditions, and undetermined

c/ All other types

SOURCE: D/Flight Safety Research - The Inspector General

TABLE 5 - FACTORS INVOLVED IN USAF MAJOR AIRCRAFT ACCIDENTS

(Includes Air Force Reserve and Civil Air Patrol. Excludes Air National Guard.)

| TYPE AND MODEL                          | MAJOR ACCIDENTS | INVOLVED FACTORS a/  |                     |            |                         |            |                |             |
|---|-----------------|----------------------|---------------------|------------|-------------------------|------------|----------------|-------------|
|   |                 | FIRE BEFORE ACCIDENT | FIRE AFTER ACCIDENT | WEATHER    | NON-COMPLIANCE WITH T/O | VIOLATIONS | FORCED LANDING | OUT OF FUEL |
| <b>TOTAL F.Y. 1952 . . .</b>            | <b>2,187</b>    | <b>186</b>           | <b>355</b>          | <b>333</b> | <b>32</b>               | <b>181</b> | <b>270</b>     | <b>53</b>   |
| <b>FIRST QUARTER - TOTAL . . .</b>      | <b>624</b>      | <b>55</b>            | <b>91</b>           | <b>85</b>  | <b>6</b>                | <b>41</b>  | <b>76</b>      | <b>18</b>   |
| <b>BOMBER . . . . .</b>                 | <b>67</b>       | <b>9</b>             | <b>18</b>           | <b>8</b>   | <b>2</b>                | <b>2</b>   | <b>3</b>       | <b>1</b>    |
| B-17 . . . . .                          | 1               | 1                    | -                   | -          | -                       | -          | -              | -           |
| B-25 . . . . .                          | 15              | 1                    | 1                   | 1          | -                       | -          | 1              | 1           |
| B-26 . . . . .                          | 33              | 2                    | 9                   | 4          | 2                       | 1          | -              | -           |
| B-29 . . . . .                          | 12              | 4                    | 4                   | 1          | -                       | -          | -              | -           |
| B-45 . . . . .                          | 3               | 1                    | 2                   | 1          | -                       | 1          | -              | -           |
| B-47 . . . . .                          | 1               | -                    | 1                   | -          | -                       | -          | -              | -           |
| B-50 . . . . .                          | 1               | -                    | 1                   | -          | -                       | -          | -              | -           |
| Other . . . . .                         | 1               | -                    | -                   | -          | -                       | -          | -              | -           |
| <b>CARGO . . . . .</b>                  | <b>67</b>       | <b>6</b>             | <b>7</b>            | <b>15</b>  | <b>-</b>                | <b>9</b>   | <b>6</b>       | <b>-</b>    |
| C-45 . . . . .                          | 9               | -                    | 1                   | -          | -                       | 2          | -              | -           |
| C-46 . . . . .                          | 14              | -                    | 2                   | -          | -                       | 2          | 1              | -           |
| C-47/53 (C-117) . . . . .               | 23              | 3                    | 4                   | 9          | -                       | 3          | 4              | -           |
| C-54 . . . . .                          | 5               | -                    | -                   | -          | -                       | 1          | -              | -           |
| C-82 . . . . .                          | 4               | 2                    | -                   | 1          | -                       | -          | -              | -           |
| C-97 . . . . .                          | 1               | -                    | -                   | 1          | -                       | -          | -              | -           |
| C-119 . . . . .                         | 8               | 1                    | -                   | 1          | -                       | 1          | 1              | -           |
| C-124 . . . . .                         | 3               | -                    | -                   | 1          | -                       | -          | -              | -           |
| <b>FIGHTER - TOTAL . . . . .</b>        | <b>340</b>      | <b>39</b>            | <b>60</b>           | <b>42</b>  | <b>4</b>                | <b>11</b>  | <b>51</b>      | <b>14</b>   |
| <b>Non-Jet (Sub Total)</b>              | <b>95</b>       | <b>2</b>             | <b>10</b>           | <b>5</b>   | <b>-</b>                | <b>2</b>   | <b>17</b>      | <b>2</b>    |
| F-47 . . . . .                          | 12              | -                    | 4                   | 1          | -                       | -          | 1              | -           |
| F-51 . . . . .                          | 66              | 2                    | 4                   | 3          | -                       | 2          | 14             | 1           |
| F-82 . . . . .                          | 7               | -                    | 2                   | 1          | -                       | -          | 2              | 1           |
| <b>Jet (Sub Total)</b>                  | <b>255</b>      | <b>37</b>            | <b>50</b>           | <b>37</b>  | <b>4</b>                | <b>9</b>   | <b>34</b>      | <b>12</b>   |
| F-80 . . . . .                          | 89              | 5                    | 19                  | 13         | 2                       | 6          | 12             | 3           |
| F-84 . . . . .                          | 73              | 17                   | 12                  | 9          | -                       | 1          | 13             | 3           |
| F-86 . . . . .                          | 47              | 6                    | 8                   | 5          | 1                       | -          | 4              | 4           |
| F-89 . . . . .                          | 3               | -                    | 1                   | -          | -                       | -          | -              | -           |
| F-94 . . . . .                          | 27              | 7                    | 5                   | 3          | -                       | -          | 4              | 1           |
| T-33 . . . . .                          | 16              | 2                    | 5                   | 7          | 1                       | 2          | 1              | 1           |
| <b>TRAINER . . . . .</b>                | <b>120</b>      | <b>1</b>             | <b>6</b>            | <b>15</b>  | <b>-</b>                | <b>17</b>  | <b>11</b>      | <b>3</b>    |
| T-6 . . . . .                           | 96              | 1                    | 4                   | 12         | -                       | 13         | 8              | 2           |
| T-7 . . . . .                           | 8               | -                    | 1                   | 1          | -                       | 3          | -              | -           |
| T-11 . . . . .                          | 11              | -                    | 1                   | 2          | -                       | -          | -              | 1           |
| T-28 . . . . .                          | 5               | -                    | -                   | -          | -                       | -          | 2              | -           |
| <b>HELICOPTER . . . . .</b>             | <b>10</b>       | <b>-</b>             | <b>-</b>            | <b>4</b>   | <b>-</b>                | <b>-</b>   | <b>1</b>       | <b>-</b>    |
| LIAISON . . . . .                       | 19              | -                    | -                   | 1          | -                       | 2          | 4              | -           |
| MISCELLANEOUS b/ . . . . .              | 1               | -                    | -                   | -          | -                       | -          | -              | -           |
| <b>SECOND QUARTER - TOTAL . . . . .</b> | <b>476</b>      | <b>50</b>            | <b>90</b>           | <b>87</b>  | <b>9</b>                | <b>44</b>  | <b>53</b>      | <b>13</b>   |
| <b>BOMBER . . . . .</b>                 | <b>84</b>       | <b>10</b>            | <b>23</b>           | <b>18</b>  | <b>5</b>                | <b>5</b>   | <b>6</b>       | <b>2</b>    |
| B-17 . . . . .                          | 3               | -                    | 1                   | 2          | -                       | -          | -              | -           |
| B-25 . . . . .                          | 11              | -                    | 5                   | 3          | -                       | -          | 2              | -           |
| B-26 . . . . .                          | 32              | 3                    | 6                   | 9          | 1                       | 4          | 1              | 1           |
| B-29 . . . . .                          | 25              | 6                    | 8                   | 3          | 3                       | 1          | 1              | -           |
| B-36 . . . . .                          | 2               | -                    | -                   | -          | 1                       | -          | -              | -           |
| B-45 . . . . .                          | 3               | -                    | 1                   | -          | -                       | -          | 2              | 1           |
| B-47 . . . . .                          | 5               | -                    | 1                   | 1          | -                       | -          | -              | -           |
| B-50 . . . . .                          | 2               | 1                    | -                   | -          | -                       | -          | -              | -           |
| Other . . . . .                         | 1               | -                    | 1                   | -          | -                       | -          | -              | -           |
| <b>CARGO . . . . .</b>                  | <b>66</b>       | <b>8</b>             | <b>17</b>           | <b>22</b>  | <b>1</b>                | <b>8</b>   | <b>3</b>       | <b>1</b>    |
| C-45 . . . . .                          | 12              | 1                    | 2                   | 4          | -                       | 1          | -              | 1           |
| C-46 . . . . .                          | 5               | -                    | -                   | 2          | -                       | -          | -              | -           |
| C-47/53 (C-117) . . . . .               | 31              | 4                    | 11                  | 14         | 1                       | 5          | 3              | -           |
| C-54 . . . . .                          | 5               | 1                    | -                   | -          | -                       | 1          | -              | -           |
| C-82 . . . . .                          | 3               | -                    | 1                   | 1          | -                       | -          | -              | -           |
| C-97 . . . . .                          | 5               | 1                    | 2                   | -          | -                       | 1          | -              | -           |
| C-119 . . . . .                         | 5               | 1                    | 1                   | 1          | -                       | -          | -              | -           |
| <b>FIGHTER - TOTAL . . . . .</b>        | <b>224</b>      | <b>32</b>            | <b>44</b>           | <b>32</b>  | <b>3</b>                | <b>18</b>  | <b>27</b>      | <b>5</b>    |
| <b>Non-Jet (Sub Total)</b>              | <b>73</b>       | <b>4</b>             | <b>11</b>           | <b>8</b>   | <b>-</b>                | <b>6</b>   | <b>13</b>      | <b>-</b>    |
| F-47 . . . . .                          | 6               | -                    | 2                   | -          | -                       | 2          | 3              | -           |
| F-51 . . . . .                          | 69              | 4                    | 9                   | 7          | 2                       | 3          | 10             | -           |
| F-82 . . . . .                          | 2               | -                    | -                   | 1          | -                       | 1          | -              | -           |

TABLE 5 - FACTORS INVOLVED IN USAF MAJOR AIRCRAFT ACCIDENTS - CONTINUED

| TYPE AND MODEL                   | INVOLVED FACTORS <sup>a/</sup> |                      |                     |           |                         |            |                |             |
|----------------------------------|--------------------------------|----------------------|---------------------|-----------|-------------------------|------------|----------------|-------------|
|                                  | MAJOR ACCIDENTS                | FIRE BEFORE ACCIDENT | FIRE AFTER ACCIDENT | WEATHER   | NON-COMPLIANCE WITH T/O | VIOLATIONS | FORCED LANDING | OUT OF FUEL |
| <b>SECOND QUARTER - Cont'd</b>   |                                |                      |                     |           |                         |            |                |             |
| <b>FIGHTER - Continued</b>       |                                |                      |                     |           |                         |            |                |             |
| <u>Jet (Sub Total)</u>           | <u>151</u>                     | <u>28</u>            | <u>33</u>           | <u>24</u> | <u>1</u>                | <u>12</u>  | <u>14</u>      | <u>5</u>    |
| F-80 . . . . .                   | 49                             | 7                    | 10                  | 4         | -                       | 2          | 5              | 1           |
| F-84 . . . . .                   | 53                             | 9                    | 15                  | 8         | 1                       | 4          | 6              | 3           |
| F-86 . . . . .                   | 20                             | 7                    | 3                   | 3         | -                       | 1          | 1              | -           |
| F-89 . . . . .                   | 3                              | -                    | 1                   | 1         | -                       | 1          | -              | -           |
| F-94 . . . . .                   | 13                             | 4                    | 2                   | 4         | -                       | 3          | 2              | 1           |
| T-33 . . . . .                   | 13                             | 1                    | 2                   | 4         | -                       | 1          | -              | -           |
| <b>TRAINER . . . . .</b>         |                                |                      |                     |           |                         |            |                |             |
| T-6 . . . . .                    | 86                             | -                    | 6                   | 13        | -                       | 11         | 12             | 3           |
| T-6 . . . . .                    | 76                             | -                    | 6                   | 12        | -                       | 10         | 12             | 3           |
| T-7 . . . . .                    | 2                              | -                    | -                   | 1         | -                       | -          | -              | -           |
| T-11 . . . . .                   | 4                              | -                    | -                   | -         | -                       | 1          | -              | -           |
| Other . . . . .                  | 4                              | -                    | -                   | -         | -                       | -          | -              | -           |
| <b>HELICOPTER . . . . .</b>      |                                |                      |                     |           |                         |            |                |             |
| LIASON . . . . .                 | 5                              | -                    | -                   | 1         | -                       | -          | 2              | -           |
| MISCELLANEOUS b/ . . . . .       | 8                              | -                    | -                   | 1         | -                       | 2          | 2              | 1           |
|                                  | 3                              | -                    | -                   | -         | -                       | -          | 1              | 1           |
| <b>THIRD QUARTER - TOTAL</b>     |                                |                      |                     |           |                         |            |                |             |
| <u>BOMBER . . . . .</u>          | <u>78</u>                      | <u>7</u>             | <u>21</u>           | <u>16</u> | <u>3</u>                | <u>5</u>   | <u>2</u>       | <u>-</u>    |
| B-17 . . . . .                   | 6                              | -                    | 2                   | 4         | -                       | -          | -              | -           |
| B-25 . . . . .                   | 7                              | -                    | 1                   | 2         | -                       | 1          | 1              | -           |
| B-26 . . . . .                   | 18                             | 1                    | 2                   | 3         | 2                       | 3          | -              | -           |
| B-29 . . . . .                   | 22                             | 3                    | 8                   | 4         | 1                       | 1          | 1              | -           |
| B-36 . . . . .                   | 5                              | -                    | 2                   | -         | -                       | -          | -              | -           |
| B-45 . . . . .                   | 11                             | 3                    | 3                   | 1         | -                       | -          | -              | -           |
| B-47 . . . . .                   | 5                              | -                    | 1                   | 1         | -                       | -          | -              | -           |
| B-50 . . . . .                   | 2                              | -                    | 1                   | 1         | -                       | -          | -              | -           |
| Other . . . . .                  | 2                              | -                    | 1                   | -         | -                       | -          | -              | -           |
| <b>CARGO . . . . .</b>           |                                |                      |                     |           |                         |            |                |             |
| C-45 . . . . .                   | 62                             | 6                    | 6                   | 23        | 2                       | 3          | 7              | -           |
| C-46 . . . . .                   | 10                             | -                    | 1                   | 4         | -                       | -          | 1              | -           |
| C-47/53 (C-117) . . . . .        | 8                              | -                    | 2                   | 4         | -                       | -          | 1              | -           |
| C-54 . . . . .                   | 24                             | 4                    | 2                   | 2         | 2                       | 1          | 5              | -           |
| C-74 . . . . .                   | 6                              | -                    | -                   | 3         | -                       | 1          | -              | -           |
| C-74 . . . . .                   | 1                              | 1                    | -                   | -         | -                       | -          | -              | -           |
| C-82 . . . . .                   | 1                              | 1                    | -                   | 1         | -                       | -          | -              | -           |
| C-124 . . . . .                  | 5                              | -                    | -                   | 1         | -                       | 1          | -              | -           |
| Other . . . . .                  | 2                              | -                    | 1                   | 2         | -                       | -          | -              | -           |
|                                  | 6                              | -                    | -                   | -         | -                       | -          | -              | -           |
| <b>FIGHTER - TOTAL . . . . .</b> |                                |                      |                     |           |                         |            |                |             |
| <u>Non-Jet (Sub Total)</u>       | <u>294</u>                     | <u>25</u>            | <u>59</u>           | <u>29</u> | <u>7</u>                | <u>16</u>  | <u>45</u>      | <u>12</u>   |
| F-47 . . . . .                   | 60                             | 4                    | 10                  | 5         | 2                       | 1          | 12             | 1           |
| F-51 . . . . .                   | 6                              | -                    | -                   | -         | -                       | -          | -              | -           |
| F-51 . . . . .                   | 53                             | 2                    | 10                  | 5         | 2                       | 1          | 12             | 1           |
| F-82 . . . . .                   | 1                              | -                    | -                   | -         | -                       | -          | -              | -           |
| <u>Jet (Sub Total)</u>           | <u>234</u>                     | <u>21</u>            | <u>49</u>           | <u>24</u> | <u>5</u>                | <u>15</u>  | <u>33</u>      | <u>11</u>   |
| F-80 . . . . .                   | 49                             | -                    | 13                  | 3         | 2                       | 1          | 5              | 1           |
| F-84 . . . . .                   | 72                             | 10                   | 16                  | 7         | 2                       | 6          | 9              | 5           |
| F-86 . . . . .                   | 43                             | 4                    | 8                   | 1         | 3                       | 1          | 9              | 4           |
| F-89 . . . . .                   | 8                              | 3                    | 2                   | 2         | -                       | -          | 1              | -           |
| F-94 . . . . .                   | 35                             | 3                    | 4                   | 8         | -                       | 4          | 7              | 1           |
| T-33 . . . . .                   | 27                             | 1                    | 6                   | 3         | -                       | 3          | 4              | 1           |
| <b>TRAINER . . . . .</b>         |                                |                      |                     |           |                         |            |                |             |
| T-6 . . . . .                    | 107                            | -                    | 3                   | 21        | 1                       | 12         | 12             | -           |
| T-6 . . . . .                    | 85                             | -                    | 3                   | 14        | -                       | 11         | 12             | -           |
| T-7 . . . . .                    | 8                              | -                    | -                   | 1         | 1                       | -          | -              | 1           |
| T-11 . . . . .                   | 9                              | -                    | -                   | 5         | -                       | 1          | -              | -           |
| T-28 . . . . .                   | 5                              | -                    | -                   | 1         | -                       | -          | -              | -           |
| <b>HELICOPTER . . . . .</b>      |                                |                      |                     |           |                         |            |                |             |
| LIASON . . . . .                 | 8                              | -                    | 1                   | 3         | -                       | -          | 2              | -           |
| MISCELLANEOUS b/ . . . . .       | 8                              | -                    | 1                   | 1         | -                       | 1          | 1              | -           |
|                                  | 4                              | -                    | 1                   | 1         | -                       | -          | -              | -           |
| <b>FOURTH QUARTER - TOTAL</b>    |                                |                      |                     |           |                         |            |                |             |
| <u>BOMBER . . . . .</u>          | <u>64</u>                      | <u>7</u>             | <u>18</u>           | <u>8</u>  | <u>-</u>                | <u>7</u>   | <u>4</u>       | <u>-</u>    |
| B-17 . . . . .                   | 6                              | 2                    | -                   | -         | -                       | 1          | -              | -           |
| B-25 . . . . .                   | 5                              | -                    | 1                   | 1         | -                       | -          | 1              | -           |
| B-26 . . . . .                   | 26                             | 1                    | 5                   | 4         | -                       | 2          | -              | -           |
| B-29 . . . . .                   | 15                             | 2                    | 5                   | -         | -                       | 2          | -              | -           |

TABLE 5 - FACTORS INVOLVED IN USAF MAJOR AIRCRAFT ACCIDENTS -- CONTINUED

| TYPE AND MODEL                         | MAJOR ACCIDENTS | INVOLVED FACTORS <sup>a/</sup> |                     |           |                         |            |                |             |
|--|-----------------|--------------------------------|---------------------|-----------|-------------------------|------------|----------------|-------------|
|  |                 | FIRE BEFORE ACCIDENT           | FIRE AFTER ACCIDENT | WEATHER   | NON-COMPLIANCE WITH T/O | VIOLATIONS | FORCED LANDING | OUT OF FUEL |
| <b>FOURTH QUARTER - Cont'd</b>         |                 |                                |                     |           |                         |            |                |             |
| <b>BOMBER - Continued.</b>             |                 |                                |                     |           |                         |            |                |             |
| B-36 . . . . .                         | 3               | -                              | 2                   | 1         | -                       | 1          | -              | -           |
| B-45 . . . . .                         | 4               | 2                              | 1                   | -         | -                       | -          | -              | -           |
| B-47 . . . . .                         | 2               | -                              | 2                   | 1         | -                       | -          | 1              | -           |
| B-50 . . . . .                         | 2               | -                              | 1                   | 1         | -                       | -          | -              | -           |
| Other . . . . .                        | 1               | -                              | 1                   | -         | -                       | 1          | -              | -           |
| <b>CARGO . . . . .</b>                 | <b>48</b>       | <b>1</b>                       | <b>6</b>            | <b>10</b> | <b>-</b>                | <b>8</b>   | <b>3</b>       | <b>-</b>    |
| C-45 . . . . .                         | 9               | -                              | -                   | 1         | -                       | 1          | -              | -           |
| C-46 . . . . .                         | 5               | -                              | 1                   | 2         | -                       | -          | -              | -           |
| C-47/53 (C-117)                        | 15              | -                              | 3                   | 4         | -                       | 1          | 2              | -           |
| C-54 . . . . .                         | 7               | 1                              | 1                   | -         | -                       | 2          | -              | -           |
| C-97 . . . . .                         | 2               | -                              | -                   | 1         | -                       | -          | -              | -           |
| C-119 . . . . .                        | 8               | -                              | 1                   | 2         | -                       | 1          | 1              | -           |
| Other . . . . .                        | 2               | -                              | -                   | -         | -                       | -          | -              | -           |
| <b>FIGHTER - TOTAL . .</b>             | <b>273</b>      | <b>34</b>                      | <b>48</b>           | <b>27</b> | <b>4</b>                | <b>24</b>  | <b>41</b>      | <b>8</b>    |
| <b>Non-Jet (Sub Total)</b>             | <b>61</b>       | <b>2</b>                       | <b>11</b>           | <b>10</b> | <b>1</b>                | <b>5</b>   | <b>13</b>      | <b>1</b>    |
| F-47 . . . . .                         | 11              | 1                              | 8                   | 8         | -                       | 5          | 10             | -           |
| F-51 . . . . .                         | 50              | 1                              | 3                   | 2         | -                       | 19         | 28             | 8           |
| <b>Jet (Sub Total)</b>                 | <b>212</b>      | <b>32</b>                      | <b>37</b>           | <b>17</b> | <b>3</b>                | <b>19</b>  | <b>28</b>      | <b>7</b>    |
| F-80 . . . . .                         | 40              | 5                              | 4                   | 2         | -                       | 7          | 8              | 1           |
| F-84 . . . . .                         | 63              | 14                             | 14                  | 3         | -                       | 4          | 4              | 4           |
| F-86 . . . . .                         | 43              | 7                              | 7                   | 3         | 1                       | 3          | -              | -           |
| F-89 . . . . .                         | 7               | 3                              | 2                   | 1         | -                       | -          | -              | -           |
| F-94 . . . . .                         | 26              | 2                              | 5                   | 3         | 1                       | 4          | 3              | -           |
| T-33 . . . . .                         | 33              | 1                              | 5                   | 5         | 1                       | 4          | 6              | 3           |
| <b>TRAINER . . . . .</b>               | <b>120</b>      | <b>1</b>                       | <b>9</b>            | <b>18</b> | <b>-</b>                | <b>19</b>  | <b>16</b>      | <b>-</b>    |
| T-6 . . . . .                          | 101             | 1                              | 7                   | 15        | -                       | 15         | 15             | -           |
| T-7 . . . . .                          | 6               | -                              | -                   | 1         | -                       | 2          | -              | -           |
| T-11 . . . . .                         | 2               | -                              | -                   | 1         | -                       | -          | -              | -           |
| T-28 . . . . .                         | 10              | -                              | 2                   | -         | -                       | 1          | 6              | -           |
| Other . . . . .                        | 1               | -                              | -                   | -         | -                       | -          | -              | -           |
| <b>HELICOPTER . . . . .</b>            | <b>10</b>       | <b>-</b>                       | <b>-</b>            | <b>1</b>  | <b>-</b>                | <b>1</b>   | <b>6</b>       | <b>1</b>    |
| <b>LIAISON . . . . .</b>               | <b>9</b>        | <b>-</b>                       | <b>1</b>            | <b>2</b>  | <b>-</b>                | <b>1</b>   | <b>2</b>       | <b>-</b>    |
| <b>MISCELLANEOUS <sup>b/</sup> . .</b> | <b>2</b>        | <b>-</b>                       | <b>1</b>            | <b>1</b>  | <b>-</b>                | <b>1</b>   | <b>1</b>       | <b>1</b>    |

<sup>a/</sup> None, one or more than one, factor may be involved in any one aircraft accident

<sup>b/</sup> All other types

SOURCE: D/Flight Safety Research - The Inspector General

TABLE 6 - USAF AND ANG MAJOR ACCIDENTS AND DOLLAR LOSS BY PRIMARY CAUSE FACTORS OF ACCIDENTS

Since multi-plane accidents are analyzed statistically as single accidents and are tabulated by responsible aircraft, the dollar losses shown may include losses in models other than the model listed in the line total. The line totals indicate accident dollar loss for which each model was responsible.

| T Y P E                          | TOTAL USAF/ANG |                | PILOT ERROR |                | SUPERVISORY ERROR |              | MAINTENANCE |              | MATERIEL FAILURE |               | AIRBASE & AIRWAYS |              | OTHER  |               |
|----------------------------------|----------------|----------------|-------------|----------------|-------------------|--------------|-------------|--------------|------------------|---------------|-------------------|--------------|--------|---------------|
|                                  | Number         | Dollar Loss    | Number      | Dollar Loss    | Number            | Dollar Loss  | Number      | Dollar Loss  | Number           | Dollar Loss   | Number            | Dollar Loss  | Number | Dollar Loss   |
| TOTAL F.Y. 1952 . . . . .        | 2,217          | \$ 229,062,134 | 1,081       | \$ 101,551,795 | 60                | \$ 4,939,776 | 145         | \$ 5,593,341 | 616              | \$ 70,402,287 | 42                | \$ 1,229,978 | 273    | \$ 45,384,957 |
| FIRST QUARTER - TOTAL . . . . .  | 630            | 55,598,507     | 296         | 22,448,768     | 16                | 1,039,328    | 35          | 1,132,648    | 186              | 19,182,737    | 18                | 598,396      | 79     | 11,096,630    |
| BOMBER . . . . .                 | 67             | 20,186,004     | 24          | 8,590,315      | 1                 | 435,293      | 4           | 30,046       | 21               | 6,207,058     | 2                 | 4,056        | 15     | 4,919,236     |
| B-17 . . . . .                   | 1              | 179,088        | -           | -              | -                 | -            | -           | -            | 1                | 179,088       | -                 | -            | -      | -             |
| B-25 . . . . .                   | 15             | 874,851        | 6           | 242,964        | -                 | -            | -           | -            | 5                | 329,481       | -                 | -            | 4      | 302,406       |
| B-26 . . . . .                   | 33             | 3,356,646      | 13          | 1,343,210      | 1                 | 435,293      | 3           | 14,221       | 9                | 689,635       | 2                 | 4,056        | 5      | 870,231       |
| B-29 . . . . .                   | 12             | 4,618,948      | 3           | 1,286,900      | -                 | -            | -           | -            | 4                | 726,681       | -                 | -            | 5      | 2,605,367     |
| B-36 . . . . .                   | 1              | 4,263,383      | -           | -              | -                 | -            | -           | -            | 1                | 4,263,383     | -                 | -            | -      | -             |
| B-45 . . . . .                   | 3              | 1,176,979      | 1           | 1,142,364      | -                 | -            | -           | 1            | 15,825           | 1             | 18,790            | -            | -      | -             |
| B-47 . . . . .                   | 1              | 4,574,877      | 1           | 4,574,877      | -                 | -            | -           | -            | -                | -             | -                 | -            | -      | -             |
| B-50 . . . . .                   | 1              | 1,141,232      | -           | -              | -                 | -            | -           | -            | -                | -             | -                 | -            | 1      | 1,141,232     |
| CARGO . . . . .                  | 67             | 5,453,463      | 22          | 1,726,473      | 2                 | 23,101       | 4           | 299,370      | 18               | 1,898,445     | 4                 | 58,000       | 17     | 1,448,074     |
| C-45 . . . . .                   | 9              | 179,995        | 4           | 84,003         | -                 | -            | 1           | 10,366       | 2                | 64,894        | 1                 | 10,366       | 1      | 10,366        |
| C-46 . . . . .                   | 14             | 1,624,226      | 4           | 552,014        | 2                 | 23,101       | 1           | 253,307      | 3                | 277,229       | 1                 | 11,961       | 3      | 506,614       |
| C-47/53 (C-117) . . . . .        | 23             | 927,077        | 9           | 302,583        | -                 | -            | 1           | 2,707        | 6                | 284,259       | 1                 | 2,707        | 6      | 334,821       |
| C-54 . . . . .                   | 5              | 439,936        | 2           | 355,112        | -                 | -            | -           | -            | 1                | 42,412        | -                 | -            | 2      | 42,412        |
| C-82 . . . . .                   | 4              | 782,703        | 1           | 370,252        | -                 | -            | -           | -            | 2                | 391,748       | -                 | -            | 1      | 20,703        |
| C-97 . . . . .                   | 1              | 24,456         | -           | -              | -                 | -            | -           | -            | -                | -             | -                 | -            | 1      | 24,456        |
| C-119 . . . . .                  | 8              | 1,369,991      | 1           | 29,543         | -                 | -            | 1           | 32,990       | 4                | 837,903       | -                 | -            | 2      | 460,555       |
| C-124 . . . . .                  | 3              | 105,079        | 1           | 32,966         | -                 | -            | -           | -            | 4                | -             | 1                 | 32,966       | 1      | 39,147        |
| FIGHTER - TOTAL . . . . .        | 345            | 26,933,003     | 152         | 10,767,610     | 10                | 568,328      | 19          | 715,286      | 115              | 9,770,389     | 10                | 595,213      | 39     | 4,516,177     |
| Non-Jet (Sub Total) . . . . .    | 89             | 3,731,421      | 36          | 1,305,826      | 3                 | 225,321      | 5           | 93,601       | 38               | 1,853,080     | 2                 | 17,497       | 5      | 236,095       |
| F-47 . . . . .                   | 13             | 698,938        | 5           | 266,127        | -                 | -            | -           | -            | 5                | 259,348       | 1                 | 3,903        | 2      | 169,560       |
| F-51 . . . . .                   | 69             | 2,134,203      | 30          | 899,186        | 3                 | 225,321      | 5           | 93,601       | 27               | 835,965       | 1                 | 13,594       | 3      | 66,536        |
| F-82 . . . . .                   | 7              | 898,280        | 1           | 140,513        | -                 | -            | -           | -            | 6                | 757,767       | -                 | -            | -      | -             |
| Jet (Sub Total) . . . . .        | 256            | 23,201,582     | 116         | 9,461,784      | 7                 | 343,007      | 14          | 621,685      | 77               | 7,917,309     | 8                 | 577,716      | 34     | 4,280,081     |
| F-80 . . . . .                   | 89             | 5,020,875      | 50          | 3,009,044      | 3                 | 129,423      | 4           | 57,704       | 15               | 697,311       | 1                 | 13,529       | 15     | 1,113,864     |
| F-84 . . . . .                   | 74             | 9,317,509      | 24          | 2,940,564      | 1                 | -            | 2           | 182,526      | 35               | 5,048,699     | 5                 | 528,186      | 7      | 617,534       |
| F-86 . . . . .                   | 47             | 4,436,042      | 23          | 2,472,509      | 2                 | 52,168       | 2           | 269,360      | 15               | 1,534,826     | 1                 | 18,337       | 4      | 88,842        |
| F-89 . . . . .                   | 3              | 1,275,249      | -           | -              | -                 | -            | -           | -            | 2                | 33,100        | -                 | -            | 1      | 1,242,149     |
| F-94 . . . . .                   | 27             | 2,136,936      | 11          | 588,902        | -                 | -            | 5           | 90,380       | 6                | 549,020       | 1                 | 17,664       | 4      | 890,970       |
| T-33 . . . . .                   | 16             | 1,014,971      | 8           | 450,765        | 1                 | 161,416      | 1           | 21,715       | 3                | 54,353        | -                 | -            | 3      | 326,722       |
| TRAINER . . . . .                | 121            | 1,892,538      | 87          | 1,277,111      | 3                 | 12,606       | 6           | 74,980       | 18               | 316,638       | -                 | -            | 7      | 211,203       |
| T-6 . . . . .                    | 97             | 1,175,606      | 76          | 846,149        | 3                 | 12,606       | 1           | 4,202        | 11               | 177,895       | -                 | -            | 6      | 134,754       |
| T-7 . . . . .                    | 8              | 215,330        | 3           | 93,109         | -                 | -            | -           | 35,807       | 2                | 86,414        | -                 | -            | -      | -             |
| T-11 . . . . .                   | 11             | 445,702        | 8           | 337,853        | -                 | -            | -           | 23,791       | 1                | 7,609         | -                 | -            | 1      | 76,449        |
| T-28 . . . . .                   | 5              | 55,900         | -           | -              | -                 | -            | -           | 11,180       | 4                | 44,720        | -                 | -            | -      | -             |
| HELICOPTER . . . . .             | 10             | 588,815        | 2           | 66,677         | -                 | -            | -           | 11,151       | 6                | 499,836       | 1                 | 11,151       | -      | -             |
| LIAISON . . . . .                | 19             | 123,122        | 9           | 105,582        | -                 | -            | -           | 1,815        | 7                | 68,809        | 1                 | 29,976       | 1      | 1,940         |
| MISCELLANEOUS a/ . . . . .       | 1              | 421,562        | -           | -              | -                 | -            | -           | -            | 1                | 421,562       | -                 | -            | -      | -             |
| SECOND QUARTER - TOTAL . . . . . | 485            | 46,725,286     | 225         | 17,973,985     | 13                | 451,039      | 33          | 933,814      | 143              | 14,953,090    | 7                 | 96,594       | 64     | 12,316,764    |
| BOMBER . . . . .                 | 84             | 20,929,308     | 35          | 6,950,766      | -                 | -            | 11          | 168,957      | 23               | 7,570,956     | -                 | -            | 15     | 6,238,839     |

TABLE 6 - USAF AND ANG MAJOR ACCIDENTS AND DOLLAR LOSS BY PRIMARY CAUSE FACTORS OF ACCIDENTS -- CONTINUED

| TYPE                    | TOTAL USAF/ANG |             | PILOT ERROR |             | SUPERVISORY ERROR |             | MAINTENANCE |             | MATERIEL FAILURE |             | AIRBASE & AIRWAYS |             | OTHER  |             |
|-------------------------|----------------|-------------|-------------|-------------|-------------------|-------------|-------------|-------------|------------------|-------------|-------------------|-------------|--------|-------------|
|                         | Number         | Dollar Loss | Number      | Dollar Loss | Number            | Dollar Loss | Number      | Dollar Loss | Number           | Dollar Loss | Number            | Dollar Loss | Number | Dollar Loss |
| SECOND QUARTER - Cont'd |                |             |             |             |                   |             |             |             |                  |             |                   |             |        |             |
| BOMBER - Continued      |                |             |             |             |                   |             |             |             |                  |             |                   |             |        |             |
| B-17                    | 3              | \$ 203,297  | 1           | \$ 8,261    | -                 | \$ -        | 1           | \$ 8,261    | -                | \$ -        | -                 | \$ -        | 1      | \$ 186,775  |
| B-25                    | 11             | 1,254,411   | 6           | 806,976     | -                 | -           | 1           | 33,414      | 3                | 299,525     | -                 | -           | 1      | 134,496     |
| B-26                    | 32             | 2,616,328   | 15          | 1,719,802   | -                 | -           | 7           | 60,990      | 6                | 427,933     | -                 | -           | 4      | 407,603     |
| B-29                    | 25             | 9,876,168   | 10          | 3,356,173   | -                 | -           | 2           | 66,292      | 9                | 3,861,132   | -                 | -           | 4      | 2,592,571   |
| B-36                    | 2              | 159,384     | -           | -           | -                 | -           | -           | -           | 1                | 79,692      | -                 | -           | 1      | 79,692      |
| B-45                    | 3              | 1,026,335   | 2           | 1,009,523   | -                 | -           | -           | -           | -                | -           | -                 | -           | 1      | 16,812      |
| B-47                    | 5              | 5,757,861   | 1           | 49,971      | -                 | -           | -           | -           | 3                | 2,903,916   | -                 | -           | 1      | 2,803,974   |
| B-50                    | 2              | 35,524      | -           | -           | -                 | -           | -           | -           | 1                | 18,758      | -                 | -           | 1      | 16,766      |
| B-57                    | 1              | -           | -           | -           | -                 | -           | -           | -           | -                | -           | -                 | -           | 1      | -           |
| CARGO                   | 66             | 6,637,763   | 34          | 4,089,751   | 2                 | 56,620      | 3           | 31,060      | 16               | 526,963     | 2                 | 26,411      | 9      | 1,906,958   |
| C-45                    | 12             | 286,437     | 5           | 112,497     | -                 | -           | 1           | 4,202       | 3                | 51,249      | 1                 | 11,514      | 2      | 106,975     |
| C-46                    | 5              | 47,844      | 2           | 23,922      | -                 | -           | 1           | 11,961      | 1                | -           | -                 | -           | 1      | 11,961      |
| C-47/53 (C-117)         | 31             | 1,387,188   | 19          | 867,431     | 1                 | 14,897      | 1           | 14,897      | 6                | 304,550     | 1                 | 14,897      | 3      | 170,516     |
| C-54                    | 5              | 250,338     | 3           | 166,892     | 1                 | 41,723      | -           | -           | 1                | 41,723      | -                 | -           | -      | -           |
| C-82                    | 3              | 383,059     | 2           | 383,059     | -                 | -           | -           | -           | -                | -           | -                 | -           | 1      | -           |
| C-97                    | 5              | 3,728,614   | 2           | 2,507,391   | -                 | -           | -           | -           | 2                | 43,764      | -                 | -           | 1      | 1,177,459   |
| C-119                   | 5              | 554,283     | 1           | 28,559      | -                 | -           | -           | -           | 3                | 85,677      | -                 | -           | 1      | 440,047     |
| FIGHTER - TOTAL         | 233            | 17,315,274  | 93          | 5,733,756   | 6                 | 372,499     | 13          | 708,211     | 88               | 6,551,221   | 3                 | 58,131      | 30     | 3,891,456   |
| Non-Jet (Sub Total)     | 82             | 3,221,895   | 36          | 1,523,733   | 2                 | 100,018     | 4           | 54,212      | 30               | 1,213,227   | -                 | -           | 10     | 330,705     |
| F-47                    | 6              | 512,921     | 4           | 343,023     | -                 | -           | -           | -           | 2                | 169,898     | -                 | -           | -      | -           |
| F-51                    | 74             | 2,456,753   | 30          | 928,489     | 2                 | 100,018     | 4           | 54,212      | 28               | 1,043,329   | -                 | -           | 10     | 330,705     |
| F-82                    | 2              | 252,221     | 2           | 252,221     | -                 | -           | -           | -           | -                | -           | -                 | -           | -      | -           |
| Jet (Sub Total)         | 151            | 14,093,379  | 57          | 4,210,023   | 4                 | 272,481     | 9           | 653,999     | 58               | 5,337,994   | 3                 | 58,131      | 20     | 3,450,751   |
| F-80                    | 49             | 2,827,676   | 18          | 945,635     | 1                 | 37,224      | 5           | 393,900     | 15               | 801,077     | 1                 | 18,612      | 8      | 631,178     |
| F-84                    | 53             | 6,337,208   | 16          | 1,602,971   | 2                 | 218,763     | 2           | 226,253     | 27               | 3,368,601   | 1                 | 22,596      | 5      | 898,024     |
| F-86                    | 20             | 2,051,205   | 4           | 284,254     | 1                 | 16,494      | -           | -           | 11               | 1,092,346   | -                 | -           | 4      | 658,111     |
| F-89                    | 3              | 2,094,193   | 1           | 834,766     | -                 | -           | -           | -           | 1                | 17,159      | -                 | -           | 1      | 1,242,268   |
| F-94                    | 13             | 222,222     | 8           | 137,607     | -                 | -           | 2           | 33,846      | 1                | 16,923      | 1                 | 16,923      | 1      | 16,923      |
| T-33                    | 13             | 560,875     | 10          | 404,740     | -                 | -           | -           | -           | 2                | 41,888      | -                 | -           | 1      | 114,247     |
| TRAINER                 | 86             | 985,648     | 56          | 594,623     | 5                 | 21,920      | 5           | 21,738      | 12               | 154,967     | -                 | -           | 8      | 192,400     |
| T-6                     | 76             | 735,535     | 51          | 438,578     | 5                 | 21,738      | 5           | 21,738      | 8                | 73,780      | -                 | -           | 7      | 179,519     |
| T-7                     | 2              | 83,204      | 1           | 70,323      | -                 | -           | -           | -           | -                | -           | -                 | -           | 1      | 12,881      |
| T-11                    | 4              | 95,164      | 3           | 71,373      | -                 | -           | -           | -           | 1                | 23,791      | -                 | -           | -      | -           |
| T-28                    | 4              | 71,745      | 1           | 14,349      | -                 | -           | -           | -           | 3                | 57,396      | -                 | -           | -      | -           |
| HELICOPTER              | 5              | 207,087     | 1           | 26,000      | -                 | -           | -           | -           | 1                | 88,057      | 1                 | 5,769       | 2      | 87,261      |
| LIAISON                 | 8              | 74,674      | 4           | 32,446      | -                 | -           | 1           | 3,848       | 2                | 32,697      | 1                 | 6,283       | -      | -           |
| MISCELLANEOUS a         | 3              | 575,532     | 2           | 546,703     | -                 | -           | 1           | -           | 1                | 26,829      | -                 | -           | -      | -           |
| THIRD QUARTER - TOTAL   | 567            | 63,364,868  | 283         | 25,686,628  | 18                | 2,307,560   | 41          | 1,878,013   | 145              | 19,649,876  | 12                | 319,510     | 68     | 13,723,281  |
| BOMBER                  | 78             | 26,497,805  | 28          | 10,483,579  | 2                 | 1,175,510   | 10          | 867,978     | 24               | 6,438,094   | -                 | -           | 14     | 7,532,644   |
| B-17                    | 6              | 558,007     | 3           | 370,658     | -                 | -           | -           | -           | 2                | 187,349     | -                 | -           | 1      | -           |
| B-25                    | 7              | 470,316     | 5           | 319,113     | -                 | -           | 1           | 16,707      | 1                | 134,496     | -                 | -           | -      | -           |
| B-26                    | 18             | 1,091,883   | 6           | 431,374     | -                 | -           | 5           | 50,925      | 2                | 20,330      | -                 | -           | 5      | 589,354     |
| B-29                    | 22             | 8,615,484   | 9           | 3,918,352   | 1                 | 32,146      | 3           | 720,754     | 5                | 1,981,230   | -                 | -           | 4      | 1,962,002   |

TABLE 6 - USAF AND ANG MAJOR ACCIDENTS AND DOLLAR LOSS BY PRIMARY CAUSE FACTORS OF ACCIDENTS - CONTINUED

| TYPE                           | TOTAL USAF/ANG |              | PILOT ERROR |              | SUPERVISORY ERROR |             | MAINTENANCE |             | MATERIEL FAILURE |              | AIRBASE & AIRWAYS |             | OTHER  |             |
|--------------------------------|----------------|--------------|-------------|--------------|-------------------|-------------|-------------|-------------|------------------|--------------|-------------------|-------------|--------|-------------|
|                                | Number         | Dollar Loss  | Number      | Dollar Loss  | Number            | Dollar Loss | Number      | Dollar Loss | Number           | Dollar Loss  | Number            | Dollar Loss | Number | Dollar Loss |
| <b>THIRD QUARTER - Cont'd.</b> |                |              |             |              |                   |             |             |             |                  |              |                   |             |        |             |
| <b>BOMBER - Continued</b>      |                |              |             |              |                   |             |             |             |                  |              |                   |             |        |             |
| B-36                           | 5              | \$ 8,117,919 | 1           | \$ 4,183,691 | -                 | \$ -        | 1           | \$ 79,692   | 2                | \$ 3,774,844 | -                 | \$ -        | 1      | \$ 79,692   |
| B-45                           | 11             | 3,262,282    | 1           | 16,812       | 1                 | 1,142,364   | -           | -           | 7                | 117,684      | -                 | -           | 2      | 1,985,422   |
| B-47                           | 5              | 3,121,335    | -           | -            | -                 | -           | -           | -           | 4                | 205,161      | -                 | -           | 1      | 2,916,174   |
| B-50                           | 2              | 1,226,579    | 2           | 1,226,579    | -                 | -           | -           | -           | -                | -            | -                 | -           | -      | -           |
| B-51                           | 2              | 34,000       | 1           | 17,000       | -                 | -           | -           | -           | -                | 17,000       | -                 | -           | -      | -           |
| CARGO                          | 62             | 7,147,887    | 25          | 3,686,341    | 2                 | 183,516     | 5           | 81,828      | 16               | 2,121,317    | 3                 | 68,581      | 11     | 1,006,304   |
| C-45                           | 10             | 197,749      | 6           | 151,693      | -                 | -           | -           | -           | 1                | 11,514       | -                 | -           | 3      | 34,542      |
| C-46                           | 8              | 871,652      | 4           | 582,462      | -                 | -           | 1           | 11,961      | 2                | 265,268      | 1                 | 11,961      | 3      | -           |
| C-47/53 (C-117)                | 24             | 1,116,614    | 9           | 431,279      | 2                 | 183,516     | 3           | 41,308      | 6                | 341,698      | 1                 | 14,897      | 3      | 103,916     |
| C-54                           | 6              | 532,978      | 1           | 41,723       | -                 | -           | -           | -           | 1                | 41,723       | 1                 | 41,723      | 3      | 407,809     |
| C-74                           | 1              | 19,905       | -           | -            | -                 | -           | -           | -           | 1                | 19,905       | -                 | -           | -      | -           |
| C-82                           | 5              | 1,010,300    | 2           | 35,805       | -                 | -           | -           | -           | 3                | 974,495      | -                 | -           | -      | -           |
| C-97                           | 1              | 21,882       | -           | -            | -                 | -           | -           | -           | -                | -            | -                 | -           | 1      | 21,882      |
| C-119                          | 5              | 961,987      | 1           | 28,559       | -                 | -           | 1           | 28,559      | 2                | 466,714      | -                 | -           | 1      | 438,155     |
| C-124                          | 2              | 2,414,820    | 2           | 2,414,820    | -                 | -           | -           | -           | -                | -            | -                 | -           | -      | -           |
| FIGHTER - TOTAL                | 300            | 27,711,212   | 147         | 10,485,148   | 7                 | 913,411     | 20          | 889,022     | 85               | 10,326,936   | 5                 | 93,666      | 36     | 5,003,029   |
| Non-Jet (Sub Total)            | 65             | 1,884,680    | 31          | 679,983      | -                 | -           | 8           | 268,711     | 24               | 827,431      | -                 | -           | 3      | 108,555     |
| F-47                           | 6              | 185,406      | 3           | 11,709       | -                 | -           | 1           | 84,897      | 1                | 84,897       | -                 | -           | 1      | 3,903       |
| F-51                           | 59             | 1,694,890    | 27          | 663,890      | -                 | -           | 7           | 183,814     | 23               | 742,534      | -                 | -           | 2      | 104,652     |
| F-82                           | 1              | 4,384        | 1           | 4,384        | -                 | -           | -           | -           | -                | -            | -                 | -           | -      | -           |
| Jet (Sub Total)                | 234            | 25,826,532   | 116         | 9,805,165    | 7                 | 913,411     | 12          | 620,311     | 61               | 9,499,505    | 5                 | 93,666      | 33     | 4,894,474   |
| F-80                           | 49             | 3,023,612    | 28          | 1,497,811    | 3                 | 333,788     | 3           | 55,836      | 6                | 367,079      | -                 | -           | 7      | 731,874     |
| F-84                           | 72             | 8,202,485    | 27          | 2,978,838    | 3                 | 377,001     | 3           | 233,288     | 25               | 2,508,154    | 1                 | 22,596      | 13     | 2,082,608   |
| F-86                           | 43             | 5,084,731    | 17          | 2,020,449    | -                 | -           | 5           | 310,243     | 15               | 1,847,771    | -                 | -           | 6      | 906,268     |
| F-89                           | 8              | 4,660,678    | 3           | 902,630      | -                 | -           | -           | -           | 5                | 3,758,048    | -                 | -           | -      | -           |
| F-94                           | 35             | 3,424,558    | 21          | 1,406,573    | 1                 | 202,622     | -           | -           | 7                | 860,144      | 2                 | 33,846      | 4      | 921,373     |
| T-33                           | 27             | 1,430,468    | 20          | 998,864      | -                 | -           | 1           | 20,944      | 3                | 158,309      | -                 | -           | 3      | 252,351     |
| TRAINER                        | 107            | 1,216,613    | 74          | 921,061      | 5                 | 21,920      | 6           | 39,185      | 17               | 163,266      | -                 | -           | 5      | 71,181      |
| T-6                            | 85             | 612,025      | 59          | 419,018      | 5                 | 21,920      | 5           | 26,304      | 13               | 110,274      | -                 | -           | 3      | 34,509      |
| T-7                            | 8              | 230,303      | 3           | 165,898      | -                 | -           | 1           | 12,881      | 3                | 38,643       | -                 | -           | 1      | 12,081      |
| T-11                           | 9              | 214,119      | 8           | 190,328      | -                 | -           | -           | -           | -                | -            | -                 | -           | 1      | 23,791      |
| T-28                           | 5              | 160,166      | 4           | 145,817      | -                 | -           | -           | -           | 1                | 14,349       | -                 | -           | -      | -           |
| HELICOPTER                     | 8              | 293,282      | 2           | 38,887       | 1                 | 11,548      | -           | -           | 2                | 36,041       | 2                 | 99,605      | 1      | 107,201     |
| LIAISON                        | 8              | 32,463       | 6           | 27,886       | 1                 | 1,655       | -           | -           | -                | -            | -                 | -           | 1      | 2,922       |
| MISCELLANEOUS a                | 4              | 665,606      | 1           | 43,726       | -                 | -           | -           | -           | 1                | 564,222      | 2                 | 57,658      | -      | -           |
| <b>FOURTH QUARTER - TOTAL</b>  |                |              |             |              |                   |             |             |             |                  |              |                   |             |        |             |
| BOMBER                         | 64             | 31,821,805   | 26          | 23,788,506   | 1                 | 10,185      | 6           | 222,348     | 19               | 4,887,618    | -                 | -           | 12     | 2,913,172   |
| B-17                           | 6              | 66,375       | 1           | 8,261        | -                 | -           | 2           | 19,809      | 2                | 23,283       | -                 | -           | 1      | 15,022      |
| B-25                           | 5              | 346,332      | 1           | 134,496      | -                 | -           | 2           | 173,166     | 2                | 38,670       | -                 | -           | -      | -           |
| B-26                           | 26             | 2,031,245    | 10          | 492,223      | 1                 | 10,165      | 1           | 12,561      | 5                | 237,368      | -                 | -           | 9      | 1,278,928   |
| B-29                           | 15             | 6,097,377    | 7           | 2,043,695    | -                 | -           | -           | -           | 7                | 3,427,171    | -                 | -           | 1      | 626,511     |
| B-36                           | 3              | 7,849,806    | 2           | 7,849,806    | -                 | -           | -           | -           | 1                | -            | -                 | -           | -      | -           |
| B-45                           | 4              | 3,158,177    | 1           | 1,006,290    | -                 | -           | 1           | 16,812      | 1                | 1,142,364    | -                 | -           | 1      | 992,711     |

TABLE 6 - USAF AND ANG MAJOR ACCIDENTS AND DOLLAR LOSS BY PRIMARY CAUSE FACTORS OF ACCIDENTS - CONTINUED

| TYPE                            | TOTAL USAF/ANG |              | PILOT ERROR |              | SUPERVISORY ERROR |             | MAINTENANCE |             | MATERIEL FAILURE |             | AIRBASE & AIRWAYS |             | OTHER  |             |
|---------------------------------|----------------|--------------|-------------|--------------|-------------------|-------------|-------------|-------------|------------------|-------------|-------------------|-------------|--------|-------------|
|                                 | Number         | Dollar Loss  | Number      | Dollar Loss  | Number            | Dollar Loss | Number      | Dollar Loss | Number           | Dollar Loss | Number            | Dollar Loss | Number | Dollar Loss |
| <b>FOURTH QUARTER - Cont'd.</b> |                |              |             |              |                   |             |             |             |                  |             |                   |             |        |             |
| <b>BOMBER - Continued</b>       |                |              |             |              |                   |             |             |             |                  |             |                   |             |        |             |
| B-47                            | 2              | \$ 5,097,685 | 2           | \$ 5,097,685 | -                 | \$ -        | -           | \$ -        | -                | \$ -        | -                 | \$ -        | -      | \$ -        |
| B-50                            | 2              | 1,174,808    | 1           | 1,156,050    | -                 | -           | -           | -           | 1                | 18,758      | -                 | -           | -      | -           |
| B-51                            | 1              | 6,000,000    | 1           | 6,000,000    | -                 | -           | -           | -           | -                | -           | -                 | -           | -      | -           |
| CARGO                           | 48             | 4,456,703    | 22          | 2,192,216    | 2                 | 285,312     | 4           | 91,716      | 7                | 230,527     | -                 | -           | 13     | 1,656,932   |
| C-45                            | 9              | 190,231      | 6           | 139,180      | -                 | -           | -           | -           | 2                | 34,034      | -                 | -           | 1      | 17,017      |
| C-46                            | 5              | 783,843      | 1           | 11,961       | 1                 | 253,307     | 1           | 11,961      | -                | -           | -                 | -           | 2      | 506,614     |
| C-47/53 (C-117)                 | 15             | 2,158,823    | 8           | 1,778,488    | -                 | -           | -           | 14,717      | 2                | 114,047     | -                 | -           | 4      | 251,571     |
| C-54                            | 7              | 619,671      | 5           | 210,713      | -                 | -           | -           | 41,723      | -                | -           | -                 | -           | 1      | 367,235     |
| C-82                            | 2              | 46,630       | 1           | 23,315       | -                 | -           | -           | 23,315      | -                | -           | -                 | -           | -      | -           |
| C-97                            | 2              | 43,764       | -           | -            | -                 | -           | -           | -           | 1                | 21,882      | -                 | -           | 1      | 21,882      |
| C-119                           | 8              | 613,741      | 1           | 28,559       | 1                 | 32,005      | -           | -           | 2                | 60,564      | -                 | -           | 4      | 492,613     |
| FIGHTER - TOTAL                 | 282            | 23,852,012   | 134         | 8,033,602    | 6                 | 819,981     | 22          | 1,212,269   | 88               | 10,886,493  | 3                 | 71,393      | 29     | 2,828,274   |
| Non-Jet (Sub Total)             | 70             | 2,701,833    | 37          | 1,206,398    | 3                 | 201,137     | 6           | 230,483     | 17               | 709,538     | -                 | -           | 7      | 354,277     |
| F-17                            | 12             | 788,588      | 3           | 94,622       | 1                 | 172,432     | 2           | 169,875     | 4                | 258,360     | -                 | -           | 2      | 93,899      |
| F-51                            | 58             | 1,913,245    | 34          | 1,112,376    | 2                 | 28,705      | 4           | 60,608      | 13               | 451,178     | -                 | -           | 5      | 260,378     |
| Jet (Sub Total)                 | 212            | 21,150,179   | 97          | 6,827,204    | 3                 | 618,844     | 16          | 981,786     | 71               | 10,176,955  | 3                 | 71,393      | 22     | 2,473,997   |
| F-40                            | 40             | 2,018,794    | 22          | 1,250,057    | -                 | -           | 6           | 92,580      | 9                | 429,749     | -                 | -           | 3      | 246,408     |
| F-84                            | 63             | 7,512,891    | 16          | 1,347,075    | 2                 | 424,619     | 4           | 558,859     | 29               | 3,960,360   | 1                 | 21,277      | 11     | 1,200,701   |
| F-86                            | 43             | 4,646,643    | 20          | 1,840,030    | 1                 | 194,225     | 1           | 234,490     | 16               | 2,041,963   | 2                 | 50,116      | 3      | 285,819     |
| F-89                            | 7              | 3,181,703    | 1           | 17,159       | -                 | -           | -           | -           | 6                | 3,164,544   | -                 | -           | -      | -           |
| F-94                            | 26             | 2,274,475    | 14          | 1,131,678    | -                 | -           | 1           | 16,923      | 8                | 519,121     | -                 | -           | 3      | 606,753     |
| T-33                            | 33             | 1,515,673    | 24          | 1,241,205    | -                 | -           | 4           | 78,934      | 3                | 61,218      | -                 | -           | 2      | 134,316     |
| TRAINER                         | 120            | 2,027,358    | 88          | 1,233,292    | 4                 | 26,391      | 4           | 82,533      | 19               | 461,924     | -                 | -           | 5      | 223,218     |
| T-6                             | 101            | 1,185,752    | 81          | 930,527      | 3                 | 13,510      | 2           | 45,710      | 11               | 45,710      | -                 | -           | 4      | 127,954     |
| T-7                             | 6              | 137,938      | 2           | 86,414       | 1                 | 12,881      | 1           | 12,881      | 2                | 25,762      | -                 | -           | -      | -           |
| T-11                            | 2              | 112,578      | 1           | 88,636       | -                 | -           | 1           | 23,942      | -                | -           | -                 | -           | -      | -           |
| T-28                            | 10             | 588,143      | 3           | 124,778      | -                 | -           | -           | -           | 6                | 368,111     | -                 | -           | 1      | 95,264      |
| Other                           | 1              | 2,937        | 1           | 2,937        | -                 | -           | -           | -           | -                | -           | -                 | -           | -      | -           |
| HELICOPTER                      | 10             | 368,994      | 2           | 157,170      | -                 | -           | -           | -           | 5                | 113,015     | 1                 | 11,548      | 2      | 87,261      |
| LYAISON                         | 9              | 74,639       | 5           | 37,628       | -                 | -           | -           | -           | 4                | 37,011      | -                 | -           | -      | -           |
| MISCELLANEOUS a/                | 2              | 571,962      | -           | -            | -                 | -           | -           | -           | -                | -           | 1                 | 32,537      | 1      | 539,425     |

a/ All other types

SOURCE: D/Flight Safety Research - The Inspector General

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TABLE 7 - USAF AND ANG MAJOR ACCIDENTS AND DOLLAR LOSS BY PRIMARY CAUSE FACTORS OF ACCIDENTS - FY 1951

Since multi-plane accidents are analyzed statistically as single accidents and are tabulated by responsible aircraft, the dollar losses shown may include losses in models other than the model listed in the line total. The line totals indicate accident dollar loss for which each model was responsible.

| T Y P E                          | TOTAL USAF/ANG |                | PILOT ERROR |               | SUPERVISORY ERROR |              | MAINTENANCE |              | MATERIEL FAILURE |               | AIRBASE & AIRWAYS |              | OTHER  |               |
|----------------------------------|----------------|----------------|-------------|---------------|-------------------|--------------|-------------|--------------|------------------|---------------|-------------------|--------------|--------|---------------|
|                                  | Number         | Dollar Loss    | Number      | Dollar Loss   | Number            | Dollar Loss  | Number      | Dollar Loss  | Number           | Dollar Loss   | Number            | Dollar Loss  | Number | Dollar Loss   |
| TOTAL F.Y. 1951 . . . . .        | 2,036          | \$ 188,351,499 | 964         | \$ 71,096,611 | 43                | \$ 4,063,272 | 119         | \$ 6,215,413 | 618              | \$ 70,244,847 | 33                | \$ 2,373,116 | 259    | \$ 34,358,240 |
| <b>BOMBER</b> . . . . .          | 287            | 59,930,875     | 107         | 20,133,029    | 4                 | 179,689      | 29          | 1,848,590    | 88               | 24,715,314    | 6                 | 1,574,836    | 53     | 11,479,417    |
| B-17 . . . . .                   | 20             | 1,417,124      | 5           | 573,432       | 1                 | 3,805        | 5           | 16,625       | 4                | 243,998       | -                 | -            | 5      | 579,264       |
| B-24 . . . . .                   | 1              | 550            | 1           | 550           | -                 | -            | -           | -            | -                | -             | -                 | -            | -      | -             |
| B-25 . . . . .                   | 51             | 4,158,414      | 25          | 2,205,801     | 2                 | 166,514      | 3           | 106,096      | 14               | 935,015       | 1                 | 144,892      | 6      | 600,096       |
| B-26 . . . . .                   | 113            | 9,552,018      | 44          | 4,399,662     | 1                 | 9,370        | 11          | 290,256      | 28               | 1,218,265     | 4                 | 476,920      | 25     | 3,157,545     |
| B-29 . . . . .                   | 60             | 19,705,967     | 22          | 8,104,444     | -                 | -            | 6           | 1,364,565    | 22               | 6,783,280     | -                 | -            | 10     | 3,453,678     |
| B-36 . . . . .                   | 3              | 6,714,315      | -           | -             | -                 | -            | -           | -            | 3                | 6,714,315     | -                 | -            | -      | -             |
| B-43 . . . . .                   | 1              | 32,726         | -           | -             | -                 | -            | -           | -            | 1                | 32,726        | -                 | -            | -      | -             |
| B-45 . . . . .                   | 17             | 6,555,002      | 1           | 993,711       | -                 | -            | 3           | 69,998       | 11               | 4,538,269     | 1                 | 953,024      | 1      | -             |
| B-47 . . . . .                   | 2              | 153,976        | -           | -             | -                 | -            | -           | -            | 1                | 99,270        | -                 | -            | 1      | 54,706        |
| B-48 . . . . .                   | 1              | 1,050          | -           | -             | -                 | -            | 1           | 1,050        | -                | -             | -                 | -            | -      | -             |
| B-50 . . . . .                   | 18             | 11,639,733     | 9           | 2,855,429     | -                 | -            | -           | -            | 4                | 4,150,176     | -                 | -            | 5      | 3,634,128     |
| <b>CARGO</b> . . . . .           | 246            | 36,531,712     | 111         | 11,640,884    | 1                 | 141,210      | 17          | 1,457,306    | 71               | 14,822,387    | 5                 | 216,454      | 41     | 8,253,471     |
| C-45 . . . . .                   | 39             | 1,412,612      | 19          | 501,880       | 1                 | 141,210      | 1           | 10,015       | 12               | 566,829       | 1                 | 54,675       | 5      | 138,603       |
| C-46 . . . . .                   | 39             | 4,862,207      | 18          | 2,367,108     | -                 | -            | 5           | 323,517      | 11               | 1,330,039     | -                 | -            | 5      | 841,543       |
| C-47/53 (C-117) . . . . .        | 71             | 3,339,551      | 41          | 2,039,789     | -                 | -            | 2           | 28,134       | 11               | 512,423       | 2                 | 95,160       | 15     | 664,045       |
| C-54 . . . . .                   | 37             | 6,460,454      | 18          | 2,911,359     | -                 | -            | 4           | 191,252      | 3                | 468,703       | 1                 | 29,928       | 11     | 2,850,412     |
| C-64 . . . . .                   | 1              | 34,467         | 1           | 34,467        | -                 | -            | -           | -            | -                | -             | -                 | -            | -      | -             |
| C-74 . . . . .                   | 1              | 19,551         | -           | -             | -                 | -            | -           | -            | 1                | 19,551        | -                 | -            | -      | -             |
| C-82 . . . . .                   | 18             | 3,722,561      | 6           | 2,056,900     | -                 | -            | 3           | 405,477      | 8                | 1,239,481     | -                 | -            | 1      | 20,703        |
| C-97 . . . . .                   | 2              | 1,199,020      | -           | -             | -                 | -            | -           | -            | 2                | 1,199,020     | -                 | -            | -      | -             |
| C-119 . . . . .                  | 33             | 7,522,673      | 7           | 1,605,068     | -                 | -            | 2           | 489,911      | 20               | 4,549,716     | 1                 | 37,291       | 3      | 831,687       |
| C-123 . . . . .                  | 1              | 2,000,000      | -           | -             | -                 | -            | -           | -            | 1                | 2,000,000     | -                 | -            | -      | -             |
| C-124 . . . . .                  | 4              | 5,958,416      | 1           | 124,313       | -                 | -            | -           | -            | 2                | 2,936,625     | -                 | -            | 1      | 2,897,478     |
| <b>FIGHTER - TOTAL</b> . . . . . | 1,110          | 84,331,800     | 487         | 35,198,463    | 32                | 3,646,760    | 52          | 2,537,180    | 385              | 28,597,367    | 18                | 527,197      | 136    | 13,824,833    |
| Non-Jet (Sub Total) . . . . .    | 356            | 17,915,339     | 164         | 10,111,372    | 9                 | 452,599      | 16          | 395,856      | 129              | 4,739,700     | 5                 | 88,707       | 33     | 2,127,105     |
| F-47 . . . . .                   | 56             | 1,988,449      | 28          | 743,563       | 2                 | 169,166      | 4           | 95,602       | 20               | 891,852       | 1                 | 2,222        | 1      | 85,844        |
| F-51 . . . . .                   | 269            | 13,018,093     | 126         | 8,251,002     | 6                 | 250,311      | 12          | 300,054      | 93               | 2,966,578     | 4                 | 86,485       | 28     | 1,163,663     |
| F-82 . . . . .                   | 31             | 2,908,797      | 10          | 1,116,807     | 1                 | 33,122       | -           | -            | 16               | 881,270       | -                 | -            | 4      | 877,598       |
| Jet (Sub Total) . . . . .        | 754            | 66,416,461     | 323         | 25,087,091    | 23                | 3,194,161    | 36          | 2,141,324    | 256              | 23,857,667    | 13                | 438,490      | 103    | 11,697,728    |
| F-80 . . . . .                   | 312            | 17,742,086     | 143         | 7,096,578     | 9                 | 939,434      | 11          | 369,272      | 94               | 4,942,525     | 8                 | 364,892      | 47     | 4,029,335     |
| F-84 . . . . .                   | 226            | 26,314,797     | 83          | 8,829,883     | 6                 | 766,321      | 8           | 448,073      | 92               | 11,790,970    | 2                 | 39,158       | 35     | 4,440,392     |
| F-86 . . . . .                   | 124            | 14,324,392     | 49          | 5,262,172     | 5                 | 926,559      | 10          | 1,066,374    | 46               | 4,772,524     | -                 | -            | 14     | 2,296,763     |
| F-89 . . . . .                   | 4              | 152,235        | 1           | 35,195        | -                 | -            | 1           | 46,650       | 1                | 35,195        | -                 | -            | 1      | 35,195        |
| F-91 . . . . .                   | 1              | 38,622         | -           | -             | -                 | -            | -           | -            | 1                | 38,622        | -                 | -            | -      | -             |
| F-94 . . . . .                   | 37             | 3,932,670      | 22          | 2,267,981     | 2                 | 444,948      | 2           | 63,356       | 9                | 662,451       | -                 | -            | 2      | 493,934       |
| F-96 . . . . .                   | 1              | 88,000         | 1           | 88,000        | -                 | -            | -           | -            | -                | -             | -                 | -            | -      | -             |
| T-33 . . . . .                   | 49             | 3,823,659      | 24          | 1,507,282     | 1                 | 116,849      | 4           | 147,599      | 13               | 1,615,380     | 3                 | 34,440       | 4      | 402,109       |

TABLE 7 - USAF AND ANG MAJOR ACCIDENTS AND DOLLAR LOSS BY PRIMARY CAUSE FACTORS OF ACCIDENTS - FY 1951 - CONTINUED

| T Y P E                    | TOTAL USAF/ANG |              | PILOT ERROR |              | SUPERVISORY ERROR |             | MAINTENANCE |             | MATERIEL FAILURE |             | AIRBASE & AIRWAYS |             | OTHER  |             |
|----------------------------|----------------|--------------|-------------|--------------|-------------------|-------------|-------------|-------------|------------------|-------------|-------------------|-------------|--------|-------------|
|                            | Number         | Dollar Loss  | Number      | Dollar Loss  | Number            | Dollar Loss | Number      | Dollar Loss | Number           | Dollar Loss | Number            | Dollar Loss | Number | Dollar Loss |
| TOTAL F.Y. 1951 Cont'd     |                |              |             |              |                   |             |             |             |                  |             |                   |             |        |             |
| TRAINER . . . . .          | 320            | \$ 4,505,402 | 221         | \$ 2,905,153 | 5                 | \$ 94,503   | 18          | \$ 241,758  | 52               | \$ 747,091  | 2                 | \$ 13,633   | 22     | \$ 503,264  |
| F-6 . . . . .              | 239            | 2,545,213    | 182         | 1,823,634    | 3                 | 58,185      | 10          | 63,586      | 25               | 205,250     | 1                 | 6,024       | 18     | 387,534     |
| T-11 . . . . .             | 27             | 674,779      | 15          | 551,694      | 1                 | 26,273      | 2           | 28,331      | 7                | 53,263      | 1                 | 7,609       | 1      | 7,609       |
| T-28 . . . . .             | 24             | 553,138      | 12          | 231,558      | -                 | -           | 1           | 13,205      | 10               | 220,344     | -                 | -           | 1      | 88,031      |
| T-29 . . . . .             | 1              | 35,000       | 1           | 35,000       | -                 | -           | -           | -           | -                | -           | -                 | -           | -      | -           |
| T-35 . . . . .             | 3              | 8,578        | 2           | 6,708        | -                 | -           | -           | -           | 1                | 1,870       | -                 | -           | -      | -           |
| HELICOPTER . . . . .       | 24             | 1,266,507    | 7           | 310,001      | -                 | -           | 2           | 128,464     | 11               | 593,442     | 1                 | 11,151      | 3      | 223,449     |
| LIAISON . . . . .          | 39             | 325,899      | 26          | 173,944      | 1                 | 1,110       | 1           | 2,115       | 7                | 105,072     | 1                 | 29,845      | 3      | 13,806      |
| MISCELLANEOUS a/ . . . . . | 10             | 1,459,304    | 5           | 735,137      | -                 | -           | -           | -           | 4                | 664,167     | -                 | -           | 1      | 60,000      |

a/ All other types

SOURCE: D/Flight Safety Research - The Inspector General

TABLE 8 - FLYING HOURS, NUMBER AND RATES OF MAJOR ACCIDENTS, FATAL ACCIDENTS AND FATALITIES  
1921 THROUGH 1951

(Rates computed on the basis of 100,000 Flying Hours)

| Y<br>E<br>A<br>R             | FLYING HOURS | MAJOR ACCIDENTS                |      | FATAL ACCIDENTS |      | FATALITIES |      |
|------------------------------|--------------|--------------------------------|------|-----------------|------|------------|------|
|                              |              | Number                         | Rate | Number          | Rate | Number     | Rate |
| <u>Fiscal Years:</u>         |              | WORLD WIDE USAF                |      |                 |      |            |      |
| 1921 . . . . .               | 77,351       | 361                            | 467  | 45              | 58   | 73         | 94   |
| 1922 . . . . .               | 65,214       | 330                            | 506  | 24              | 37   | 44         | 68   |
| 1923 . . . . .               | 65,750       | 283                            | 430  | 33              | 50   | 58         | 88   |
| 1924 . . . . .               | 97,834       | 275                            | 281  | 23              | 24   | 34         | 35   |
| 1925 . . . . .               | 150,319      | 311                            | 207  | 30              | 20   | 40         | 27   |
| 1926 . . . . .               | 158,402      | 334                            | 211  | 27              | 17   | 43         | 27   |
| 1927 . . . . .               | 140,906      | 227                            | 161  | 28              | 20   | 43         | 31   |
| 1928 . . . . .               | 182,903      | 249                            | 136  | 25              | 14   | 27         | 15   |
| 1929 . . . . .               | 263,381      | 390                            | 148  | 43              | 16   | 62         | 24   |
| 1930 . . . . .               | 325,223      | 468                            | 144  | 37              | 11   | 52         | 16   |
| 1931 . . . . .               | 396,961      | 456                            | 115  | 21              | 5    | 26         | 7    |
| 1932 . . . . .               | 371,254      | 423                            | 114  | 32              | 9    | 49         | 13   |
| 1933 . . . . .               | 432,966      | 442                            | 102  | 28              | 7    | 46         | 11   |
| 1934 . . . . .               | 374,235      | 412                            | 110  | 35              | 9    | 54         | 14   |
| 1935 . . . . .               | 449,583      | 453                            | 101  | 33              | 7    | 47         | 11   |
| 1936 . . . . .               | 518,749      | 430                            | 83   | 42              | 8    | 59         | 11   |
| 1937 . . . . .               | 520,493      | 358                            | 69   | 27              | 5    | 48         | 9    |
| 1938 . . . . .               | 598,907      | 375                            | 63   | 38              | 6    | 62         | 10   |
| 1939 . . . . .               | 729,225      | 389                            | 53   | 32              | 4    | 52         | 7    |
| 1940 . . . . .               | 937,922      | 478                            | 51   | 46              | 5    | 90         | 10   |
| 1941 . . . . .               | 2,388,046    | 1515                           | 63   | 143             | 6    | 252        | 11   |
| <u>Calendar Years:</u>       |              | CONTINENTAL USAF <sup>a/</sup> |      |                 |      |            |      |
| 1942 . . . . .               | 14,246,366   | 10090                          | 71   | 1116            | 8    | 2384       | 17   |
| 1943 . . . . .               | 32,064,789   | 20389                          | 64   | 2264            | 7    | 5603       | 17   |
| 1944 . . . . .               | 35,503,205   | 16128                          | 45   | 1936            | 5    | 4973       | 14   |
| 1945 . . . . .               | 15,052,224   | 6661                           | 44   | 804             | 5    | 2174       | 14   |
|                              |              | WORLD WIDE USAF                |      |                 |      |            |      |
| 1946 . . . . .               | 3,624,792    | 2194                           | 61   | 274             | 8    | 879        | 24   |
| 1947 <sup>b/</sup> . . . . . | 3,516,141    | 1555                           | 44   | 205             | 6    | 584        | 17   |
| 1948 . . . . .               | 4,437,509    | 1783                           | 40   | 243             | 5    | 619        | 14   |
| 1949 . . . . .               | 4,699,897    | 1731                           | 37   | 245             | 5    | 577        | 12   |
| 1950 . . . . .               | 4,780,949    | 1744                           | 36   | 267             | 6    | 781        | 16   |
| 1951 . . . . .               | 6,660,848    | 2184                           | 33   | 370             | 6    | 1015       | 15   |

<sup>a/</sup> Overseas Accidents were not reported during war years.

<sup>b/</sup> Accident data for the Air National Guard are included since 1947. This tabulation may, therefore, not necessarily agree with data published in prior years which excluded the ANG.

SOURCE: D/Flight Safety Research - The Inspector General (Bulletin 1951 Annual)

TABLE 9 - AIR NATIONAL GUARD AIRCRAFT ACCIDENTS - NUMBER, RATE AND DOLLAR LOSS - BY TYPE AND MODEL QUARTERLY FY 1952 AND FISCAL YEARS 1951 AND 1950

| TYPE AND MODEL             | FLYING HOURS | MAJOR ACCIDENTS |      | FATAL ACCIDENTS <sup>a/</sup> |      | FATALITIES <sup>b/</sup> |      | AIRCRAFT DESTROYED <sup>c/</sup> |      | MINOR ACCIDENTS |      | DOLLAR LOSS |
|----------------------------|--------------|-----------------|------|-------------------------------|------|--------------------------|------|----------------------------------|------|-----------------|------|-------------|
|                            |              | No.             | Rate | No.                           | Rate | No.                      | Rate | No.                              | Rate | No.             | Rate |             |
| TOTAL F.Y. 1952 . .        | 86,884       | 30              | 35   | 5                             | 6    | 5                        | 6    | 13                               | 15   | 22              | 25   | 1,139,011   |
| FIRST QUARTER - TOTAL . .  | 27,575       | 6               | 22   | -                             | -    | -                        | -    | 1                                | 4    | 13              | 47   | 169,520     |
| B-26 . . . . .             | 603          | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| C-46 . . . . .             | 1,454        | -               | -    | -                             | -    | -                        | -    | -                                | -    | 2               | 64   | 3,903       |
| F-47 . . . . .             | 3,118        | 1               | 32   | -                             | -    | -                        | -    | 1                                | 11   | 5               | 45   | 120,971     |
| F-51 . . . . .             | 9,340        | 3               | 32   | -                             | -    | -                        | -    | -                                | -    | 1               | 101  | 38,622      |
| F-84 . . . . .             | 990          | 1               | 101  | -                             | -    | -                        | -    | -                                | -    | 1               | 99   | 6,024       |
| T-6 . . . . .              | 5,070        | 1               | 20   | -                             | -    | -                        | -    | -                                | -    | 5               | -    | -           |
| SECOND QUARTER - TOTAL . . | 18,835       | 9               | 48   | 2                             | 11   | 2                        | 11   | 2                                | 11   | 4               | 21   | 276,735     |
| B-26 . . . . .             | 420          | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| C-47/53 (C-117) . . . . .  | 6,632        | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| F-47 . . . . .             | 657          | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| F-51 . . . . .             | 7,143        | 9               | 126  | 2                             | 28   | 2                        | 28   | 2                                | 28   | 3               | 42   | 276,735     |
| F-84 . . . . .             | 544          | -               | -    | -                             | -    | -                        | -    | -                                | -    | 1               | 29   | -           |
| T-6 . . . . .              | 3,439        | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| THIRD QUARTER - TOTAL . .  | 18,848       | 6               | 32   | 1                             | 5    | 1                        | 5    | 4                                | 21   | 1               | 5    | 245,010     |
| B-26 . . . . .             | 392          | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| C-47/53 (C-117) . . . . .  | 6,284        | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| F-47 . . . . .             | 526          | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| F-51 . . . . .             | 8,994        | 6               | 67   | 1                             | 11   | 1                        | 11   | 4                                | 44   | 1               | 11   | 245,010     |
| F-84 . . . . .             | 65           | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| T-6 . . . . .              | 2,587        | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| FOURTH QUARTER - TOTAL . . | 21,626       | 9               | 42   | 2                             | 9    | 2                        | 9    | 6                                | 28   | 4               | 18   | 447,746     |
| B-26 . . . . .             | 257          | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| C-47/53 (C-117) . . . . .  | 6,298        | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| F-47 . . . . .             | 720          | 1               | 139  | 1                             | 139  | 1                        | 139  | 2                                | 278  | -               | -    | 172,432     |
| F-51 . . . . .             | 10,264       | 8               | 78   | 1                             | 10   | 1                        | 10   | 4                                | 39   | 4               | 39   | 275,314     |
| T-6 . . . . .              | 4,087        | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| TOTAL F.Y. 1950 . . . . .  | 376,578      | 267             | 71   | 39                            | 10   | 43                       | 11   | 95                               | 25   | 81              | 22   | 8,924,543   |
| B-26 . . . . .             | 53,471       | 22              | 47   | 1                             | 2    | 2                        | 4    | 3                                | 6    | 11              | 21   | 779,758     |
| C-45 . . . . .             | 372          | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| C-46 . . . . .             | 448          | -               | -    | -                             | -    | -                        | -    | -                                | -    | 5               | 8    | 58,784      |
| C-47/53 (C-117) . . . . .  | 60,776       | 6               | 10   | -                             | -    | -                        | -    | -                                | -    | 8               | 13   | 2,650,427   |
| F-47 . . . . .             | 62,172       | 64              | 103  | 12                            | 19   | 13                       | 21   | 27                               | 43   | 8               | 17   | 3,548,118   |
| F-51 . . . . .             | 120,842      | 127             | 105  | 22                            | 18   | 23                       | 19   | 51                               | 42   | 21              | 17   | 653,549     |
| F-80 . . . . .             | 10,979       | 12              | 109  | 2                             | 18   | 2                        | 18   | 5                                | 46   | 5               | 46   | 1,118,932   |
| F-84 . . . . .             | 5,007        | 11              | 220  | 1                             | 20   | 1                        | 20   | 7                                | 140  | 4               | 80   | 108,379     |
| T-6 . . . . .              | 57,403       | 23              | 40   | 1                             | 2    | 1                        | 2    | 1                                | 2    | 24              | 42   | 4,116       |
| T-11 . . . . .             | 5,108        | 2               | 39   | -                             | -    | -                        | -    | -                                | -    | 3               | 59   | 2,480       |
| EM-3 . . . . .             | -            | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| L-5 . . . . .              | -            | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| TOTAL F.Y. 1951 . . . . .  | 249,179      | 153             | 61   | 19                            | 8    | 28                       | 11   | 54                               | 22   | 52              | 21   | 8,515,737   |
| B-26 . . . . .             | 34,040       | 16              | 47   | 4                             | 12   | 11                       | 32   | 6                                | 18   | 8               | 24   | 1,504,290   |
| C-45 . . . . .             | 372          | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| C-46 . . . . .             | 147          | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| C-47/53 (C-117) . . . . .  | 55,494       | 3               | 5    | -                             | -    | -                        | -    | 1                                | 2    | 6               | 11   | 133,538     |
| F-47 . . . . .             | 32,995       | 29              | 88   | 3                             | 9    | 4                        | 12   | 9                                | 27   | 3               | 9    | 1,169,519   |
| F-51 . . . . .             | 70,676       | 62              | 88   | 4                             | 6    | 4                        | 6    | 22                               | 31   | 11              | 16   | 1,778,999   |
| F-80 . . . . .             | 5,149        | 3               | 58   | -                             | -    | -                        | -    | 1                                | 19   | -               | -    | 204,233     |
| F-84 . . . . .             | 13,816       | 30              | 217  | 7                             | 51   | 8                        | 58   | 13                               | 94   | 7               | 51   | 3,638,461   |
| T-6 . . . . .              | 33,776       | 10              | 30   | 1                             | 3    | 1                        | 3    | 2                                | 6    | 16              | 47   | 86,697      |
| T-11 . . . . .             | 2,714        | -               | -    | -                             | -    | -                        | -    | -                                | -    | -               | -    | -           |
| L-16 . . . . .             | -            | -               | -    | -                             | -    | -                        | -    | -                                | -    | 1               | -    | -           |

a/ More than one fatality may occur as the result of any one fatal accident

b/ Fatalities include all persons killed and/or missing as the result of major accidents

c/ Aircraft destroyed includes missing aircraft

SOURCE: D/Flight Safety Research - The Inspector General

TABLE 10 - AIR NATIONAL GUARD MAJOR ACCIDENTS - BY PHASES OF FLIGHT - BY TYPE AND MODEL QUARTERLY, FY 1952

| TYPE AND MODEL         | MAJOR ACCIDENTS | PHASE OF FLIGHT |          |           |                            |                             |
|------------------------|-----------------|-----------------|----------|-----------|----------------------------|-----------------------------|
|                        |                 | TAXIING         | TAKE OFF | IN FLIGHT | FINAL APPROACH AND LANDING | MISCELLANEOUS <sup>a/</sup> |
| TOTAL F.Y. 1952        | 30              | 2               | 2        | 10        | 14                         | 2                           |
| FIRST QUARTER - TOTAL  | 6               | -               | -        | 1         | 5                          | -                           |
| FIGHTER - TOTAL . . .  | 5               | -               | -        | 1         | 4                          | -                           |
| Non-Jet (Sub Total)    | 4               | -               | -        | 1         | 3                          | -                           |
| F-47 . . . . .         | 1               | -               | -        | -         | 1                          | -                           |
| F-51 . . . . .         | 3               | -               | -        | 1         | 2                          | -                           |
| Jet (Sub Total)        | 1               | -               | -        | -         | 1                          | -                           |
| F-84 . . . . .         | 1               | -               | -        | -         | 1                          | -                           |
| TRAINER . . . . .      | 1               | -               | -        | -         | 1                          | -                           |
| T-6 . . . . .          | 1               | -               | -        | -         | 1                          | -                           |
| SECOND QUARTER - TOTAL | 9               | -               | 1        | 3         | 3                          | 2                           |
| NON-JET . . . . .      | 9               | -               | 1        | 3         | 3                          | 2                           |
| F-51 . . . . .         | 9               | -               | 1        | 3         | 3                          | 2                           |
| THIRD QUARTER - TOTAL  | 6               | 1               | -        | 2         | 3                          | -                           |
| NON-JET . . . . .      | 6               | 1               | -        | 2         | 3                          | -                           |
| F-51 . . . . .         | 6               | 1               | -        | 2         | 3                          | -                           |
| FOURTH QUARTER - TOTAL | 9               | 1               | 1        | 4         | 3                          | -                           |
| NON-JET . . . . .      | 9               | 1               | 1        | 4         | 3                          | -                           |
| F-47 . . . . .         | 1               | -               | -        | 1         | -                          | -                           |
| F-51 . . . . .         | 8               | 1               | 1        | 3         | 3                          | -                           |

<sup>a/</sup> All other types  
SOURCE: D/Flight Safety Research - The Inspector General

TABLE 11 - AIR NATIONAL GUARD MAJOR AIRCRAFT ACCIDENTS - BY CAUSE FACTORS - BY TYPE AND MODEL - QUARTERLY, FY 1952

| TYPE AND MODEL         | MAJOR ACCIDENTS | CAUSE FACTORS <sup>a/</sup> |             |                   |                  |
|------------------------|-----------------|-----------------------------|-------------|-------------------|------------------|
|                        |                 | PILOT ERROR                 | SUPERVISORY | AIRBASE & AIRWAYS | MATERIEL FAILURE |
| TOTAL F.Y. 1952 . .    | 30              | 14                          | 4           | 12                | 8                |
| FIRST QUARTER - TOTAL  | 6               | 2                           | -           | 2                 | 4                |
| FIGHTER - TOTAL . .    | 5               | 1                           | -           | 2                 | 4                |
| Non-Jet (Sub Total)    | 4               | -                           | -           | 1                 | 3                |
| F-47 . . . . .         | 1               | -                           | -           | 1                 | 1                |
| F-51 . . . . .         | 3               | -                           | -           | 3                 | 3                |
| Jet (Sub Total)        | 1               | 1                           | -           | 1                 | 1                |
| F-84 . . . . .         | 1               | 1                           | -           | 1                 | 1                |
| TRAINER . . . . .      | 1               | 1                           | -           | -                 | -                |
| T-6 . . . . .          | 1               | 1                           | -           | -                 | -                |
| SECOND QUARTER - TOTAL | 9               | 3                           | 1           | 4                 | 3                |
| NON-JET . . . . .      | 9               | 3                           | 1           | 4                 | 3                |
| F-51 . . . . .         | 9               | 3                           | 1           | 4                 | 3                |
| THIRD QUARTER - TOTAL  | 6               | 2                           | 1           | 4                 | 1                |
| NON-JET . . . . .      | 6               | 2                           | 1           | 4                 | 1                |
| F-51 . . . . .         | 6               | 2                           | 1           | 4                 | 1                |
| FOURTH QUARTER - TOTAL | 9               | 7                           | 2           | 2                 | -                |
| NON-JET . . . . .      | 9               | 7                           | 2           | 2                 | -                |
| F-47 . . . . .         | 1               | 1                           | 1           | 1                 | -                |
| F-51 . . . . .         | 8               | 6                           | 1           | 2                 | -                |

<sup>a/</sup> Total cause factors may exceed total accidents, as, many accidents have multiple causes

SOURCE: D/Flight Safety Research - The Inspector General

TABLE 12- AIR NATIONAL GUARD MAJOR AIRCRAFT ACCIDENTS - BY INVOLVED FACTORS - BY TYPE AND MODEL QUARTERLY, FY 1952

| TYPE AND MODEL                 | MAJOR ACCIDENTS | INVOLVED FACTORS <sup>a/</sup> |                     |         |                         |           |                |
|--------------------------------|-----------------|--------------------------------|---------------------|---------|-------------------------|-----------|----------------|
|                                |                 | FIRE BEFORE ACCIDENT           | FIRE AFTER ACCIDENT | WEATHER | NON-COMPLIANCE WITH T/O | VIOLATION | FORCED LANDING |
| TOTAL F.Y. 1952. . . .         | 30              | 2                              | 5                   | 4       | 1                       | 2         | 5              |
| FIRST QUARTER - TOTAL . . .    | 6               | 1                              | -                   | -       | -                       | 1         | 1              |
| FIGHTER - TOTAL . . . .        | 5               | 1                              | -                   | -       | -                       | -         | 1              |
| Non-Jet (Sub Total) . . . .    | 4               | 1                              | -                   | -       | -                       | -         | -              |
| F-47 . . . . .                 | 1               | -                              | -                   | -       | -                       | -         | -              |
| F-51 . . . . .                 | 3               | 1                              | -                   | -       | -                       | -         | -              |
| Jet (Sub Total) . . . . .      | 1               | -                              | -                   | -       | -                       | -         | 1              |
| F-84 . . . . .                 | 1               | -                              | -                   | -       | -                       | -         | 1              |
| TRAINER . . . . .              | 1               | -                              | -                   | -       | -                       | 1         | -              |
| T-6 . . . . .                  | 1               | -                              | -                   | -       | -                       | 1         | -              |
| SECOND QUARTER - TOTAL . . .   | 9               | -                              | -                   | 1       | 1                       | 1         | -              |
| NON-JET . . . . .              | 9               | -                              | -                   | 1       | 1                       | 1         | -              |
| F-51 . . . . .                 | 9               | -                              | -                   | 1       | 1                       | 1         | -              |
| THIRD QUARTER - TOTAL . . . .  | 6               | 1                              | 3                   | 1       | -                       | 2         | 2              |
| NON-JET . . . . .              | 6               | 1                              | 3                   | 1       | -                       | -         | 2              |
| F-51 . . . . .                 | 6               | 1                              | 3                   | 1       | -                       | -         | 2              |
| FOURTH QUARTER - TOTAL . . . . | 9               | -                              | 2                   | 2       | -                       | -         | 2              |
| NON-JET . . . . .              | 9               | -                              | 2                   | 2       | -                       | -         | 2              |
| F-47 . . . . .                 | 1               | -                              | 1                   | 2       | -                       | -         | 2              |
| F-51 . . . . .                 | 8               | -                              | 1                   | 2       | -                       | -         | 2              |

a/ None, one, or more than one factor may be involved in any one aircraft accident

SOURCE: D/Flight Safety Research - The Inspector General

GROUND SAFETY

Ground Accident statistics were approved and directed by AF Regulation No. 32-1, dated, 24 August 1948. (See Paragraph 4a(6). In establishing the reporting system, standardized cost factors and definitions have been approved. The present standard accidents costs for injuries and fatalities were established by AF Letter 32-40, dated, 2 January 1952. The present cost figures give a more complete coverage of the different types of injuries. These costs were preceded by those established under AFL No. 32-40, 24 June 1948, and AFL No. 32-40, 27 September 1950, and were in effect through the first half of the fiscal year covered in these tables.

A comparison is made below:

| Injury                      | Jul through Dec 1950 |          | Jan through Dec 1951 |           |           | Jan through Jun 1952 |           |
|-----------------------------|----------------------|----------|----------------------|-----------|-----------|----------------------|-----------|
|                             | Military             | Civilian | Military             |           | Civilian  | Military             | Civilian  |
|                             |                      |          | Officer              | Airman    |           |                      |           |
| Non-Disabling . . . . .     | \$ 4.25              | \$ 4.25  | \$ 6.00              | \$ 6.00   | \$ 6.00   | \$ 7.00              | \$ 7.00   |
| Temporary Total . . . . .   | 441.00               | 119.00   | 32.00/Day            | 23.00/Day | 17.00/Day | 30.00/Day            | 14.00/Day |
| Permanent Partial . . . . . | 441.00               | 119.00   | 37,000.00            | 37,000.00 | 8,500.00  | 43,000.00            | 10,500.00 |
| Permanent Total . . . . .   | 441.00               | 119.00   | 57,000.00            | 57,000.00 | 70,000.00 | 63,500.00            | 70,000.00 |
| Fatal . . . . .             | 19,565.00            | 9,955.00 | 26,500.00            | 26,500.00 | 20,000.00 | 31,500.00            | 25,000.00 |

These changes must be taken into consideration in making cost comparisons between various tables. Quarterly estimates can be made by dividing the total by 4, as the quarterly experience was approximately equal. Frequency rates were computed according to the following formulas:

- a. Civilian Injury Rate =  $\frac{\text{Number of Civilian disabling and fatal injuries} \times 1,000,000}{\text{Total hours of civilian employment}}$
- b. Military Injury Rate (On Duty) =  $\frac{\text{Number of Military disabling and fatal injuries "On Duty"} \times 100,000}{\text{Total Military Man-days of exposure} \times 1/3}$
- c. Military Injury Rate (Off Duty) =  $\frac{\text{Number of Military disabling and fatal injuries "Off Duty"} \times 100,000}{\text{Total Military Man-days of exposure} \times 2/3}$
- d. USAF Motor Vehicle Accident Rate =  $\frac{\text{Number of USAF Motor Vehicle Accidents} \times 100,000}{\text{Total USAF Motor Vehicle Mileage}}$

Cost Per Capita was computed by the following formula per month or per annum:

$$\frac{\text{Cost of Injuries} + \text{Cost of Fatalities} + \text{Cost of Property Damage}}{\text{Total Command Strength (Average Military and Average Civilian)}}$$

The strength figures employed were based on exposure (man-days for military and man-hours for civilians) as reported by the Major Air Commands.

A 20 per cent reduction, Worldwide, in the Military injury rate was realized for calendar year 1951 over calendar year 1950 with a 2.5 reduction in the Civilian injury rate for the same period. Motor vehicle accidents, the area in which the majority of ground accidents cost have occurred, was reduced 50 per cent during the calendar year.

The National Safety Council honored the Air Force for the second consecutive and the fourth time in 8 years by presenting its highest award, the Award of Honor, for an average of 5.2 per cent reduction in the overall ground accident rate.

The "USAF Statistical Digest" reports accidents and accident rates on a fiscal year basis. The following reductions and increase were noted for fiscal year 1952 over fiscal year 1951 :

- Military Accident rates - Continental US - 1.32 per cent decrease
- Military Accident rates - Overseas - .81 per cent decrease
- Civilian Accident rates - Continental US - .74 per cent decrease
- Civilian Accident rates - Overseas - .06 per cent increase

The following definitions were used in developing the tables in this section of the book:

**DISABLING INJURY** - An injury which results in death, permanent total, permanent partial injury, or an injury, which in the opinion of competent medical authority makes it impossible for the injured to return to work or duty at any time during the next calendar day following date of injury.

**USAF MOTOR VEHICLE ACCIDENT** - An incident involving the operation of an Air Force motor vehicle which results in either disabling or non-disabling injury to Air Force personnel and/or non-USAF persons and/or damage aggregating \$25.00 or more to Air Force motor vehicles, or to other vehicles or property without regard to ownership.

**USAF PROPERTY DAMAGE ACCIDENT** - An incident resulting from AF Ground operations wherein AF property is accidentally damaged in amount of \$25.00 or more.

TABLE 13 - USAF MILITARY PERSONNEL INJURIES - FY 1952

| Nomenclature                                  | Worldwide      | Continental US | Overseas      |
|---|----------------|----------------|---------------|
| Average Strength . . . . .                    | 903,791        | 717,103        | 186,688       |
| Man Days Exposure . . . . .                   | 329,883,784    | 261,742,499    | 68,141,285    |
| <u>Injuries - Total</u> . . . . .             | <u>104,178</u> | <u>76,430</u>  | <u>27,748</u> |
| <u>Non-Disabling - Total</u> . . . . .        | <u>85,838</u>  | <u>62,939</u>  | <u>22,899</u> |
| <u>Disabling - Total</u> . . . . .            | <u>17,367</u>  | <u>12,680</u>  | <u>4,687</u>  |
| On Duty . . . . .                             | 6,155          | 3,997          | 2,158         |
| Off Duty . . . . .                            | 11,212         | 8,683          | 2,529         |
| <u>Permanent Impairment - Total</u> . . . . . | <u>59</u>      | <u>44</u>      | <u>15</u>     |
| On Duty . . . . .                             | 17             | 9              | 8             |
| Off Duty . . . . .                            | 42             | 35             | 7             |
| <u>Fatalities - Total</u> . . . . .           | <u>914</u>     | <u>767</u>     | <u>147</u>    |
| On Duty . . . . .                             | 140            | 85             | 52            |
| Off Duty . . . . .                            | 774            | 679            | 95            |
| <u>Man Days Lost - Total</u> . . . . .        | <u>313,016</u> | <u>239,215</u> | <u>73,801</u> |
| On Duty . . . . .                             | 88,400         | 56,135         | 32,265        |
| Off Duty . . . . .                            | 224,616        | 183,080        | 41,536        |
| Injury Rate . . . . .                         | 5.56           | 5.15           | 7.12          |

Source: Assistant for Ground Safety, Deputy Chief of Staff, Personnel, Hq. USAF

TABLE 14 - USAF CIVILIAN PERSONNEL INJURIES - FY 1952

| Nomenclature                      | Worldwide      | Continental US | Overseas     |
|-----------------------------------|----------------|----------------|--------------|
| Average Strength . . . . .        | 299,710        | 241,849        | 57,861       |
| Man Hours Exposure . . . . .      | 611,407,577    | 493,371,372    | 118,036,205  |
| <u>Injuries - Total</u> . . . . . | <u>136,583</u> | <u>127,465</u> | <u>9,118</u> |
| Non-Disabling . . . . .           | 132,863        | 124,478        | 8,385        |
| Disabling . . . . .               | 3,630          | 2,925          | 705          |
| Permanent Impairment . . . . .    | 57             | 48             | 9            |
| Fatal . . . . .                   | 33             | 14             | 19           |
| Man Days Lost . . . . .           | 43,238         | 33,860         | 9,378        |
| Injury Rate . . . . .             | 6.08           | 6.05           | 6.21         |

Source: Assistant for Ground Safety, Deputy Chief of Staff, Personnel, Hq. USAF



TABLE 15 - SUMMARY AND COST ANALYSIS OF USAF MOTOR VEHICLE ACCIDENTS,  
WORLDWIDE - FY 1952

| Nomenclature   | Worldwide        | Continental US   | Overseas         |
|--|------------------|------------------|------------------|
| Total Accidents . . . . .  | 6,367            | 3,860            | 2,507            |
| Miles Operated . . . . .   | 457,469,961      | 263,950,352      | 193,519,609      |
| Accident Rate . . . . .  | 1.39             | 1.46             | 1.30             |
| <u>Personnel Injuries - Total</u> . . . . .  | <u>1,421</u>     | <u>751</u>       | <u>670</u>       |
| Non-Disabling . . . . .  | 544              | 317              | 227              |
| Disabling . . . . .  | 803              | 403              | 400              |
| Permanent Impairment. . . . .  | 7                | 5                | 2                |
| Fatal . . . . .  | 67               | 26               | 41               |
| <u>Total Cost of Vehicles Damaged in</u><br><u>Vehicle Accidents</u> . . . . .         | <u>\$788,233</u> | <u>\$443,491</u> | <u>\$344,742</u> |
| <u>Total Cost of Aircraft Damaged by</u><br><u>Vehicle Accidents</u> . . . . .         | <u>\$495,425</u> | <u>\$147,834</u> | <u>\$347,591</u> |
| <u>Total Cost of Other AF Property</u><br><u>Damaged by Vehicle Accidents.</u> . . . . | <u>\$ 87,701</u> | <u>\$ 45,569</u> | <u>\$ 42,132</u> |
| <u>Total Days Vehicles Out of Service.</u> . .   | <u>30,727</u>    | <u>18,959</u>    | <u>11,768</u>    |
| <u>Total Days Aircraft Out of Service.</u> . .   | <u>1,764</u>     | <u>1,210</u>     | <u>554</u>       |

Source: Assistant for Ground Safety, Deputy Chief of Staff, Personnel, Hq. USAF

TABLE 16 - COST ANALYSIS OF USAF GROUND ACCIDENTS, WORLDWIDE - FY 1952

| Costs and Strength   | WORLDWIDE            | CONTINENTAL US       | OVERSEAS            |
|--|----------------------|----------------------|---------------------|
| Cost Per Capita Per Annum . . . . .  | \$ 36.03             | \$ 35.96             | \$ 36.32            |
| Military Cost Per Capita Per Annum . .   | 41.95                | 42.98                | 37.99               |
| Civilian Cost Per Capita Per Annum . .   | 8.91                 | 8.85                 | 9.17                |
| <u>Accident Cost - Total . . . . .</u>   | <u>\$ 43,361,990</u> | <u>\$ 34,480,715</u> | <u>\$ 8,881,275</u> |
| <u>Cost of Military Injuries - Total . .</u>                                   | <u>37,910,007</u>    | <u>30,817,618</u>    | <u>7,092,389</u>    |
| <u>Non-Disabling - Total . . . . .</u>   | <u>557,452</u>       | <u>408,316</u>       | <u>149,136</u>      |
| <u>Disabling - Total . . . . .</u>   | <u>8,378,995</u>     | <u>6,399,842</u>     | <u>1,979,153</u>    |
| On Duty . . . . .  | 2,360,290            | 1,496,657            | 863,633             |
| Off Duty . . . . .   | 6,018,705            | 4,903,185            | 1,115,520           |
| <u>Permanent Impairment - Total . . . .</u>                                    | <u>2,852,600</u>     | <u>2,119,000</u>     | <u>733,600</u>      |
| On Duty . . . . .  | 760,100              | 377,500              | 402,600             |
| Off Duty . . . . .   | 2,072,500            | 1,741,500            | 331,000             |
| <u>Fatalities - Total . . . . .</u>  | <u>26,120,960</u>    | <u>21,890,460</u>    | <u>4,230,500</u>    |
| On Duty . . . . .  | 3,965,000            | 2,462,000            | 1,503,000           |
| Off Duty . . . . .   | 22,155,960           | 19,428,460           | 2,727,500           |
| <u>Cost of Civilian Injuries - Total . .</u>                                   | <u>2,670,330</u>     | <u>2,139,871</u>     | <u>530,459</u>      |
| Non-Disabling . . . . .  | 863,847              | 809,303              | 54,544              |
| Disabling . . . . .  | 660,651              | 521,068              | 139,583             |
| Permanent Impairment . . . . .   | 580,632              | 499,500              | 81,132              |
| Fatalities . . . . .   | 565,200              | 310,000              | 255,200             |
| <u>Total Cost of Vehicles Damaged -</u><br><u>by all Causes . . . . .</u>      | <u>791,233</u>       | <u>445,156</u>       | <u>346,077</u>      |
| <u>Total Cost of Aircraft Damage -</u><br><u>by all Causes . . . . .</u>       | <u>1,506,416</u>     | <u>722,371</u>       | <u>784,045</u>      |
| <u>Total Cost of Other Property Damage -</u><br><u>by all Causes . . . . .</u> | <u>\$ 484,004</u>    | <u>\$ 355,699</u>    | <u>\$ 128,305</u>   |
| <u>Average Strength - Total . . . . .</u>                                      | <u>1,203,501</u>     | <u>958,952</u>       | <u>244,549</u>      |
| Military . . . . .   | 903,791              | 717,103              | 186,688             |
| Civilian . . . . .   | 299,710              | 241,849              | 57,861              |

Source: Assistant for Ground Safety, Deputy Chief of Staff, Personnel, Headquarters USAF.

TABLE 17 -- USAF GROUND ACCIDENT COST ANALYSIS BY COST PER CAPITA,  
CONTINENTAL US AND OVERSEAS -- FY 1952

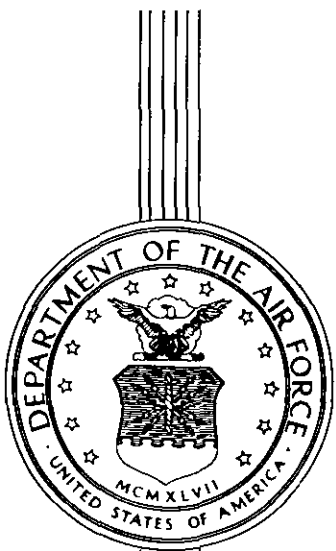
| Month                      | Total  | Air Defense Command | Air Materiel Command | Air Proving Ground Command | Air Research & Development Command | Air Training Command | Air University |
|----------------------------|--------|---------------------|----------------------|----------------------------|------------------------------------|----------------------|----------------|
| CONTINENTAL US             |        |                     |                      |                            |                                    |                      |                |
| July (1951) . . . . .      | \$3.10 | \$2.44              | \$1.19               | \$ 1.44                    | b/                                 | \$2.98               | \$5.85         |
| August . . . . .           | 2.47   | 4.51                | 1.68                 | 1.24                       | b/                                 | 2.20                 | 3.34           |
| September . . . . .        | 2.82   | 2.74                | 1.69                 | 5.35                       | b/                                 | 2.24                 | 4.36           |
| October . . . . .          | 3.39   | 3.68                | 1.46                 | 7.11                       | b/                                 | 2.95                 | 6.43           |
| November . . . . .         | 2.74   | 3.84                | 1.29                 | 3.25                       | b/                                 | 3.42                 | 4.35           |
| December . . . . .         | 4.75   | 7.10                | 2.27                 | 3.55                       | b/                                 | 3.75                 | 3.13           |
| January (1952) . . . . .   | 2.13   | 2.39                | 1.00                 | 3.72                       | \$2.90                             | 1.60                 | 3.93           |
| February . . . . .         | 2.26   | 1.99                | 1.08                 | 0.98                       | 0.63                               | 2.44                 | 0.65           |
| March . . . . .            | 3.06   | 2.89                | 1.71                 | 4.45                       | 4.35                               | 2.71                 | 9.11           |
| April . . . . .            | 2.35   | 3.51                | 1.17                 | 0.83                       | 2.52                               | 3.06                 | 0.78           |
| May . . . . .              | 3.29   | 4.65                | 0.95                 | 1.19                       | 0.67                               | 3.04                 | 0.97           |
| June . . . . .             | 3.46   | 3.84                | 1.28                 | 10.10                      | 2.44                               | 3.50                 | 1.08           |
| CONTINENTAL US (CONTINUED) |        |                     |                      |                            |                                    |                      |                |
| July (1951) . . . . .      | \$5.31 | \$1.17              | \$ 3.27              | \$4.10                     | \$5.91                             | b/                   | \$ 4.96        |
| August . . . . .           | 1.04   | 1.23                | 2.20                 | 2.89                       | 5.30                               | b/                   | 2.53           |
| September . . . . .        | 2.83   | 0.69                | 3.47                 | 3.80                       | 3.86                               | b/                   | 6.29           |
| October . . . . .          | 4.03   | 4.01                | 3.92                 | 4.84                       | 3.60                               | b/                   | 4.46           |
| November . . . . .         | 2.64   | 1.48                | 2.70                 | 3.21                       | 2.11                               | b/                   | 2.07           |
| December . . . . .         | 5.20   | 3.51                | 17.93                | 4.23                       | 6.04                               | b/                   | 3.47           |
| January (1952) . . . . .   | 2.90   | 3.41                | 1.12                 | 3.52                       | 2.56                               | \$1.06               | 5.10           |
| February . . . . .         | 1.67   | 0.42                | 4.20                 | 3.51                       | 1.22                               | 2.78                 | 4.53           |
| March . . . . .            | 2.04   | 2.35                | 6.75                 | 3.97                       | 3.45                               | 3.65                 | 2.91           |
| April . . . . .            | 1.88   | 0.17                | 2.25                 | 3.11                       | 1.49                               | 1.52                 | 1.02           |
| May . . . . .              | 5.08   | 1.81                | 3.39                 | 5.89                       | 4.31                               | 3.82                 | 1.43           |
| June . . . . .             | 2.94   | 2.82                | 4.76                 | 4.47                       | 4.67                               | 0.30                 | 16.46          |
| OVERSEAS                   |        |                     |                      |                            |                                    |                      |                |
| July (1951) . . . . .      | \$4.88 | \$ 4.52             | \$ 0.62              | \$8.06                     | \$2.45                             | \$0.86               | \$3.39         |
| August . . . . .           | 2.94   | 1.53                | 0.31                 | 4.26                       | 2.06                               | 1.55                 | 2.60           |
| September . . . . .        | 2.31   | 6.98                | 0.20                 | 2.30                       | 3.08                               | 0.91                 | 0.89           |
| October . . . . .          | 1.68   | 4.65                | 0.14                 | 1.15                       | 1.37                               | 7.50                 | 1.10           |
| November . . . . .         | 2.66   | 2.62                | 0.22                 | 3.27                       | 4.62                               | 0.89                 | 1.15           |
| December . . . . .         | 4.78   | 20.88               | 13.17                | 4.26                       | 3.84                               | 0.80                 | 2.31           |
| January (1952) . . . . .   | 2.42   | 1.43                | 1.18                 | 2.33                       | 0.48                               | 0.60                 | 4.07           |
| February . . . . .         | 2.16   | 0.91                | 1.30                 | 2.55                       | 1.99                               | 0.67                 | 2.31           |
| March . . . . .            | 2.29   | 3.27                | 0.61                 | 3.36                       | 2.55                               | 1.43                 | 0.84           |
| April . . . . .            | 3.02   | 1.25                | 0.04                 | 4.44                       | 1.84                               | 0.83                 | 2.85           |
| May . . . . .              | 3.61   | 3.06                | 0.19                 | 5.23                       | 3.49                               | 0.94                 | 2.40           |
| June . . . . .             | 3.97   | 1.19                | 0.99                 | 6.42                       | 0.91                               | 0.78                 | 3.56           |

a/ Includes Hq. USAF, Air Force Finance Division, Air Research & Development Command, Special Weapons Command, Special Weapons Projects, Air Pictorial Services, and USAF Security Service.

b/ Air Research & Development Command and USAF Security Service included with Miscellaneous Organizations from July through December 1951.

Source: Assistant for Ground Safety, Deputy Chief of Staff, Personnel, Hq. USAF





## **Aircraft And Materiel**

## **Part V**



## AIRCRAFT - MATERIEL

The tables included in this section provide summary data pertaining to the procurement, production, inventory, status, deployment and disposition of USAF aircraft, and similar information and other major items of materiel in the USAF during the Fiscal Year 1952.

In addition to information reflecting the status of aircraft procurement and production, the data contain the following information by type and model of aircraft: Total aircraft on hand, active and inactive aircraft on hand, estimated aircraft on hand, aircraft in and out of commission, aircraft in storage, aircraft excess to all military requirements, aircraft production gains and losses to the aircraft inventory, and a summary of active and inactive aircraft by functional assignment distribution.

The classification of aircraft herein is in accordance with AF Regulation 65-60, dated 9 May 1949, and changes A and B, Aeronautical Board Memorandum, dated 21 October 1947, and the latest AF Technical Orders and other authorizations. The type classification is generally based upon the basic type designator of each aircraft model. A prefix is assigned an aircraft model when the aircraft is modified to perform a function (indicated by the prefix) other than its basically designed purpose. The classification into FIRST and SECOND-LINE categories is in accordance with HOI 150-9, dated 25 September 1950 and as specified in Table VIII, AFL 150-10, dated 27 September 1951, as amended by AFL 150-10A, dated 14 January 1952.

**DEFINITIONS:** The following definitions apply to the terms herein -

**AIRCRAFT:** The term aircraft and all type, model and series designations including prefixes are synonymous with the terminology of heavier-than-air aircraft as shown in AF Regulation 65-60, dated 9 May 1949. All aircraft which have been delivered to the USAF and USAF Reserve Forces and which are currently in the accountable inventory are included, except Class OI2 aircraft which are shown separately.

**AIRPLANES:** All aircraft except aerial target type aircraft and gliders.

**POSSESSION:** All aircraft inventory data reflected herein, except as otherwise specifically noted, are compiled on the basis of possession. An aircraft is possessed by an organization when that organization is physically using the aircraft in the accomplishment of its mission, or when the possessing organization is performing a service for the activity to which the aircraft is assigned, even though it may not be assigned to the organization.

**ACTIVE AIRCRAFT INVENTORY:** The number of aircraft provided for an organization in the accomplishment of its mission - command support aircraft, administrative aircraft, test aircraft (excluding those test aircraft on bailment and X-prefixed models), aircraft assigned for minimum individual training, active project aircraft and Air Force Reserve aircraft possessed by an Air Force activity.

**INACTIVE AIRCRAFT INVENTORY:** The sum of storage aircraft, flyable inactive aircraft, aircraft undergoing modification, aircraft on loan, bailment aircraft (except those bailed for maintenance), X-model aircraft, aircraft declared excess to the Department of the Air Force requirements, aircraft excess to the requirements of a command, aircraft recommended for reclamation, aircraft on project for assignment to a non-USAF activity, unassigned new production aircraft, and inactive project aircraft.

**FIRST and SECOND-LINE AIRCRAFT:** The classification of aircraft into first and second-line categories is in accordance with the provisions of HOI 150-9, and the first-line life specified in Table VIII of AFL 150-10, dated 2 February 1953.

**ACCEPTANCE:** The status of previously shop-assembled aircraft which have been fully inspected by constituted USAF or Navy production authorities and the title to which has been assumed by the contracting agencies but which have not been delivered to the recipients of the aircraft.

**IN COMMISSION:** In commission means that an aircraft, without additional repair or maintenance, is safe and capable of normal flight operations. This does not necessarily indicate that the aircraft is capable of performing a specific mission such as combat, photo, etc., but merely that the aircraft is flyable and that the Form 1A and the Form 41B do not bear a red cross. Weather, runway conditions, shortages of operation personnel, or other factors not relating to the aircraft itself will not cause an aircraft to be reported "out of commission".

**A O C P:** "Aircraft Out of Commission Awaiting Parts" are those aircraft not flyable as indicated by a red cross on Form 1A and Form 41B, solely due to lack of parts. Aircraft will not be reported as awaiting parts unless the required parts have been requisitioned from the normal supply source at the station where the aircraft is located and notification has been received from the normal supply source that the parts are not available. This category does not include those aircraft awaiting parts required for the performance of modifications defined in AF Regulation 65-60.

**AIRFRAME WEIGHT:** The weight of the assembled principal structural components of an airplane. It includes hull or fuselage, wings, stabilizers, vertical fins, control surfaces, landing gear, and nacelles.

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**GUIDED MISSILES:** The Guided Missiles table shows complete production data for the Fiscal Year 1952. All contracts, including those that have been completed and those currently in production are reflected in this report. The data also include the quarterly cumulative total on contract and the quarterly cumulative deliveries. The data were obtained from the latest procurement schedule - Air Materiel Command and Navy. The target drones shown in this report are used for training purposes only.

**COMBAT MUNITIONS:** This Fiscal Year 1952 report covers combat munitions peculiar to the United States Air Force located in air depots outside Continental U.S. The data presented herein is based upon reports prepared and submitted to Headquarters USAF by each major air command overseas. It reflects for each overseas major command the number by designated type of combat munitions reported on hand at the end of each quarter.





TABLE 1 - U.S. MILITARY AIRPLANE PRODUCTION BY RECIPIENT DURING FISCAL YEAR 1952

| TYPE<br>MODEL<br>AND<br>SERIES    | MANUFACTURER | FISCAL YEAR 1952  |                         |             |                         |             |                         |             |                         |             |                         |
|-----------------------------------|--------------|-------------------|-------------------------|-------------|-------------------------|-------------|-------------------------|-------------|-------------------------|-------------|-------------------------|
|                                   |              | TOTAL ACCEPTANCES |                         | 1st QUARTER |                         | 2nd QUARTER |                         | 3rd QUARTER |                         | 4th QUARTER |                         |
|                                   |              | Units             | Airframe Weight (000's) | Units       | Airframe Weight (000's) | Units       | Airframe Weight (000's) | Units       | Airframe Weight (000's) | Units       | Airframe Weight (000's) |
| <b>TOTAL MILITARY PRODUCTION:</b> |              | 7,403             | 77,816.8                | 1,417       | 12,930.4                | 1,749       | 17,428.1                | 2,018       | 20,784.7                | 2,219       | 26,673.6                |
| <b>RECIPIENT:</b>                 |              |                   |                         |             |                         |             |                         |             |                         |             |                         |
| a/USAF . . . . .                  |              | 2,821             | 54,313.7                | 560         | 9,808.3                 | 626         | 11,756.2                | 713         | 14,075.2                | 922         | 18,674.0                |
| NAVY . . . . .                    |              | 1,805             | 14,962.2                | 315         | 2,329.8                 | 466         | 4,542.7                 | 469         | 3,956.6                 | 555         | 4,133.1                 |
| MDAP . . . . .                    |              | 794               | 6,510.1                 | 26          | 253.3                   | 81          | 567.1                   | 290         | 2,278.5                 | 397         | 3,411.2                 |
| GROUND NATIONAL GUARD . . . . .   |              | 247               | 210.2                   | 57          | 45.6                    | 52          | 43.6                    | 63          | 53.5                    | 75          | 67.5                    |
| ARMY . . . . .                    |              | 1,703             | 1,586.2                 | 451         | 432.0                   | 508         | 435.5                   | 477         | 374.4                   | 267         | 344.3                   |
| COAST GUARD . . . . .             |              | 19                | 157.4                   | 2           | 28.4                    | 8           | 39.0                    | 6           | 46.5                    | 3           | 43.5                    |
| RCAP . . . . .                    |              | 14                | 77.0                    | 6           | 33.0                    | 8           | 44.0                    | -           | -                       | -           | -                       |
| a/ US AIR FORCE                   |              |                   |                         |             |                         |             |                         |             |                         |             |                         |
| <b>BOMBER - TOTAL</b>             |              | 272               | 18,445.4                | 30          | 2,363.7                 | 56          | 4,328.5                 | 73          | 4,768.8                 | 113         | 6,984.4                 |
| B-36D . . . . .                   | Convair      | 1                 | 104.0                   | 1           | 104.0                   | -           | -                       | -           | -                       | -           | -                       |
| B-36F . . . . .                   | Convair      | 30                | 3,129.0                 | 11          | 1,147.3                 | 18          | 1,877.4                 | 1           | 104.3                   | -           | -                       |
| B-36H . . . . .                   | Convair      | 32                | 3,500.2                 | -           | -                       | 7           | 730.1                   | 13          | 1,355.9                 | 12          | 1,414.2                 |
| YB-60 . . . . .                   | Convair      | 2                 | 208.6                   | 2           | 208.6                   | -           | -                       | -           | -                       | -           | -                       |
| B-47A . . . . .                   | Boeing       | 1                 | 53.3                    | 1           | 53.3                    | -           | -                       | -           | -                       | -           | -                       |
| B-47B . . . . .                   | Boeing       | 204               | 11,410.3                | 15          | 850.5                   | 30          | 1,701.0                 | 58          | 3,288.6                 | 101         | 5,570.2                 |
| XB-51 . . . . .                   | Martin       | 2                 | 40.0                    | -           | -                       | 1           | 20.0                    | 1           | 20.0                    | -           | -                       |
| <b>FIGHTER - TOTAL</b>            |              | 1,148             | 9,894.3                 | 321         | 2,417.0                 | 295         | 2,565.6                 | 269         | 2,503.3                 | 263         | 2,408.4                 |
| F-80C . . . . .                   | Lockheed     | 4                 | 23.6                    | -           | -                       | 4           | 23.6                    | -           | -                       | -           | -                       |
| YF-84F . . . . .                  | Republic     | 1                 | 9.1                     | 1           | 9.1                     | -           | -                       | -           | -                       | -           | -                       |
| F-84G . . . . .                   | Republic     | 447               | 3,401.2                 | 158         | 1,106.0                 | 114         | 866.8                   | 102         | 800.6                   | 73          | 627.8                   |
| F-86D . . . . .                   | N. American  | 26                | 229.3                   | 1           | 8.6                     | 2           | 17.3                    | 10          | 88.4                    | 13          | 115.0                   |
| YF-86D . . . . .                  | N. American  | 2                 | 17.6                    | -           | -                       | -           | -                       | 1           | 8.8                     | 1           | 8.8                     |
| F-86E . . . . .                   | N. American  | 163               | 1,170.3                 | 52          | 350.9                   | 40          | 306.2                   | 71          | 514.7                   | 30          | 216.0                   |
| F-86E . . . . .                   | Canadair     | 55                | 398.8                   | -           | -                       | -           | -                       | 25          | 181.3                   | 30          | 216.0                   |
| F-86F . . . . .                   | N. American  | 111               | 810.3                   | -           | -                       | -           | -                       | 6           | 43.8                    | 105         | 766.5                   |
| F-89B . . . . .                   | Northrop     | 18                | 301.5                   | 18          | 301.5                   | -           | -                       | -           | -                       | -           | -                       |
| F-89C . . . . .                   | Northrop     | 128               | 2,222.3                 | 4           | 68.6                    | 44          | 755.7                   | 48          | 825.2                   | 32          | 572.8                   |
| F-89D . . . . .                   | Northrop     | 2                 | 40.2                    | -           | -                       | -           | -                       | -           | -                       | 2           | 40.2                    |
| F-94B . . . . .                   | Lockheed     | 180               | 1,178.9                 | 85          | 556.7                   | 91          | 596.0                   | 4           | 26.2                    | 6           | 50.1                    |
| F-94C . . . . .                   | Lockheed     | 9                 | 73.5                    | 2           | 15.6                    | -           | -                       | 1           | 7.8                     | 6           | 50.1                    |
| XF-88A . . . . .                  | McDonnell    | 1                 | 6.5                     | -           | -                       | -           | -                       | 1           | 6.5                     | 1           | 11.2                    |
| XF-90 . . . . .                   | Lockheed     | 1                 | 11.2                    | -           | -                       | -           | -                       | -           | -                       | 1           | 11.2                    |
| <b>RECONN. - TOTAL</b>            |              | 44                | 4,674.7                 | 13          | 1,388.4                 | 8           | 757.9                   | 11          | 1,174.8                 | 12          | 1,353.6                 |
| YRF-34F . . . . .                 | Republic     | 1                 | 10.3                    | -           | -                       | 1           | 10.3                    | -           | -                       | -           | -                       |
| RB-36F . . . . .                  | Convair      | 20                | 2,136.0                 | 13          | 1,388.4                 | 7           | 747.6                   | -           | -                       | -           | -                       |
| RB-36H . . . . .                  | Convair      | 23                | 2,528.4                 | -           | -                       | -           | -                       | 11          | 1,174.8                 | 12          | 1,353.6                 |
| <b>SEARCH &amp; RESCUE</b>        |              |                   |                         |             |                         |             |                         |             |                         |             |                         |
| <b>TOTAL</b>                      |              | 81                | 1,148.4                 | 10          | 143.0                   | 26          | 363.7                   | 21          | 300.9                   | 24          | 340.8                   |
| SA-16A . . . . .                  | Grumman      | 81                | 1,148.4                 | 10          | 143.0                   | 26          | 363.7                   | 21          | 300.9                   | 24          | 340.8                   |
| <b>TANKER - TOTAL</b>             |              | 96                | 5,590.2                 | 16          | 944.0                   | 25          | 1,440.6                 | 26          | 1,490.2                 | 29          | 1,715.4                 |
| KC-97E . . . . .                  | Boeing       | 58                | 3,342.4                 | 16          | 944.0                   | 25          | 1,440.6                 | 17          | 957.8                   | 29          | 1,715.4                 |
| KC-97F . . . . .                  | Boeing       | 38                | 2,247.8                 | -           | -                       | -           | -                       | 9           | 532.4                   | 29          | 1,715.4                 |
| <b>CARGO - TOTAL</b>              |              | 213               | 9,595.4                 | 51          | 1,978.3                 | 31          | 1,429.7                 | 50          | 2,484.0                 | 81          | 3,703.4                 |
| C-124A . . . . .                  | Douglas      | 78                | 5,884.8                 | 14          | 1,025.5                 | 13          | 953.9                   | 24          | 1,761.6                 | 27          | 2,143.8                 |
| C-119C . . . . .                  | Fairchild    | 130               | 3,568.6                 | 37          | 952.8                   | 18          | 475.8                   | 25          | 695.0                   | 50          | 1,445.0                 |
| C-119F . . . . .                  | Kaiser       | 4                 | 114.6                   | -           | -                       | -           | -                       | 4           | -                       | 4           | 114.6                   |
| C-119F . . . . .                  | Fairchild    | 1                 | 27.4                    | -           | -                       | -           | -                       | 1           | 27.4                    | -           | -                       |
| <b>TRAINER - TOTAL</b>            |              | 845               | 4,621.4                 | 113         | 549.3                   | 167         | 821.5                   | 238         | 1,274.8                 | 327         | 1,975.8                 |
| T-28A . . . . .                   | N. American  | 351               | 1,351.8                 | 81          | 307.8                   | 90          | 342.0                   | 90          | 342.0                   | 90          | 360.0                   |
| T-29A . . . . .                   | Convair      | 7                 | 130.2                   | 5           | 93.0                    | 2           | 37.2                    | -           | -                       | -           | -                       |
| T-29B . . . . .                   | Convair      | 25                | 509.6                   | -           | -                       | 2           | 40.8                    | 8           | 162.8                   | 15          | 306.0                   |
| T-33A . . . . .                   | Lockheed     | 462               | 2,629.8                 | 27          | 148.5                   | 73          | 401.5                   | 140         | 770.0                   | 222         | 1,309.8                 |
| <b>COMMUNICATION -</b>            |              |                   |                         |             |                         |             |                         |             |                         |             |                         |
| <b>TOTAL</b>                      |              | 119               | 327.4                   | 5           | 17.5                    | 17          | 43.1                    | 25          | 78.4                    | 72          | 188.4                   |
| YH-12B . . . . .                  | Bell         | 8                 | 28.9                    | 5           | 17.5                    | 1           | 4.4                     | 2           | 7.0                     | -           | -                       |
| H-19A . . . . .                   | Sikorsky     | 50                | 180.8                   | -           | -                       | 7           | 23.8                    | 19          | 64.6                    | 24          | 92.4                    |
| L-20A . . . . .                   | De Havilland | 61                | 117.7                   | -           | -                       | 9           | 14.9                    | 4           | 6.8                     | 48          | 96.0                    |
| <b>SPECIAL RESEARCH</b>           |              |                   |                         |             |                         |             |                         |             |                         |             |                         |
| <b>TOTAL</b>                      |              | 3                 | 16.5                    | 1           | 7.1                     | 1           | 5.6                     | -           | -                       | 1           | 3.8                     |
| X-15 . . . . .                    | Bell         | 1                 | 7.1                     | 1           | 7.1                     | -           | -                       | -           | -                       | -           | -                       |
| X-5 . . . . .                     | Bell         | 2                 | 9.4                     | -           | -                       | 1           | 5.6                     | -           | -                       | 1           | 3.8                     |

TABLE 1 - U.S. MILITARY AIRPLANE PRODUCTION BY RECIPIENT DURING FISCAL YEAR 1952 CONTINUED

| TYPE<br>MODEL<br>AND<br>SERIES  | MANUFACTURER                             | FISCAL YEAR 1952             |   |                        |                                  |                           |  |                            |  |                          |  |
|---|--|------------------------------|---|------------------------|----------------------------------|---------------------------|--|----------------------------|--|--------------------------|--|
|   |  | TOTAL ACCEPTANCES            |   | 1st QUARTER            |                                  | 2nd QUARTER               |  | 3rd QUARTER                |  | 4th QUARTER              |  |
|   |  | Units                        | Airframe Weight (000's)                       | Units                  | Airframe Weight (000's)          | Units                     | Airframe Weight (000's)                    | Units                      | Airframe Weight (000's)                    | Units                    | Airframe Weight (000's)                  |
| ARMY FIELD FORCES   |  |                              |   |                        |                                  |                           |  |                            |  |                          |  |
| CARGO - TOTAL<br>YC-122C . . .  | Chase                                    | 1<br>1                       | 14.7<br>14.7                                  | 1<br>1                 | 14.7<br>14.7                     | -<br>-                    | -<br>-                                     | -<br>-                     | -<br>-                                     | -<br>-                   | -<br>-                                   |
| COMMUNICATION -<br>TOTAL  |  | 1,702                        | 1,571.5                                       | 450                    | 417.3                            | 508                       | 435.5                                      | 477                        | 374.4                                      | 267                      | 344.3                                    |
| H-13D . . .   | Bell                                     | 39                           | 50.2  | 34                     | 44.2                             | 5                         | 6.0  | -                          | -  | -                        | -  |
| H-13E . . .   | Bell                                     | 156                          | 184.5   | -                      | -                                | 20                        | 21.2                                       | 59                         | 47.8                                       | 77                       | 115.5                                    |
| H-19C . . .   | Sikorsky                                 | 7                            | 27.3  | -                      | -                                | -                         | -  | -                          | -  | 7                        | 27.3                                     |
| H-23A . . .   | Hillier                                  | 61                           | 79.2  | 27                     | 35.1                             | 32                        | 41.6                                       | 2                          | 2.5  | -                        | -  |
| H-23B . . .   | Hillier                                  | 40                           | 49.4  | -                      | -                                | -                         | -  | 13                         | 15.6                                       | 27                       | 33.8                                     |
| L-19A . . .   | Cessna                                   | 778                          | 650.1   | 249                    | 199.2                            | 235                       | 195.2                                      | 180                        | 153.1                                      | 114                      | 102.6                                    |
| L-20A . . .   | DeHavilland                              | 60                           | 110.4   | -                      | -                                | 5                         | 8.5  | 27                         | 45.9                                       | 28                       | 56.0                                     |
| L-21A . . .   | Piper                                    | 120                          | 108.0   | 50                     | 45.0                             | 70                        | 63.0                                       | -                          | -  | -                        | -  |
| YL-23 . . .   | Beech                                    | 4                            | 5.9   | -                      | -                                | -                         | -  | 3                          | 3.3  | 1                        | 2.6                                      |
| LC-126C . . .   | Cessna                                   | 55                           | 69.7  | 32                     | 41.6                             | 23                        | 28.1                                       | -                          | -  | -                        | -  |
| L-18C b/ . . .  | Piper                                    | 382                          | 236.8   | 58                     | 52.2                             | 118                       | 71.9                                       | 193                        | 106.2                                      | 13                       | 6.5                                      |
| NATIONAL GUARD GROUND   |  |                              |   |                        |                                  |                           |  |                            |  |                          |  |
| LIAISON - TOTAL<br>L-19A . . .  | Cessna                                   | 247<br>247                   | 210.2<br>210.2                                | 57<br>57               | 45.6<br>45.6                     | 52<br>52                  | 43.6<br>43.6                               | 63<br>63                   | 53.5<br>53.5                               | 75<br>75                 | 67.5<br>67.5                             |
| MUTUAL DEFENSE ASSISTANCE PROGRAM   |  |                              |   |                        |                                  |                           |  |                            |  |                          |  |
| BOMBER - TOTAL<br>F2V-5 . . .<br>AD-4W . . .                              | Lockheed<br>Douglas                      | 12<br>8<br>4                 | 269.3<br>239.7<br>29.6                        | 8<br>4<br>4            | 149.8<br>120.2<br>29.6           | -<br>-<br>-               | -<br>-<br>-                                | 2<br>2<br>-                | 60.0<br>50.0<br>-                          | 2<br>2<br>-              | 59.5<br>59.5<br>-                        |
| FIGHTER - TOTAL<br>F-84E . . .<br>F-84G . . .                             | Republic<br>Republic                     | 713<br>3<br>710              | 5,865.5<br>21.0<br>5,844.5                    | 3<br>3<br>-            | 21.0<br>21.0<br>-                | 61<br>-<br>61             | 465.6<br>-<br>465.6                        | 270<br>-<br>270            | 2,119.5<br>-<br>2,119.5                    | 379<br>-<br>379          | 3,259.4<br>-<br>3,259.4                  |
| SEARCH & RESCUE<br>TOTAL<br>SA-16A . . .                                  | Grumman                                  | 1<br>1                       | 13.8<br>13.8                                  | -<br>-                 | -<br>-                           | 1<br>1                    | 13.8<br>13.8                               | -<br>-                     | -<br>-                                     | -<br>-                   | -<br>-                                   |
| TRAINER - TOTAL<br>T-33A . . .  | Lockheed                                 | 63<br>63                     | 352.5<br>352.5                                | 15<br>15               | 82.5<br>82.5                     | 15<br>15                  | 82.5<br>82.5                               | 18<br>18                   | 99.0<br>99.0                               | 15<br>15                 | 88.5<br>88.5                             |
| COMMUNICATION -<br>TOTAL<br>H-19A . . .<br>H-23A . . .                    | Sikorsky<br>Hillier                      | 5<br>1<br>4                  | 9.0<br>3.8<br>5.2                             | -<br>-<br>-            | -<br>-<br>-                      | 4<br>-<br>4               | 5.2<br>-<br>5.2                            | -<br>-<br>-                | -<br>-<br>-                                | 1<br>1<br>-              | 3.8<br>3.8<br>-                          |
| ROYAL CANADIAN AIR FORCE  |  |                              |   |                        |                                  |                           |  |                            |  |                          |  |
| TRAINER - TOTAL<br>T-33A . . .  | Lockheed                                 | 14<br>14                     | 77.0<br>77.0                                  | 6<br>6                 | 33.0<br>33.0                     | 8<br>8                    | 44.0<br>44.0                               | -<br>-                     | -<br>-                                     | -<br>-                   | -<br>-                                   |
| COAST GUARD   |  |                              |   |                        |                                  |                           |  |                            |  |                          |  |
| COMMUNICATION -<br>TOTAL<br>HFL-5 . . .<br>HO4S-2 . . .                   | Bell<br>Sikorsky                         | 10<br>3<br>7                 | 27.8<br>3.3<br>24.5                           | -<br>-<br>-            | -<br>-<br>-                      | 7<br>-<br>7               | 24.5<br>-<br>24.5                          | 3<br>3<br>-                | 3.3<br>3.3<br>-                            | -<br>-<br>-              | -<br>-<br>-                              |
| UTILITY - TOTAL<br>UF-1 . . .   | Grumman                                  | 9<br>9                       | 129.6<br>129.6                                | 2<br>2                 | 28.4<br>28.4                     | 1<br>1                    | 14.5<br>14.5                               | 3<br>3                     | 43.2<br>43.2                               | 3<br>3                   | 43.5<br>43.5                             |
| N A V Y   |  |                              |   |                        |                                  |                           |  |                            |  |                          |  |
| BOMBER - TOTAL<br>F2V-5 . . .<br>P5M-1 . . .<br>AD-4 . . .<br>AD-4B . . . | Lockheed<br>Martin<br>Douglas<br>Douglas | 558<br>47<br>14<br>109<br>27 | 6,027.5<br>1,406.4<br>460.4<br>797.8<br>198.6 | 66<br>8<br>-<br>9<br>- | 743.9<br>240.4<br>-<br>66.6<br>- | 135<br>12<br>4<br>54<br>2 | 1,585.8<br>358.1<br>131.6<br>395.4<br>14.7 | 142<br>15<br>3<br>45<br>16 | 1,566.8<br>450.8<br>98.7<br>328.5<br>116.8 | 215<br>12<br>7<br>1<br>9 | 2,131.0<br>357.1<br>230.3<br>7.3<br>67.1 |

TABLE 1 - U.S. MILITARY AIRPLANE PRODUCTION BY RECIPIENT DURING FISCAL YEAR 1952 - CONTINUED

| TYPE<br>MODEL<br>AND<br>SERIES | MANUFACTURER  | FISCAL YEAR 1952  |                         |             |                         |             |                         |             |                         |             |                         |
|--------------------------------|---------------|-------------------|-------------------------|-------------|-------------------------|-------------|-------------------------|-------------|-------------------------|-------------|-------------------------|
|                                |               | TOTAL ACCEPTANCES |                         | 1st QUARTER |                         | 2nd QUARTER |                         | 3rd QUARTER |                         | 4th QUARTER |                         |
|                                |               | Units             | Airframe Weight (000's) | Units       | Airframe Weight (000's) | Units       | Airframe Weight (000's) | Units       | Airframe Weight (000's) | Units       | Airframe Weight (000's) |
| N A V Y -- Continued           |               |                   |                         |             |                         |             |                         |             |                         |             |                         |
| <b>BOMBER - Cont'd</b>         |               |                   |                         |             |                         |             |                         |             |                         |             |                         |
| AD-4N . . . . .                | Douglas       | 95                | 715.3                   | 22          | 165.0                   | 13          | 98.3                    | 1           | 7.7                     | 59          | 444.3                   |
| AD-4W . . . . .                | Douglas       | 31                | 229.4                   | 1           | 7.4                     | 1           | 7.4                     | 1           | 7.4                     | 28          | 207.2                   |
| AP-25 . . . . .                | Grumman       | 91                | 935.0                   | 13          | 133.2                   | 24          | 246.8                   | 27          | 278.1                   | 27          | 276.9                   |
| AP-24 . . . . .                | Grumman       | 59                | 595.9                   | 13          | 131.3                   | 16          | 161.6                   | 15          | 151.5                   | 15          | 151.5                   |
| AJ-1 . . . . .                 | N. American   | 10                | 191.2                   | -           | -                       | 9           | 171.9                   | 1           | 19.3                    | -           | -                       |
| AJ-2P . . . . .                | N. American   | 3                 | 65.3                    | -           | -                       | -           | -                       | -           | -                       | 3           | 65.3                    |
| AU-1 . . . . .                 | Chance Vought | 72                | 432.0                   | -           | -                       | -           | -                       | 18          | 108.0                   | 54          | 324.0                   |
| <b>FIGHTER - TOTAL</b>         |               | <b>844</b>        | <b>6,519.0</b>          | <b>170</b>  | <b>1,278.6</b>          | <b>243</b>  | <b>1,889.9</b>          | <b>233</b>  | <b>1,809.6</b>          | <b>198</b>  | <b>1,540.9</b>          |
| F2H-2 . . . . .                | McDonnell     | 115               | 905.3                   | 44          | 343.2                   | 36          | 285.6                   | 31          | 244.9                   | 4           | 31.6                    |
| F2H-2P . . . . .               | McDonnell     | 66                | 559.0                   | 10          | 83.0                    | 18          | 153.0                   | 18          | 153.0                   | 20          | 170.0                   |
| F2H-3 . . . . .                | McDonnell     | 5                 | 45.8                    | -           | -                       | -           | -                       | -           | -                       | 5           | 45.8                    |
| F3D-1 . . . . .                | Douglas       | 3                 | 30.6                    | -           | -                       | 3           | 30.6                    | -           | -                       | -           | -                       |
| F3D-2 . . . . .                | Douglas       | 56                | 576.8                   | 8           | 82.4                    | 9           | 92.7                    | 22          | 226.6                   | 17          | 175.1                   |
| F4U-5N . . . . .               | Chance Vought | 14                | 89.6                    | 14          | 89.6                    | -           | -                       | -           | -                       | -           | -                       |
| XF7U-1 . . . . .               | Chance Vought | 6                 | 67.5                    | 2           | 22.5                    | 4           | 45.0                    | -           | -                       | -           | -                       |
| F7U-3 . . . . .                | Chance Vought | 4                 | 48.1                    | -           | -                       | -           | -                       | 2           | 24.0                    | 2           | 24.1                    |
| F9F-2 . . . . .                | Grumman       | 15                | 99.7                    | 15          | 99.7                    | -           | -                       | -           | -                       | -           | -                       |
| F9F-4 . . . . .                | Grumman       | 93                | 675.1                   | 35          | 253.7                   | 22          | 160.5                   | 35          | 253.7                   | 1           | 7.2                     |
| F9F-5 . . . . .                | Grumman       | 433               | 3,166.5                 | 42          | 304.5                   | 147         | 1,092.8                 | 110         | 797.6                   | 134         | 971.6                   |
| F9F-5P . . . . .               | Grumman       | 33                | 246.8                   | -           | -                       | 4           | 29.7                    | 14          | 101.6                   | 15          | 115.5                   |
| F9F-6 . . . . .                | Grumman       | 1                 | 8.2                     | -           | -                       | -           | -                       | 1           | 8.2                     | -           | -                       |
| <b>CARGO - TOTAL</b>           |               | <b>42</b>         | <b>1,304.1</b>          | <b>2</b>    | <b>77.2</b>             | <b>29</b>   | <b>887.2</b>            | <b>10</b>   | <b>300.5</b>            | <b>1</b>    | <b>39.2</b>             |
| R44-1(C-119C)                  | Fairchild     | 31                | 856.2                   | -           | -                       | 23          | 639.4                   | 8           | 216.8                   | -           | -                       |
| R6D-1 . . . . .                | Douglas       | 11                | 447.9                   | 2           | 77.2                    | 6           | 247.8                   | 2           | 83.7                    | 1           | 39.2                    |
| <b>TRAINER - TOTAL</b>         |               | <b>90</b>         | <b>513.8</b>            | <b>18</b>   | <b>101.7</b>            | <b>17</b>   | <b>95.3</b>             | <b>25</b>   | <b>141.3</b>            | <b>30</b>   | <b>175.5</b>            |
| TV-2(T-33A)                    | Lockheed      | 90                | 513.8                   | 18          | 101.7                   | 17          | 95.3                    | 25          | 141.3                   | 30          | 175.5                   |
| <b>COMMUNICATION - TOTAL</b>   |               | <b>271</b>        | <b>597.8</b>            | <b>59</b>   | <b>128.4</b>            | <b>42</b>   | <b>84.5</b>             | <b>59</b>   | <b>138.4</b>            | <b>111</b>  | <b>246.5</b>            |
| HRS-1 . . . . .                | Sikorsky      | 35                | 114.6                   | 25          | 81.3                    | 9           | 29.8                    | 1           | 3.5                     | -           | -                       |
| HRS-2 . . . . .                | Sikorsky      | 41                | 147.6                   | -           | -                       | -           | -                       | 17          | 61.2                    | 24          | 86.4                    |
| HTE-1 . . . . .                | Hiller        | 5                 | 6.0                     | 5           | 6.0                     | -           | -                       | -           | -                       | -           | -                       |
| HTE-2 . . . . .                | Hiller        | 35                | 42.0                    | -           | -                       | -           | -                       | 1           | 1.2                     | 34          | 40.8                    |
| HTL-4 . . . . .                | Bell          | 10                | 10.7                    | 7           | 7.4                     | 2           | 2.2                     | 1           | 1.1                     | -           | -                       |
| HTL-5 . . . . .                | Bell          | 23                | 25.3                    | -           | -                       | 4           | 4.4                     | 13          | 14.3                    | 6           | 6.6                     |
| HTK-1 . . . . .                | Kaman         | 3                 | 5.0                     | -           | -                       | 1           | 1.6                     | -           | -                       | 2           | 3.4                     |
| HO5S-1 . . . . .               | Sikorsky      | 24                | 33.6                    | -           | -                       | -           | -                       | 7           | 9.8                     | 17          | 23.8                    |
| HUP-1 . . . . .                | Piasecki      | 19                | 58.9                    | 7           | 21.7                    | 11          | 34.1                    | -           | -                       | 1           | 3.1                     |
| HUP-2 . . . . .                | Piasecki      | 41                | 125.2                   | -           | -                       | -           | -                       | 14          | 42.8                    | 27          | 82.4                    |
| OE-1(L-19A)                    | Cessna        | 35                | 28.9                    | 15          | 12.0                    | 15          | 12.4                    | 5           | 4.5                     | -           | -                       |

a/ Includes Experimental Models, and fifty-five (55) F-86E's accepted by USAF from Canadair.

b/ Army for MDAP

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 2- PRODUCTION AND DELIVERIES OF USAF GUIDED MISSILES - QUARTERLY FY 1952

| POPULAR NAME              | TYPE                     | QUANTITY ON CONTRACT | ACCEPTED AS OF 30 Jun 51 | SCHEDULE AS OF 30 Jun 51 | DELIVERIES-FISCAL YEAR 1952 |             |             |             | SCHEDULE AS OF 30 Jun 52 | ACCEPTED AS OF 30 Jun 52 |
|---------------------------|--------------------------|----------------------|--------------------------|--------------------------|-----------------------------|-------------|-------------|-------------|--------------------------|--------------------------|
|                           |                          |                      |                          |                          | 1st Quarter                 | 2nd Quarter | 3rd Quarter | 4th Quarter |                          |                          |
| <u>AIR-TO-AIR</u>         |                          |                      |                          |                          |                             |             |             |             |                          |                          |
| FALCON                    | XF-98 . . . . .          | 45                   | -                        | -                        | 4                           | 12          | 7           | 8           | 33                       | 31                       |
|                           | Components Test. . . . . | 166                  | 15                       | -                        | 98                          | 17          | 28          | 8           | 166                      | 166                      |
| <u>AIR-TO-SURFACE</u>     |                          |                      |                          |                          |                             |             |             |             |                          |                          |
| TARZON                    | B-2 Shell. . . . .       | -                    | 20                       | -                        | -                           | -           | -           | -           | -                        | 20                       |
|                           | B-3 Bombtail . . . . .   | 110                  | -                        | (265)                    | -                           | -           | -           | -           | 110                      | -                        |
|                           | YASM-A-1 (VB-B). . . . . | 200                  | 57                       | -                        | 32                          | 141         | 59          | -           | 200                      | 90                       |
| SHRIKE                    | X-9 (RTV-A-4). . . . .   | 31                   | 13                       | 36                       | 3                           | 2           | -           | 2           | 20                       | 20                       |
| RAZON                     | B-1 Bombtail . . . . .   | 2,000                | 589                      | 589                      | 600                         | 600         | 211         | -           | 2,000                    | 2,000                    |
| RASCAL                    | B-63 . . . . .           | 64                   | -                        | 3                        | 4                           | 1           | -           | -           | 5                        | 5                        |
| <u>SURFACE-TO-SURFACE</u> |                          |                      |                          |                          |                             |             |             |             |                          |                          |
| MATADOR                   | YB-611-7 . . . . .       | 52                   | 13                       | 13                       | 4                           | 5           | 4           | 14          | 37                       | 40                       |
| NAVAEO                    | XB-64 . . . . .          | 7                    | -                        | -                        | -                           | -           | -           | -           | -                        | -                        |
| SNARK                     | XSSM-A-3). . . . .       | 16                   | 10                       | 10                       | 6                           | -           | -           | -           | 16                       | 16                       |
|                           | SXXM-A-3). . . . .       | 12                   | -                        | -                        | -                           | -           | -           | -           | -                        | -                        |
| <u>SURFACE-TO-AIR</u>     |                          |                      |                          |                          |                             |             |             |             |                          |                          |
| BOMARC                    | XSAM-A-2 . . . . .       | 48                   | -                        | -                        | -                           | -           | -           | -           | -                        | -                        |
| LARK                      | XSAM-N-2C. . . . .       | 31                   | 29                       | 36                       | -                           | -           | -           | 2           | 31                       | 31                       |
| <u>TARGET DRONE</u>       |                          |                      |                          |                          |                             |             |             |             |                          |                          |
|                           | YQ-1 . . . . .           | 20                   | -                        | -                        | -                           | -           | -           | -           | 20                       | -                        |
|                           | XQ-2 . . . . .           | 32                   | 26                       | -                        | 6                           | -           | -           | -           | 32                       | 32                       |
|                           | XQ-2 . . . . .           | 30                   | 30                       | -                        | -                           | -           | -           | -           | 30                       | 30                       |
|                           | OQ-19A . . . . .         | 333                  | 333                      | 333                      | -                           | -           | -           | -           | 333                      | 333                      |
|                           | C . . . . .              | 389                  | 389                      | 389                      | -                           | -           | -           | -           | 389                      | 389                      |
|                           | D . . . . .              | 1,115                | 193                      | 193                      | 12                          | 810         | -           | -           | 1,115                    | 1,115                    |
|                           | OQ-190-USAF. . . . .     | 1,365                | 74                       | -                        | 296                         | 95          | -           | 156         | 1,190                    | 621                      |
|                           | APF . . . . .            | 6,386                | 775                      | -                        | 1,170                       | 1,462       | 297         | 69          | 4,939                    | 3,774                    |
|                           | NG(G) . . . . .          | 524                  | 35                       | -                        | 240                         | 249         | -           | -           | -                        | 524                      |

SOURCE: Materiel Statistics Division, D/Statistical Services, DCS/C

**TABLE 3 - USAF AIRPLANE ACCEPTANCES - UNITS AND AIRFRAME WEIGHT BY RECIPIENT -  
F.Y. 1950, F.Y. 1951, AND F.Y. 1952**

(Airframe Weight in thousands of pounds. This table excludes experimental, used, and remanufactured airplanes. MDAP includes both Grant Aid and Reimbursable Aid.)

| Month and Year         | TOTAL        |                 | USAF         |                 | USAF for MDAP |                 | USAF for Navy |                 | USAF for Army |                 |
|------------------------|--------------|-----------------|--------------|-----------------|---------------|-----------------|---------------|-----------------|---------------|-----------------|
|                        | Units        | Airframe Weight | Units        | Airframe Weight | Units         | Airframe Weight | Units         | Airframe Weight | Units         | Airframe Weight |
| <b>FY 1950 - Total</b> | <b>1,782</b> | <b>26,670.3</b> | <b>1,652</b> | <b>26,315.0</b> | <b>105</b>    | <b>52.5</b>     | <b>24</b>     | <b>301.6</b>    | <b>1</b>      | <b>1.2</b>      |
| July 1949 . .          | 124          | 2,408.7         | 124          | 2,408.7         | -             | -               | -             | -               | -             | -               |
| August . . .           | 189          | 2,755.1         | 134          | 2,726.9         | 54            | 27.0            | -             | -               | 1             | 1.2             |
| September . .          | 160          | 1,777.6         | 109          | 1,752.1         | 51            | 25.5            | -             | -               | -             | -               |
| October . . .          | 116          | 1,100.9         | 116          | 1,100.9         | -             | -               | -             | -               | -             | -               |
| November . . .         | 144          | 2,365.0         | 143          | 2,359.2         | -             | -               | 1             | 5.8             | -             | -               |
| December . . .         | 158          | 2,973.5         | 157          | 2,947.0         | -             | -               | 1             | 26.5            | -             | -               |
| January 1950           | 102          | 954.3           | 100          | 901.6           | -             | -               | 2             | 52.7            | -             | -               |
| February . . .         | 149          | 2,358.5         | 144          | 2,226.7         | -             | -               | 5             | 131.8           | -             | -               |
| March . . . .          | 159          | 2,165.9         | 159          | 2,165.9         | -             | -               | -             | -               | -             | -               |
| April . . . . .        | 156          | 2,765.5         | 156          | 2,765.5         | -             | -               | -             | -               | -             | -               |
| May . . . . .          | 161          | 2,449.9         | 154          | 2,410.3         | -             | -               | 7             | 39.6            | -             | -               |
| June . . . . .         | 164          | 2,595.4         | 156          | 2,550.2         | -             | -               | 8             | 45.2            | -             | -               |
| <b>FY 1951 - Total</b> | <b>2,596</b> | <b>29,385.5</b> | <b>1,756</b> | <b>27,800.7</b> | <b>107</b>    | <b>737.0</b>    | <b>16</b>     | <b>89.5</b>     | <b>717</b>    | <b>758.3</b>    |
| July 1950 . .          | 119          | 1,517.3         | 116          | 1,491.3         | -             | -               | 2             | 11.3            | 1             | 14.7            |
| August . . . .         | 136          | 2,619.7         | 131          | 2,591.5         | -             | -               | 5             | 28.2            | -             | -               |
| September . .          | 211          | 3,236.7         | 157          | 3,046.3         | 14            | 98.7            | 3             | 17.0            | 37            | 74.7            |
| October . . . .        | 189          | 2,676.2         | 135          | 2,572.9         | 9             | 63.4            | -             | -               | 45            | 39.9            |
| November . . .         | 132          | 2,043.0         | 126          | 1,996.9         | 2             | 14.1            | -             | -               | 4             | 32.0            |
| December . . .         | 145          | 2,054.3         | 129          | 2,041.2         | -             | -               | -             | -               | 16            | 13.1            |
| January 1951           | 201          | 1,560.0         | 114          | 1,475.6         | -             | -               | -             | -               | 87            | 84.4            |
| February . . .         | 234          | 2,085.4         | 153          | 2,015.2         | -             | -               | -             | -               | 81            | 70.2            |
| March . . . . .        | 317          | 3,263.5         | 206          | 3,150.8         | -             | -               | -             | -               | 111           | 112.7           |
| April . . . . .        | 269          | 2,653.2         | 174          | 2,545.6         | 2             | 11.0            | -             | -               | 93            | 96.6            |
| May . . . . .          | 315          | 3,236.2         | 184          | 3,046.1         | 13            | 82.2            | -             | -               | 118           | 107.9           |
| June . . . . .         | 328          | 2,440.0         | 131          | 1,827.3         | 67            | 467.6           | 6             | 33.0            | 124           | 112.1           |
| <b>FY 1952 - Total</b> | <b>5,617</b> | <b>63,798.4</b> | <b>2,814</b> | <b>54,239.5</b> | <b>798</b>    | <b>6,492.2</b>  | <b>156</b>    | <b>1,398.9</b>  | <b>1,849</b>  | <b>1,667.8</b>  |
| July 1951              | 372          | 3,255.4         | 232          | 3,063.6         | 8             | 48.5            | 6             | 33.9            | 126           | 109.4           |
| August . . . .         | 332          | 3,597.1         | 119          | 3,328.8         | 7             | 38.5            | 13            | 39.5            | 193           | 190.3           |
| September . .          | 395          | 3,701.5         | 208          | 3,408.8         | 11            | 109.6           | 14            | 40.3            | 162           | 142.8           |
| October . . . .        | 462          | 4,305.5         | 211          | 3,905.4         | 25            | 170.2           | 11            | 37.9            | 215           | 192.0           |
| November . . .         | 362          | 4,174.8         | 189          | 3,722.6         | 9             | 51.8            | 19            | 281.9           | 145           | 118.5           |
| December . . .         | 468          | 5,040.8         | 224          | 4,102.6         | 51            | 383.9           | 25            | 427.3           | 168           | 127.0           |
| January 1952           | 471          | 4,994.0         | 222          | 4,291.3         | 39            | 289.7           | 21            | 266.5           | 189           | 146.5           |
| February . . .         | 514          | 5,471.0         | 233          | 4,491.7         | 101           | 800.9           | 7             | 39.6            | 173           | 138.8           |
| March . . . . .        | 579          | 6,634.6         | 256          | 5,265.7         | 150           | 1,187.9         | 10            | 56.5            | 163           | 124.5           |
| April . . . . .        | 520          | 6,920.8         | 256          | 5,453.7         | 148           | 1,296.8         | 10            | 58.5            | 106           | 111.8           |
| May . . . . .          | 576          | 7,651.9         | 324          | 6,300.5         | 137           | 1,164.7         | 10            | 58.5            | 105           | 128.2           |
| June . . . . .         | 566          | 8,051.0         | 340          | 6,904.8         | 112           | 949.7           | 10            | 58.5            | 104           | 138.0           |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 4 - SUMMARY OF USAF AIRCRAFT ACCEPTANCES - MONTHLY, F. Y. 1952

(Program data as of 31 Mar 1953)

| Type, Model and Series               | Manufacturer | Quantity on Program | Accepted Prior to July 1952 | ACCEPTANCES - FISCAL YEAR 1952 |            |            |            |            |            |            |            |            |            |            |            | Fiscal Year Total | Total Accepted to Date |     |
|--------------------------------------|--------------|---------------------|-----------------------------|--------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------|------------------------|-----|
|                                      |              |                     |                             | Jul                            | Aug        | Sep        | Oct        | Nov        | Dec        | Jan        | Feb        | Mar        | Apr        | May        | Jun        |                   |                        |     |
| USAF (Excludes Experimental Models)  |              |                     |                             |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |     |
| <u>TOTAL</u> . . . . .               |              |                     |                             | <u>232</u>                     | <u>119</u> | <u>208</u> | <u>211</u> | <u>189</u> | <u>224</u> | <u>222</u> | <u>233</u> | <u>256</u> | <u>256</u> | <u>324</u> | <u>340</u> |                   | <u>2,814</u>           |     |
| <u>Bomber</u> . . . . .              |              |                     |                             | 8                              | 13         | 9          | 18         | 19         | 18         | 21         | 19         | 32         | 34         | 37         | 42         |                   | 270                    |     |
| B-36D . . . . .                      | Convair      | 26                  | 25                          | -                              | 1          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -                 | 1                      | 26  |
| B-36F . . . . .                      | Convair      | 34                  | 4                           | 2                              | 5          | 4          | 8          | 6          | 4          | 1          | -          | -          | -          | -          | -          | -                 | 30                     | 34  |
| B-36H . . . . .                      | Convair      | 83                  | -                           | -                              | -          | -          | -          | -          | 7          | 5          | 3          | 5          | 4          | 4          | 4          | -                 | 32                     | 32  |
| YB-60 . . . . .                      | Convair      | 2                   | -                           | 1                              | -          | 1          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -                 | 2                      | 2   |
| B-47A . . . . .                      | Boeing       | 10                  | 9                           | 1                              | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -                 | 1                      | 10  |
| B-47B . . . . .                      | Boeing       | 379                 | 2                           | 4                              | 7          | 4          | 10         | 13         | 7          | 15         | 16         | 27         | 30         | 33         | 38         | -                 | 204                    | 206 |
| <u>Fighter</u> . . . . .             |              |                     |                             | <u>156</u>                     | <u>50</u>  | <u>115</u> | <u>100</u> | <u>86</u>  | <u>109</u> | <u>100</u> | <u>84</u>  | <u>84</u>  | <u>55</u>  | <u>101</u> | <u>106</u> |                   | <u>1,146</u>           |     |
| F-80C . . . . .                      | Lockheed     | 798                 | 794                         | -                              | -          | -          | 4          | -          | -          | -          | -          | -          | -          | -          | -          | -                 | 4                      | 798 |
| YF-84F . . . . .                     | Republic     | 2                   | 1                           | -                              | -          | 1          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -                 | 1                      | 2   |
| F-84G . . . . .                      | Republic     | 789                 | -                           | 80                             | 25         | 53         | 34         | 24         | 56         | 57         | 25         | 20         | 12         | 34         | 27         | -                 | 447                    | 447 |
| F-86D . . . . .                      | N. American  | 2,504               | 3                           | -                              | -          | 1          | 1          | 1          | -          | 1          | -          | 9          | 4          | 4          | 5          | -                 | 26                     | 29  |
| YF-86D . . . . .                     | N. American  | 2                   | -                           | -                              | -          | -          | -          | -          | -          | -          | -          | 1          | -          | 1          | -          | -                 | 2                      | 2   |
| F-86E . . . . .                      | N. American  | 335                 | 80                          | 31                             | 6          | 15         | 12         | 14         | 14         | 23         | 26         | 22         | -          | -          | -          | -                 | 163                    | 243 |
| F-86E . . . . .                      | Canadair     | 60                  | -                           | -                              | -          | -          | -          | -          | -          | -          | 15         | 10         | 10         | 10         | 10         | -                 | 55                     | 55  |
| F-86F . . . . .                      | N. Am., Col. | 700                 | -                           | -                              | -          | -          | -          | -          | -          | -          | -          | -          | -          | 1          | 4          | -                 | 5                      | 5   |
| F-86F . . . . .                      | N. Am., Ing. | 1,259               | -                           | -                              | -          | -          | -          | -          | -          | -          | -          | 6          | 29         | 33         | 38         | -                 | 106                    | 106 |
| F-89B . . . . .                      | Northrop     | 37                  | 19                          | 6                              | 8          | 4          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -                 | 18                     | 37  |
| F-89C . . . . .                      | Northrop     | 163                 | -                           | -                              | -          | 4          | 12         | 16         | 16         | 15         | 17         | 16         | -          | 16         | 16         | -                 | 128                    | 128 |
| F-89D . . . . .                      | Northrop     | 605                 | -                           | -                              | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | 2          | -                 | 2                      | 2   |
| F-94B . . . . .                      | Lockheed     | 356                 | 176                         | 38                             | 11         | 36         | 37         | 31         | 23         | 4          | -          | -          | -          | -          | -          | -                 | 180                    | 356 |
| F-94C . . . . .                      | Lockheed     | 387                 | -                           | 1                              | -          | 1          | -          | -          | -          | -          | 1          | -          | -          | -          | 4          | -                 | 9                      | 9   |
| <u>Reconnaissance</u> . . . . .      |              |                     |                             | -                              | 5          | 8          | 4          | 2          | 2          | 3          | 5          | 3          | 5          | 3          | 4          |                   | 44                     |     |
| RB-36F . . . . .                     | Convair      | 24                  | 4                           | -                              | 5          | 8          | 4          | 2          | 2          | 3          | 5          | 3          | 5          | 3          | 4          | -                 | 20                     | 24  |
| RB-36H . . . . .                     | Convair      | 73                  | -                           | -                              | -          | -          | -          | -          | -          | 3          | 5          | 3          | 5          | 3          | 4          | -                 | 23                     | 23  |
| YRF-84F . . . . .                    | Republic     | 1                   | -                           | -                              | -          | -          | -          | -          | 1          | -          | -          | -          | -          | -          | -          | -                 | 1                      | 1   |
| <u>Search &amp; Rescue</u> . . . . . |              |                     |                             | -                              | 4          | 6          | 12         | 8          | 6          | 6          | 7          | 8          | 8          | 8          | 8          |                   | 81                     |     |
| SA-16A . . . . .                     | Grumman      | 302                 | 62                          | -                              | 4          | 6          | 12         | 8          | 6          | 6          | 7          | 8          | 8          | 8          | 8          | -                 | 81                     | 143 |
| <u>Tanker</u> . . . . .              |              |                     |                             | 5                              | 6          | 5          | 7          | 8          | 10         | 8          | 9          | 9          | 9          | 10         | 10         |                   | 96                     |     |
| KC-97E . . . . .                     | Boeing       | 60                  | 2                           | 5                              | 6          | 5          | 7          | 8          | 10         | 8          | 9          | 9          | 9          | 10         | 10         | -                 | 58                     | 60  |
| KC-97F . . . . .                     | Boeing       | 159                 | -                           | -                              | -          | -          | -          | -          | -          | -          | -          | 9          | 9          | 10         | 10         | -                 | 38                     | 38  |
| <u>Cargo</u> . . . . .               |              |                     |                             | 19                             | 19         | 13         | 14         | 11         | 6          | 11         | 19         | 20         | 22         | 28         | 31         |                   | 213                    |     |
| C-119C . . . . .                     | Fairchild    | 303                 | 132                         | 12                             | 12         | 13         | 12         | 11         | 6          | 11         | 19         | 20         | 22         | 28         | 31         | -                 | 130                    | 262 |
| C-119F . . . . .                     | Fairchild    | 121                 | -                           | -                              | -          | -          | -          | -          | -          | -          | 1          | -          | -          | -          | -          | -                 | 1                      | 1   |
| C-119F . . . . .                     | Kaiser       | 159                 | -                           | -                              | -          | -          | -          | -          | -          | -          | -          | -          | -          | 2          | 2          | -                 | 4                      | 4   |
| C-124A . . . . .                     | Douglas      | 204                 | 56                          | 7                              | 7          | -          | 2          | 5          | 6          | 8          | 8          | 8          | 8          | 9          | 10         | -                 | 78                     | 134 |

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TABLE 4 - SUMMARY OF USAF AIRCRAFT ACCEPTANCES - MONTHLY, F.Y. 1952 - CONTINUED

| Type, Model and Series     | Manufacturer                 | Quantity on Program         | Accepted Prior to 1 July 1952 | ACCEPTANCES - FISCAL YEAR 1952 |     |     |     |     |     |     |     |     |     |     |     | Fiscal Year Total            | Total Accepted to Date |    |    |     |
|----------------------------|------------------------------|-----------------------------|-------------------------------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------------------------------|------------------------|----|----|-----|
|                            |                              |                             |                               | Jul                            | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun |                              |                        |    |    |     |
| USAF (Cont'd)              |                              |                             |                               |                                |     |     |     |     |     |     |     |     |     |     |     |                              |                        |    |    |     |
| Trainer . . . . .          | N. American Convair Lockheed | 1,194<br>48<br>105<br>3,288 | 342<br>41<br>-<br>280         | 40                             | 21  | 52  | 52  | 54  | 61  | 70  | 80  | 88  | 101 | 110 | 116 | 845<br>351<br>7<br>25<br>462 | 693<br>48<br>25<br>742 |    |    |     |
| T-28A . . . . .            |                              |                             |                               | 27                             | 16  | 38  | 30  | 30  | 30  | 30  | 30  | 30  | 30  | 30  | 30  |                              |                        |    |    |     |
| T-29A . . . . .            |                              |                             |                               | 3                              | 2   | -   | 1   | -   | 1   | -   | -   | -   | -   | -   | -   |                              |                        | -  |    |     |
| T-29B . . . . .            |                              |                             |                               | -                              | -   | -   | -   | -   | 2   | 1   | 3   | 4   | 4   | 5   | 6   |                              |                        | 6  |    |     |
| T-33A . . . . .            |                              |                             |                               | 10                             | 3   | 14  | 21  | 24  | 28  | 39  | 47  | 54  | 67  | 75  | 80  |                              |                        |    |    |     |
| Helicopter . . . . .       | Bell Sikorsky                | 10<br>50                    | 1<br>-                        | 4                              | 1   | -   | 1   | 1   | 6   | 3   | 9   | 9   | 8   | 13  | 3   | 58                           | 9<br>50                |    |    |     |
| YH-12B . . . . .           |                              |                             |                               | 4                              | 1   | -   | 1   | 1   | 6   | 3   | 9   | 9   | 8   | 13  | 3   | 8                            |                        |    |    |     |
| H-19A . . . . .            |                              |                             |                               | -                              | -   | -   | -   | 1   | 6   | 3   | 7   | 9   | 8   | 13  | 3   | 50                           |                        |    |    |     |
| Liaison . . . . .          | DeHavilland                  | 212                         | -                             | -                              | -   | -   | 3   | -   | 6   | -   | 1   | 3   | 14  | 14  | 20  | 61                           | 61                     |    |    |     |
| L-20A . . . . .            |                              |                             |                               |                                |     |     | -   | -   | -   | 3   | -   | 6   | -   | 1   | 3   | 14                           |                        | 14 | 20 | 61  |
| USAF - EXPERIMENTAL ACFT   |                              |                             |                               |                                |     |     |     |     |     |     |     |     |     |     |     |                              |                        |    |    |     |
| TOTAL . . . . .            |                              |                             |                               | -                              | 1   | -   | -   | -   | 2   | 1   | 1   | -   | 2   | -   | -   | 7                            |                        |    |    |     |
| Bomber . . . . .           | Martin                       | 2                           | -                             | -                              | -   | -   | -   | -   | 1   | 1   | -   | -   | -   | -   | -   | 2                            | 2                      |    |    |     |
| XB-51 . . . . .            |                              |                             |                               |                                |     |     | -   | -   | -   | -   | -   | 1   | 1   | -   | -   | -                            |                        | -  | -  | 2   |
| Fighter . . . . .          | McDonnell Lockheed Republic  | 1<br>2<br>2                 | -<br>-<br>1                   | -                              | -   | -   | -   | -   | -   | -   | 1   | -   | 1   | -   | -   | 2                            | 1<br>1<br>1            |    |    |     |
| XF-88A . . . . .           |                              |                             |                               |                                |     |     | -   | -   | -   | -   | -   | -   | 1   | -   | 1   | -                            |                        | -  | 1  |     |
| XF-90 . . . . .            |                              |                             |                               |                                |     |     | -   | -   | -   | -   | -   | -   | -   | -   | -   | 1                            |                        | -  | -  | 1   |
| XF-91 . . . . .            |                              |                             |                               | -                              | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | -                            | 1                      |    |    |     |
| Special Research . . . . . | Bell                         | 4<br>1<br>2                 | 2<br>-<br>-                   | -                              | 1   | -   | -   | -   | 1   | -   | -   | -   | 1   | -   | -   | 3                            | 2<br>1<br>2            |    |    |     |
| X-1A . . . . .             |                              |                             |                               |                                |     |     | -   | 1   | -   | -   | 1   | -   | -   | -   | -   | -                            |                        | -  | 1  |     |
| X-1D . . . . .             |                              |                             |                               |                                |     |     | -   | 1   | -   | -   | -   | -   | -   | -   | -   | -                            |                        | -  | -  | 1   |
| X-5 . . . . .              |                              |                             |                               | -                              | -   | -   | -   | -   | 1   | -   | -   | -   | 1   | -   | -   | 2                            | 2                      |    |    |     |
| USAF FOR ARMY              |                              |                             |                               |                                |     |     |     |     |     |     |     |     |     |     |     |                              |                        |    |    |     |
| TOTAL . . . . .            |                              |                             |                               | 126                            | 193 | 162 | 215 | 145 | 168 | 189 | 173 | 163 | 106 | 105 | 104 | 1,849                        |                        |    |    |     |
| Cargo . . . . .            | Chase                        | 9                           | 8                             | -                              | 1   | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | 1                            | 9                      |    |    |     |
| YC-122C . . . . .          |                              |                             |                               |                                |     |     | -   | 1   | -   | -   | -   | -   | -   | -   | -   | -                            |                        | -  | -  | 1   |
| Helicopter . . . . .       | Bell Bell Sikorsky           | 86<br>500<br>72             | 47<br>-<br>-                  | 6                              | 23  | 5   | 14  | -   | 11  | 23  | 16  | 20  | 24  | 25  | 35  | 202                          | 86<br>156<br>7         |    |    |     |
| H-13D . . . . .            |                              |                             |                               | 6                              | 23  | 5   | 14  | -   | 11  | 23  | 16  | 20  | 24  | 25  | 35  | 35                           |                        |    |    |     |
| H-13E . . . . .            |                              |                             |                               |                                |     |     | -   | -   | -   | 10  | -   | 10  | 23  | 16  | 20  | 24                           |                        | 25 | 28 | 156 |
| H-19C . . . . .            |                              |                             |                               |                                |     |     | -   | -   | -   | -   | -   | -   | -   | -   | -   | -                            |                        | 7  | 7  |     |

TABLE 4 - SUMMARY OF USAF AIRCRAFT ACCEPTANCES - MONTHLY, F.Y. 1952 - CONTINUED

| Type, Model and Series    | Manufacturer | Quantity on Program | Accepted Prior to 1 July 1952 | ACCEPTANCES - FISCAL YEAR 1952 |            |            |            |            |            |            |            |            |            |            |            | Fiscal Year Total | Total Accepted to Date |
|---------------------------|--------------|---------------------|-------------------------------|--------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------------|------------------------|
|                           |              |                     |                               | Jul                            | Aug        | Sep        | Oct        | Nov        | Dec        | Jan        | Feb        | Mar        | Apr        | May        | Jun        |                   |                        |
| USAF For Army (Cont'd)    |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| Liaison . . . . .         |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| L-18C a/. . . . .         | Piper        | 798                 | -                             | <u>120</u>                     | <u>169</u> | <u>157</u> | <u>201</u> | <u>145</u> | <u>157</u> | <u>166</u> | <u>157</u> | <u>143</u> | <u>82</u>  | <u>80</u>  | <u>69</u>  |                   | <u>1,646</u>           |
| L-19A b/. . . . .         | Cessna       | 2,300               | 570                           | <u>15</u>                      | <u>21</u>  | <u>22</u>  | <u>20</u>  | <u>38</u>  | <u>60</u>  | <u>66</u>  | <u>57</u>  | <u>70</u>  | <u>13</u>  | -          | -          |                   | <u>382</u>             |
| L-20A . . . . .           | DeHavilland  | 205                 | -                             | <u>96</u>                      | <u>108</u> | <u>102</u> | <u>103</u> | <u>93</u>  | <u>91</u>  | <u>92</u>  | <u>88</u>  | <u>63</u>  | <u>63</u>  | <u>63</u>  | <u>63</u>  |                   | <u>1,025</u>           |
| L-21A . . . . .           | Piper        | 120                 | -                             | -                              | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          | -          |                   | <u>60</u>              |
| YL-23 . . . . .           | Beech        | 4                   | -                             | <u>1</u>                       | <u>29</u>  | <u>20</u>  | <u>70</u>  | -          | -          | -          | -          | -          | -          | -          | -          |                   | <u>120</u>             |
| LC-126C . . . . .         | Cessna       | 63                  | 6                             | <u>8</u>                       | <u>11</u>  | <u>13</u>  | <u>8</u>   | <u>10</u>  | <u>5</u>   | -          | -          | -          | -          | -          | -          |                   | <u>4</u>               |
|                           |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   | <u>55</u>              |
|                           |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   | <u>61</u>              |
| USAF FOR MDAP             |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| TOTAL . . . . .           |              |                     |                               | <u>8</u>                       | <u>7</u>   | <u>11</u>  | <u>25</u>  | <u>9</u>   | <u>51</u>  | <u>39</u>  | <u>101</u> | <u>150</u> | <u>148</u> | <u>137</u> | <u>112</u> |                   | <u>798</u>             |
| Grant Aid . . . . .       |              |                     |                               | <u>8</u>                       | <u>4</u>   | <u>8</u>   | <u>22</u>  | <u>6</u>   | <u>49</u>  | <u>39</u>  | <u>101</u> | <u>150</u> | <u>148</u> | <u>137</u> | <u>112</u> |                   | <u>784</u>             |
| Bomber . . . . .          |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| P2V-5 . . . . .           | Lockheed     | 52                  | -                             | -                              | -          | <u>2</u>   | -          | -          | -          | -          | <u>1</u>   | <u>1</u>   | <u>2</u>   | -          | -          |                   | <u>6</u>               |
| Fighter . . . . .         |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| F-84E . . . . .           | Republic     | 100                 | 97                            | <u>3</u>                       | -          | -          | <u>16</u>  | <u>1</u>   | <u>44</u>  | <u>32</u>  | <u>94</u>  | <u>144</u> | <u>140</u> | <u>132</u> | <u>107</u> |                   | <u>713</u>             |
| F-84G . . . . .           | Republic     | 2,236               | -                             | -                              | -          | -          | <u>16</u>  | <u>1</u>   | <u>44</u>  | <u>32</u>  | <u>94</u>  | <u>144</u> | <u>140</u> | <u>132</u> | <u>107</u> |                   | <u>3</u>               |
| Search & Rescue . . . . . |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| SA-16A . . . . .          | Grumman      | 3                   | -                             | -                              | -          | -          | <u>1</u>   | -          | -          | -          | -          | -          | -          | -          | -          |                   | <u>1</u>               |
| Trainer . . . . .         |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| T-33A . . . . .           | Lockheed     | 628                 | 4                             | <u>5</u>                       | <u>4</u>   | <u>6</u>   | <u>5</u>   | <u>5</u>   | <u>5</u>   | <u>7</u>   | <u>6</u>   | <u>5</u>   | <u>5</u>   | <u>5</u>   | <u>5</u>   |                   | <u>63</u>              |
| Helicopter . . . . .      |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| H-19 . . . . .            | Sikorsky     | 1                   | -                             | -                              | -          | -          | -          | -          | -          | -          | -          | -          | <u>1</u>   | -          | -          |                   | <u>1</u>               |
| Reimbursable Aid          |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| Trainer . . . . .         |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| T-33A . . . . .           | Lockheed     | 20                  | 6                             | -                              | <u>3</u>   | <u>3</u>   | <u>3</u>   | <u>3</u>   | <u>2</u>   | -          | -          | -          | -          | -          | -          |                   | <u>14</u>              |
|                           |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   | <u>14</u>              |
|                           |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   | <u>20</u>              |
| USAF FOR NAVY             |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| TOTAL . . . . .           |              |                     |                               | <u>6</u>                       | <u>13</u>  | <u>14</u>  | <u>11</u>  | <u>19</u>  | <u>25</u>  | <u>21</u>  | <u>7</u>   | <u>10</u>  | <u>10</u>  | <u>10</u>  | <u>10</u>  |                   | <u>156</u>             |
| Cargo . . . . .           |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| R4Q-1 (C-119C) . . . . .  | Fairchild    | 31                  | -                             | -                              | -          | -          | -          | <u>9</u>   | <u>14</u>  | <u>8</u>   | -          | -          | -          | -          | -          |                   | <u>31</u>              |
| Trainer . . . . .         |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| TV-2 (T-33A) . . . . .    | Lockheed     | 554                 | 32                            | <u>6</u>                       | <u>6</u>   | <u>6</u>   | <u>6</u>   | <u>5</u>   | <u>6</u>   | <u>8</u>   | <u>7</u>   | <u>10</u>  | <u>10</u>  | <u>10</u>  | <u>10</u>  |                   | <u>90</u>              |
| Liaison . . . . .         |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   |                        |
| OE-1 (L-19A) . . . . .    | Cessna       | 60                  | -                             | -                              | <u>7</u>   | <u>8</u>   | <u>5</u>   | <u>5</u>   | <u>5</u>   | <u>5</u>   | -          | -          | -          | -          | -          |                   | <u>35</u>              |
|                           |              |                     |                               |                                |            |            |            |            |            |            |            |            |            |            |            |                   | <u>35</u>              |



TABLE 4 - SUMMARY OF USAF AIRCRAFT ACCEPTANCES - MONTHLY, F.Y. 1952 - CONTINUED

| Type, Model and Series | Manufacturer           | Item Description            | Quantity on Program | Accepted Prior to Jul 51 | ACCEPTANCES - FISCAL YEAR 1952 |     |     |     |     |     |     |     |     |     |     |     | Fiscal Year Total | Total Accepted to Date |
|------------------------|------------------------|-----------------------------|---------------------|--------------------------|--------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------------------|------------------------|
|                        |                        |                             |                     |                          | Jul                            | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun |                   |                        |
| SPECIAL ITEMS          |                        |                             |                     |                          |                                |     |     |     |     |     |     |     |     |     |     |     |                   |                        |
| C-45G                  | Beech                  | Remanufactured for USAF     | 372                 | -                        | -                              | -   | -   | 1   | -   | -   | -   | -   | 6   | 37  | 12  | 1   | 57                | 57                     |
| T-6G                   | North American, Cols.  | Remanufactured for USAF     | 824                 | -                        | -                              | -   | -   | -   | 15  | 14  | 35  | 37  | 79  | 115 | 91  | 110 | 496               | 496                    |
| T-6G                   | North American, Fresno | Remanufactured for USAF     | 11                  | -                        | -                              | 2   | 3   | 6   | -   | -   | -   | -   | -   | -   | -   | -   | 11                | 11                     |
| T-6G                   | North American, Downey | Remanufactured for USAF     | 641                 | 540                      | 33                             | 62  | 5   | 1   | -   | -   | -   | -   | -   | -   | -   | -   | 101               | 641                    |
| T-6G                   | North American, Downey | Remanufactured for MDAP     | 107                 | -                        | -                              | -   | 59  | 1   | 10  | 37  | -   | -   | -   | -   | -   | -   | 107               | 107                    |
| T-6G                   | North American, Downey | Remanufactured for ANG      | 50                  | 40                       | 8                              | 2   | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | 10                | 50                     |
| LT-6G                  | North American, Downey | Remanufactured for USAF     | 59                  | -                        | -                              | -   | -   | 23  | 34  | -   | 2   | -   | -   | -   | -   | -   | 59                | 59                     |
| H-23A                  | Hiller                 | Navy for Army               | 100                 | 35                       | 9                              | 4   | 14  | 21  | 3   | 8   | -   | 1   | 1   | -   | -   | -   | 61                | 96                     |
| H-23A                  | Hiller                 | Navy for Army for MDAP      | 4                   | -                        | -                              | -   | -   | -   | -   | 4   | -   | -   | -   | -   | -   | -   | 4                 | 4                      |
| H-23B                  | Hiller                 | Navy for Army               | 273                 | -                        | -                              | -   | -   | -   | -   | -   | -   | -   | 13  | 7   | -   | 20  | 40                | 40                     |
| YH-23A                 | Helicopter Utilities   | Used Aircraft for USAF      | 5                   | -                        | 3                              | -   | -   | 1   | -   | -   | 1   | -   | -   | -   | -   | -   | 5                 | 5                      |
| L-4                    | Piper                  | Used-Reconditioned for MDAP | 6                   | -                        | -                              | 6   | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | 6                 | 6                      |
| PT-13                  | Boeing, Wichita        | Reconditioned for MDAP      | 2                   | -                        | -                              | 2   | -   | -   | -   | -   | -   | -   | -   | -   | -   | -   | 2                 | 2                      |
| TC-45G                 | Beech                  | Remanufactured for USAF     | 96                  | -                        | -                              | -   | -   | -   | -   | -   | -   | -   | -   | 1   | 13  | 22  | 36                | 36                     |

a/ Army for MDAP.

b/ Includes 306 L-19A airplanes accepted to date for National Guard Ground.

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 5 - USAF AIRPLANE ACCEPTANCES, JET AND PISTON - MONTHLY, F.Y. 1952

(This table excludes experimental, used and remanufactured airplanes. "USAF for Other" includes MDAP, Army, and Navy.

| Month and Year                   | JET         |             |                | PISTON      |            |                |
|----------------------------------|-------------|-------------|----------------|-------------|------------|----------------|
|                                  | Total       | USAF        | USAF for Other | Total       | USAF       | USAF for Other |
| <u>TOTAL - FY 1952</u> . . . . . | <u>2696</u> | <u>1816</u> | <u>880</u>     | <u>2921</u> | <u>998</u> | <u>1923</u>    |
| <u>1951</u>                      |             |             |                |             |            |                |
| July . . . . .                   | 186         | 172         | 14             | 186         | 60         | 126            |
| August . . . . .                 | 73          | 60          | 13             | 259         | 59         | 200            |
| September . . . . .              | 149         | 134         | 15             | 246         | 74         | 172            |
| October . . . . .                | 161         | 131         | 30             | 301         | 80         | 221            |
| November . . . . .               | 137         | 123         | 14             | 225         | 66         | 159            |
| December . . . . .               | 202         | 145         | 57             | 266         | 79         | 187            |
| <u>1952</u>                      |             |             |                |             |            |                |
| January . . . . .                | 201         | 154         | 47             | 270         | 68         | 202            |
| February . . . . .               | 254         | 147         | 107            | 260         | 86         | 174            |
| March . . . . .                  | 324         | 165         | 159            | 255         | 91         | 164            |
| April . . . . .                  | 307         | 152         | 155            | 213         | 104        | 109            |
| May . . . . .                    | 356         | 209         | 147            | 220         | 115        | 105            |
| June . . . . .                   | 346         | 224         | 122            | 220         | 116        | 104            |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 6 - AIRPLANES BY TYPE, MODEL, AND SERIES AUTHORIZED FOR  
USAF PROCUREMENT - FISCAL YEARS 1950, 1951, 1952

(Excludes experimental, used, and remanufactured aircraft. Program data as of 31 March 1953.)

| Type Model, and Series        | Fiscal Year 1950 | Fiscal Year 1951 | Fiscal Year 1952 | Type Model, and Series         | Fiscal Year 1950 | Fiscal Year 1951 | Fiscal Year 1952 |
|-------------------------------|------------------|------------------|------------------|--------------------------------|------------------|------------------|------------------|
| <b>Total . . .</b>            | <b>1,246</b>     | <b>8,578</b>     | <b>6,944</b>     | <b>Search &amp; Rescue . .</b> | <b>11</b>        | <b>222</b>       | <b>17</b>        |
| <b>Heavy Bomber . . . .</b>   | <b>34</b>        | <b>44</b>        | <b>60</b>        | SA-16A . . . . .               | 11               | 222              | 17               |
| B-36F . . . . .               | 19               | -                | -                | <b>Tanker . . . . .</b>        | <b>-</b>         | <b>231</b>       | <b>318</b>       |
| B-36H . . . . .               | 15               | 44               | 24               | KC-97E . . . . .               | -                | 60               | -                |
| B-36J . . . . .               | -                | -                | 33               | KC-97F . . . . .               | -                | 159              | -                |
| B-52A . . . . .               | -                | -                | 3                | KC-97G . . . . .               | -                | 12               | 318              |
| <b>Medium Bomber . . . .</b>  | <b>82</b>        | <b>532</b>       | <b>625</b>       | <b>Cargo . . . . .</b>         | <b>118</b>       | <b>656</b>       | <b>567</b>       |
| B-47B . . . . .               | 81               | 306              | 5                | YC-47F . . . . .               | -                | 1                | -                |
| YB-47C . . . . .              | 1                | -                | -                | YC-94C . . . . .               | 1                | -                | -                |
| B-47E . . . . .               | -                | 226              | 620              | C-97C . . . . .                | 14               | -                | -                |
| <b>Light Bomber . . . . .</b> | <b>-</b>         | <b>-</b>         | <b>110</b>       | C-116A . . . . .               | -                | 18               | -                |
| B-57A . . . . .               | -                | -                | 8                | C-119C . . . . .               | 53               | 169              | -                |
| B-57B . . . . .               | -                | -                | 102              | C-119F . . . . .               | -                | 256              | 24               |
| <b>Fighter . . . . .</b>      | <b>708</b>       | <b>3,993</b>     | <b>3,361</b>     | C-119G . . . . .               | -                | 45               | 117              |
| F-84E . . . . .               | 120              | 215              | -                | YC-119H . . . . .              | -                | 1                | -                |
| F-84F . . . . .               | -                | 719              | 663              | C-123B . . . . .               | -                | -                | 244              |
| YF-84F . . . . .              | -                | 2                | -                | C-124A . . . . .               | 50               | 125              | -                |
| F-84G . . . . .               | -                | 652              | 137              | YC-124B . . . . .              | -                | 1                | -                |
| F-86D . . . . .               | 153              | 826              | 901              | C-124C . . . . .               | -                | 40               | 151              |
| YF-86D . . . . .              | 2                | -                | -                | C-131A . . . . .               | -                | -                | 31               |
| F-86E . . . . .               | 111              | 221              | 60               | <b>Trainer . . . . .</b>       | <b>262</b>       | <b>2,373</b>     | <b>1,202</b>     |
| F-86F . . . . .               | -                | 580              | 1,226            | T-28A . . . . .                | 125              | 744              | 59               |
| F-86H . . . . .               | -                | -                | 173              | T-29A . . . . .                | 12               | -                | -                |
| YF-86H . . . . .              | -                | -                | 2                | T-29B . . . . .                | -                | 105              | -                |
| F-89C . . . . .               | 63               | 100              | -                | T-29C . . . . .                | -                | -                | 85               |
| F-89D . . . . .               | -                | 193              | 172              | T-29D . . . . .                | -                | -                | 40               |
| YF-89E . . . . .              | 1                | -                | -                | T-33A . . . . .                | 119              | 1,400            | 747              |
| F-94B . . . . .               | 150              | 206              | -                | T-34A . . . . .                | -                | -                | 94               |
| F-94C . . . . .               | 108              | 279              | -                | YT-34 . . . . .                | 3                | -                | -                |
| YF-100A . . . . .             | -                | -                | 2                | YT-35 . . . . .                | 3                | -                | -                |
| F-100A . . . . .              | -                | -                | 23               | T-36A . . . . .                | -                | 100              | 177              |
| YF-102 . . . . .              | -                | -                | 2                | TB-50H . . . . .               | -                | 24               | -                |
| <b>Reconnaissance . . . .</b> | <b>13</b>        | <b>232</b>       | <b>426</b>       | <b>Helicopter . . . . .</b>    | <b>18</b>        | <b>182</b>       | <b>155</b>       |
| RB-36F . . . . .              | 5                | -                | -                | H-19A . . . . .                | -                | 50               | -                |
| RB-36H . . . . .              | 8                | 39               | 26               | H-19B . . . . .                | -                | 73               | 110              |
| RB-47B . . . . .              | -                | 52               | 168              | H-21A . . . . .                | -                | 32               | -                |
| RB-52B (Bomber) . . .         | -                | -                | 16               | H-21B . . . . .                | -                | 27               | 45               |
| RB-52B (Reconn.) . . .        | -                | -                | 1                | YH-21 . . . . .                | 18               | -                | -                |
| RB-57A . . . . .              | -                | -                | 67               | <b>Liaison . . . . .</b>       | <b>-</b>         | <b>111</b>       | <b>103</b>       |
| RB-66A . . . . .              | -                | -                | 5                | L-20A . . . . .                | -                | 109              | 103              |
| RF-84F . . . . .              | -                | 130              | 128              | YL-20A . . . . .               | -                | 2                | -                |
| YRF-84F . . . . .             | -                | 1                | -                |                                |                  |                  |                  |
| RC-121C . . . . .             | -                | 10               | -                |                                |                  |                  |                  |
| RC-121D . . . . .             | -                | -                | 15               |                                |                  |                  |                  |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 7 - USAF AND RESERVE FORCES FIRST AND SECOND LINE AIRPLANE INVENTORY SUMMARY BY MONTH - FISCAL YEAR 1952

| AIRPLANE CATEGORY                   | AS OF END OF MONTH |               |               |               |               |               |               |               |               |               |               |               |
|-------------------------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
|                                     | JUL-51             | AUG           | SEP           | OCT           | NOV           | DEC           | JAN-52        | FEB           | MAR           | APR           | MAY           | JUN           |
| <u>TOTAL</u> . . . . .              | <u>19,896</u>      | <u>19,832</u> | <u>19,929</u> | <u>19,995</u> | <u>19,923</u> | <u>19,994</u> | <u>19,870</u> | <u>19,909</u> | <u>20,083</u> | <u>20,273</u> | <u>20,411</u> | <u>20,633</u> |
| <u>FIRST LINE</u> . . . . .         | <u>6,757</u>       | <u>6,401</u>  | <u>6,196</u>  | <u>5,822</u>  | <u>5,901</u>  | <u>6,131</u>  | <u>6,166</u>  | <u>6,271</u>  | <u>6,448</u>  | <u>6,713</u>  | <u>7,031</u>  | <u>7,605</u>  |
| <u>USAF</u> . . . . .               | 6,626              | 6,341         | 6,148         | 5,713         | 5,799         | 5,966         | 6,000         | 6,112         | 6,241         | 6,598         | 6,937         | 7,443         |
| Active . . . . .                    | 5,394              | 5,131         | 4,935         | 4,562         | 4,710         | 4,855         | 4,989         | 5,037         | 5,182         | 5,380         | 5,693         | 6,138         |
| Inactive . . . . .                  | 1,232              | 1,210         | 1,213         | 1,151         | 1,089         | 1,111         | 1,011         | 1,075         | 1,059         | 1,218         | 1,244         | 1,305         |
| <u>AIR NATIONAL GUARD</u> . . . . . | 45                 | 55            | 3             | 52            | 52            | 46            | 40            | 40            | 40            | 40            | 40            | 40            |
| Active . . . . .                    | 45                 | 54            | 3             | 52            | 52            | 46            | 40            | 40            | 40            | 40            | 40            | 40            |
| Inactive . . . . .                  | -                  | 1             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| <u>CIVIL AIR PATROL</u> . . . . .   | -                  | -             | -             | -             | -             | -             | -             | -             | -             | -             | 7             | 54            |
| Active . . . . .                    | -                  | -             | -             | -             | -             | -             | -             | -             | -             | -             | 7             | 54            |
| Inactive . . . . .                  | -                  | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| <u>MDAP</u> . . . . .               | 86                 | 5             | 45            | 57            | 50            | 119           | 126           | 119           | 167           | 75            | 47            | 68            |
| Active . . . . .                    | 47                 | -             | -             | -             | -             | -             | 3             | -             | -             | -             | 4             | 2             |
| Inactive . . . . .                  | 39                 | 5             | 45            | 57            | 50            | 119           | 123           | 119           | 167           | 75            | 43            | 66            |
| <u>SECOND LINE</u> . . . . .        | <u>13,139</u>      | <u>13,431</u> | <u>13,733</u> | <u>14,173</u> | <u>14,022</u> | <u>13,863</u> | <u>13,704</u> | <u>13,638</u> | <u>13,635</u> | <u>13,560</u> | <u>13,380</u> | <u>13,028</u> |
| <u>USAF</u> . . . . .               | 12,325             | 12,767        | 13,006        | 13,486        | 13,302        | 13,055        | 12,976        | 12,955        | 13,020        | 12,914        | 12,700        | 12,325        |
| Active . . . . .                    | 7,588              | 7,980         | 8,197         | 8,554         | 8,492         | 8,625         | 8,743         | 8,919         | 9,061         | 9,182         | 9,255         | 9,126         |
| Inactive . . . . .                  | 4,737              | 4,787         | 4,809         | 4,932         | 4,810         | 4,430         | 4,233         | 4,036         | 3,959         | 3,732         | 3,445         | 3,199         |
| <u>AIR NATIONAL GUARD</u> . . . . . | 481                | 461           | 516           | 480           | 470           | 447           | 430           | 427           | 404           | 389           | 388           | 387           |
| Active . . . . .                    | 479                | 454           | 505           | 468           | 454           | 436           | 427           | 418           | 392           | 379           | 381           | 383           |
| Inactive . . . . .                  | 2                  | 7             | 11            | 12            | 16            | 11            | 3             | 9             | 12            | 10            | 7             | 4             |
| <u>AIR FORCE RESERVE</u> . . . . .  | 49                 | 18            | 17            | 8             | -             | -             | -             | -             | -             | -             | -             | 68            |
| Active . . . . .                    | 49                 | 17            | 16            | 8             | -             | -             | -             | -             | -             | -             | -             | 68            |
| Inactive . . . . .                  | -                  | 1             | 1             | -             | -             | -             | -             | -             | -             | -             | -             | -             |
| <u>CIVIL AIR PATROL</u> . . . . .   | 196                | 185           | 183           | 178           | 177           | 173           | 174           | 170           | 164           | 163           | 192           | 154           |
| Active . . . . .                    | 195                | 185           | 183           | 178           | 177           | 173           | 174           | 170           | 164           | 163           | 191           | 152           |
| Inactive . . . . .                  | 1                  | -             | -             | -             | -             | -             | -             | -             | -             | -             | 1             | 2             |
| <u>MDAP</u> . . . . .               | 88                 | -             | 11            | 21            | 73            | 188           | 124           | 86            | 47            | 94            | 100           | 94            |
| Active . . . . .                    | 72                 | -             | 4             | 13            | 7             | 1             | 2             | -             | 17            | 4             | 11            | 8             |
| Inactive . . . . .                  | 16                 | -             | 7             | 8             | 66            | 187           | 122           | 86            | 30            | 90            | 89            | 86            |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 8 - USAF AND RESERVE FORCES AIRCRAFT INVENTORY BY COMMAND

- F. Y. 1952

| Command   | 30 Jun 1951   | 31 Dec 1951   | 30 Jun 1952   |
|---|---------------|---------------|---------------|
| <u>GRAND TOTAL</u> . . . . .                          | <u>19,944</u> | <u>20,039</u> | <u>20,665</u> |
| <u>Continental U. S. - Total</u> . . . . .            | <u>15,623</u> | <u>15,623</u> | <u>15,715</u> |
| Air Defense Command . . . . .                         | 1,213         | 1,074         | 973           |
| Air Materiel Command . . . . .                        | 7,240         | 6,667         | 5,393         |
| Air Proving Ground . . . . .                          | 163           | 179           | 154           |
| Air Research and Development . . . . .                | 354           | 397           | 548           |
| Air University . . . . .                              | 154           | 129           | 107           |
| Air Training Command . . . . .                        | 3,149         | 3,598         | 4,892         |
| Continental Air Command . . . . .                     | 79            | 104           | 70            |
| Headquarters Command . . . . .                        | 330           | 316           | 325           |
| Military Air Transport Service . . . . .              | 365           | 379           | 478           |
| Strategic Air Command . . . . .                       | 1,160         | 1,157         | 1,408         |
| Tactical Air Command . . . . .                        | 1,351         | 1,546         | 1,364         |
| Other Continental a/ . . . . .                        | 65            | 77            | 3             |
| <u>Overseas - Total</u> . . . . .                     | <u>3,197</u>  | <u>3,413</u>  | <u>4,085</u>  |
| Alaskan Air Command . . . . .                         | 208           | 204           | 226           |
| Air Materiel Command . . . . .                        | 99            | 110           | 112           |
| Caribbean Air Command . . . . .                       | 35            | 35            | 38            |
| Far East Air Force . . . . .                          | 1,833         | 1,852         | 1,997         |
| Headquarters Command . . . . .                        | 67            | 69            | 71            |
| Military Air Transport Service . . . . .              | 262           | 264           | 302           |
| United Air Force in Europe . . . . .                  | 429           | 699           | 1,065         |
| Strategic Air Command . . . . .                       | 212           | 148           | 209           |
| Other Overseas b/ . . . . .                           | 52            | 62            | 65            |
| <u>Reserve Forces - Total</u> . . . . .               | <u>949</u>    | <u>666</u>    | <u>703</u>    |
| Air National Guard . . . . .                          | 573           | 493           | 427           |
| Air Force Reserve . . . . .                           | 157           | -             | 68            |
| Civil Air Patrol . . . . .                            | 219           | 173           | 208           |
| <u>Mutual Defense Assistance Program c/</u> . . . . . | <u>175</u>    | <u>307</u>    | <u>162</u>    |

a/ Includes Special Weapons Command, United States Security Service, and Air Pictorial Service.

b/ Includes Air Research and Development Command Overseas, Special Weapons Command Overseas, Tactical Air Command Overseas, Joint Brazil - U. S. Military Commission, and Northeast Air Command.

c/ Airplanes on project for MDAP.

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 9 - FUNCTIONAL DISTRIBUTION OF USAF AIRCRAFT BY TYPE OF AIRCRAFT - QUARTERLY, F. Y. 1952

| TYPE OF AIRCRAFT           | TOTAL AIRCRAFT ON HAND | ACTIVE |                        |                             |                |                 |      |                 |         |       | INACTIVE |              |                       |       |                     |  |
|----------------------------|------------------------|--------|------------------------|-----------------------------|----------------|-----------------|------|-----------------|---------|-------|----------|--------------|-----------------------|-------|---------------------|--|
|                            |                        | TOTAL  | Tactical Training Unit | Minimum Individual Training | Administrative | Special Mission | Test | Command Support | Project | TOTAL | Storage  | Modification | Ballment and X-Models | Other | Excess & Rec. Recl. |  |
| <b>30 SEPTEMBER 1951</b>   |                        |        |                        |                             |                |                 |      |                 |         |       |          |              |                       |       |                     |  |
| USAF TOTAL . . . . .       | 19,218                 | 13,179 | 7,926                  | 2,240                       | 147            | 550             | 460  | 1,483           | 373     | 6,039 | 4,054    | 1,032        | 428                   | 472   | 53                  |  |
| Bomber . . . . .           | 2,925                  | 1,440  | 953                    | 37                          | 7              | 9               | 122  | 246             | 66      | 1,485 | 1,191    | 230          | 57                    | 5     | 2                   |  |
| Tanker . . . . .           | 219                    | 172    | 160                    | -                           | -              | 1               | 7    | 1               | 3       | 47    | -        | 35           | 4                     | 8     | -                   |  |
| Fighter . . . . .          | 4,856                  | 3,442  | 2,683                  | 16                          | -              | 35              | 126  | 416             | 166     | 1,414 | 724      | 368          | 60                    | 232   | 30                  |  |
| Reconnaissance . . . . .   | 529                    | 465    | 360                    | 2                           | -              | 23              | 16   | 47              | 17      | 64    | 40       | 15           | 3                     | 6     | -                   |  |
| Search & Rescue . . . . .  | 187                    | 184    | 150                    | -                           | 4              | 4               | 2    | 20              | 4       | 3     | -        | 2            | 1                     | -     | -                   |  |
| Special Research . . . . . | 3                      | -      | -                      | -                           | -              | -               | -    | -               | -       | 3     | -        | -            | 1                     | -     | -                   |  |
| Cargo . . . . .            | 3,169                  | 2,881  | 1,046                  | 980                         | 126            | 334             | 62   | 317             | 16      | 288   | 7        | 83           | 176                   | 15    | 7                   |  |
| Trainer . . . . .          | 6,736                  | 4,203  | 2,336                  | 1,202                       | 10             | 93              | 73   | 389             | 100     | 2,533 | 1,991    | 298          | 115                   | 118   | 11                  |  |
| Communication . . . . .    | 530                    | 345    | 227                    | 3                           | -              | 50              | 18   | 46              | 1       | 185   | 90       | -            | 5                     | 88    | 2                   |  |
| Glider . . . . .           | 24                     | 12     | 11                     | -                           | -              | -               | 1    | 1               | -       | 12    | 10       | -            | 1                     | 1     | 1                   |  |
| Aerial Target . . . . .    | 40                     | 35     | -                      | -                           | -              | 1               | 33   | 1               | -       | 5     | 1        | 1            | 3                     | -     | -                   |  |
| <b>31 DECEMBER 1951</b>    |                        |        |                        |                             |                |                 |      |                 |         |       |          |              |                       |       |                     |  |
| USAF TOTAL . . . . .       | 19,066                 | 13,520 | 8,783                  | 2,059                       | 93             | 485             | 478  | 1,221           | 401     | 5,546 | 3,350    | 1,253        | 443                   | 480   | 20                  |  |
| Bomber . . . . .           | 2,855                  | 1,414  | 1,025                  | 31                          | 3              | 7               | 128  | 164             | 56      | 1,441 | 956      | 398          | 67                    | 20    | -                   |  |
| Tanker . . . . .           | 244                    | 199    | 182                    | -                           | -              | 3               | 6    | 7               | 1       | 45    | -        | 21           | 4                     | 20    | -                   |  |
| Fighter . . . . .          | 4,722                  | 3,526  | 2,832                  | 15                          | -              | 1               | 121  | 309             | 248     | 1,196 | 641      | 264          | 65                    | 216   | 10                  |  |
| Reconnaissance . . . . .   | 558                    | 483    | 386                    | 3                           | -              | 23              | 18   | 39              | 14      | 75    | 38       | 32           | 2                     | 2     | 1                   |  |
| Search & Rescue . . . . .  | 203                    | 190    | 162                    | -                           | 3              | 4               | -    | 17              | 4       | 13    | -        | 5            | -                     | 8     | -                   |  |
| Special Research . . . . . | 4                      | -      | -                      | -                           | -              | -               | -    | -               | -       | 4     | -        | -            | 4                     | -     | -                   |  |
| Cargo . . . . .            | 3,199                  | 2,930  | 1,144                  | 985                         | 81             | 319             | 67   | 316             | 18      | 269   | 10       | 62           | 171                   | 24    | 4                   |  |
| Trainer . . . . .          | 6,556                  | 4,271  | 2,760                  | 1,024                       | 6              | 77              | 77   | 314             | 13      | 2,285 | 1,614    | 470          | 116                   | 81    | 2                   |  |
| Communication . . . . .    | 680                    | 467    | 286                    | 1                           | -              | 51              | 27   | 55              | 47      | 213   | 91       | 1            | 9                     | 109   | 3                   |  |
| Glider . . . . .           | 8                      | 7      | 6                      | -                           | -              | -               | 1    | -               | -       | 1     | -        | -            | 1                     | -     | -                   |  |
| Aerial Target . . . . .    | 37                     | 33     | -                      | -                           | -              | -               | 33   | -               | -       | 4     | -        | -            | 4                     | -     | -                   |  |
| <b>31 MARCH 1952</b>       |                        |        |                        |                             |                |                 |      |                 |         |       |          |              |                       |       |                     |  |
| USAF TOTAL . . . . .       | 19,300                 | 14,272 | 9,526                  | 1,873                       | 76             | 519             | 511  | 1,314           | 453     | 5,028 | 2,955    | 1,200        | 438                   | 412   | 23                  |  |
| Bomber . . . . .           | 2,861                  | 1,555  | 1,094                  | 20                          | 3              | 8               | 134  | 199             | 97      | 1,306 | 875      | 354          | 62                    | 13    | 2                   |  |
| Tanker . . . . .           | 267                    | 223    | 211                    | -                           | -              | -               | 7    | 4               | 1       | 44    | 1        | 20           | 3                     | 20    | -                   |  |
| Fighter . . . . .          | 4,705                  | 3,595  | 2,811                  | 14                          | -              | 1               | 134  | 367             | 268     | 1,110 | 552      | 286          | 69                    | 198   | 5                   |  |
| Reconnaissance . . . . .   | 621                    | 543    | 432                    | 2                           | -              | 21              | 16   | 52              | 20      | 78    | 37       | 34           | 2                     | 4     | 1                   |  |
| Search & Rescue . . . . .  | 232                    | 218    | 177                    | -                           | -              | 5               | 3    | 25              | 8       | 14    | -        | 6            | -                     | 8     | -                   |  |
| Special Research . . . . . | 4                      | -      | -                      | -                           | -              | -               | -    | -               | -       | 4     | -        | -            | 4                     | -     | -                   |  |
| Cargo . . . . .            | 3,177                  | 2,915  | 1,191                  | 942                         | 66             | 339             | 82   | 276             | 19      | 262   | 15       | 62           | 168                   | 13    | 4                   |  |
| Trainer . . . . .          | 6,633                  | 4,652  | 3,203                  | 894                         | 7              | 87              | 79   | 347             | 35      | 1,981 | 1,325    | 438          | 117                   | 95    | 6                   |  |
| Communication . . . . .    | 761                    | 542    | 403                    | 1                           | -              | 58              | 31   | 44              | 5       | 219   | 150      | -            | 8                     | 56    | 5                   |  |
| Glider . . . . .           | 6                      | 5      | 4                      | -                           | -              | -               | 1    | -               | -       | 1     | -        | -            | 1                     | -     | -                   |  |
| Aerial Target . . . . .    | 33                     | 24     | -                      | -                           | -              | -               | 24   | -               | -       | 9     | -        | -            | 4                     | 5     | -                   |  |
| <b>30 JUNE 1952</b>        |                        |        |                        |                             |                |                 |      |                 |         |       |          |              |                       |       |                     |  |
| USAF TOTAL . . . . .       | 19,800                 | 15,292 | 10,456                 | 1,955                       | 74             | 550             | 574  | 1,274           | 409     | 4,508 | 2,234    | 1,268        | 433                   | 541   | 32                  |  |
| Bomber . . . . .           | 2,914                  | 1,601  | 1,137                  | 23                          | 2              | 10              | 140  | 190             | 99      | 1,313 | 758      | 475          | 59                    | 19    | 2                   |  |
| Tanker . . . . .           | 295                    | 265    | 254                    | -                           | -              | -               | 8    | 2               | 1       | 30    | -        | 15           | 4                     | 11    | -                   |  |
| Fighter . . . . .          | 4,553                  | 3,753  | 2,932                  | 18                          | -              | 1               | 151  | 465             | 186     | 800   | 233      | 235          | 70                    | 244   | 18                  |  |
| Reconnaissance . . . . .   | 645                    | 557    | 436                    | 2                           | 1              | 18              | 18   | 67              | 15      | 88    | 33       | 37           | 3                     | 12    | 3                   |  |
| Search & Rescue . . . . .  | 255                    | 242    | 198                    | 2                           | -              | 6               | 9    | 20              | 7       | 13    | 5        | -            | 4                     | -     | -                   |  |
| Special Research . . . . . | 4                      | -      | -                      | -                           | -              | -               | -    | -               | -       | 4     | -        | -            | 4                     | -     | -                   |  |
| Cargo . . . . .            | 3,234                  | 2,968  | 1,215                  | 967                         | 62             | 342             | 97   | 261             | 24      | 266   | 17       | 52           | 168                   | 24    | 5                   |  |
| Trainer . . . . .          | 6,771                  | 5,127  | 3,762                  | 942                         | 9              | 103             | 92   | 181             | 38      | 1,644 | 1,002    | 449          | 113                   | 78    | 2                   |  |
| Communication . . . . .    | 1,097                  | 751    | 522                    | 1                           | -              | 70              | 31   | 88              | 39      | 346   | 186      | 1            | 8                     | 149   | 2                   |  |
| Glider . . . . .           | 1                      | -      | -                      | -                           | -              | -               | -    | -               | -       | 1     | -        | -            | 1                     | -     | -                   |  |
| Aerial Target . . . . .    | 31                     | 28     | -                      | -                           | -              | -               | 28   | -               | -       | 3     | -        | -            | 3                     | -     | -                   |  |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 10 - USAF AIRCRAFT INVENTORY BY COMMAND, SHOWING THE FUNCTIONAL DISTRIBUTION - QUARTERLY, F.Y. 1952

| COMMAND                                  | TOTAL AIRCRAFT ON HAND | ACTIVE |                                 |                         |                |                 |      |                 | INACTIVE |       |         |              |                   |       |                    |
|--|------------------------|--------|---------------------------------|-------------------------|----------------|-----------------|------|-----------------|----------|-------|---------|--------------|-------------------|-------|--------------------|
|  |                        | TOTAL  | Tactical Training Transp. Units | Minimum Indiv. Training | Administrative | Special Mission | Test | Command Support | Project  | TOTAL | Storage | Modification | Bailment X-Models | Other | Excess & Rec Recl. |
| <u>30 SEPTEMBER 1951</u>                 |                        |        |                                 |                         |                |                 |      |                 |          |       |         |              |                   |       |                    |
| USAF - TOTAL                             | 19,218                 | 13,179 | 7,926                           | 2,240                   | 147            | 550             | 460  | 1,483           | 373      | 6,039 | 4,054   | 1,032        | 428               | 472   | 53                 |
| CONTINENTAL US                           | 15,905                 | 10,039 | 5,716                           | 1,928                   | 78             | 334             | 452  | 1,220           | 311      | 5,866 | 4,012   | 1,030        | 320               | 460   | 44                 |
| Air Defense Command . . . . .            | 1,094                  | 1,064  | 780                             | 245                     | 5              | 23              | -    | 11              | -        | 30    | -       | -            | 1                 | -     | 29                 |
| Air Materiel Command . . . . .           | 7,493                  | 1,702  | 1                               | 232                     | 6              | 5               | 13   | 1,143           | 302      | 5,791 | 4,000   | 1,030        | 299               | 455   | 7                  |
| Air Pictorial Service . . . . .          | 1                      | 1      | -                               | -                       | -              | 1               | -    | -               | -        | -     | -       | -            | -                 | -     | -                  |
| Air Proving Ground . . . . .             | 176                    | 173    | -                               | 4                       | 2              | -               | 139  | 6               | 2        | 3     | 2       | -            | -                 | -     | -                  |
| Air Research & Development . . . . .     | 371                    | 353    | -                               | 43                      | 15             | 1               | 278  | 13              | 3        | 18    | -       | -            | 18                | -     | -                  |
| Air Training Command . . . . .           | 3,159                  | 3,152  | 2,634                           | 399                     | 5              | 102             | 1    | 10              | 1        | 7     | -       | -            | -                 | -     | 7                  |
| Air University . . . . .                 | 158                    | 158    | -                               | 152                     | 2              | 2               | -    | 2               | -        | -     | -       | -            | -                 | -     | -                  |
| Continental Air Command . . . . .        | 149                    | 149    | -                               | 142                     | 3              | 1               | -    | 2               | 1        | -     | -       | -            | -                 | -     | -                  |
| Headquarters Air Command . . . . .       | 327                    | 327    | -                               | 187                     | -              | 139             | -    | 1               | -        | -     | -       | -            | -                 | -     | -                  |
| Special Weapons Command . . . . .        | 74                     | 74     | -                               | 47                      | -              | -               | 21   | 6               | -        | -     | -       | -            | -                 | -     | -                  |
| U.S. Security Service . . . . .          | 3                      | 3      | -                               | -                       | -              | 3               | -    | -               | -        | -     | -       | -            | -                 | -     | -                  |
| Military Air Transport Service . . . . . | 366                    | 365    | 249                             | 46                      | 19             | 49              | -    | 2               | -        | 1     | -       | -            | 1                 | -     | -                  |
| Strategic Air Command . . . . .          | 1,263                  | 1,263  | 1,011                           | 217                     | 18             | -               | -    | 15              | 2        | -     | -       | -            | -                 | -     | -                  |
| Tactical Air Command . . . . .           | 1,271                  | 1,255  | 1,041                           | 194                     | 3              | 8               | -    | 9               | -        | 16    | 10      | -            | -                 | 5     | 1                  |
| OVERSEAS . . . . .                       | 3,313                  | 3,140  | 2,210                           | 312                     | 69             | 216             | 8    | 263             | 62       | 173   | 42      | 2            | 108               | 12    | 9                  |
| Alaskan Air Command . . . . .            | 208                    | 207    | 132                             | 34                      | 1              | 11              | 6    | 21              | 2        | 1     | -       | -            | -                 | -     | 1                  |
| Caribbean Air Command . . . . .          | 36                     | 36     | 8                               | 9                       | 1              | 15              | -    | 2               | 1        | -     | -       | -            | -                 | -     | -                  |
| Far East Air Forces . . . . .            | 1,812                  | 1,776  | 1,387                           | 103                     | 14             | 56              | -    | 192             | 24       | 36    | 29      | 1            | -                 | -     | 6                  |
| US Air Force In Europe . . . . .         | 551                    | 529    | 291                             | 118                     | 11             | 36              | -    | 44              | 29       | 22    | 4       | 1            | 5                 | 12    | 1                  |
| Joint Brazil-U.S. Military Com . . . . . | 12                     | 11     | -                               | -                       | -              | 10              | -    | 1               | -        | 1     | -       | -            | -                 | -     | -                  |
| Northeast Air Command . . . . .          | 26                     | 26     | -                               | 6                       | 11             | 7               | -    | 1               | 1        | -     | -       | -            | -                 | -     | -                  |
| Air Materiel Command . . . . .           | 99                     | -      | -                               | -                       | -              | -               | -    | -               | -        | 99    | -       | -            | 99                | -     | -                  |
| Air Research & Development . . . . .     | 3                      | 2      | -                               | -                       | -              | -               | 2    | -               | -        | 1     | -       | -            | 1                 | -     | -                  |
| Headquarters Command . . . . .           | 70                     | 67     | -                               | -                       | -              | 67              | -    | -               | -        | 3     | -       | -            | 2                 | -     | 1                  |
| Military Air Transport Service . . . . . | 254                    | 253    | 186                             | 29                      | 27             | 8               | -    | -               | 3        | 1     | -       | -            | 1                 | -     | -                  |
| Strategic Air Command . . . . .          | 206                    | 206    | 185                             | 13                      | 4              | -               | -    | 2               | 2        | -     | -       | -            | -                 | -     | -                  |
| Tactical Air Command . . . . .           | 21                     | 21     | 21                              | -                       | -              | -               | -    | -               | -        | -     | -       | -            | -                 | -     | -                  |
| Special Weapons Command . . . . .        | 15                     | 6      | -                               | -                       | -              | 6               | -    | -               | -        | 9     | 9       | -            | -                 | -     | -                  |
| <u>31 DECEMBER 1951</u>                  |                        |        |                                 |                         |                |                 |      |                 |          |       |         |              |                   |       |                    |
| USAF - TOTAL                             | 19,066                 | 13,520 | 8,783                           | 2,059                   | 93             | 485             | 478  | 1,221           | 401      | 5,546 | 3,350   | 1,253        | 443               | 480   | 20                 |
| CONTINENTAL US                           | 15,623                 | 10,297 | 6,498                           | 1,725                   | 52             | 259             | 468  | 967             | 328      | 5,326 | 3,270   | 1,250        | 337               | 455   | 14                 |
| Air Defense Command . . . . .            | 1,074                  | 1,073  | 806                             | 233                     | 1              | 22              | -    | 11              | -        | 1     | -       | -            | -                 | 1     | -                  |
| Air Materiel Command . . . . .           | 6,667                  | 1,395  | 12                              | 194                     | 5              | 8               | 16   | 858             | 302      | 5,272 | 3,268   | 1,250        | 310               | 440   | 4                  |
| Air Pictorial Service . . . . .          | 1                      | 1      | -                               | -                       | -              | 1               | -    | -               | -        | -     | -       | -            | -                 | -     | -                  |
| Air Proving Ground . . . . .             | 179                    | 176    | -                               | 23                      | 1              | -               | 143  | 8               | 1        | 3     | 2       | -            | -                 | 1     | -                  |
| Air Research & Development . . . . .     | 397                    | 370    | -                               | 63                      | 5              | 1               | 287  | 14              | -        | 27    | -       | -            | 27                | -     | -                  |

TABLE 10 - USAF AIRCRAFT INVENTORY BY COMMAND, SHOWING THE FUNCTIONAL DISTRIBUTION - QUARTERLY, F.Y. 1952 - CONTINUED

| C O M M A N D                            | T O T A L<br>A I R C R A F T<br>O N<br>H A N D | A C T I V E   |  |                               |                     |                    |            |                    | I N A C T I V E |              |              |                   |                      |            |                          |
|--|--|---------------|--|-------------------------------|---------------------|--------------------|------------|--------------------|-----------------|--------------|--------------|-------------------|----------------------|------------|--------------------------|
|  |  | T O T A L     | Tactical<br>Training<br>Transp.<br>Units | Minimum<br>Indiv.<br>Training | Admini-<br>strative | Special<br>Mission | Test       | Command<br>Support | Project         | T O T A L    | Storage      | Modifi-<br>cation | Bailment<br>X-Models | Other      | Excess<br>& Rec<br>Recl. |
| <u>31 DECEMBER 1951 (Cont'd)</u>         |  |               |  |                               |                     |                    |            |                    |                 |              |              |                   |                      |            |                          |
| <u>CONTINENTAL US (Cont'd)</u>           |  |               |  |                               |                     |                    |            |                    |                 |              |              |                   |                      |            |                          |
| Air Training Command . . . . .           | 3,598  | 3,588         | 3,218                                    | 323                           | 2                   | 19                 | -          | 26                 | -               | 10           | -            | -                 | -                    | -          | 10                       |
| Air University . . . . .                 | 129  | 129           | -  | 124                           | 2                   | 2                  | -          | -                  | 1               | -            | -            | -                 | -                    | -          | -                        |
| Continental Air Command . . . . .        | 104  | 104           | 1  | 93                            | 2                   | 1                  | -          | 6                  | 1               | -            | -            | -                 | -                    | -          | -                        |
| Headquarters Command . . . . .           | 316  | 316           | -  | 178                           | 2                   | 131                | -          | 5                  | -               | -            | -            | -                 | -                    | -          | -                        |
| Special Weapons Command . . . . .        | 73   | 73            | -  | 26                            | 17                  | 1                  | 22         | 7                  | -               | -            | -            | -                 | -                    | -          | -                        |
| U.S. Security Service . . . . .          | 3  | 3             | -  | -                             | -                   | 3                  | -          | -                  | -               | -            | -            | -                 | -                    | -          | -                        |
| Military Air Transport Service . . . . . | 379  | 379           | 263                                      | 54                            | 4                   | 51                 | -          | 4                  | 3               | -            | -            | -                 | -                    | -          | -                        |
| Strategic Air Command . . . . .          | 1,157  | 1,157         | 908                                      | 214                           | 9                   | 3                  | -          | 22                 | 1               | -            | -            | -                 | -                    | -          | -                        |
| Tactical Air Command . . . . .           | 1,546  | 1,533         | 1,290                                    | 200                           | 2                   | 16                 | -          | 6                  | 19              | 13           | -            | -                 | -                    | 13         | -                        |
| <u>OVERSEAS . . . . .</u>                | <u>3,443</u>                                   | <u>3,223</u>  | <u>2,285</u>                             | <u>334</u>                    | <u>41</u>           | <u>226</u>         | <u>10</u>  | <u>254</u>         | <u>73</u>       | <u>220</u>   | <u>80</u>    | <u>3</u>          | <u>106</u>           | <u>25</u>  | <u>6</u>                 |
| Alaskan Air Command . . . . .            | 204  | 201           | 122                                      | 34                            | -                   | 14                 | 9          | 21                 | 1               | 3            | -            | -                 | -                    | -          | 3                        |
| Caribbean Air Command . . . . .          | 35   | 35            | 7  | 9                             | 1                   | 16                 | 1          | -                  | 1               | -            | -            | -                 | -                    | -          | -                        |
| Far East Air Forces . . . . .            | 1,852  | 1,786         | 1,365                                    | 111                           | 13                  | 58                 | -          | 172                | 67              | 66           | 5            | 1                 | -                    | -          | -                        |
| U.S. Air Force In Europe . . . . .       | 699  | 672           | 460                                      | 120                           | 3                   | 39                 | -          | 50                 | 27              | 27           | 6            | 2                 | 6                    | 13         | -                        |
| Joint Brazil-U.S. Military Com . . . . . | 13   | 12            | -  | -                             | -                   | 10                 | -          | 1                  | 1               | 1            | -            | -                 | -                    | -          | 1                        |
| Northeast Air Command . . . . .          | 32   | 31            | -  | 7                             | 11                  | 7                  | -          | 6                  | -               | 1            | -            | -                 | -                    | -          | 1                        |
| Air Materiel Command . . . . .           | 110  | -             | -  | -                             | -                   | -                  | -          | -                  | -               | 110          | -            | -                 | 98                   | 12         | -                        |
| Air Research & Development . . . . .     | 1  | -             | -  | -                             | -                   | -                  | -          | -                  | -               | 1            | -            | -                 | 1                    | -          | -                        |
| Headquarters Command . . . . .           | 69   | 68            | -  | -                             | -                   | 67                 | -          | -                  | 1               | 1            | -            | -                 | 1                    | -          | -                        |
| Military Air Transport Service . . . . . | 264  | 263           | 199                                      | 43                            | 11                  | 9                  | -          | 1                  | 1               | 1            | -            | -                 | -                    | -          | 1                        |
| Strategic Air Command . . . . .          | 148  | 148           | 131                                      | 10                            | 2                   | -                  | -          | 4                  | 1               | -            | -            | -                 | -                    | -          | -                        |
| Tactical Air Command . . . . .           | 1  | 1             | 1  | -                             | -                   | -                  | -          | -                  | -               | -            | -            | -                 | -                    | -          | -                        |
| Special Weapons Command . . . . .        | 15   | 6             | -  | -                             | -                   | 6                  | -          | -                  | -               | 9            | 9            | -                 | -                    | -          | -                        |
| <u>31 MARCH 1952</u>                     |  |               |  |                               |                     |                    |            |                    |                 |              |              |                   |                      |            |                          |
| <u>USAF - TOTAL . . . . .</u>            | <u>19,300</u>                                  | <u>14,272</u> | <u>9,526</u>                             | <u>1,873</u>                  | <u>76</u>           | <u>519</u>         | <u>511</u> | <u>1,314</u>       | <u>453</u>      | <u>5,028</u> | <u>2,955</u> | <u>1,200</u>      | <u>438</u>           | <u>412</u> | <u>23</u>                |
| <u>CONTINENTAL US . . . . .</u>          | <u>15,618</u>                                  | <u>10,808</u> | <u>7,144</u>                             | <u>1,533</u>                  | <u>37</u>           | <u>271</u>         | <u>505</u> | <u>1,004</u>       | <u>314</u>      | <u>4,810</u> | <u>2,868</u> | <u>1,199</u>      | <u>333</u>           | <u>396</u> | <u>14</u>                |
| Air Defense Command . . . . .            | 947  | 946           | 730                                      | 166                           | 3                   | 30                 | -          | 16                 | 1               | 1            | -            | -                 | -                    | -          | 1                        |
| Air Materiel Command . . . . .           | 6,109  | 1,358         | -  | 160                           | 5                   | 5                  | 13         | 889                | 286             | 4,751        | 2,868        | 1,199             | 304                  | 373        | 7                        |
| Air Pictorial Service . . . . .          | 4  | 4             | -  | -                             | -                   | 4                  | -          | -                  | -               | -            | -            | -                 | -                    | -          | -                        |
| Air Proving Ground . . . . .             | 164  | 164           | -  | 18                            | 1                   | -                  | 132        | 12                 | 1               | -            | -            | -                 | -                    | -          | -                        |
| Air Research & Development . . . . .     | 409  | 376           | -  | 51                            | 1                   | 1                  | 313        | 10                 | -               | 33           | -            | -                 | 28                   | 5          | -                        |
| Air Training Command . . . . .           | 4,132  | 4,128         | 3,769                                    | 322                           | 2                   | 17                 | -          | 18                 | -               | 4            | -            | -                 | -                    | -          | 4                        |
| Air University . . . . .                 | 136  | 136           | -  | 126                           | 2                   | 1                  | -          | 6                  | 1               | -            | -            | -                 | -                    | -          | -                        |
| Continental Air Command . . . . .        | 98   | 97            | -  | 88                            | 2                   | 1                  | -          | 6                  | -               | 1            | -            | -                 | -                    | -          | 1                        |
| Headquarters Air Command . . . . .       | 320  | 320           | -  | 164                           | 2                   | 127                | -          | 7                  | 20              | -            | -            | -                 | -                    | -          | -                        |
| Special Weapons Command . . . . .        | 94   | 93            | -  | 25                            | 1                   | 1                  | 47         | 19                 | -               | 1            | -            | -                 | 1                    | -          | -                        |
| U.S. Security Service . . . . .          | 3  | 3             | -  | -                             | -                   | 3                  | -          | -                  | -               | -            | -            | -                 | -                    | -          | -                        |
| Military Air Transport Service . . . . . | 415  | 414           | 296                                      | 54                            | 6                   | 54                 | -          | 2                  | 2               | 1            | -            | -                 | -                    | -          | 1                        |
| Strategic Air Command . . . . .          | 1,277  | 1,057         | 87                                       | 187                           | 10                  | 10                 | -          | 13                 | -               | -            | -            | -                 | -                    | -          | -                        |
| Tactical Air Command . . . . .           | 1,510  | 1,492         | 1,292                                    | 172                           | 2                   | 17                 | -          | 6                  | 3               | 18           | -            | -                 | -                    | 18         | -                        |

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TABLE 10 - USAF AIRCRAFT INVENTORY BY COMMAND, SHOWING THE FUNCTIONAL DISTRIBUTION - QUARTERLY, F.Y. 1952 - CONTINUED

| COMMAND                              | TOTAL AIRCRAFT ON HAND | ACTIVE |                         |                         |                |                 |      |                 | INACTIVE |       |         |              |                   |       |                    |
|--------------------------------------|------------------------|--------|-------------------------|-------------------------|----------------|-----------------|------|-----------------|----------|-------|---------|--------------|-------------------|-------|--------------------|
|                                      |                        | TOTAL  | Tactical Training Units | Minimum Indiv. Training | Administrative | Special Mission | Test | Command Support | Project  | TOTAL | Storage | Modification | Bailment X-Models | Other | Excess & Rec Recl. |
| <u>31 MARCH 1952 (Cont'd)</u>        |                        |        |                         |                         |                |                 |      |                 |          |       |         |              |                   |       |                    |
| OVERSEAS . . . . .                   | 3,682                  | 3,464  | 2,382                   | 340                     | 39             | 248             | 6    | 310             | 139      | 218   | 87      | 1            | 105               | 16    | 9                  |
| Alaskan Air Command . . . . .        | 208                    | 208    | 126                     | 28                      | -              | 18              | 6    | 21              | 9        | -     | -       | -            | -                 | -     | -                  |
| Caribbean Air Command . . . . .      | 36                     | 36     | 7                       | 10                      | 2              | 15              | -    | 1               | 1        | -     | -       | -            | -                 | -     | -                  |
| Far East Air Forces . . . . .        | 1,982                  | 1,931  | 1,403                   | 116                     | 12             | 62              | -    | 215             | 123      | 51    | 47      | -            | -                 | -     | 4                  |
| U.S. Air Force In Europe . . . . .   | 779                    | 735    | 496                     | 126                     | 5              | 46              | -    | 61              | 1        | 44    | 33      | -            | -                 | 4     | 2                  |
| Joint Brazil-U.S. Military Com       | 11                     | 10     | -                       | -                       | -              | 9               | -    | 1               | -        | 1     | -       | -            | -                 | -     | 1                  |
| North East Air Command . . . . .     | 30                     | 30     | -                       | 6                       | 9              | 7               | -    | 7               | 1        | -     | -       | -            | -                 | -     | -                  |
| Air Materiel Command . . . . .       | 110                    | -      | -                       | -                       | -              | -               | -    | -               | -        | 110   | -       | -            | 98                | 12    | -                  |
| Air Research & Development . . . . . | 1                      | -      | -                       | -                       | -              | -               | -    | -               | -        | 1     | -       | -            | 1                 | -     | -                  |
| Headquarters Command . . . . .       | 71                     | 69     | -                       | -                       | -              | 69              | -    | -               | -        | 2     | -       | -            | 2                 | -     | -                  |
| Military Air Transport Service       | 281                    | 279    | 211                     | 42                      | 8              | 14              | -    | -               | 4        | 2     | -       | -            | -                 | -     | 2                  |
| Strategic Air Command . . . . .      | 157                    | 157    | 138                     | 12                      | 3              | -               | -    | 4               | -        | -     | -       | -            | -                 | -     | -                  |
| Tactical Air Command . . . . .       | 1                      | 1      | 1                       | -                       | -              | -               | -    | -               | -        | -     | -       | -            | -                 | -     | -                  |
| Special Weapons Command . . . . .    | 15                     | 8      | -                       | -                       | -              | 8               | -    | -               | -        | 7     | 7       | -            | -                 | -     | -                  |
| <u>30 JUNE 1952</u>                  |                        |        |                         |                         |                |                 |      |                 |          |       |         |              |                   |       |                    |
| USAF - TOTAL . . . . .               | 19,800                 | 15,292 | 10,456                  | 1,955                   | 74             | 550             | 574  | 1,274           | 409      | 4,508 | 2,234   | 1,268        | 433               | 541   | 32                 |
| <u>CONTINENTAL US</u>                |                        |        |                         |                         |                |                 |      |                 |          |       |         |              |                   |       |                    |
|                                      | 15,715                 | 11,467 | 7,821                   | 1,606                   | 39             | 272             | 568  | 889             | 272      | 4,248 | 2,146   | 1,240        | 329               | 526   | 7                  |
| Air Defense Command . . . . .        | 973                    | 972    | 769                     | 158                     | 3              | 32              | -    | 9               | 1        | 1     | -       | -            | -                 | -     | 1                  |
| Air Materiel Command . . . . .       | 5,393                  | 1,223  | 1                       | 155                     | 5              | 7               | 3    | 794             | 258      | 4,170 | 2,144   | 1,239        | 300               | 484   | 3                  |
| Air Pictorial Service . . . . .      | -                      | -      | -                       | -                       | -              | -               | -    | -               | -        | -     | -       | -            | -                 | -     | -                  |
| Air Proving Ground . . . . .         | 154                    | 154    | -                       | 17                      | 1              | -               | 134  | 2               | -        | -     | -       | -            | -                 | -     | -                  |
| Air Research & Development . . . . . | 548                    | 520    | -                       | 72                      | 3              | 2               | 430  | 9               | 4        | 28    | -       | -            | 28                | -     | -                  |
| Air Training Command . . . . .       | 4,892                  | 4,877  | 4,469                   | 353                     | 4              | 17              | -    | 34              | -        | 15    | -       | -            | -                 | 12    | 3                  |
| Air University . . . . .             | 107                    | 107    | -                       | 103                     | 2              | 1               | -    | 1               | -        | -     | -       | -            | -                 | -     | -                  |
| Continental Air Command . . . . .    | 70                     | 70     | -                       | 61                      | 2              | 1               | -    | 5               | 1        | -     | -       | -            | -                 | -     | -                  |
| Headquarters Air Command . . . . .   | 325                    | 324    | -                       | 194                     | 2              | 125             | -    | 2               | 1        | 1     | -       | 1            | -                 | -     | -                  |
| Special Weapons Command . . . . .    | -                      | -      | -                       | -                       | -              | -               | -    | -               | -        | -     | -       | -            | -                 | -     | -                  |
| U.S. Security Service . . . . .      | 3                      | 3      | -                       | -                       | -              | 3               | -    | -               | -        | -     | -       | -            | -                 | -     | -                  |
| Military Air Transport Service       | 478                    | 461    | 284                     | 110                     | 5              | 57              | -    | 4               | 1        | 17    | 2       | -            | -                 | 15    | -                  |
| Strategic Air Command . . . . .      | 1,408                  | 1,407  | 1,148                   | 220                     | 10             | 8               | 1    | 16              | 4        | 1     | -       | -            | 1                 | -     | -                  |
| Tactical Air Command . . . . .       | 1,364                  | 1,349  | 1,150                   | 163                     | 2              | 19              | -    | 13              | 2        | 15    | -       | -            | -                 | 15    | -                  |
| OVERSEAS . . . . .                   | 4,085                  | 3,825  | 2,635                   | 349                     | 35             | 278             | 6    | 385             | 137      | 260   | 88      | 28           | 104               | 15    | 25                 |
| Alaskan Air Command . . . . .        | 226                    | 199    | 120                     | 33                      | -              | 14              | 6    | 23              | 3        | 27    | 2       | 22           | -                 | -     | 3                  |
| Caribbean Air Command . . . . .      | 38                     | 38     | 7                       | 9                       | 2              | 17              | -    | 3               | -        | -     | -       | -            | -                 | -     | -                  |
| Far East Air Forces . . . . .        | 1,997                  | 1,935  | 1,396                   | 118                     | 13             | 69              | -    | 253             | 86       | 62    | 44      | 5            | -                 | -     | 13                 |
| U.S. Air Force In Europe . . . . .   | 1,065                  | 1,019  | 698                     | 129                     | 4              | 59              | -    | 96              | 33       | 46    | 34      | 1            | 5                 | -     | 6                  |
| Joint Brazil-U.S. Military Com       | 12                     | 11     | -                       | -                       | -              | 11              | -    | -               | -        | 1     | -       | -            | -                 | -     | 1                  |
| Northeast Air Command . . . . .      | 32                     | 32     | -                       | 5                       | 10             | 12              | -    | 4               | 1        | -     | -       | -            | -                 | -     | -                  |
| Air Materiel Command . . . . .       | 112                    | -      | -                       | -                       | -              | -               | -    | -               | -        | 112   | -       | -            | 97                | 15    | -                  |
| Air Research & Development . . . . . | 18                     | 9      | -                       | -                       | -              | 9               | -    | -               | -        | 9     | 8       | -            | 1                 | -     | -                  |
| Headquarters Command . . . . .       | 71                     | 70     | -                       | -                       | -              | 70              | -    | -               | -        | 1     | -       | -            | 1                 | -     | -                  |
| Military Air Transport Service       | 302                    | 300    | 228                     | 41                      | 4              | 16              | -    | 1               | 10       | 2     | -       | -            | -                 | -     | 2                  |
| Strategic Air Command . . . . .      | 209                    | 209    | 186                     | 14                      | 2              | 1               | -    | 5               | 1        | -     | -       | -            | -                 | -     | -                  |
| Tactical Air Command . . . . .       | 3                      | 3      | -                       | -                       | -              | -               | -    | -               | 3        | -     | -       | -            | -                 | -     | -                  |
| Special Weapons Command . . . . .    | -                      | -      | -                       | -                       | -              | -               | -    | -               | -        | -     | -       | -            | -                 | -     | -                  |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 11- USAF AND RESERVE FORCES AIRPLANE INVENTORY - MONTHLY, F.Y. 1952

Reserve stock includes airplanes in storage, undergoing modification, in flyable inactive status, on inactive and non-USAF projects, excess to commands, and airplanes accepted but not delivered.

| AIRPLANE CATEGORY                        | TOTAL         | USAF          | AIR NATIONAL GUARD | AIR FORCE RESERVE | CIVIL AIR PATROL | MDAP       |
|--|---------------|---------------|--------------------|-------------------|------------------|------------|
| <u>31 JULY 1951 - TOTAL</u>              | <u>19,896</u> | <u>18,951</u> | <u>526</u>         | <u>49</u>         | <u>196</u>       | <u>174</u> |
| <u>ACTIVE</u>                            | <u>13,869</u> | <u>12,982</u> | <u>524</u>         | <u>49</u>         | <u>195</u>       | <u>119</u> |
| 1st Line Combat . . . . .                | 2,590         | 2,549         | -                  | -                 | -                | 41         |
| 2nd Line Combat . . . . .                | 3,403         | 2,963         | 372                | -                 | -                | 68         |
| Non-Combat. . . . .                      | 7,876         | 7,470         | 152                | 49                | 195              | 10         |
| <u>INACTIVE</u>                          | <u>6,027</u>  | <u>5,969</u>  | <u>2</u>           | <u>-</u>          | <u>1</u>         | <u>55</u>  |
| <u>Reserve Stock</u>                     | <u>5,545</u>  | <u>5,490</u>  | <u>-</u>           | <u>-</u>          | <u>-</u>         | <u>55</u>  |
| 1st Line Combat . . . . .                | 664           | 674           | -                  | -                 | -                | 20         |
| 2nd Line Combat . . . . .                | 2,413         | 2,397         | -                  | -                 | -                | 16         |
| Non-Combat. . . . .                      | 2,468         | 2,449         | -                  | -                 | -                | 19         |
| <u>Experimental, Loan &amp; Bailment</u> | <u>428</u>    | <u>428</u>    | <u>-</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 58            | 58            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 63            | 63            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 307           | 307           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>54</u>     | <u>51</u>     | <u>2</u>           | <u>-</u>          | <u>1</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 4             | 4             | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 30            | 28            | 2                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 20            | 19            | -                  | -                 | 1                | -          |
| <u>31 AUGUST 1951 - TOTAL</u>            | <u>19,832</u> | <u>19,108</u> | <u>516</u>         | <u>18</u>         | <u>185</u>       | <u>5</u>   |
| <u>ACTIVE</u>                            | <u>13,821</u> | <u>13,111</u> | <u>508</u>         | <u>17</u>         | <u>185</u>       | <u>-</u>   |
| 1st Line Combat . . . . .                | 2,404         | 2,404         | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 3,575         | 3,222         | 353                | -                 | -                | -          |
| Non-Combat. . . . .                      | 7,842         | 7,485         | 155                | 17                | 185              | -          |
| <u>INACTIVE</u>                          | <u>6,011</u>  | <u>5,997</u>  | <u>8</u>           | <u>1</u>          | <u>-</u>         | <u>5</u>   |
| <u>Reserve Stock</u>                     | <u>5,522</u>  | <u>5,512</u>  | <u>5</u>           | <u>-</u>          | <u>-</u>         | <u>5</u>   |
| 1st Line Combat . . . . .                | 487           | 487           | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 2,467         | 2,462         | 5                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 2,568         | 2,563         | -                  | -                 | -                | 5          |
| <u>Experimental, Loan &amp; Bailment</u> | <u>425</u>    | <u>425</u>    | <u>-</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 62            | 62            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 59            | 59            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 304           | 304           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>64</u>     | <u>60</u>     | <u>3</u>           | <u>1</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 6             | 6             | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 36            | 34            | 2                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 22            | 20            | 1                  | 1                 | -                | -          |
| <u>30 SEPTEMBER 1951 - TOTAL</u>         | <u>19,929</u> | <u>19,154</u> | <u>519</u>         | <u>17</u>         | <u>183</u>       | <u>56</u>  |
| <u>ACTIVE</u>                            | <u>13,843</u> | <u>13,132</u> | <u>508</u>         | <u>16</u>         | <u>183</u>       | <u>4</u>   |
| 1st Line Combat . . . . .                | 2,317         | 2,317         | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 3,755         | 3,386         | 364                | 1                 | -                | 4          |
| Non-Combat. . . . .                      | 7,771         | 7,429         | 144                | 15                | 183              | -          |
| <u>INACTIVE</u>                          | <u>6,086</u>  | <u>6,022</u>  | <u>11</u>          | <u>1</u>          | <u>-</u>         | <u>52</u>  |
| <u>Reserve Stock</u>                     | <u>5,607</u>  | <u>5,546</u>  | <u>9</u>           | <u>-</u>          | <u>-</u>         | <u>52</u>  |
| 1st Line Combat . . . . .                | 447           | 447           | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 2,418         | 2,409         | 9                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 2,742         | 2,690         | -                  | -                 | -                | 52         |
| <u>Experimental, Loan &amp; Bailment</u> | <u>424</u>    | <u>424</u>    | <u>-</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 67            | 67            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 58            | 58            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 299           | 299           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>55</u>     | <u>52</u>     | <u>2</u>           | <u>1</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 6             | 6             | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 28            | 26            | 2                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 21            | 20            | -                  | 1                 | -                | -          |

TABLE 11 - USAF AND RESERVE FORCES AIRPLANE INVENTORY - MONTHLY, F.Y. 1952 - CONTINUED

| AIRPLANE CATEGORY                        | TOTAL         | USAF          | AIR NATIONAL GUARD | AIR FORCE RESERVE | CIVIL AIR PATROL | MDAP       |
|--|---------------|---------------|--------------------|-------------------|------------------|------------|
| <u>31 OCTOBER 1951 - TOTAL</u>           | <u>19,995</u> | <u>19,199</u> | <u>532</u>         | <u>8</u>          | <u>178</u>       | <u>78</u>  |
| <u>ACTIVE</u>                            | <u>13,835</u> | <u>13,116</u> | <u>520</u>         | <u>8</u>          | <u>178</u>       | <u>13</u>  |
| 1st Line Combat . . . . .                | 2,370         | 2,370         | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 3,700         | 3,314         | 382                | 1                 | -                | 3          |
| Non-Combat. . . . .                      | 7,765         | 7,432         | 138                | 7                 | 178              | 10         |
| <u>INACTIVE</u>                          | <u>6,160</u>  | <u>6,083</u>  | <u>12</u>          | <u>-</u>          | <u>-</u>         | <u>65</u>  |
| <u>Reserve Stock</u>                     | <u>5,704</u>  | <u>5,629</u>  | <u>10</u>          | <u>-</u>          | <u>-</u>         | <u>65</u>  |
| 1st Line Combat . . . . .                | 472           | 471           | -                  | -                 | -                | 1          |
| 2nd Line Combat . . . . .                | 2,517         | 2,500         | 10                 | -                 | -                | 7          |
| Non-Combat. . . . .                      | 2,715         | 2,658         | -                  | -                 | -                | 57         |
| <u>Experimental, Loan &amp; Bailment</u> | <u>424</u>    | <u>424</u>    | <u>-</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 57            | 57            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 60            | 60            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 297           | 297           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>32</u>     | <u>30</u>     | <u>2</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 9             | 9             | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 12            | 10            | 2                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 11            | 11            | -                  | -                 | -                | -          |
| <u>30 NOVEMBER 1951 - TOTAL</u>          | <u>19,923</u> | <u>19,101</u> | <u>522</u>         | <u>-</u>          | <u>177</u>       | <u>123</u> |
| <u>ACTIVE</u>                            | <u>13,892</u> | <u>13,202</u> | <u>506</u>         | <u>-</u>          | <u>177</u>       | <u>7</u>   |
| 1st Line Combat . . . . .                | 2,453         | 2,453         | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 3,553         | 3,173         | 373                | -                 | -                | 7          |
| Non-Combat. . . . .                      | 7,886         | 7,576         | 133                | -                 | 177              | -          |
| <u>INACTIVE</u>                          | <u>6,031</u>  | <u>5,899</u>  | <u>16</u>          | <u>-</u>          | <u>-</u>         | <u>116</u> |
| <u>Reserve Stock</u>                     | <u>5,579</u>  | <u>5,449</u>  | <u>14</u>          | <u>-</u>          | <u>-</u>         | <u>116</u> |
| 1st Line Combat . . . . .                | 440           | 439           | -                  | -                 | -                | 1          |
| 2nd Line Combat . . . . .                | 2,501         | 2,434         | 14                 | -                 | -                | 53         |
| Non-Combat. . . . .                      | 2,638         | 2,576         | -                  | -                 | -                | 62         |
| <u>Experimental, Loan &amp; Bailment</u> | <u>430</u>    | <u>430</u>    | <u>-</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 71            | 71            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 61            | 61            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 298           | 298           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>22</u>     | <u>20</u>     | <u>2</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | -             | -             | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 14            | 12            | 2                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 8             | 8             | -                  | -                 | -                | -          |
| <u>31 DECEMBER 1951 - TOTAL</u>          | <u>19,994</u> | <u>19,021</u> | <u>493</u>         | <u>-</u>          | <u>173</u>       | <u>307</u> |
| <u>ACTIVE</u>                            | <u>14,136</u> | <u>13,480</u> | <u>482</u>         | <u>-</u>          | <u>173</u>       | <u>1</u>   |
| 1st Line Combat . . . . .                | 2,560         | 2,560         | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 3,604         | 3,252         | 351                | -                 | -                | 1          |
| Non-Combat. . . . .                      | 7,972         | 7,668         | 131                | -                 | 173              | -          |
| <u>INACTIVE</u>                          | <u>5,858</u>  | <u>5,541</u>  | <u>11</u>          | <u>-</u>          | <u>-</u>         | <u>306</u> |
| <u>Reserve Stock</u>                     | <u>5,398</u>  | <u>5,083</u>  | <u>9</u>           | <u>-</u>          | <u>-</u>         | <u>306</u> |
| 1st Line Combat . . . . .                | 455           | 403           | -                  | -                 | -                | 52         |
| 2nd Line Combat . . . . .                | 2,405         | 2,218         | 9                  | -                 | -                | 178        |
| Non-Combat. . . . .                      | 2,538         | 2,462         | -                  | -                 | -                | 76         |
| <u>Experimental, Loan &amp; Bailment</u> | <u>438</u>    | <u>438</u>    | <u>-</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 76            | 76            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 62            | 62            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 300           | 300           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>22</u>     | <u>20</u>     | <u>2</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 1             | 1             | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 12            | 10            | 2                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 9             | 9             | -                  | -                 | -                | -          |

TABLE 11 - USAF AND RESERVE FORCES AIRPLANE INVENTORY - MONTHLY, F.Y. 1952 - CONTINUED

| AIRPLANE CATEGORY                        | TOTAL         | USAF          | AIR NATIONAL GUARD | AIR FORCE RESERVE | CIVIL AIR PATROL | MDAP       |
|--|---------------|---------------|--------------------|-------------------|------------------|------------|
| <u>31 JANUARY 1952 - TOTAL</u>           | <u>19,870</u> | <u>18,976</u> | <u>470</u>         | -                 | <u>174</u>       | <u>250</u> |
| <u>ACTIVE</u>                            | <u>14,378</u> | <u>13,732</u> | <u>467</u>         | -                 | <u>174</u>       | <u>5</u>   |
| 1st Line Combat . . . . .                | 2,612         | 2,609         | -                  | -                 | -                | 3          |
| 2nd Line Combat . . . . .                | 3,630         | 3,285         | 343                | -                 | -                | 2          |
| Non-Combat. . . . .                      | 8,136         | 7,838         | 124                | -                 | 174              | -          |
| <u>INACTIVE</u>                          | <u>5,492</u>  | <u>5,244</u>  | <u>3</u>           | -                 | -                | <u>245</u> |
| <u>Reserve Stock</u>                     | <u>5,002</u>  | <u>4,757</u>  | -                  | -                 | -                | <u>245</u> |
| 1st Line Combat . . . . .                | 457           | 383           | -                  | -                 | -                | 74         |
| 2nd Line Combat . . . . .                | 2,285         | 2,179         | -                  | -                 | -                | 106        |
| Non-Combat. . . . .                      | 2,260         | 2,195         | -                  | -                 | -                | 65         |
| <u>Experimental, Loan &amp; Bailment</u> | <u>470</u>    | <u>475</u>    | -                  | -                 | -                | -          |
| 1st Line Combat . . . . .                | 115           | 116           | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 60            | 60            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 299           | 299           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>15</u>     | <u>12</u>     | <u>3</u>           | -                 | -                | -          |
| 1st Line Combat . . . . .                | -             | -             | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 7             | 4             | 3                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 8             | 8             | -                  | -                 | -                | -          |
| <br>                                     |               |               |                    |                   |                  |            |
| <u>29 FEBRUARY 1952 - TOTAL</u>          | <u>19,909</u> | <u>19,067</u> | <u>467</u>         | -                 | <u>170</u>       | <u>205</u> |
| <u>ACTIVE</u>                            | <u>14,584</u> | <u>13,956</u> | <u>458</u>         | -                 | <u>170</u>       | -          |
| 1st Line Combat . . . . .                | 2,694         | 2,694         | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 3,655         | 3,324         | 331                | -                 | -                | -          |
| Non-Combat. . . . .                      | 8,235         | 7,938         | 127                | -                 | 170              | -          |
| <u>INACTIVE</u>                          | <u>5,325</u>  | <u>5,111</u>  | <u>9</u>           | -                 | -                | <u>205</u> |
| <u>Reserve Stock</u>                     | <u>4,872</u>  | <u>4,660</u>  | <u>7</u>           | -                 | -                | <u>205</u> |
| 1st Line Combat . . . . .                | 490           | 388           | -                  | -                 | -                | 102        |
| 2nd Line Combat . . . . .                | 2,138         | 2,046         | 7                  | -                 | -                | 85         |
| Non-Combat. . . . .                      | 2,244         | 2,226         | -                  | -                 | -                | 18         |
| <u>Experimental, Loan &amp; Bailment</u> | <u>441</u>    | <u>441</u>    | -                  | -                 | -                | -          |
| 1st Line Combat . . . . .                | 80            | 80            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 61            | 61            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 300           | 300           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>12</u>     | <u>10</u>     | <u>2</u>           | -                 | -                | -          |
| 1st Line Combat . . . . .                | -             | -             | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 4             | 2             | 2                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 8             | 8             | -                  | -                 | -                | -          |
| <br>                                     |               |               |                    |                   |                  |            |
| <u>31 MARCH 1952 - TOTAL</u>             | <u>20,083</u> | <u>19,261</u> | <u>444</u>         | -                 | <u>164</u>       | <u>214</u> |
| <u>ACTIVE</u>                            | <u>14,856</u> | <u>14,243</u> | <u>432</u>         | -                 | <u>164</u>       | <u>17</u>  |
| 1st Line Combat . . . . .                | 2,733         | 2,733         | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 3,706         | 3,401         | 304                | -                 | -                | 1          |
| Non-Combat. . . . .                      | 8,417         | 8,109         | 128                | -                 | 164              | 16         |
| <u>INACTIVE</u>                          | <u>5,227</u>  | <u>5,018</u>  | <u>12</u>          | -                 | -                | <u>197</u> |
| <u>Reserve Stock</u>                     | <u>4,768</u>  | <u>4,562</u>  | <u>9</u>           | -                 | -                | <u>197</u> |
| 1st Line Combat . . . . .                | 517           | 398           | -                  | -                 | -                | 119        |
| 2nd Line Combat . . . . .                | 2,047         | 2,010         | 9                  | -                 | -                | 28         |
| Non-Combat. . . . .                      | 2,204         | 2,154         | -                  | -                 | -                | 50         |
| <u>Experimental, Loan &amp; Bailment</u> | <u>433</u>    | <u>433</u>    | -                  | -                 | -                | -          |
| 1st Line Combat . . . . .                | 75            | 75            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 61            | 61            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 297           | 297           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>26</u>     | <u>23</u>     | <u>3</u>           | -                 | -                | -          |
| 1st Line Combat . . . . .                | 4             | 4             | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 7             | 4             | 3                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 15            | 15            | -                  | -                 | -                | -          |

TABLE 11— USAF AND RESERVE FORCES AIRPLANE INVENTORY — MONTHLY, F.Y. 1952 — CONTINUED

| AIRPLANE CATEGORY                        | TOTAL         | USAF          | AIR NATIONAL GUARD | AIR FORCE RESERVE | CIVIL AIR PATROL | MDAP       |
|--|---------------|---------------|--------------------|-------------------|------------------|------------|
| <u>30 APRIL 1952 - TOTAL</u>             | <u>20,273</u> | <u>19,512</u> | <u>429</u>         | <u>-</u>          | <u>163</u>       | <u>169</u> |
| <u>ACTIVE</u>                            | <u>15,148</u> | <u>14,562</u> | <u>419</u>         | <u>-</u>          | <u>163</u>       | <u>4</u>   |
| 1st Line Combat . . . . .                | 2,720         | 2,720         | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 3,741         | 3,486         | 252                | -                 | -                | 3          |
| Non-Combat. . . . .                      | 8,687         | 8,356         | 167                | -                 | 163              | 1          |
| <u>INACTIVE</u>                          | <u>5,125</u>  | <u>4,950</u>  | <u>10</u>          | <u>-</u>          | <u>-</u>         | <u>165</u> |
| <u>Reserve Stock</u>                     | <u>4,656</u>  | <u>4,485</u>  | <u>6</u>           | <u>-</u>          | <u>-</u>         | <u>165</u> |
| 1st Line Combat . . . . .                | 556           | 487           | -                  | -                 | -                | 69         |
| 2nd Line Combat . . . . .                | 1,949         | 1,863         | 5                  | -                 | -                | 81         |
| Non-Combat. . . . .                      | 2,151         | 2,135         | 1                  | -                 | -                | 15         |
| <u>Experimental, Loan &amp; Bailment</u> | <u>440</u>    | <u>440</u>    | <u>-</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 79            | 79            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 64            | 64            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 297           | 297           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>29</u>     | <u>25</u>     | <u>4</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 9             | 9             | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 9             | 5             | 4                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 11            | 11            | -                  | -                 | -                | -          |
| <u>31 MAY 1952 - TOTAL</u>               | <u>20,411</u> | <u>19,637</u> | <u>428</u>         | <u>-</u>          | <u>199</u>       | <u>147</u> |
| <u>ACTIVE</u>                            | <u>15,582</u> | <u>14,948</u> | <u>421</u>         | <u>-</u>          | <u>198</u>       | <u>15</u>  |
| 1st Line Combat . . . . .                | 2,786         | 2,786         | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 3,849         | 3,549         | 294                | -                 | -                | 6          |
| Non-Combat. . . . .                      | 8,947         | 8,613         | 127                | -                 | 198              | 9          |
| <u>INACTIVE</u>                          | <u>4,829</u>  | <u>4,689</u>  | <u>7</u>           | <u>-</u>          | <u>1</u>         | <u>132</u> |
| <u>Reserve Stock</u>                     | <u>4,361</u>  | <u>4,225</u>  | <u>4</u>           | <u>-</u>          | <u>-</u>         | <u>132</u> |
| 1st Line Combat . . . . .                | 542           | 506           | -                  | -                 | -                | 36         |
| 2nd Line Combat . . . . .                | 1,780         | 1,697         | 3                  | -                 | -                | 80         |
| Non-Combat. . . . .                      | 2,039         | 2,022         | 1                  | -                 | -                | 16         |
| <u>Experimental, Loan &amp; Bailment</u> | <u>436</u>    | <u>436</u>    | <u>-</u>           | <u>-</u>          | <u>-</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 82            | 82            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 61            | 61            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 293           | 293           | -                  | -                 | -                | -          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>32</u>     | <u>28</u>     | <u>3</u>           | <u>-</u>          | <u>1</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 13            | 13            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 10            | 7             | 3                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 9             | 8             | -                  | -                 | 1                | -          |
| <u>30 JUNE 1952 - TOTAL</u>              | <u>20,633</u> | <u>19,768</u> | <u>427</u>         | <u>68</u>         | <u>208</u>       | <u>162</u> |
| <u>ACTIVE</u>                            | <u>15,971</u> | <u>15,264</u> | <u>423</u>         | <u>68</u>         | <u>206</u>       | <u>10</u>  |
| 1st Line Combat . . . . .                | 2,881         | 2,881         | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 3,836         | 3,537         | 297                | -                 | -                | 2          |
| Non-Combat. . . . .                      | 9,254         | 8,846         | 126                | 68                | 206              | 8          |
| <u>INACTIVE</u>                          | <u>4,662</u>  | <u>4,504</u>  | <u>4</u>           | <u>-</u>          | <u>2</u>         | <u>152</u> |
| <u>Reserve Stock</u>                     | <u>4,196</u>  | <u>4,043</u>  | <u>1</u>           | <u>-</u>          | <u>1</u>         | <u>151</u> |
| 1st Line Combat . . . . .                | 601           | 544           | -                  | -                 | -                | 57         |
| 2nd Line Combat . . . . .                | 1,627         | 1,541         | -                  | -                 | -                | 86         |
| Non-Combat. . . . .                      | 1,968         | 1,958         | 1                  | -                 | 1                | 8          |
| <u>Experimental, Loan &amp; Bailment</u> | <u>430</u>    | <u>429</u>    | <u>-</u>           | <u>-</u>          | <u>-</u>         | <u>1</u>   |
| 1st Line Combat . . . . .                | 76            | 76            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 60            | 60            | -                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 294           | 293           | -                  | -                 | -                | 1          |
| <u>Excess &amp; Rec. Recl.</u>           | <u>36</u>     | <u>32</u>     | <u>3</u>           | <u>-</u>          | <u>1</u>         | <u>-</u>   |
| 1st Line Combat . . . . .                | 12            | 12            | -                  | -                 | -                | -          |
| 2nd Line Combat . . . . .                | 14            | 11            | 3                  | -                 | -                | -          |
| Non-Combat. . . . .                      | 10            | 9             | -                  | -                 | 1                | -          |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 12 - USAF AIRPLANE INVENTORY BY TYPE SHOWING THE CUMULATIVE AGE DISTRIBUTION - F.Y. 1952

| Age in Months              | Total USAF Airplanes | BOMBER |        |       | FIGHTER        |                |                         | CARGO |        |       | Trainer | All o/ Other Types |
|----------------------------|----------------------|--------|--------|-------|----------------|----------------|-------------------------|-------|--------|-------|---------|--------------------|
|                            |                      | Heavy  | Medium | Light | Fighter-Bomber |                | Interceptor Jet Fighter | Heavy | Medium | Light |         |                    |
|                            |                      |        |        |       | Jet            | Recipro-cating |                         |       |        |       |         |                    |
| As of 30 September 1951 b/ |                      |        |        |       |                |                |                         |       |        |       |         |                    |
| Under 6                    | 1452                 | 47     | 24     | -     | 253            | -              | 319                     | 41    | 66     | 1     | 522     | 179                |
| " 12                       | 2459                 | 64     | 53     | -     | 433            | -              | 514                     | 77    | 103    | 7     | 959     | 249                |
| " 18                       | 3405                 | 75     | 136    | 2     | 638            | -              | 689                     | 120   | 162    | 11    | 1274    | 298                |
| " 24                       | 4039                 | 83     | 206    | 51    | 881            | -              | 811                     | 127   | 204    | 11    | 1353    | 312                |
| " 30                       | 4456                 | 96     | 229    | 67    | 1013           | 1              | 917                     | 129   | 206    | 11    | 1391    | 396                |
| " 36                       | 4915                 | 100    | 256    | 81    | 1239           | 38             | 959                     | 130   | 216    | 11    | 1413    | 472                |
| " 42                       | 5233                 | 101    | 285    | 96    | 1443           | 48             | 963                     | 130   | 216    | 35    | 1415    | 501                |
| " 48                       | 5523                 |        | 298    | 96    | 1556           | 49             |                         | 133   | 216    | 65    | 1420    | 626                |
| " 54                       | 5679                 |        | 298    | 96    | 1643           | 49             |                         | 140   | 217    | 101   | 1432    | 639                |
| " 60                       | 5885                 |        | 298    | 97    | 1718           | 49             |                         | 147   | 217    | 139   | 1443    | 713                |
| " 66                       | 6000                 |        | 323    | 97    | 1739           | 49             |                         | 150   | 217    | 154   | 1457    | 750                |
| " 72                       | 6258                 |        | 335    | 98    | 1813           | 89             |                         | 151   | 236    | 193   | 1501    | 778                |
| " 78                       | 11507                |        | 1221   | 604   | 1834           | 1462           |                         |       | 531    | 657   | 2734    | 1249               |
| " 84                       | 15388                |        | 1649   | 1093  |                | 2026           |                         |       | 613    | 1355  | 4186    | 1417               |
| " 90                       | 17149                |        | 1668   | 1154  |                | 2060           |                         |       | 613    | 2104  | 5061    | 1440               |
| " 96                       | 17848                |        |        | 1156  |                | 2063           |                         |       | 614    | 2283  | 5558    | 1457               |
| " 102                      | 18365                |        |        |       |                |                |                         |       | 614    | 2382  | 5966    | 1467               |
| " 108                      | 18809                |        |        |       |                |                |                         |       | 615    | 2401  | 6386    | 1471               |
| " 114                      | 19053                |        |        |       |                |                |                         |       |        | 2402  | 6624    | 1476               |
| " 120                      | 19127                |        |        |       |                |                |                         |       |        | 2403  | 6697    |                    |
| " 126                      | 19163                |        |        |       |                |                |                         |       |        |       | 6733    |                    |
| " 132                      | 19165                |        |        |       |                |                |                         |       |        |       | 6735    |                    |
| As of 31 December 1951 c/  |                      |        |        |       |                |                |                         |       |        |       |         |                    |
| Under 6                    | 1671                 | 68     | 41     | 3     | 336            | -              | 333                     | 27    | 71     | 2     | 481     | 309                |
| " 12                       | 2847                 | 106    | 50     | 3     | 545            | -              | 584                     | 71    | 114    | 6     | 983     | 385                |
| " 18                       | 3713                 | 121    | 96     | 3     | 629            | -              | 761                     | 108   | 156    | 12    | 1380    | 447                |
| " 24                       | 4540                 | 122    | 193    | 41    | 890            | -              | 906                     | 135   | 220    | 13    | 1552    | 468                |
| " 30                       | 4971                 | 125    | 249    | 63    | 1065           | 1              | 999                     | 139   | 236    | 13    | 1588    | 493                |
| " 36                       | 5436                 | 125    | 257    | 78    | 1222           | 12             | 1099                    | 140   | 244    | 13    | 1621    | 625                |
| " 42                       | 5806                 | 125    | 298    | 94    | 1457           | 39             | 1106                    | 141   | 248    | 25    | 1634    | 639                |
| " 48                       | 6119                 | 126    | 318    | 98    | 1610           | 41             | 1108                    | 144   | 248    | 52    | 1639    | 735                |
| " 54                       | 6406                 |        | 322    | 98    | 1752           | 41             |                         | 146   | 249    | 84    | 1649    | 831                |
| " 60                       | 6497                 |        | 322    | 99    | 1763           | 41             |                         | 157   | 249    | 119   | 1651    | 862                |
| " 66                       | 6704                 |        | 322    | 99    | 1836           | 41             |                         | 161   | 249    | 150   | 1667    | 945                |
| " 72                       | 6820                 |        | 353    | 99    | 1870           | 43             |                         | 161   | 249    | 153   | 1690    | 968                |
| " 78                       | 9089                 |        | 781    | 200   | 1925           | 612            |                         | 162   | 413    | 439   | 2126    | 1197               |
| " 84                       | 14319                |        | 1536   | 894   | 1930           | 1721           |                         |       | 645    | 936   | 3656    | 1605               |
| " 90                       | 16857                |        | 1650   | 1090  |                | 1884           |                         |       | 645    | 1770  | 4828    | 1664               |
| " 96                       | 17794                |        |        | 1100  |                | 1886           |                         |       | 646    | 2207  | 5299    | 1680               |
| " 102                      | 18398                |        |        |       |                |                |                         |       | 646    | 2331  | 5759    | 1699               |
| " 108                      | 18767                |        |        | 1101  |                |                |                         |       | 646    | 2385  | 6067    | 1706               |
| " 114                      | 19095                |        |        |       |                |                |                         |       | 647    | 2389  | 6386    | 1710               |
| " 120                      | 19232                |        |        |       |                |                |                         |       |        | 2390  | 6522    |                    |
| " 126                      | 19262                |        |        |       |                |                |                         |       |        |       | 6552    |                    |
| " 132                      | 19271                |        |        |       |                |                |                         |       |        |       | 6561    |                    |
| As of 31 March 1952 d/     |                      |        |        |       |                |                |                         |       |        |       |         |                    |
| Under 6                    | 1741                 | 54     | 86     | 2     | 248            | -              | 335                     | 37    | 45     | 7     | 595     | 332                |
| " 12                       | 3005                 | 107    | 104    | 2     | 475            | -              | 619                     | 78    | 111    | 9     | 1077    | 423                |
| " 18                       | 3950                 | 126    | 133    | 2     | 612            | -              | 800                     | 113   | 148    | 16    | 1509    | 491                |
| " 24                       | 4832                 | 136    | 216    | 4     | 779            | -              | 958                     | 154   | 203    | 20    | 1822    | 540                |

TABLE 12 - USAF AIRPLANE INVENTORY BY TYPE SHOWING THE CUMULATIVE AGE DISTRIBUTION  
F.Y. 1952 - CONTINUED

| Age in Months                | Total USAF Airplanes | BOMBER |        |       | FIGHTER        |                |                         | CARGO |        |       | Trainer | All a/ Other Types |
|------------------------------|----------------------|--------|--------|-------|----------------|----------------|-------------------------|-------|--------|-------|---------|--------------------|
|                              |                      | Heavy  | Medium | Light | Fighter-Bomber |                | Interceptor Jet Fighter | Heavy | Medium | Light |         |                    |
|                              |                      |        |        |       | Jet            | Recipro-cating |                         |       |        |       |         |                    |
| As of 31 March 1952 (Cont'd) |                      |        |        |       |                |                |                         |       |        |       |         |                    |
| Under 30                     | 5413                 | 137    | 286    | 50    | 993            | -              | 1069                    | 161   | 245    | 20    | 1898    | 554                |
| " 36                         | 5794                 | 137    | 309    | 65    | 1113           | -              | 1168                    | 163   | 247    | 20    | 1936    | 636                |
| " 42                         | 6216                 | 137    | 336    | 79    | 1325           | 31             | 1208                    | 164   | 257    | 20    | 1958    | 701                |
| " 48                         | 6513                 | 138    | 365    | 94    | 1523           | 39             | 1212                    | 164   | 257    | 44    | 1960    | 717                |
| " 54                         | 6844                 |        | 377    | 94    | 1640           | 40             |                         | 167   | 257    | 70    | 1969    | 880                |
| " 60                         | 7027                 |        | 377    | 94    | 1719           | 40             |                         | 174   | 258    | 105   | 1991    | 919                |
| " 66                         | 7220                 |        | 377    | 94    | 1772           | 40             |                         | 181   | 258    | 143   | 2001    | 1004               |
| " 72                         | 7335                 |        | 402    | 94    | 1789           | 40             |                         | 184   | 258    | 158   | 2009    | 1051               |
| " 78                         | 7574                 |        | 412    | 95    | 1845           | 60             |                         | 185   | 277    | 197   | 2053    | 1100               |
| " 84                         | 12304                |        | 1300   | 528   | 1864           | 1126           |                         |       | 563    | 645   | 3132    | 1611               |
| " 90                         | 15899                |        | 1686   | 971   | 1865           | 1613           |                         |       | 643    | 1328  | 4440    | 1818               |
| " 96                         | 17534                |        | 1696   | 1024  |                | 1628           |                         |       | 643    | 2060  | 5242    | 1841               |
| " 102                        | 18190                |        |        | 1027  |                |                |                         |       | 644    | 2230  | 5704    | 1861               |
| " 108                        | 18640                |        |        |       |                |                |                         |       | 644    | 2326  | 6047    | 1872               |
| " 114                        | 18979                |        |        |       |                |                |                         |       | 645    | 2345  | 6361    | 1877               |
| " 120                        | 19177                |        |        |       |                |                |                         |       |        | 2346  | 6555    | 1880               |
| " 126                        | 19231                |        |        |       |                |                |                         |       |        | 2347  | 6608    |                    |
| " 132                        | 19249                |        |        |       |                |                |                         |       |        |       | 6626    |                    |
| " 138                        | 19251                |        |        |       |                |                |                         |       |        |       | 6628    |                    |
| As of 30 June 1952 e/        |                      |        |        |       |                |                |                         |       |        |       |         |                    |
| Under 6                      | 2463                 | 29     | 157    | 1     | 308            | -              | 349                     | 51    | 81     | 56    | 1063    | 368                |
| " 12                         | 3965                 | 93     | 196    | 1     | 575            | -              | 648                     | 77    | 136    | 58    | 1530    | 651                |
| " 18                         | 5072                 | 130    | 205    | 1     | 728            | -              | 871                     | 121   | 179    | 63    | 2029    | 745                |
| " 24                         | 5885                 | 145    | 251    | 1     | 788            | -              | 1031                    | 157   | 219    | 69    | 2420    | 804                |
| " 30                         | 6658                 | 146    | 347    | 36    | 1019           | -              | 1160                    | 184   | 282    | 69    | 2590    | 825                |
| " 36                         | 7061                 | 146    | 403    | 57    | 1174           | -              | 1248                    | 188   | 298    | 69    | 2627    | 851                |
| " 42                         | 7505                 | 146    | 411    | 72    | 1321           | 11             | 1336                    | 189   | 306    | 69    | 2661    | 983                |
| " 48                         | 7849                 | 146    | 452    | 87    | 1539           | 36             | 1342                    | 190   | 310    | 81    | 2674    | 992                |
| " 54                         | 8157                 | 147    | 472    | 91    | 1678           | 38             | 1344                    | 193   | 310    | 107   | 2683    | 1094               |
| " 60                         | 8431                 |        | 475    | 91    | 1795           | 38             |                         | 195   | 311    | 138   | 2702    | 1195               |
| " 66                         | 8519                 |        | 475    | 91    | 1806           | 38             |                         | 206   | 311    | 173   | 2705    | 1223               |
| " 72                         | 8720                 |        | 475    | 91    | 1867           | 38             |                         | 210   | 311    | 203   | 2716    | 1318               |
| " 78                         | 8832                 |        | 508    | 91    | 1894           | 40             |                         | 210   | 311    | 206   | 2728    | 1353               |
| " 84                         | 10804                |        | 932    | 174   | 1945           | 376            |                         | 211   | 470    | 479   | 3142    | 1584               |
| " 90                         | 15497                |        | 1695   | 757   | 1955           | 1120           |                         |       | 695    | 966   | 4527    | 2080               |
| " 96                         | 17819                |        | 1806   | 949   |                | 1253           |                         |       | 695    | 1771  | 5509    | 2179               |
| " 102                        | 18664                |        |        | 960   |                | 1254           |                         |       | 696    | 2195  | 5896    | 2200               |
| " 108                        | 19162                |        |        | 961   |                |                |                         |       | 696    | 2308  | 6260    | 2220               |
| " 114                        | 19436                |        |        |       |                |                |                         |       | 696    | 2359  | 6474    | 2229               |
| " 120                        | 19666                |        |        |       |                |                |                         |       | 697    | 2363  | 6692    | 2236               |
| " 126                        | 19785                |        |        |       |                |                |                         |       |        | 2366  | 6807    | 2237               |
| " 132                        | 19815                |        |        |       |                |                |                         |       |        |       | 6837    |                    |
| " 138                        | 19823                |        |        |       |                |                |                         |       |        |       | 6845    |                    |

- \*a/ Includes Tanker, Reconnaissance, Search and Rescue, Special Research, and Communication.
- b/ Includes 2 AFR airplanes which were in the possession of the USAF as of 30 September 1951 but does not include 47 airplanes for which the age is unavailable due to being formerly possessed by civilian components prior to transfer to USAF. Fifty-six airplanes earmarked for MDAF are included.
- c/ Includes 1 AFR which was in possession of the USAF as of 31 December 1951 and 307 airplanes earmarked for MDAF. Does not include 57 airplanes for which the age is unavailable due to being formerly possessed by civilian components prior to transfer to USAF.
- d/ Does not include 214 airplanes earmarked for MDAF and 10 airplanes for which the age is unavailable due to being formerly possessed by civilian components prior to transfer to USAF.
- e/ Includes 68 AFR airplanes - excludes 162 airplanes on project for MDAF, and 13 airplanes for which no age is available.

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 13 - CALENDAR AGE DISTRIBUTION OF THE USAF AIRPLANE INVENTORY - QUARTERLY, F.Y. 1952

| AGE IN MONTHS         |           | NUMBER ON HAND  |                 |                 |                 |
|-----------------------|-----------|-----------------|-----------------|-----------------|-----------------|
| More Than             | Less Than | 30 Sep 51<br>a/ | 31 Dec 51<br>b/ | 31 Mar 52<br>c/ | 30 Jun 52<br>d/ |
| 0                     | 3         | 813             | 986             | 976             | 1,566           |
| 3                     | 6         | 639             | 685             | 765             | 897             |
| 6                     | 9         | 566             | 624             | 665             | 810             |
| 9                     | 12        | 441             | 552             | 599             | 692             |
| 12                    | 15        | 445             | 434             | 527             | 594             |
| 15                    | 18        | 501             | 432             | 418             | 513             |
| 18                    | 21        | 362             | 479             | 419             | 406             |
| 21                    | 24        | 272             | 348             | 463             | 407             |
| 24                    | 27        | 195             | 252             | 333             | 450             |
| 27                    | 30        | 222             | 179             | 248             | 323             |
| 30                    | 33        | 254             | 216             | 170             | 238             |
| 33                    | 36        | 205             | 249             | 211             | 165             |
| 36                    | 39        | 185             | 190             | 238             | 206             |
| 39                    | 42        | 133             | 180             | 184             | 238             |
| 42                    | 45        | 158             | 136             | 172             | 178             |
| 45                    | 48        | 132             | 177             | 125             | 166             |
| 48                    | 51        | 118             | 154             | 171             | 131             |
| 51                    | 54        | 38              | 133             | 160             | 177             |
| 54                    | 57        | 58              | 35              | 147             | 142             |
| 57                    | 60        | 148             | 56              | 36              | 132             |
| 60                    | 63        | 63              | 144             | 52              | 36              |
| 63                    | 66        | 52              | 63              | 141             | 52              |
| 66                    | 69        | 64              | 52              | 63              | 140             |
| 69                    | 72        | 194             | 64              | 52              | 61              |
| 72                    | 75        | 2,172           | 185             | 61              | 51              |
| 75                    | 78        | 3,077           | 2,084           | 178             | 61              |
| 78                    | 81        | 2,361           | 2,929           | 2,023           | 175             |
| 81                    | 84        | 1,520           | 2,301           | 2,707           | 1,797           |
| 84                    | 87        | 1,159           | 1,441           | 2,253           | 2,505           |
| 87                    | 90        | 602             | 1,097           | 1,342           | 2,188           |
| 90                    | 93        | 362             | 580             | 1,064           | 1,324           |
| 93                    | 96        | 337             | 357             | 571             | 998             |
| 96                    | 99        | 281             | 327             | 347             | 531             |
| 99                    | 102       | 236             | 277             | 309             | 314             |
| 102                   | 105       | 206             | 198             | 270             | 260             |
| 105                   | 108       | 238             | 171             | 180             | 238             |
| 108                   | 111       | 150             | 202             | 162             | 139             |
| 111                   | 114       | 94              | 126             | 177             | 135             |
| 114                   | 117       | 42              | 96              | 110             | 139             |
| 117                   | 120       | 32              | 41              | 88              | 91              |
| 120                   | 123       | 21              | 19              | 36              | 86              |
| 123                   | 126       | 15              | 11              | 18              | 33              |
| 126                   | 129       | 2               | 7               | 11              | 18              |
| 129                   | 132       |                 | 2               | 7               | 12              |
| 132                   | 135       |                 |                 | 2               | 6               |
| 135                   | 138       |                 |                 |                 | 2               |
| Average Age in Months |           | 62.6            | 62.3            | 62.4            | 59.4            |

- a/ Includes 2 AFR Airplanes which were in the possession of the USAF as of Sep 1951, but does not include 47 Airplanes for which the age is unavailable due to being formerly possessed by civilian components prior to transfer to USAF, 56 Airplanes earmarked for MDAP are included.
- b/ Includes 1 AFR Airplane which was in possession of the USAF as of 31 Dec 1951 and 307 Airplanes earmarked for MDAP. Excludes 57 Airplanes for which the age is unavailable due to being formerly possessed by civilian components prior to transfer to USAF.
- c/ Does not include 214 Airplanes earmarked for MDAP and 10 Airplanes for which the age is unavailable due to being formerly possessed by civilian components prior to transfer to USAF.
- d/ Includes 68 AFR Airplanes. Excludes 162 Airplanes on Project for MDAP and 13 Airplanes for which the age is unavailable due to being formerly possessed by civilian components prior to transfer to USAF.

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.



TABLE 14 -- USAF AIRCRAFT IN STORAGE -- QUARTERLY, F.Y. 1952

| Type and Model                             | 30 September 1951 | 31 December 1951 | 31 March 1952 | 30 June 1952 |
|--|-------------------|------------------|---------------|--------------|
| TOTAL . . . . .                            | 4,043             | 3,350            | 2,955         | 2,234        |
| <b>Bomber - Total</b> . . . . .            | <u>1,191</u>      | <u>956</u>       | <u>875</u>    | <u>758</u>   |
| B-17 . . . . .                             | 11                | 10               | 8             | 10           |
| B-25 . . . . .                             | 161               | 58               | 57            | 51           |
| B-26 . . . . .                             | 331               | 275              | 208           | 140          |
| B-29 . . . . .                             | 688               | 613              | 602           | 557          |
| <b>Tanker - Total</b> . . . . .            | -                 | -                | <u>1</u>      | -            |
| KB-29 . . . . .                            | -                 | -                | 1             | -            |
| <b>Fighter - Total</b> . . . . .           | <u>724</u>        | <u>641</u>       | <u>552</u>    | <u>233</u>   |
| F-47 . . . . .                             | 714               | 595              | 521           | 216          |
| F-51 . . . . .                             | 3                 | 13               | 3             | 2            |
| F-80 . . . . .                             | 2                 | 20               | 1             | 1            |
| F-82 . . . . .                             | -                 | -                | 18            | -            |
| F-84 . . . . .                             | 1                 | 6                | 6             | 4            |
| F-86 . . . . .                             | 4                 | 7                | 3             | 9            |
| F-94 . . . . .                             | -                 | -                | -             | 1            |
| <b>Reconnaissance - Total</b> . . . . .    | <u>40</u>         | <u>38</u>        | <u>37</u>     | <u>33</u>    |
| RB-17 . . . . .                            | 6                 | 6                | 6             | 6            |
| WB-17 . . . . .                            | 1                 | 1                | 1             | 1            |
| RB-26 . . . . .                            | 1                 | 1                | 28            | 5            |
| RB-29 . . . . .                            | 26                | 26               | -             | 20           |
| WB-29 . . . . .                            | 4                 | 2                | -             | -            |
| RB-49 . . . . .                            | 1                 | 1                | 1             | 1            |
| RC-45 . . . . .                            | 1                 | 1                | 1             | -            |
| <b>Search and Rescue - Total</b> . . . . . | -                 | -                | -             | <u>5</u>     |
| SB-17 . . . . .                            | -                 | -                | -             | 5            |
| <b>Cargo - Total</b> . . . . .             | <u>7</u>          | <u>10</u>        | <u>15</u>     | <u>17</u>    |
| CB-25 . . . . .                            | 2                 | 2                | 2             | 1            |
| CB-26 . . . . .                            | 1                 | 1                | 1             | 1            |
| VB-26 . . . . .                            | 1                 | -                | -             | -            |
| C-45 . . . . .                             | -                 | 1                | 2             | 2            |
| C-46 . . . . .                             | 1                 | 3                | 3             | 4            |
| C-47 . . . . .                             | 1                 | 1                | 2             | 4            |
| C-54 . . . . .                             | -                 | -                | -             | 1            |
| C-82 . . . . .                             | -                 | -                | -             | 2            |
| C-119 . . . . .                            | 1                 | 2                | 5             | 2            |
| <b>Trainer - Total</b> . . . . .           | <u>1,991</u>      | <u>1,614</u>     | <u>1,325</u>  | <u>1,002</u> |
| T-6 . . . . .                              | 839               | 639              | 402           | 171          |
| T-7 . . . . .                              | 126               | -                | 1             | -            |
| T-11 . . . . .                             | 131               | 131              | 123           | 88           |
| T-28 . . . . .                             | 233               | 261              | 295           | 311          |
| TB-17 . . . . .                            | 3                 | 3                | 2             | 2            |
| TB-25 . . . . .                            | 44                | 38               | 19            | 4            |
| TB-26 . . . . .                            | 70                | 69               | 46            | 39           |
| TB-29 . . . . .                            | 332               | 307              | 283           | 260          |
| TF-47 . . . . .                            | 212               | 166              | 154           | 127          |
| TF-51 . . . . .                            | 1                 | -                | -             | -            |
| <b>Communications - Total</b> . . . . .    | <u>20</u>         | <u>91</u>        | <u>150</u>    | <u>186</u>   |
| L-5 . . . . .                              | -                 | 1                | 28            | 30           |
| L-13 . . . . .                             | 89                | 89               | 58            | 72           |
| L-19 . . . . .                             | -                 | -                | 18            | 35           |
| H-5 . . . . .                              | 1                 | 1                | 1             | 1            |
| H-19 . . . . .                             | -                 | -                | 1             | 2            |
| H-23 . . . . .                             | -                 | -                | 44            | 46           |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 15 - INVENTORY OF STORED AND EXCESS USAF AIRCRAFT BY LOCATION - QUARTERLY, F.Y. 1952

| LOCATION                               | TOTAL   |                  | BOMBER  |                  | FIGHTER |                  | CARGO   |                  | TRAINER |                  | MISC. a/ |                  |
|--|---------|------------------|---------|------------------|---------|------------------|---------|------------------|---------|------------------|----------|------------------|
|  | Storage | Cocooned Storage | Storage | Cocooned Storage | Storage | Cocooned Storage | Storage | Cocooned Storage | Storage | Cocooned Storage | Storage  | Cocooned Storage |
| <u>30 SEPTEMBER 1951</u>               |         |                  |         |                  |         |                  |         |                  |         |                  |          |                  |
| TOTAL . . . . .                        | 3,695   | 359              | 964     | 227              | 724     | -                | 7       | -                | 1,859   | 132              | 141      | -                |
| Davis-Monthan Air Force Base . . . . . | 65      | 202              | 33      | 120              | -       | -                | -       | -                | 28      | 82               | 4        | -                |
| Hill Air Force Base . . . . .          | 390     | -                | 203     | -                | 19      | -                | -       | -                | 159     | -                | 9        | -                |
| Kelly Air Force Base . . . . .         | 1,020   | -                | 26      | -                | 1       | -                | -       | -                | 980     | -                | 13       | -                |
| McClellan Air Force Base . . . . .     | 258     | 34               | 151     | 29               | 53      | -                | -       | -                | 1       | 5                | 53       | -                |
| Norton Air Force Base . . . . .        | 260     | -                | 1       | -                | -       | -                | -       | -                | 230     | -                | 29       | -                |
| Pyote Air Force Base . . . . .         | 628     | 21               | 416     | 20               | -       | -                | 3       | -                | 209     | 1                | -        | -                |
| Robins Air Force Base . . . . .        | 78      | 102              | 55      | 58               | -       | -                | 1       | -                | 12      | 44               | 10       | -                |
| Sevart Air Force Base . . . . .        | 10      | -                | -       | -                | -       | -                | -       | -                | -       | -                | 10       | -                |
| Tinker Air Force Base . . . . .        | 941     | -                | 64      | -                | 642     | -                | -       | -                | 235     | -                | -        | -                |
| Feacom Air Force Base . . . . .        | 23      | -                | 11      | -                | 5       | -                | 3       | -                | 3       | -                | 1        | -                |
| Other . . . . .                        | 22      | -                | 4       | -                | 4       | -                | -       | -                | 2       | -                | 12       | -                |
| <u>31 DECEMBER 1951</u>                |         |                  |         |                  |         |                  |         |                  |         |                  |          |                  |
| TOTAL . . . . .                        | 3,074   | 276              | 794     | 162              | 641     | -                | 10      | -                | 1,500   | 114              | 129      | -                |
| Davis-Monthan Air Force Base . . . . . | 65      | 174              | 33      | 96               | -       | -                | -       | -                | 28      | 78               | 4        | -                |
| Hill Air Force Base . . . . .          | 194     | -                | 155     | -                | -       | -                | -       | -                | 31      | -                | 8        | -                |
| Kelly Air Force Base . . . . .         | 826     | -                | 23      | -                | 1       | -                | -       | -                | 789     | -                | 13       | -                |
| McClellan Air Force Base . . . . .     | 194     | 24               | 141     | 20               | -       | -                | -       | -                | 2       | 4                | 51       | -                |
| Norton Air Force Base . . . . .        | 276     | -                | 1       | -                | -       | -                | -       | -                | 246     | -                | 29       | -                |
| Pyote Air Force Base . . . . .         | 508     | -                | 315     | -                | -       | -                | 3       | -                | 190     | -                | -        | -                |
| Robins Air Force Base . . . . .        | 89      | 78               | 55      | 46               | -       | -                | -       | -                | 24      | 32               | 10       | -                |
| Tinker Air Force Base . . . . .        | 839     | -                | 60      | -                | 595     | -                | -       | -                | 184     | -                | -        | -                |
| Feacom Air Force Base . . . . .        | 44      | -                | 7       | -                | 25      | -                | 7       | -                | 2       | -                | 3        | -                |
| Kisarazu Air Force Base . . . . .      | 21      | -                | -       | -                | 20      | -                | -       | -                | -       | -                | 1        | -                |
| Other . . . . .                        | 18      | -                | 4       | -                | -       | -                | -       | -                | 4       | -                | 10       | -                |
| <u>31 MARCH 1952</u>                   |         |                  |         |                  |         |                  |         |                  |         |                  |          |                  |
| TOTAL . . . . .                        | 2,673   | 282              | 717     | 158              | 534     | 18               | 15      | -                | 1,219   | 106              | 188      | -                |
| Davis-Monthan Air Force Base . . . . . | 65      | 162              | 33      | 92               | -       | -                | -       | -                | 28      | 70               | 4        | -                |
| Hill Air Force Base . . . . .          | 156     | -                | 126     | -                | -       | -                | -       | -                | 22      | -                | 8        | -                |
| Kelly Air Force Base . . . . .         | 640     | -                | 23      | -                | 1       | -                | -       | -                | 585     | -                | 31       | -                |
| McClellan Air Force Base . . . . .     | 158     | 24               | 108     | 20               | -       | -                | -       | -                | 1       | 4                | 49       | -                |
| Norton Air Force Base . . . . .        | 284     | -                | 1       | -                | -       | -                | -       | -                | 239     | -                | 44       | -                |
| Pyote Air Force Base . . . . .         | 473     | -                | 311     | -                | -       | -                | 3       | -                | 159     | -                | -        | -                |
| Robins Air Force Base . . . . .        | 77      | 78               | 52      | 46               | -       | -                | -       | -                | 15      | 32               | 10       | -                |
| Tinker Air Force Base . . . . .        | 746     | -                | 58      | -                | 521     | -                | -       | -                | 166     | -                | 1        | -                |
| Erding Air Force Base . . . . .        | 33      | -                | 3       | -                | -       | -                | -       | -                | 3       | -                | 27       | -                |
| Feacom Air Force Base . . . . .        | 29      | -                | 2       | -                | 12      | -                | 8       | -                | 1       | -                | 6        | -                |
| Kisarazu Air Force Base . . . . .      | -       | 18               | -       | -                | -       | 18               | -       | -                | -       | -                | 8        | -                |
| Other . . . . .                        | 12      | -                | -       | -                | -       | -                | 4       | -                | -       | -                | -        | -                |
| <u>30 JUNE 1952</u>                    |         |                  |         |                  |         |                  |         |                  |         |                  |          |                  |
| TOTAL . . . . .                        | 2,025   | 209              | 625     | 133              | 233     | -                | 17      | -                | 926     | 76               | 224      | -                |
| Davis-Monthan Air Force Base . . . . . | 66      | 136              | 28      | 81               | -       | -                | -       | -                | 38      | 55               | -        | -                |
| Hill Air Force Base . . . . .          | 126     | -                | 96      | -                | -       | -                | -       | -                | 21      | -                | 9        | -                |
| Kelly Air Force Base . . . . .         | 446     | -                | 25      | -                | -       | -                | -       | -                | 371     | -                | 50       | -                |
| McClellan Air Force Base . . . . .     | 121     | 19               | 71      | 16               | -       | -                | -       | -                | 1       | 3                | 49       | -                |
| Norton Air Force Base . . . . .        | 264     | -                | 1       | -                | -       | -                | -       | -                | 203     | -                | 60       | -                |
| Pyote Air Force Base . . . . .         | 431     | -                | 295     | -                | -       | -                | 2       | -                | 134     | -                | -        | -                |
| Robins Air Force Base . . . . .        | 76      | 52               | 45      | 36               | -       | -                | 1       | -                | 21      | 16               | 9        | -                |
| Tinker Air Force Base . . . . .        | 406     | -                | 54      | -                | 216     | -                | -       | -                | 135     | -                | 1        | -                |
| Erding Air Force Base . . . . .        | 34      | -                | 2       | -                | -       | -                | -       | -                | -       | -                | 32       | -                |
| Feacom Air Force Base . . . . .        | 39      | -                | 7       | -                | 14      | -                | 12      | -                | 1       | -                | 5        | -                |
| Other . . . . .                        | 16      | 2                | 1       | -                | 3       | -                | 2       | -                | 1       | 2                | 9        | -                |

a/ Includes Reconnaissance, Communication, Search & Rescue, Glider, and Aerial Target.

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 16 - CLASS O1Z AIRCRAFT BY TYPE AND MODEL IN THE USAF INVENTORY - QUARTERLY, F.Y. 1952

| TYPE       | MODEL                  | FISCAL YEAR 1952 |            |            |            |   |
|------------|------------------------|------------------|------------|------------|------------|---|
|            |                        | 30 Sep 51        | 31 Dec 51  | 31 Mar 52  | 30 Jun 52  |   |
|            | <u>TOTAL</u> . . . . . | <u>260</u>       | <u>277</u> | <u>275</u> | <u>279</u> |   |
| BOMBER     | B-25 . . . . .         | 10               | 10         | 10         | 10         |   |
|            | B-26 . . . . .         | 1                | -          | 1          | 3          |   |
|            | EB-26 . . . . .        | 1                | 1          | 1          | 1          |   |
|            | B-29 . . . . .         | 29               | 26         | 21         | 19         |   |
|            | B-47 . . . . .         | 1                | 1          | 3          | 3          |   |
|            | KB-47 . . . . .        | 1                | 1          | 1          | 1          |   |
|            | B-50 . . . . .         | 3                | 3          | 3          | 3          |   |
| FIGHTER    | F-47 . . . . .         | 4                | 4          | 2          | 1          |   |
|            | EF-47 . . . . .        | 3                | 1          | 1          | -          |   |
|            | F-51 . . . . .         | 13               | 3          | 1          | -          |   |
|            | F-80 . . . . .         | 22               | 22         | 11         | 6          |   |
|            | F-82 . . . . .         | 1                | 1          | 1          | 1          |   |
|            | F-84 . . . . .         | 15               | 15         | 52         | 65         |   |
|            | XF-84 . . . . .        | 1                | 1          | 1          | 1          |   |
|            | YF-84 . . . . .        | 3                | 3          | 3          | 1          |   |
|            | F-86 . . . . .         | 12               | 13         | 12         | 13         |   |
|            | F-89 . . . . .         | 1                | 2          | 4          | 3          |   |
|            | F-94 . . . . .         | 1                | 1          | 1          | 1          |   |
|            | RECONNAISSANCE         | RB-36 . . . . .  | 1          | 1          | 1          | 1 |
|            |                        | RF-51 . . . . .  | 1          | 1          | 1          | - |
| CARGO      | C-47 . . . . .         | 1                | 1          | 1          | 1          |   |
|            | C-54 . . . . .         | 7                | 6          | 6          | 6          |   |
|            | ZC-54 . . . . .        | 1                | 1          | 1          | 1          |   |
|            | YC-125 . . . . .       | 22               | 22         | 21         | 21         |   |
| TRAINER    | T-6 . . . . .          | 10               | 10         | 10         | 11         |   |
|            | T-7 . . . . .          | 1                | -          | -          | -          |   |
|            | T-11 . . . . .         | -                | -          | 1          | -          |   |
|            | TB-25 . . . . .        | 16               | 16         | 16         | 16         |   |
|            | TB-26 . . . . .        | -                | -          | -          | 3          |   |
|            | TB-29 . . . . .        | 2                | 1          | 2          | 1          |   |
|            | TF-47 . . . . .        | 1                | -          | -          | -          |   |
|            | TF-51 . . . . .        | 10               | 13         | 1          | 1          |   |
|            | TRF-51 . . . . .       | 1                | 1          | 1          | 1          |   |
|            | TF-80 . . . . .        | 24               | 24         | 8          | 8          |   |
| LIAISON    | L-5 . . . . .          | 9                | 6          | 7          | 7          |   |
|            | L-16 . . . . .         | 15               | 40         | 40         | 40         |   |
|            | L-17 . . . . .         | 3                | 3          | 3          | 3          |   |
|            | L-19 . . . . .         | -                | 2          | 4          | 4          |   |
| HELICOPTER | H-5 . . . . .          | 3                | 3          | 3          | 3          |   |
|            | YH-5 . . . . .         | 1                | 1          | 1          | 1          |   |
|            | H-13 . . . . .         | 3                | 7          | 7          | 7          |   |
|            | YH-13 . . . . .        | 6                | 6          | 6          | 6          |   |
|            | YH-23 . . . . .        | -                | 4          | 5          | 5          |   |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 17 - INVENTORY GAINS AND LOSSES OF AIRCRAFT - BY TYPE AND MODEL AND LINE CLASSIFICATION - F.Y. 1952

(Includes USAF, Air National Guard, Air Force Reserve and Civil Air Patrol)

| TYPE AND MODEL                         | AIRCRAFT ON HAND 1 Jul '51 | GAINS      |              |            |           |           |          | LOSSES                  |              |             |           |                       |          | AIRCRAFT ON HAND 30 JUNE 1952 |        |     |     |     |
|--|----------------------------|------------|--------------|------------|-----------|-----------|----------|-------------------------|--------------|-------------|-----------|-----------------------|----------|-------------------------------|--------|-----|-----|-----|
|  |                            | Pro-uction | Con- version | First Line | Sal- vage | Class OLZ | Other a/ | Salvage Survey & Reclam | Con- version | Second Line | Class OLZ | Foreign Govern- ments | Other a/ | TOTAL                         | USAF   | ANG | AFR | CAP |
| <b>ALL AIRCRAFT - TOTAL</b> . . . . .  | 19,921                     | 5,713      | 1,632        | 2,886      | 170       | 71        | 616      | 2,629                   | 1,632        | 2,886       | 116       | 1,479                 | 1,602    | 20,665                        | 19,962 | 427 | 68  | 208 |
| FIRST LINE . . . . .                   | 7,032                      | 5,684      | 796          | -          | 15        | 3         | 457      | 639                     | 98           | 2,886       | 44        | 1,170                 | 1,545    | 7,605                         | 7,511  | 40  | -   | 54  |
| SECOND LINE . . . . .                  | 12,889                     | 29         | 836          | 2,886      | 155       | 68        | 159      | 1,990                   | 1,534        | -           | 72        | 309                   | 57       | 13,060                        | 12,451 | 387 | 68  | 154 |
| <b>ALL AIRPLANES - TOTAL</b> . . . . . | 19,795                     | 5,713      | 1,627        | 2,886      | 170       | 71        | 616      | 2,532                   | 1,630        | 2,886       | 116       | 1,479                 | 1,602    | 20,633                        | 19,930 | 427 | 68  | 208 |
| FIRST LINE . . . . .                   | 7,032                      | 5,684      | 796          | -          | 15        | 3         | 457      | 639                     | 98           | 2,886       | 44        | 1,170                 | 1,545    | 7,605                         | 7,511  | 40  | -   | 54  |
| SECOND LINE . . . . .                  | 12,763                     | 29         | 831          | 2,886      | 155       | 68        | 159      | 1,893                   | 1,532        | -           | 72        | 309                   | 57       | 13,028                        | 12,419 | 387 | 68  | 154 |
| <b>COMBAT - TOTAL</b> . . . . .        | 9,202                      | 2,363      | 576          | 1,150      | 30        | 37        | 1        | 1,726                   | 432          | 1,150       | 69        | 836                   | 39       | 9,107                         | 8,807  | 300 | -   | -   |
| <b>BOMBER:</b> . . . . .               | 3,019                      | 278        | 160          | 478        | 2         | 1         | -        | 252                     | 251          | 478         | 5         | 35                    | 1        | 2,914                         | 2,914  | -   | -   | -   |
| First Line . . . . .                   | 946                        | 278        | 19           | -          | -         | -         | -        | 21                      | 21           | 478         | 2         | 12                    | 1        | 703                           | 703    | -   | -   | -   |
| Second Line . . . . .                  | 2,073                      | 5          | 141          | 478        | 2         | 1         | -        | 231                     | 230          | -           | 3         | 23                    | 2        | 2,211                         | 2,211  | -   | -   | -   |
| <b>TANKER:</b> . . . . .               | 201                        | 96         | 27           | 78         | -         | -         | -        | 5                       | 24           | 78          | -         | -                     | -        | 295                           | 295    | -   | -   | -   |
| First Line . . . . .                   | 83                         | 96         | -            | -          | -         | -         | -        | 1                       | -            | 78          | -         | -                     | -        | 100                           | 100    | -   | -   | -   |
| Second Line . . . . .                  | 118                        | -          | 27           | 78         | -         | -         | -        | 4                       | 24           | -           | -         | -                     | -        | 195                           | 195    | -   | -   | -   |
| <b>FIGHTER:</b> . . . . .              | 5,264                      | 1,863      | 213          | 492        | 26        | 35        | -        | 1,375                   | 141          | 492         | 64        | 792                   | 35       | 4,994                         | 4,694  | 300 | -   | -   |
| First Line . . . . .                   | 2,181                      | 1,855      | 36           | -          | 12        | 2         | -        | 482                     | 37           | 492         | 10        | 590                   | 1        | 2,469                         | 2,469  | -   | -   | -   |
| Second Line . . . . .                  | 3,083                      | 7          | 183          | 492        | 14        | 33        | -        | 893                     | 104          | -           | 54        | 202                   | 34       | 2,525                         | 2,225  | 300 | -   | -   |
| <b>RECONNAISSANCE:</b> . . . . .       | 547                        | 44         | 152          | 88         | 2         | 1         | 1        | 75                      | 14           | 88          | -         | 8                     | 1        | 649                           | 649    | -   | -   | -   |
| First Line . . . . .                   | 204                        | 43         | 14           | -          | -         | -         | -        | 7                       | 5            | 88          | -         | -                     | -        | 161                           | 161    | -   | -   | -   |
| Second Line . . . . .                  | 343                        | 1          | 138          | 88         | 2         | 1         | 1        | 68                      | 9            | -           | -         | 8                     | 1        | 488                           | 488    | -   | -   | -   |
| <b>SEARCH AND RESCUE:</b> . . . . .    | 171                        | 82         | 24           | 14         | -         | -         | -        | 19                      | 2            | 14          | -         | 1                     | -        | 255                           | 255    | -   | -   | -   |
| First Line . . . . .                   | 73                         | 82         | 2            | -          | -         | -         | -        | 5                       | -            | 14          | -         | 1                     | -        | 137                           | 137    | -   | -   | -   |
| Second Line . . . . .                  | 98                         | -          | 22           | 14         | -         | -         | -        | 14                      | 2            | -           | -         | -                     | -        | 118                           | 118    | -   | -   | -   |
| <b>NON-COMBAT - TOTAL</b> . . . . .    | 10,593                     | 3,350      | 1,051        | 1,736      | 140       | 34        | 615      | 806                     | 1,198        | 1,736       | 47        | 643                   | 1,563    | 11,526                        | 11,123 | 127 | 68  | 208 |
| <b>SPECIAL RESEARCH:</b> . . . . .     | 3                          | 3          | -            | -          | -         | -         | -        | 1                       | -            | -           | -         | 1                     | -        | 4                             | 4      | -   | -   | -   |
| First Line . . . . .                   | -                          | -          | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | -                             | -      | -   | -   | -   |
| Second Line . . . . .                  | 3                          | 3          | -            | -          | -         | -         | -        | 1                       | -            | -           | -         | 1                     | -        | 4                             | 4      | -   | -   | -   |
| <b>CARGO:</b> . . . . .                | 3,220                      | 245        | 87           | 554        | 60        | 2         | 5        | 146                     | 74           | 554         | 1         | 10                    | 34       | 3,354                         | 3,237  | 77  | 40  | -   |
| First Line . . . . .                   | 1,015                      | 244        | 6            | -          | -         | -         | -        | 18                      | 8            | 554         | 1         | -                     | 31       | 653                           | 653    | -   | -   | -   |
| Second Line . . . . .                  | 2,205                      | 1          | 81           | 554        | 60        | 2         | 5        | 128                     | 66           | -           | -         | 10                    | 3        | 2,701                         | 2,584  | 77  | 40  | -   |
| <b>TRAINER:</b> . . . . .              | 6,746                      | 1,011      | 897          | 1,165      | 50        | 30        | 137      | 560                     | 1,116        | 1,165       | 6         | 240                   | 87       | 6,862                         | 6,784  | 50  | 28  | -   |
| First Line . . . . .                   | 2,395                      | 1,011      | 661          | -          | 3         | -         | 123      | 86                      | 22           | 1,165       | -         | 181                   | 84       | 2,655                         | 2,615  | 40  | 28  | -   |
| Second Line . . . . .                  | 4,351                      | -          | 236          | 1,165      | 47        | 30        | 14       | 474                     | 1,094        | -           | 6         | 59                    | 3        | 4,207                         | 4,169  | 10  | 28  | -   |
| <b>COMMUNICATION:</b> . . . . .        | 624                        | 2,091      | 67           | 17         | 30        | 2         | 473      | 99                      | 8            | 17          | 40        | 392                   | 1,442    | 1,306                         | 1,098  | -   | -   | 208 |
| First Line . . . . .                   | 135                        | 2,079      | 64           | -          | 1         | -         | 334      | 19                      | 5            | 17          | 31        | 386                   | 1,428    | 673                           | 673    | -   | -   | 54  |
| Second Line . . . . .                  | 489                        | 12         | 3            | 17         | 30        | 1         | 139      | 80                      | 3            | -           | 9         | 6                     | 14       | 579                           | 425    | -   | -   | 154 |
| <b>GLIDER:</b> . . . . .               | 87                         | -          | -            | -          | -         | -         | -        | 86                      | -            | -           | -         | -                     | -        | 1                             | 1      | -   | -   | -   |
| Second Line . . . . .                  | 87                         | -          | -            | -          | -         | -         | -        | 86                      | -            | -           | -         | -                     | -        | 1                             | 1      | -   | -   | -   |
| <b>AERIAL TARGET:</b> . . . . .        | 39                         | -          | 5            | -          | -         | -         | -        | 11                      | 2            | -           | -         | -                     | -        | 31                            | 31     | -   | -   | -   |
| Second Line . . . . .                  | 39                         | -          | 5            | -          | -         | -         | -        | 11                      | 2            | -           | -         | -                     | -        | 31                            | 31     | -   | -   | -   |

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TABLE 17 - INVENTORY GAINS AND LOSSES OF AIRCRAFT - BY TYPE AND MODEL AND LINE CLASSIFICATION - F.Y. 1952 CONTINUED

| TYPE AND MODEL     | AIRCRAFT ON HAND 1 JUL '51 | GAINS       |              |            |           |           |          | LOSSES                  |              |             |           |                       |          | AIRCRAFT ON HAND 30 JUNE 1952 |       |     |     |     |
|--------------------|----------------------------|-------------|--------------|------------|-----------|-----------|----------|-------------------------|--------------|-------------|-----------|-----------------------|----------|-------------------------------|-------|-----|-----|-----|
|                    |                            | Pro-duction | Con- version | First Line | Sal- vage | Class OLZ | Other a/ | Salvage Survey & Reclm. | Con- version | Second Line | Class OLZ | Foreign Govern- ments | Other a/ | TOTAL                         | USAF  | ANG | AFR | CAP |
| <b>BOMBER.</b>     | 3,019                      | 278         | 160          | 478        | 2         | 1         | -        | 252                     | 251          | 478         | 5         | 35                    | 3        | 2,914                         | 2,914 | -   | -   | -   |
| <b>FIRST LINE</b>  | 946                        | 273         | 19           | -          | -         | -         | -        | 21                      | 21           | 478         | 2         | 12                    | 1        | 703                           | 703   | -   | -   | -   |
| B-36.              | 88                         | 63          | -            | -          | -         | -         | -        | 5                       | 2            | -           | -         | -                     | -        | 144                           | 144   | -   | -   | -   |
| B-29.              | 482                        | -           | -            | -          | -         | -         | -        | -                       | -            | 475         | -         | 6                     | -        | -                             | -     | -   | -   | -   |
| B-47.              | 10                         | 204         | 10           | -          | -         | -         | -        | 8                       | 9            | -           | 2         | -                     | -        | 205                           | 205   | -   | -   | -   |
| B-50.              | 272                        | -           | 5            | -          | -         | -         | -        | 3                       | 5            | -           | -         | -                     | -        | 269                           | 269   | -   | -   | -   |
| B-45.              | 94                         | -           | 4            | -          | -         | -         | -        | 5                       | 4            | 3           | -         | 1                     | -        | 85                            | 85    | -   | -   | -   |
| P2V-5              | -                          | 6           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | 6                     | -        | -                             | -     | -   | -   | -   |
| <b>SECOND LINE</b> | 2,073                      | 5           | 141          | 478        | 2         | 1         | -        | 231                     | 230          | -           | 3         | 23                    | 2        | 2,211                         | 2,211 | -   | -   | -   |
| B-36.              | 1                          | 1           | -            | -          | -         | -         | -        | -                       | 1            | -           | -         | -                     | -        | 1                             | 1     | -   | -   | -   |
| B-60.              | -                          | 1           | 1            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 2                             | 2     | -   | -   | -   |
| B-29.              | 930                        | -           | 97           | 475        | 1         | -         | -        | 132                     | 32           | -           | -         | 8                     | -        | 1,331                         | 1,331 | -   | -   | -   |
| B-47.              | 1                          | 1           | -            | -          | -         | -         | -        | -                       | 1            | -           | -         | -                     | -        | 1                             | 1     | -   | -   | -   |
| B-48.              | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | 1        | -                             | -     | -   | -   | -   |
| B-17.              | 53                         | -           | 2            | -          | 1         | -         | -        | -                       | 13           | -           | -         | -                     | -        | 43                            | 43    | -   | -   | -   |
| B-24.              | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 1                             | 1     | -   | -   | -   |
| B-25.              | 269                        | -           | -            | -          | -         | -         | -        | -                       | 88           | -           | -         | -                     | -        | 181                           | 181   | -   | -   | -   |
| B-26.              | 813                        | -           | 41           | -          | -         | 1         | -        | 97                      | 95           | -           | 3         | 15                    | -        | 645                           | 645   | -   | -   | -   |
| B-43.              | 2                          | -           | -            | -          | -         | -         | -        | 1                       | -            | -           | -         | -                     | -        | 1                             | 1     | -   | -   | -   |
| B-45.              | 1                          | -           | -            | 3          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 4                             | 4     | -   | -   | -   |
| B-51.              | -                          | 2           | -            | -          | -         | -         | -        | 1                       | -            | -           | -         | -                     | -        | 1                             | 1     | -   | -   | -   |
| JD-1.              | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | 1        | -                             | -     | -   | -   | -   |
| <b>TANKER.</b>     | 201                        | 96          | 27           | 78         | -         | -         | -        | 5                       | 24           | 78          | -         | -                     | -        | 295                           | 295   | -   | -   | -   |
| <b>FIRST LINE</b>  | 83                         | 96          | -            | -          | -         | -         | -        | 1                       | -            | 78          | -         | -                     | -        | 100                           | 100   | -   | -   | -   |
| KB-29.             | 9                          | -           | -            | -          | -         | -         | -        | -                       | -            | 9           | -         | -                     | -        | -                             | -     | -   | -   | -   |
| KB-29M.            | 29                         | -           | -            | -          | -         | -         | -        | -                       | -            | 29          | -         | -                     | -        | -                             | -     | -   | -   | -   |
| KB-29P.            | 40                         | -           | -            | -          | -         | -         | -        | -                       | -            | 40          | -         | -                     | -        | -                             | -     | -   | -   | -   |
| KC-97.             | 5                          | 96          | -            | -          | -         | -         | -        | 1                       | -            | -           | -         | -                     | -        | 100                           | 100   | -   | -   | -   |
| <b>SECOND LINE</b> | 118                        | -           | 27           | 78         | -         | -         | -        | 4                       | 24           | -           | -         | -                     | -        | 195                           | 195   | -   | -   | -   |
| KB-29.             | 13                         | -           | -            | 9          | -         | -         | -        | -                       | 22           | -           | -         | -                     | -        | 82                            | 82    | -   | -   | -   |
| KB-29M.            | 32                         | -           | 22           | 29         | -         | -         | -        | 1                       | -            | -           | -         | -                     | -        | -                             | -     | -   | -   | -   |
| KB-29B.            | -                          | -           | 1            | -          | -         | -         | -        | -                       | 1            | -           | -         | -                     | -        | 1                             | 1     | -   | -   | -   |
| KB-20J.            | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 1                             | 1     | -   | -   | -   |
| KB-29P.            | 72                         | -           | 4            | 40         | -         | -         | -        | 3                       | 1            | -           | -         | -                     | -        | 112                           | 112   | -   | -   | -   |
| <b>FIGHTER.</b>    | 5,264                      | 1,863       | 213          | 492        | 26        | 35        | -        | 1,375                   | 141          | 492         | 64        | 792                   | 35       | 4,994                         | 4,694 | 300 | -   | -   |
| <b>FIRST LINE</b>  | 2,181                      | 1,856       | 30           | 12         | 2         | -         | 482      | 37                      | 492          | 10          | 590       | 1                     | 2,469    | 2,469                         | -     | -   | -   |     |
| F-80.              | 435                        | 4           | -            | 1          | -         | -         | 99       | -                       | 185          | -           | -         | -                     | 156      | 156                           | -     | -   | -   |     |
| F-24.              | 929                        | 1,160       | 9            | 9          | -         | -         | 222      | 9                       | 214          | 3           | -         | -                     | 1,069    | 1,069                         | -     | -   | -   |     |
| F-86.              | 518                        | 355         | 6            | 2          | -         | -         | 116      | 13                      | 93           | 2           | -         | 1                     | 656      | 656                           | -     | -   | -   |     |
| F-89.              | 29                         | 148         | 9            | -          | 2         | -         | 10       | 9                       | -            | -           | -         | -                     | 164      | 164                           | -     | -   | -   |     |
| F-94.              | 270                        | 189         | 6            | -          | -         | -         | 35       | 6                       | -            | 5           | -         | -                     | 424      | 424                           | -     | -   | -   |     |
| <b>SECOND LINE</b> | 3,083                      | 7           | 183          | 492        | 14        | 33        | 893      | 104                     | -            | 54          | 202       | 34                    | 2,525    | 2,225                         | 300   | -   | -   |     |
| F-9F.              | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | 1        | 1                             | -     | -   | -   |     |
| F-24.              | 1                          | -           | -            | -          | -         | -         | 1        | -                       | -            | -           | -         | -                     | -        | -                             | -     | -   | -   |     |
| F-47.              | 1,118                      | -           | 156          | 4          | 3         | -         | 564      | 1                       | -            | -           | -         | 157                   | 13       | 546                           | 504   | 42  | -   |     |
| F-51.              | 1,334                      | -           | 16           | 7          | 12        | -         | 214      | 39                      | -            | 1           | 45        | 18                    | 1,052    | 794                           | 258   | -   | -   |     |

TABLE 17 - INVENTORY GAINS AND LOSSES OF AIRCRAFT - BY TYPE AND MODEL AND LINE CLASSIFICATION - F.Y. 1952 CONTINUED

| TYPE AND MODEL                | AIRCRAFT ON HAND 1 JUL '51 | GAINS       |              |            |           |           |          |                         | LOSSES       |             |           |                       |          |       | AIRCRAFT ON HAND 30 JUNE 1952 |     |     |     |  |
|-------------------------------|----------------------------|-------------|--------------|------------|-----------|-----------|----------|-------------------------|--------------|-------------|-----------|-----------------------|----------|-------|-------------------------------|-----|-----|-----|--|
|                               |                            | Pro-duction | Con- version | First Line | Sal- vage | Class OLZ | Other a/ | Salvage Survey & Reclm. | Con- version | Second Line | Class OLZ | Foreign Govern- ments | Other a/ | TOTAL | USAF                          | ARG | AFR | CAP |  |
| <b>FIGHTER - Continued...</b> |                            |             |              |            |           |           |          |                         |              |             |           |                       |          |       |                               |     |     |     |  |
| <b>SECOND LINE - Cont'd.</b>  |                            |             |              |            |           |           |          |                         |              |             |           |                       |          |       |                               |     |     |     |  |
| F-61                          | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | 1        | -     | -                             | -   | -   | -   |  |
| F-80                          | 360                        | -           | 6            | 185        | 1         | 16        | -        | 48                      | 57           | -           | 2         | -                     | -        | 461   | 461                           | -   | -   | -   |  |
| F-82 (B-E)                    | 6                          | -           | -            | -          | -         | -         | -        | 1                       | -            | -           | -         | -                     | 1        | 4     | 4                             | -   | -   | -   |  |
| F-82 (F-G-H)                  | 62                         | -           | 2            | -          | -         | -         | -        | 25                      | 2            | -           | -         | -                     | 1        | 36    | 36                            | -   | -   | -   |  |
| F-84                          | 187                        | 2           | 2            | 214        | 2         | 1         | -        | 35                      | 3            | -           | 50        | -                     | -        | 320   | 320                           | -   | -   | -   |  |
| F-86                          | 5                          | 2           | -            | 93         | -         | 1         | -        | 5                       | -            | -           | 1         | -                     | -        | 95    | 95                            | -   | -   | -   |  |
| F-88                          | -                          | 2           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 2     | 2                             | -   | -   | -   |  |
| F-89                          | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 1     | 1                             | -   | -   | -   |  |
| F-90                          | -                          | 1           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 1     | 1                             | -   | -   | -   |  |
| F-91                          | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 1     | 1                             | -   | -   | -   |  |
| F-92                          | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 1     | 1                             | -   | -   | -   |  |
| F-94                          | 5                          | -           | 1            | -          | -         | -         | -        | -                       | 2            | -           | -         | -                     | -        | 4     | 4                             | -   | -   | -   |  |
| <b>RECONNAISSANCE</b>         |                            |             |              |            |           |           |          |                         |              |             |           |                       |          |       |                               |     |     |     |  |
| <b>FIRST LINE</b>             |                            |             |              |            |           |           |          |                         |              |             |           |                       |          |       |                               |     |     |     |  |
| RB-29                         | 204                        | 43          | 14           | -          | -         | -         | -        | 7                       | 3            | 88          | -         | -                     | -        | 161   | 161                           | -   | -   | -   |  |
| WB-29                         | 51                         | -           | -            | -          | -         | -         | -        | -                       | -            | 32          | -         | -                     | -        | -     | -                             | -   | -   | -   |  |
| RB-36                         | 47                         | 43          | 3            | -          | -         | -         | -        | -                       | 1            | 51          | -         | -                     | -        | 92    | 92                            | -   | -   | -   |  |
| RB-45                         | 30                         | -           | 2            | -          | -         | -         | -        | 5                       | 2            | -           | -         | -                     | -        | 25    | 25                            | -   | -   | -   |  |
| RB-50                         | 43                         | -           | 2            | -          | -         | -         | -        | 1                       | 2            | -           | -         | -                     | -        | 42    | 42                            | -   | -   | -   |  |
| RC-47                         | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | 1           | -         | -                     | -        | -     | -                             | -   | -   | -   |  |
| RF-86                         | -                          | -           | 7            | -          | -         | -         | -        | 1                       | -            | 4           | -         | -                     | -        | 2     | 2                             | -   | -   | -   |  |
| <b>SECOND LINE</b>            |                            |             |              |            |           |           |          |                         |              |             |           |                       |          |       |                               |     |     |     |  |
| R-12                          | 343                        | 1           | 138          | 88         | 2         | 1         | 1        | 68                      | 9            | -           | 8         | 1                     | -        | 488   | 488                           | -   | -   | -   |  |
| RB-17                         | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 1     | 1                             | -   | -   | -   |  |
| WB-17                         | 21                         | -           | 1            | -          | -         | -         | -        | 4                       | 1            | -           | -         | -                     | -        | 17    | 17                            | -   | -   | -   |  |
| RB-17                         | -                          | -           | -            | -          | 1         | -         | -        | -                       | -            | -           | -         | -                     | -        | 1     | 1                             | -   | -   | -   |  |
| RB-25                         | 3                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 3     | 3                             | -   | -   | -   |  |
| RB-26                         | 61                         | -           | 62           | -          | -         | -         | -        | 9                       | 5            | -           | -         | -                     | 1        | 104   | 104                           | -   | -   | -   |  |
| RB-29                         | 57                         | -           | -            | 32         | -         | -         | -        | 25                      | 2            | -           | -         | -                     | -        | 59    | 59                            | -   | -   | -   |  |
| WB-29                         | 34                         | -           | 1            | 51         | -         | -         | -        | 3                       | -            | -           | -         | -                     | -        | 83    | 83                            | -   | -   | -   |  |
| RB-49                         | 1                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 1     | 1                             | -   | -   | -   |  |
| RC-45                         | 8                          | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 8     | 8                             | -   | -   | -   |  |
| RC-47                         | 4                          | -           | 2            | 1          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 7     | 7                             | -   | -   | -   |  |
| RF-51                         | 55                         | -           | 3            | -          | 1         | 1         | -        | 15                      | -            | -           | -         | -                     | -        | 45    | 45                            | -   | -   | -   |  |
| RF-80                         | 98                         | -           | 68           | -          | -         | -         | -        | 11                      | 1            | -           | -         | -                     | -        | 154   | 154                           | -   | -   | -   |  |
| RF-84                         | -                          | 1           | 1            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -        | 2     | 2                             | -   | -   | -   |  |
| RF-86                         | -                          | -           | -            | 4          | -         | -         | -        | 1                       | -            | -           | -         | -                     | -        | 3     | 3                             | -   | -   | -   |  |
| <b>SEARCH AND RESCUE</b>      |                            |             |              |            |           |           |          |                         |              |             |           |                       |          |       |                               |     |     |     |  |
| <b>FIRST LINE</b>             |                            |             |              |            |           |           |          |                         |              |             |           |                       |          |       |                               |     |     |     |  |
| SA-16                         | 171                        | 82          | 24           | 14         | -         | -         | -        | 19                      | 2            | 14          | -         | 1                     | -        | 255   | 255                           | -   | -   | -   |  |
| SB-29                         | 73                         | 82          | 2            | -          | -         | -         | -        | 5                       | -            | 14          | -         | -                     | -        | 137   | 137                           | -   | -   | -   |  |
| SC-54                         | 60                         | 82          | -            | -          | -         | -         | -        | 4                       | -            | -           | -         | -                     | -        | 137   | 137                           | -   | -   | -   |  |
| BH-5                          | 10                         | -           | -            | -          | -         | -         | -        | -                       | -            | 10          | -         | -                     | -        | -     | -                             | -   | -   | -   |  |
|                               | -                          | -           | 2            | -          | -         | -         | -        | -                       | -            | 2           | -         | -                     | -        | -     | -                             | -   | -   | -   |  |
|                               | 3                          | -           | -            | -          | -         | -         | -        | 1                       | -            | 2           | -         | -                     | -        | -     | -                             | -   | -   | -   |  |

TABLE 17 - INVENTORY GAINS AND LOSSES OF AIRCRAFT - BY TYPE AND MODEL AND LINE CLASSIFICATION - F.Y. 1952 CONTINUED

| TYPE AND MODEL           | AIRCRAFT ON HAND 1 JUL '51 | G A I N S   |                 |               |              |              |             |                               |                 |                |              |                             | L O S S E S |       |       |     | AIRCRAFT ON HAND 30 JUNE 1952 |     |   |  |  |
|--------------------------|----------------------------|-------------|-----------------|---------------|--------------|--------------|-------------|-------------------------------|-----------------|----------------|--------------|-----------------------------|-------------|-------|-------|-----|-------------------------------|-----|---|--|--|
|                          |                            | Pro-duction | Con-<br>version | First<br>Line | Sal-<br>vage | Class<br>Q1Z | Other<br>a/ | Salvage<br>Survey<br>& Reclm. | Con-<br>version | Second<br>Line | Class<br>Q1Z | Foreign<br>Govern-<br>ments | Other<br>a/ | TOTAL | USAF  | ANG | AFR                           | CAP |   |  |  |
| SEARCH AND RESCUE-Cont'd |                            |             |                 |               |              |              |             |                               |                 |                |              |                             |             |       |       |     |                               |     |   |  |  |
| SECOND LINE              | 98                         | -           | 22              | 14            | -            | -            | -           | 14                            | 2               | -              | -            | -                           | 118         | 118   | -     | -   | -                             | -   | - |  |  |
| SA-10                    | 19                         | -           | -               | -             | -            | -            | -           | 6                             | -               | -              | -            | -                           | 13          | 13    | -     | -   | -                             | -   | - |  |  |
| SB-17                    | 65                         | -           | 3               | -             | -            | -            | -           | 5                             | 1               | -              | -            | -                           | 62          | 62    | -     | -   | -                             | -   | - |  |  |
| SB-29                    | 5                          | -           | 14              | 10            | -            | -            | -           | -                             | -               | -              | -            | -                           | 29          | 29    | -     | -   | -                             | -   | - |  |  |
| SC-47                    | 3                          | -           | 4               | -             | -            | -            | -           | 1                             | 1               | -              | -            | -                           | 5           | 5     | -     | -   | -                             | -   | - |  |  |
| SC-54                    | -                          | -           | 1               | 2             | -            | -            | -           | -                             | -               | -              | -            | -                           | 3           | 3     | -     | -   | -                             | -   | - |  |  |
| SE-5                     | 5                          | -           | -               | 2             | -            | -            | -           | 1                             | -               | -              | -            | -                           | 6           | 6     | -     | -   | -                             | -   | - |  |  |
| SL-5                     | 1                          | -           | -               | -             | -            | -            | -           | 1                             | -               | -              | -            | -                           | -           | -     | -     | -   | -                             | -   | - |  |  |
| SPECIAL RESEARCH         | 3                          | 3           | -               | -             | -            | -            | -           | 1                             | -               | -              | -            | 1                           | 4           | 4     | -     | -   | -                             | -   | - |  |  |
| SECOND LINE              | 3                          | 3           | -               | -             | -            | -            | -           | 1                             | -               | -              | -            | 1                           | 4           | 4     | -     | -   | -                             | -   | - |  |  |
| X-1                      | 1                          | 1           | -               | -             | -            | -            | -           | 1                             | -               | -              | -            | -                           | 1           | 1     | -     | -   | -                             | -   | - |  |  |
| X-4                      | 2                          | -           | -               | -             | -            | -            | -           | -                             | -               | -              | -            | -                           | 2           | 2     | -     | -   | -                             | -   | - |  |  |
| X-5                      | -                          | 2           | -               | -             | -            | -            | -           | -                             | -               | -              | 1            | -                           | 1           | 1     | -     | -   | -                             | -   | - |  |  |
| CARGO                    | 3,220                      | 245         | 87              | 554           | 60           | 2            | 5           | 146                           | 74              | 554            | 1            | 10                          | 34          | 3,354 | 3,237 | 77  | 40                            | -   | - |  |  |
| FIRST LINE               | 1,015                      | 244         | 6               | -             | -            | -            | -           | 18                            | 8               | 554            | 1            | -                           | 31          | 653   | 653   | -   | -                             | -   | - |  |  |
| C-74                     | 11                         | -           | -               | -             | -            | -            | -           | -                             | 1               | -              | -            | -                           | 11          | 11    | -     | -   | -                             | -   | - |  |  |
| C-97                     | 70                         | -           | 1               | -             | -            | -            | -           | 2                             | 1               | -              | -            | -                           | 68          | 68    | -     | -   | -                             | -   | - |  |  |
| C-124                    | 54                         | 78          | 2               | -             | -            | -            | -           | 2                             | 2               | -              | -            | -                           | 130         | 130   | -     | -   | -                             | -   | - |  |  |
| C-54                     | 399                        | -           | -               | -             | -            | -            | -           | -                             | -               | 395            | 1            | -                           | 1           | -     | -     | -   | -                             | -   | - |  |  |
| C-119                    | 169                        | 135         | 1               | -             | -            | -            | -           | 6                             | 1               | -              | -            | -                           | 298         | 298   | -     | -   | -                             | -   | - |  |  |
| C-121                    | 10                         | -           | 1               | -             | -            | -            | -           | -                             | 1               | -              | -            | -                           | 10          | 10    | -     | -   | -                             | -   | - |  |  |
| CB-29                    | 1                          | -           | -               | -             | -            | -            | -           | -                             | -               | 1              | -            | -                           | -           | -     | -     | -   | -                             | -   | - |  |  |
| R4Q-1(NAVY C-119C)       | -                          | 31          | -               | -             | -            | -            | -           | -                             | -               | -              | -            | 30                          | 1           | 1     | -     | -   | -                             | -   | - |  |  |
| C-47                     | 144                        | -           | -               | -             | -            | -            | -           | 1                             | -               | 143            | -            | -                           | 134         | 134   | -     | -   | -                             | -   | - |  |  |
| C-82                     | 145                        | -           | -               | -             | -            | -            | -           | 7                             | -               | 4              | -            | -                           | 1           | 1     | -     | -   | -                             | -   | - |  |  |
| C-118                    | 1                          | -           | -               | -             | -            | -            | -           | -                             | -               | -              | -            | -                           | 1           | 1     | -     | -   | -                             | -   | - |  |  |
| C-117                    | 11                         | -           | -               | -             | -            | -            | -           | -                             | 11              | -              | -            | -                           | -           | -     | -     | -   | -                             | -   | - |  |  |
| SECOND LINE              | 2,205                      | 1           | 81              | 554           | 60           | 2            | 5           | 128                           | 66              | -              | -            | 10                          | 3           | 2,701 | 2,584 | 77  | 40                            | -   | - |  |  |
| C-99                     | 1                          | -           | -               | -             | -            | -            | -           | -                             | -               | -              | -            | -                           | 1           | 1     | -     | -   | -                             | -   | - |  |  |
| C-124                    | 1                          | -           | 1               | -             | -            | -            | -           | -                             | 1               | -              | -            | -                           | 1           | 1     | -     | -   | -                             | -   | - |  |  |
| C-54                     | 2                          | -           | 2               | 395           | -            | 1            | -           | 4                             | 11              | -              | -            | -                           | 385         | 385   | -     | -   | -                             | -   | - |  |  |
| C-120                    | 1                          | -           | -               | -             | -            | -            | -           | -                             | -               | -              | -            | -                           | 1           | 1     | -     | -   | -                             | -   | - |  |  |
| C-129                    | 1                          | -           | -               | -             | -            | -            | -           | -                             | 1               | -              | -            | -                           | -           | -     | -     | -   | -                             | -   | - |  |  |
| CB-29                    | -                          | -           | -               | 1             | -            | -            | -           | -                             | -               | -              | -            | -                           | -           | 1     | 1     | -   | -                             | -   | - |  |  |
| C-46                     | 411                        | -           | 35              | -             | -            | -            | -           | 21                            | 3               | -              | -            | 1                           | 421         | 381   | -     | 40  | -                             | -   | - |  |  |
| C-47                     | 1,248                      | -           | 29              | 143           | 3            | -            | 4           | 45                            | 32              | -              | -            | 10                          | 1,339       | 1,263 | 76    | -   | -                             | -   | - |  |  |
| C-53                     | 2                          | -           | -               | -             | -            | -            | -           | -                             | -               | -              | -            | -                           | 2           | 2     | 1     | -   | -                             | -   | - |  |  |
| C-82                     | -                          | -           | -               | 4             | -            | -            | -           | -                             | -               | -              | -            | -                           | 4           | 4     | -     | -   | -                             | -   | - |  |  |
| C-122                    | 9                          | 1           | -               | -             | -            | -            | 1           | -                             | -               | -              | -            | 1                           | 10          | 10    | -     | -   | -                             | -   | - |  |  |
| C-123                    | 2                          | -           | -               | -             | -            | -            | -           | 2                             | -               | -              | -            | -                           | -           | -     | -     | -   | -                             | -   | - |  |  |
| C-125                    | -                          | -           | 2               | -             | -            | 1            | -           | -                             | 2               | -              | -            | -                           | 1           | 1     | -     | -   | -                             | -   | - |  |  |
| C/VB-17                  | 39                         | -           | 3               | -             | -            | -            | -           | 2                             | 1               | -              | -            | -                           | 39          | 39    | -     | -   | -                             | -   | - |  |  |
| C/VB-25                  | 59                         | -           | 8               | -             | -            | -            | -           | 1                             | 10              | -              | -            | -                           | 56          | 56    | -     | -   | -                             | -   | - |  |  |
| C/VB-26                  | 7                          | -           | -               | -             | -            | -            | -           | -                             | 4               | -              | -            | -                           | 3           | 3     | -     | -   | -                             | -   | - |  |  |

TABLE 17 - INVENTORY GAINS AND LOSSES OF AIRCRAFT - BY TYPE AND MODEL AND LINE CLASSIFICATION - F.Y. 1952 CONTINUED

| TYPE AND MODEL                 | AIRCRAFT ON HAND JUL '51 | G A I N S   |              |            |           |           |          |                         |              |             |           |                       | L O S S E S |       |       |     |     | AIRCRAFT ON HAND 30 JUNE 1952 |  |  |  |  |
|--------------------------------|--------------------------|-------------|--------------|------------|-----------|-----------|----------|-------------------------|--------------|-------------|-----------|-----------------------|-------------|-------|-------|-----|-----|-------------------------------|--|--|--|--|
|                                |                          | Pro-duction | Con- version | First Line | Sal- vage | Class OLZ | Other a/ | Salvage Survey & Reclm. | Con- version | Second Line | Class OLZ | Foreign Govern- ments | Other a/    | TOTAL | USAF  | ANG | AFR | CAP                           |  |  |  |  |
| CARGO - Continued . . . . .    |                          |             |              |            |           |           |          |                         |              |             |           |                       |             |       |       |     |     |                               |  |  |  |  |
| SECOND LINE - Cont'd . . . . . |                          |             |              |            |           |           |          |                         |              |             |           |                       |             |       |       |     |     |                               |  |  |  |  |
| C-45 . . . . .                 | 418                      | -           | 1            | -          | 57        | -         | -        | 53                      | 1            | -           | -         | -                     | -           | 422   | 422   | -   | -   | -                             |  |  |  |  |
| C-117 . . . . .                | 4                        | -           | -            | 11         | -         | -         | -        | -                       | -            | -           | -         | -                     | -           | 15    | 15    | -   | -   | -                             |  |  |  |  |
| TRAINER . . . . .              |                          |             |              |            |           |           |          |                         |              |             |           |                       |             |       |       |     |     |                               |  |  |  |  |
| FIRST LINE . . . . .           |                          |             |              |            |           |           |          |                         |              |             |           |                       |             |       |       |     |     |                               |  |  |  |  |
| T-6 . . . . .                  | 1,764                    | -           | 645          | -          | 3         | -         | 117      | 55                      | 7            | 1,165       | -         | -                     | 181         | 2,555 | 2,615 | 40  | -   | -                             |  |  |  |  |
| T-28 . . . . .                 | 337                      | 351         | 7            | -          | -         | -         | -        | 4                       | 7            | -           | -         | -                     | -           | 684   | 684   | -   | -   | -                             |  |  |  |  |
| T-29 . . . . .                 | 41                       | 32          | 1            | -          | -         | -         | -        | -                       | 1            | -           | -         | -                     | -           | 73    | 73    | -   | -   | -                             |  |  |  |  |
| T-33 . . . . .                 | 253                      | 628         | 8            | 2          | -         | -         | 6        | 27                      | 7            | -           | -         | 80                    | 82          | 701   | 701   | -   | -   | -                             |  |  |  |  |
| SECOND LINE . . . . .          |                          |             |              |            |           |           |          |                         |              |             |           |                       |             |       |       |     |     |                               |  |  |  |  |
| T-6 . . . . .                  | 4,351                    | -           | 236          | 1,165      | 47        | 30        | 14       | 474                     | 1,094        | -           | 6         | 59                    | 3           | 4,207 | 4,169 | 10  | 28  | -                             |  |  |  |  |
| T-7 . . . . .                  | 1,197                    | -           | -            | 1,165      | -         | -         | 7        | 44                      | 697          | -           | 1         | 7                     | -           | 1,620 | 1,590 | 2   | 28  | -                             |  |  |  |  |
| T-11 . . . . .                 | 331                      | -           | 2            | -          | 1         | -         | -        | 164                     | 4            | -           | -         | -                     | -           | 170   | 170   | -   | -   | -                             |  |  |  |  |
| T-11 . . . . .                 | 515                      | -           | 2            | -          | 3         | 3         | -        | 91                      | 2            | -           | 1         | 4                     | -           | 425   | 425   | -   | -   | -                             |  |  |  |  |
| T-13 . . . . .                 | -                        | -           | -            | -          | -         | -         | 2        | -                       | -            | -           | -         | 2                     | -           | -     | -     | -   | -   | -                             |  |  |  |  |
| XT-28 . . . . .                | 2                        | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -           | 2     | 2     | -   | -   | -                             |  |  |  |  |
| YT-34 . . . . .                | 3                        | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -           | 3     | 3     | -   | -   | -                             |  |  |  |  |
| YT-35 . . . . .                | 3                        | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -           | 3     | 3     | -   | -   | -                             |  |  |  |  |
| TB-17 . . . . .                | 37                       | -           | 8            | -          | 1         | -         | -        | 3                       | 4            | -           | -         | -                     | -           | 39    | 39    | -   | -   | -                             |  |  |  |  |
| TB-25 . . . . .                | 789                      | -           | 96           | 2          | -         | 1         | -        | 21                      | 6            | -           | -         | 45                    | -           | 816   | 816   | -   | -   | -                             |  |  |  |  |
| TB-26 . . . . .                | 337                      | -           | 49           | -          | 1         | -         | -        | 10                      | 48           | -           | 3         | 1                     | 2           | 323   | 316   | 7   | -   | -                             |  |  |  |  |
| TB-29 . . . . .                | 451                      | -           | 15           | -          | 1         | -         | -        | 29                      | 95           | -           | -         | -                     | -           | 343   | 343   | -   | -   | -                             |  |  |  |  |
| TB-50 . . . . .                | 11                       | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -           | 11    | 11    | -   | -   | -                             |  |  |  |  |
| TC-45 . . . . .                | -                        | -           | -            | -          | 36        | -         | -        | -                       | -            | -           | -         | -                     | -           | 36    | 36    | -   | -   | -                             |  |  |  |  |
| TC-46 . . . . .                | 33                       | -           | -            | -          | -         | -         | -        | -                       | 32           | -           | -         | -                     | -           | 1     | 1     | -   | -   | -                             |  |  |  |  |
| TC-47 . . . . .                | 54                       | -           | 1            | -          | -         | -         | -        | -                       | 2            | -           | -         | -                     | -           | 53    | 53    | -   | -   | -                             |  |  |  |  |
| TC-54 . . . . .                | -                        | -           | 8            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -           | 8     | 8     | -   | -   | -                             |  |  |  |  |
| TF-47 . . . . .                | 382                      | -           | -            | -          | -         | -         | -        | 86                      | 155          | -           | -         | -                     | -           | 141   | 140   | 1   | -   | -                             |  |  |  |  |
| TF-51 . . . . .                | 128                      | -           | 38           | -          | 1         | 9         | 4        | 13                      | 15           | -           | -         | -                     | 1           | 151   | 151   | -   | -   | -                             |  |  |  |  |
| TRF-51 . . . . .               | 7                        | -           | -            | -          | -         | 1         | -        | 2                       | 3            | -           | 1         | -                     | -           | 2     | 2     | -   | -   | -                             |  |  |  |  |
| TRF-80 . . . . .               | 70                       | -           | 15           | -          | -         | 16        | -        | 11                      | 31           | -           | -         | -                     | -           | 59    | 59    | -   | -   | -                             |  |  |  |  |
| TR-5 . . . . .                 | 1                        | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -           | 1     | 1     | -   | -   | -                             |  |  |  |  |
| COMMUNICATION . . . . .        |                          |             |              |            |           |           |          |                         |              |             |           |                       |             |       |       |     |     |                               |  |  |  |  |
| FIRST LINE . . . . .           |                          |             |              |            |           |           |          |                         |              |             |           |                       |             |       |       |     |     |                               |  |  |  |  |
| L-16 . . . . .                 | 57                       | -           | -            | -          | -         | -         | -        | 174                     | 3            | -           | 25        | -                     | -           | 199   | 195   | -   | -   | 54                            |  |  |  |  |
| L-17 . . . . .                 | 1                        | -           | -            | -          | -         | -         | -        | -                       | -            | -           | -         | -                     | -           | 1     | 1     | -   | -   | -                             |  |  |  |  |
| L-18 . . . . .                 | -                        | 382         | -            | -          | -         | -         | -        | -                       | -            | -           | -         | 382                   | -           | -     | -     | -   | -   | -                             |  |  |  |  |
| L-19 . . . . .                 | 27                       | 1,060       | -            | -          | -         | -         | 4        | -                       | -            | -           | 2         | -                     | 1,018       | 71    | 71    | -   | -   | -                             |  |  |  |  |
| L-20 . . . . .                 | -                        | 121         | -            | -          | -         | -         | 6        | -                       | -            | -           | -         | -                     | 59          | 68    | 68    | -   | -   | -                             |  |  |  |  |
| L-21 . . . . .                 | -                        | 120         | -            | -          | -         | -         | 125      | -                       | -            | -           | -         | -                     | 120         | 125   | 125   | -   | -   | -                             |  |  |  |  |
| LC-126 . . . . .               | 11                       | 55          | -            | -          | -         | -         | -        | 2                       | -            | -           | -         | 58                    | 6           | 6     | 6     | -   | -   | -                             |  |  |  |  |
| LT-6 . . . . .                 | -                        | -           | 59           | -          | -         | -         | -        | 4                       | -            | -           | -         | -                     | -           | 55    | 55    | -   | -   | -                             |  |  |  |  |
| H-5 . . . . .                  | 25                       | -           | 1            | -          | -         | -         | -        | 5                       | 1            | 14          | -         | -                     | -           | 6     | 6     | -   | -   | -                             |  |  |  |  |
| H-13 . . . . .                 | 8                        | 195         | 1            | -          | -         | -         | 7        | 2                       | 1            | 2           | 1         | -                     | 154         | 51    | 51    | -   | -   | -                             |  |  |  |  |
| H-19 . . . . .                 | -                        | 58          | 1            | -          | -         | -         | -        | -                       | 1            | -           | -         | -                     | 2           | 56    | 56    | -   | -   | -                             |  |  |  |  |
| H-23 . . . . .                 | 6                        | 88          | 2            | -          | -         | 1         | 18       | 3                       | 2            | 1           | 3         | 4                     | 13          | 89    | 89    | -   | -   | -                             |  |  |  |  |



TABLE 17 - INVENTORY GAINS AND LOSSES OF AIRCRAFT - BY TYPE AND MODEL AND LINE CLASSIFICATION - F.Y. 1952 CONTINUED

| TYPE<br>AND<br>MODEL    | AIRCRAFT<br>ON HAND<br>1 JUL '52 | G A I N S       |                 |               |              |              |             | L O S S E S                   |                 |                |              |                             |             | AIRCRAFT ON HAND 30 JUNE 1952 |      |     |     |     |  |
|-------------------------|----------------------------------|-----------------|-----------------|---------------|--------------|--------------|-------------|-------------------------------|-----------------|----------------|--------------|-----------------------------|-------------|-------------------------------|------|-----|-----|-----|--|
|                         |                                  | Pro-<br>duction | Con-<br>version | First<br>Line | Sal-<br>vage | Class<br>OIZ | Other<br>a/ | Salvage<br>Survey<br>& Reclm. | Con-<br>version | Second<br>Line | Class<br>OIZ | Foreign<br>Govern-<br>ments | Other<br>a/ | TOTAL                         | USAF | ANG | AFR | CAP |  |
| COMMUNICATION-Continued |                                  |                 |                 |               |              |              |             |                               |                 |                |              |                             |             |                               |      |     |     |     |  |
| SECOND LINE - Cont'd    | 489                              | 12              | 3               | 17            | 30           | 1            | 139         | 80                            | 3               | -              | 9            | 6                           | 14          | 579                           | 425  | -   | -   | 154 |  |
| L-1                     | 178                              | -               | 1               | -             | -            | -            | 6           | 18                            | 1               | -              | -            | 6                           | 9           | 151                           | 32   | -   | -   | 119 |  |
| L-5                     | 126                              | -               | -               | -             | -            | -            | 127         | 19                            | -               | -              | 2            | -                           | 1           | 231                           | 196  | -   | -   | 35  |  |
| L-13                    | 131                              | -               | 2               | -             | 30           | 1            | -           | 32                            | 2               | -              | -            | -                           | -           | 130                           | 130  | -   | -   | -   |  |
| XL-17                   | -                                | -               | -               | -             | -            | -            | 3           | -                             | -               | -              | -            | -                           | -           | 3                             | 3    | -   | -   | -   |  |
| YL-20                   | 2                                | -               | -               | -             | -            | -            | -           | 1                             | -               | -              | -            | -                           | -           | 1                             | 1    | -   | -   | -   |  |
| YL-23                   | -                                | 4               | -               | -             | -            | -            | -           | -                             | -               | -              | -            | 4                           | -           | -                             | -    | -   | -   | -   |  |
| H-5                     | 38                               | -               | -               | 14            | -            | -            | -           | 7                             | -               | -              | 1            | -                           | -           | 44                            | 44   | -   | -   | -   |  |
| YH-12                   | 1                                | 8               | -               | -             | -            | -            | -           | 1                             | -               | -              | -            | -                           | -           | 8                             | 8    | -   | -   | -   |  |
| H-13                    | 5                                | -               | -               | 2             | -            | -            | 2           | 1                             | -               | -              | 4            | -                           | -           | 4                             | 4    | -   | -   | -   |  |
| YH-18                   | 2                                | -               | -               | -             | -            | -            | -           | -                             | -               | -              | -            | -                           | -           | 2                             | 2    | -   | -   | -   |  |
| YH-19                   | 5                                | -               | -               | -             | -            | -            | -           | 1                             | -               | -              | -            | -                           | -           | 4                             | 4    | -   | -   | -   |  |
| YH-23                   | -                                | -               | -               | 1             | -            | -            | 1           | -                             | -               | -              | 2            | -                           | -           | -                             | -    | -   | -   | -   |  |
| YH-24                   | 1                                | -               | -               | -             | -            | -            | -           | -                             | -               | -              | -            | -                           | -           | 1                             | 1    | -   | -   | -   |  |
| GLIDER                  | 87                               | -               | -               | -             | -            | -            | -           | 86                            | -               | -              | -            | -                           | -           | 1                             | 1    | -   | -   | -   |  |
| SECOND LINE             | 87                               | -               | -               | -             | -            | -            | -           | 86                            | -               | -              | -            | -                           | -           | 1                             | 1    | -   | -   | -   |  |
| G-4                     | 3                                | -               | -               | -             | -            | -            | -           | 3                             | -               | -              | -            | -                           | -           | -                             | -    | -   | -   | -   |  |
| G-15                    | 80                               | -               | -               | -             | -            | -            | -           | 80                            | -               | -              | -            | -                           | -           | -                             | -    | -   | -   | -   |  |
| G-18                    | 4                                | -               | -               | -             | -            | -            | -           | 3                             | -               | -              | -            | -                           | -           | 1                             | -    | -   | -   | -   |  |
| AERIAL TARGET           | 39                               | -               | 5               | -             | -            | -            | -           | 11                            | 2               | -              | -            | -                           | -           | 31                            | 31   | -   | -   | -   |  |
| SECOND LINE             | 39                               | -               | 5               | -             | -            | -            | -           | 11                            | 2               | -              | -            | -                           | -           | 31                            | 31   | -   | -   | -   |  |
| Q-14                    | 15                               | -               | 2               | -             | -            | -            | -           | 5                             | 2               | -              | -            | -                           | -           | 18                            | 18   | -   | -   | -   |  |
| QB-17                   | 18                               | -               | 3               | -             | -            | -            | -           | 5                             | -               | -              | -            | -                           | -           | 16                            | 16   | -   | -   | -   |  |
| QF-24                   | 1                                | -               | -               | -             | -            | -            | -           | 1                             | -               | -              | -            | -                           | -           | 2                             | 2    | -   | -   | -   |  |
| QF-80                   | 2                                | -               | -               | -             | -            | -            | -           | -                             | -               | -              | -            | -                           | -           | 2                             | 2    | -   | -   | -   |  |
| QT-33                   | 3                                | -               | -               | -             | -            | -            | -           | -                             | -               | -              | -            | -                           | -           | 3                             | 3    | -   | -   | -   |  |

a/ Includes gains and losses due to reallocation of USAF aircraft from and to other than USAF agencies (such as U.S. Army and U.S. Navy) and miscellaneous inventory adjustments within the USAF inventory.

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 18 - USAF AIRCRAFT LOSSES BY CAUSE OF LOSS - F.Y. 1952

Includes USAF, AFR, ANG and CAP. Basic model includes all Prefixed Versions. Adjustments have been made in this table for those aircraft which were reported "lost" for any of the indicated causes and subsequently regained.

| TYPE<br>AND<br>MODEL       | TOTAL       | BEYOND ECONOMICAL REPAIR |   |                    |                    |                      |                          |                             |                                     |                                      |                                    | NOT BEYOND<br>ECONOMICAL REPAIR |          |                                      |            |                                     |
|----------------------------|-------------|--------------------------|---|--------------------|--------------------|----------------------|--------------------------|-----------------------------|-------------------------------------|--------------------------------------|------------------------------------|---------------------------------|----------|--------------------------------------|------------|-------------------------------------|
|                            |             | TOTAL                    | Energy<br>Action a/<br>Flying<br>Accident | Flying<br>Accident | Ground<br>Accident | Natural<br>Phenomena | Tested to<br>Destruction | Pair<br>Tear<br>and<br>Tear | Abnormal<br>Deterioration<br>In Use | Abnormal<br>Storage<br>Deterioration | Normal<br>Storage<br>Deterioration | TOTAL                           | Obsolete | Reclamation<br>Salvage and<br>Survey | Class O1Z  | Transfers<br>and<br>Diversion<br>b/ |
| <b>AIRCRAFT - TOTAL</b>    | <b>5773</b> | <b>1468</b>              | <b>544</b>                                | <b>785</b>         | <b>35</b>          | <b>36</b>            | <b>5</b>                 | <b>45</b>                   | <b>2</b>                            | <b>13</b>                            | <b>3</b>                           | <b>4305</b>                     | <b>-</b> | <b>1139</b>                          | <b>112</b> | <b>3054</b>                         |
| <b>BOMBER - Total</b>      | <b>473</b>  | <b>236</b>               | <b>95</b>                                 | <b>119</b>         | <b>13</b>          | <b>-</b>             | <b>1</b>                 | <b>7</b>                    | <b>-</b>                            | <b>-</b>                             | <b>1</b>                           | <b>237</b>                      | <b>-</b> | <b>136</b>                           | <b>8</b>   | <b>93</b>                           |
| B-17                       | 14          | 11                       | -   | 6                  | 1                  | -                    | -                        | 2                           | -                                   | -                                    | 1                                  | 3                               | -        | 3                                    | -          | -                                   |
| B-25                       | 65          | 21                       | -   | 20                 | -                  | -                    | -                        | 1                           | -                                   | -                                    | -                                  | 4                               | -        | 4                                    | -          | 4                                   |
| B-26                       | 145         | 112                      | 69  | 37                 | 2                  | -                    | -                        | 4                           | -                                   | -                                    | -                                  | 33                              | -        | 4                                    | 6          | 23                                  |
| B-29                       | 209         | 63                       | 25  | 32                 | 6                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 146                             | -        | 129                                  | -          | 17                                  |
| B-36                       | 5           | 5                        | -   | 1                  | 1                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| B-43                       | 1           | 1                        | -   | 1                  | 1                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| B-45                       | 11          | 10                       | 1   | 9                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 1                               | -        | -                                    | -          | 1                                   |
| B-47                       | 10          | 8                        | -   | 7                  | 1                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 2                               | -        | -                                    | 2          | -                                   |
| B-48                       | 1           | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 1                               | -        | -                                    | -          | 1                                   |
| B-50                       | 4           | 4                        | -   | 3                  | 1                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| B-51                       | 1           | 1                        | -   | 1                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| P2V-5                      | 6           | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 6                               | -        | -                                    | -          | 6                                   |
| JD-1                       | 1           | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 1                               | -        | -                                    | -          | 1                                   |
| <b>FIGHTER - Total</b>     | <b>2393</b> | <b>859</b>               | <b>410</b>                                | <b>413</b>         | <b>18</b>          | <b>8</b>             | <b>1</b>                 | <b>4</b>                    | <b>2</b>                            | <b>2</b>                             | <b>1</b>                           | <b>1534</b>                     | <b>-</b> | <b>645</b>                           | <b>61</b>  | <b>828</b>                          |
| F-24                       | 1           | 1                        | -   | 1                  | -                  | -                    | -                        | 2                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| F-47                       | 815         | 29                       | -   | 25                 | -                  | -                    | 1                        | 2                           | 1                                   | -                                    | -                                  | 786                             | -        | 616                                  | -          | 170                                 |
| F-51                       | 306         | 239                      | 124                                       | 103                | 3                  | 8                    | 1                        | 2                           | -                                   | -                                    | -                                  | 67                              | -        | 2                                    | 1          | 64                                  |
| F-61                       | 1           | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 1                               | -        | -                                    | -          | 1                                   |
| F-80                       | 171         | 165                      | 85  | 76                 | -                  | -                    | -                        | -                           | 1                                   | 2                                    | 1                                  | 6                               | -        | 4                                    | 2          | 2                                   |
| F-82                       | 28          | 8                        | 3   | 5                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 20                              | -        | 18                                   | -          | 2                                   |
| F-84                       | 898         | 254                      | 129                                       | 113                | 12                 | -                    | -                        | -                           | -                                   | -                                    | -                                  | 644                             | -        | 2                                    | 52         | 590                                 |
| F-86                       | 125         | 118                      | 68  | 47                 | 3                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 7                               | -        | 3                                    | 3          | 1                                   |
| F-89                       | 13          | 10                       | -   | 10                 | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 3                               | -        | -                                    | 3          | -                                   |
| F-94                       | 35          | 35                       | 1   | 33                 | -                  | -                    | -                        | 1                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| <b>SEARCH &amp; RESCUE</b> | <b>11</b>   | <b>7</b>                 | <b>-</b>                                  | <b>4</b>           | <b>-</b>           | <b>-</b>             | <b>-</b>                 | <b>3</b>                    | <b>-</b>                            | <b>-</b>                             | <b>-</b>                           | <b>4</b>                        | <b>-</b> | <b>3</b>                             | <b>-</b>   | <b>1</b>                            |
| SA-10                      | 6           | 3                        | -   | -                  | -                  | -                    | -                        | 3                           | -                                   | -                                    | -                                  | 3                               | -        | 3                                    | -          | -                                   |
| SA-16                      | 5           | 4                        | -   | 4                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 1                               | -        | -                                    | -          | 1                                   |
| <b>SPEC. RES. Total</b>    | <b>2</b>    | <b>1</b>                 | <b>-</b>                                  | <b>1</b>           | <b>-</b>           | <b>-</b>             | <b>-</b>                 | <b>-</b>                    | <b>-</b>                            | <b>-</b>                             | <b>-</b>                           | <b>1</b>                        | <b>-</b> | <b>-</b>                             | <b>-</b>   | <b>1</b>                            |
| X-1                        | 1           | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| X-5                        | 1           | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 1                               | -        | -                                    | -          | 1                                   |
| <b>CARGO - Total</b>       | <b>186</b>  | <b>104</b>               | <b>7</b>                                  | <b>91</b>          | <b>2</b>           | <b>3</b>             | <b>-</b>                 | <b>-</b>                    | <b>-</b>                            | <b>1</b>                             | <b>-</b>                           | <b>82</b>                       | <b>-</b> | <b>38</b>                            | <b>1</b>   | <b>43</b>                           |
| C-45                       | 53          | 15                       | -   | 14                 | -                  | 2                    | -                        | -                           | -                                   | -                                    | -                                  | 37                              | -        | 37                                   | -          | 1                                   |
| C-46                       | 22          | 21                       | 5   | 15                 | -                  | -                    | -                        | -                           | -                                   | 1                                    | -                                  | 1                               | -        | -                                    | -          | -                                   |
| C-47                       | 56          | 44                       | 1   | 41                 | 1                  | 1                    | -                        | -                           | -                                   | -                                    | -                                  | 12                              | -        | 1                                    | -          | 11                                  |
| C-54                       | 5           | 4                        | -   | 4                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 1                               | -        | -                                    | -          | 1                                   |
| C-82                       | 7           | 7                        | -   | 6                  | 1                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| C-97                       | 3           | 3                        | -   | 3                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| C-119                      | 6           | 6                        | 1   | 5                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| C-123                      | 2           | 1                        | -   | 1                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 1                               | -        | -                                    | 1          | -                                   |
| C-124                      | 2           | 2                        | -   | 2                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| R40-1                      | 30          | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 30                              | -        | -                                    | -          | 30                                  |
| <b>TRAINER - Total</b>     | <b>654</b>  | <b>161</b>               | <b>20</b>                                 | <b>123</b>         | <b>2</b>           | <b>14</b>            | <b>-</b>                 | <b>1</b>                    | <b>-</b>                            | <b>1</b>                             | <b>-</b>                           | <b>493</b>                      | <b>-</b> | <b>223</b>                           | <b>1</b>   | <b>269</b>                          |
| T-5                        | 211         | 102                      | 20  | 78                 | 2                  | 4                    | -                        | 1                           | -                                   | -                                    | -                                  | 109                             | -        | 1                                    | 1          | 107                                 |
| T-7                        | 162         | 16                       | -   | 8                  | 2                  | 4                    | -                        | 1                           | -                                   | 1                                    | -                                  | 146                             | -        | 146                                  | -          | -                                   |
| T-11                       | 94          | 14                       | -   | 8                  | -                  | 6                    | -                        | -                           | -                                   | -                                    | -                                  | 80                              | -        | 76                                   | -          | 4                                   |
| T-13                       | 2           | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 2                               | -        | -                                    | -          | 2                                   |
| T-28                       | 4           | 4                        | -   | 4                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | -                               | -        | -                                    | -          | -                                   |
| T-33                       | 121         | 25                       | -   | 25                 | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 156                             | -        | -                                    | -          | 156                                 |
| <b>COMMUNICATION-Tot</b>   | <b>1957</b> | <b>68</b>                | <b>12</b>                                 | <b>31</b>          | <b>-</b>           | <b>10</b>            | <b>-</b>                 | <b>6</b>                    | <b>-</b>                            | <b>9</b>                             | <b>-</b>                           | <b>1889</b>                     | <b>-</b> | <b>30</b>                            | <b>40</b>  | <b>1819</b>                         |
| L-4                        | 33          | 13                       | -   | 7                  | -                  | 8                    | -                        | 3                           | -                                   | -                                    | -                                  | 15                              | -        | -                                    | -          | 15                                  |
| L-5                        | 22          | 20                       | 2   | 7                  | -                  | 2                    | -                        | 1                           | -                                   | -                                    | -                                  | 2                               | -        | -                                    | -          | -                                   |
| L-13                       | 32          | 2                        | -   | 1                  | -                  | -                    | -                        | -                           | -                                   | 1                                    | -                                  | 30                              | -        | 30                                   | -          | -                                   |
| L-16                       | 32          | 3                        | -   | 3                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 29                              | -        | -                                    | 25         | 4                                   |
| L-18                       | 382         | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 382                             | -        | -                                    | -          | 382                                 |
| L-19                       | 1016        | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 1016                            | -        | -                                    | 2          | 1014                                |
| L-20                       | 54          | 1                        | -   | 1                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 53                              | -        | -                                    | -          | 53                                  |
| L-21                       | 120         | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 120                             | -        | -                                    | -          | 120                                 |
| L-23                       | 4           | -                        | -   | -                  | -                  | -                    | -                        | -                           | -                                   | -                                    | -                                  | 4                               | -        | -                                    | -          | 4                                   |
| LC-126                     | 60          | 2                        | -   | -                  | -                  | -                    | -                        | 2                           | -                                   | -                                    | -                                  | 58                              | -        | -                                    | -          | 58                                  |

TABLE 18 - USAF AIRCRAFT LOSSES BY CAUSE OF LOSS - F.Y. 1952 - CONTINUED

| TYPE<br>AND<br>MODEL                  | TOTAL | BEYOND ECONOMICAL REPAIR |                    |  |  |                       |                                     |                                      |                                    |       | NOT BEYOND<br>ECONOMICAL REPAIR |                                      |           |                                   |
|---------------------------------------|-------|--------------------------|--------------------|--|--|-----------------------|-------------------------------------|--------------------------------------|------------------------------------|-------|---------------------------------|--------------------------------------|-----------|-----------------------------------|
|                                       |       | TOTAL                    | Enemy Action<br>a/ | Flying<br>Accident<br>Ground<br>Accident | Natural<br>Phenomena<br>Tested to<br>Destruction | Fair Wear<br>and Tear | Abnormal<br>Deterioration<br>In USE | Abnormal<br>Storage<br>Deterioration | Normal<br>Storage<br>Deterioration | TOTAL | Obsolete                        | Reclamation<br>Salvage and<br>Survey | Class O1Z | Transfers and<br>Diversions<br>b/ |
| <u>COMM. - Cont'd</u>                 |       |                          |                    |  |  |                       |                                     |                                      |                                    |       |                                 |                                      |           |                                   |
| H-5 . . . . .                         | 15    | 14                       | 9                  | 5  | -  | -                     | -                                   | -                                    | -                                  | -     | 1                               | -                                    | -         | 1                                 |
| H-12 . . . . .                        | 1     | 1                        | -                  | 1  | -  | -                     | -                                   | -                                    | -                                  | -     | -                               | -                                    | -         | -                                 |
| H-13 . . . . .                        | 159   | 3                        | 3                  | 3  | -  | -                     | -                                   | -                                    | -                                  | -     | 156                             | -                                    | -         | 5                                 |
| H-19 . . . . .                        | 3     | 1                        | 1                  | -  | -  | -                     | -                                   | -                                    | -                                  | -     | 2                               | -                                    | -         | -                                 |
| H-23 . . . . .                        | 24    | 3                        | -                  | 3  | -  | -                     | -                                   | -                                    | -                                  | -     | 21                              | -                                    | -         | 5                                 |
| <u>GLIDER &amp;<br/>AERIAL TARGET</u> |       |                          |                    |  |  |                       |                                     |                                      |                                    |       |                                 |                                      |           |                                   |
| Total . . . . .                       | 97    | 32                       | -                  | 3  | -  | 1                     | 3                                   | 24                                   | -                                  | 1     | 65                              | -                                    | 64        | 1                                 |
| G-4 . . . . .                         | 3     | 1                        | -                  | -  | -  | -                     | -                                   | 1                                    | -                                  | -     | 2                               | -                                    | 2         | -                                 |
| G-15 . . . . .                        | 80    | 20                       | -                  | -  | -  | 1                     | -                                   | 19                                   | -                                  | -     | 60                              | -                                    | 59        | 1                                 |
| G-16 . . . . .                        | 3     | 3                        | -                  | -  | -  | -                     | -                                   | 3                                    | -                                  | -     | -                               | -                                    | -         | -                                 |
| Q-14 . . . . .                        | 5     | 2                        | -                  | -  | -  | -                     | 1                                   | -                                    | -                                  | 1     | 3                               | -                                    | 3         | -                                 |
| QB-17 . . . . .                       | 5     | 5                        | -                  | 2  | -  | -                     | -                                   | 1                                    | -                                  | -     | -                               | -                                    | -         | -                                 |
| QF-24 . . . . .                       | 1     | 1                        | -                  | 1  | -  | -                     | -                                   | -                                    | -                                  | -     | -                               | -                                    | -         | -                                 |

a/ Includes aircraft lost in FEAR for the following reasons : Lost on combat mission due to enemy action; lost on combat mission not due to enemy action; missing on combat mission or unknown; lost due to enemy action not on combat mission - and aircraft abandoned.

b/ Includes aircraft transferred for accountability purposes.

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 19 - STATUS AND LINE CLASSIFICATION OF USAF AIRCRAFT - QUARTERLY, F.Y. 1952

| MODEL  | TOTAL        |              |              | ACTIVE       |              |              | INACTIVE     |            |              |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|--------------|
|  | TOTAL        | 1st Line     | 2nd Line     | TOTAL        | 1st Line     | 2nd Line     | TOTAL        | 1st Line   | 2nd Line     |
| AS OF 30 SEPTEMBER 1951                      |              |              |              |              |              |              |              |            |              |
| TOTAL AIRCRAFT . . . . .                     | 19,218       | 6,144        | 13,074       | 13,179       | 4,935        | 8,244        | 6,039        | 1,209      | 4,830        |
| Bomber . . . . .                             | 2,925        | 525          | 2,400        | 1,440        | 389          | 1,051        | 1,485        | 136        | 1,349        |
| Tanker . . . . .                             | 219          | 21           | 198          | 172          | 11           | 161          | 47           | 10         | 37           |
| Fighter . . . . .                            | 4,856        | 2,077        | 2,779        | 3,442        | 1,719        | 1,723        | 1,414        | 358        | 1,056        |
| Reconnaissance . . . . .                     | 529          | 146          | 383          | 465          | 130          | 335          | 64           | 16         | 48           |
| Search & Rescue . . . . .                    | 187          | 72           | 115          | 184          | 71           | 113          | 3            | 1          | 2            |
| Special Research . . . . .                   | 3            | -            | 3            | -            | -            | -            | 3            | -          | 3            |
| Cargo . . . . .                              | 3,169        | 942          | 2,227        | 2,881        | 849          | 2,032        | 288          | 93         | 195          |
| Trainer . . . . .                            | 6,736        | 2,128        | 4,608        | 4,203        | 1,619        | 2,584        | 2,533        | 509        | 2,024        |
| Communication . . . . .                      | 530          | 233          | 297          | 345          | 147          | 198          | 185          | 86         | 99           |
| Glider . . . . .                             | 24           | -            | 24           | 12           | -            | 12           | 12           | -          | 12           |
| Aerial Target . . . . .                      | 40           | -            | 40           | 35           | -            | 35           | 5            | -          | 5            |
| <b>BOMBER - TOTAL</b> . . . . .              | <b>2,925</b> | <b>525</b>   | <b>2,400</b> | <b>1,440</b> | <b>389</b>   | <b>1,051</b> | <b>1,485</b> | <b>136</b> | <b>1,349</b> |
| B-17 . . . . .                               | 49           | -            | 49           | 32           | -            | 32           | 17           | -          | 17           |
| B-24 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| B-25 . . . . .                               | 241          | -            | 241          | 11           | -            | 11           | 230          | -          | 230          |
| B-26 . . . . .                               | 768          | -            | 768          | 395          | -            | 395          | 373          | -          | 373          |
| B-29 . . . . .                               | 1,370        | 36           | 1,334        | 642          | 29           | 613          | 728          | 7          | 721          |
| B-36 . . . . .                               | 99           | 98           | 1            | 69           | 69           | -            | 30           | 29         | 1            |
| B-43 . . . . .                               | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |
| B-45 . . . . .                               | 95           | 94           | 1            | 58           | 58           | -            | 37           | 36         | 1            |
| B-47 . . . . .                               | 27           | 26           | 1            | 15           | 15           | -            | 12           | 11         | 1            |
| B-50 . . . . .                               | 271          | 271          | -            | 218          | 218          | -            | 53           | 53         | -            |
| B-60 . . . . .                               | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |
| <b>TANKER - TOTAL</b> . . . . .              | <b>219</b>   | <b>21</b>    | <b>198</b>   | <b>172</b>   | <b>11</b>    | <b>161</b>   | <b>47</b>    | <b>10</b>  | <b>37</b>    |
| KB-29 . . . . .                              | 83           | -            | 83           | 63           | -            | 63           | 20           | -          | 20           |
| KB-29P . . . . .                             | 114          | -            | 114          | 97           | -            | 97           | 17           | -          | 17           |
| YKB-29J . . . . .                            | 1            | -            | 1            | 1            | -            | 1            | -            | -          | -            |
| KC-97 . . . . .                              | 21           | 21           | -            | 11           | 11           | -            | 10           | 10         | -            |
| <b>FIGHTER - TOTAL</b> . . . . .             | <b>4,856</b> | <b>2,077</b> | <b>2,779</b> | <b>3,442</b> | <b>1,719</b> | <b>1,723</b> | <b>1,414</b> | <b>358</b> | <b>1,056</b> |
| F-9F . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-24 . . . . .                               | 1            | -            | 1            | 1            | -            | 1            | -            | -          | -            |
| F-47 . . . . .                               | 1,013        | -            | 1,013        | 291          | -            | 291          | 722          | -          | 722          |
| F-51 . . . . .                               | 993          | -            | 993          | 922          | -            | 922          | 71           | -          | 71           |
| F-80 . . . . .                               | 741          | 332          | 409          | 545          | 318          | 227          | 196          | 14         | 182          |
| F-84 . . . . .                               | 1,090        | 795          | 295          | 854          | 625          | 229          | 236          | 170        | 66           |
| F-86 . . . . .                               | 558          | 551          | 7            | 445          | 442          | 3            | 113          | 109        | 4            |
| F-88 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-89 . . . . .                               | 51           | 50           | 1            | 31           | 31           | -            | 20           | 19         | 1            |
| F-91 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-92 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-94 . . . . .                               | 354          | 349          | 5            | 305          | 303          | 2            | 49           | 46         | 3            |
| F-82 . . . . .                               | 51           | -            | 51           | 48           | -            | 48           | 3            | -          | 3            |
| <b>RECONNAISSANCE - TOTAL</b> . . . . .      | <b>529</b>   | <b>146</b>   | <b>383</b>   | <b>465</b>   | <b>130</b>   | <b>335</b>   | <b>64</b>    | <b>16</b>  | <b>48</b>    |
| R-12 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| RB-17 . . . . .                              | 19           | -            | 19           | 13           | -            | 13           | 6            | -          | 6            |
| WB-17 . . . . .                              | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| RB-25 . . . . .                              | 3            | -            | 3            | 3            | -            | 3            | -            | -          | -            |
| RB-26 . . . . .                              | 31           | -            | 31           | 48           | -            | 48           | 3            | -          | 3            |
| RB-29 . . . . .                              | 73           | 9            | 64           | 45           | 8            | 37           | 28           | 1          | 27           |
| WB-29 . . . . .                              | 86           | 3            | 83           | 81           | 3            | 78           | 5            | -          | 5            |
| RB-36 . . . . .                              | 62           | 62           | -            | 53           | 53           | -            | 9            | 9          | -            |
| RB-45 . . . . .                              | 28           | 28           | -            | 27           | 27           | -            | 1            | 1          | -            |
| RB-49 . . . . .                              | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| RB-50 . . . . .                              | 43           | 43           | -            | 38           | 38           | -            | 5            | 5          | -            |
| RC-45 . . . . .                              | 8            | -            | 8            | 7            | -            | 7            | 1            | -          | 1            |
| RC-47 . . . . .                              | 5            | 1            | 4            | 5            | 1            | -            | -            | -          | -            |
| RF-51 . . . . .                              | 53           | -            | 53           | 53           | -            | 53           | -            | -          | -            |
| RF-80 . . . . .                              | 95           | -            | 95           | 92           | -            | 92           | 3            | -          | 3            |
| <b>SEARCH &amp; RESCUE - TOTAL</b> . . . . . | <b>187</b>   | <b>72</b>    | <b>115</b>   | <b>184</b>   | <b>71</b>    | <b>113</b>   | <b>3</b>     | <b>1</b>   | <b>2</b>     |
| SH-5 . . . . .                               | 8            | 1            | 7            | 8            | 1            | 7            | -            | -          | -            |
| SL-5 . . . . .                               | 1            | -            | 1            | 1            | -            | 1            | -            | -          | -            |
| SA-10 . . . . .                              | 17           | -            | 17           | 17           | -            | 17           | -            | -          | -            |
| SA-16 . . . . .                              | 69           | 69           | -            | 68           | 68           | -            | 1            | 1          | -            |
| SB-17 . . . . .                              | 68           | -            | 68           | 67           | -            | 67           | 1            | -          | 1            |
| SB-29 . . . . .                              | 16           | -            | 16           | 15           | -            | 15           | 1            | -          | 1            |
| SC-47 . . . . .                              | 6            | -            | 6            | 6            | -            | 6            | -            | -          | -            |
| SC-54 . . . . .                              | 2            | 2            | -            | 2            | 2            | -            | -            | -          | -            |
| <b>SPECIAL RESEARCH - TOTAL</b> . . . . .    | <b>3</b>     | <b>-</b>     | <b>3</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>3</b>     | <b>-</b>   | <b>3</b>     |
| X-1 . . . . .                                | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| X-4 . . . . .                                | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |

TABLE 19 - STATUS AND LINE CLASSIFICATION OF USAF AIRCRAFT - QUARTERLY, F.Y. 1952 - CONTINUED

| MODEL                         | TOTAL         |              |               | ACTIVE        |              |              | INACTIVE     |              |              |
|-------------------------------|---------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|
|                               | TOTAL         | 1st Line     | 2nd Line      | TOTAL         | 1st Line     | 2nd Line     | TOTAL        | 1st Line     | 2nd Line     |
| As of 30 SEP '51 -Cont'd      |               |              |               |               |              |              |              |              |              |
| <b>CARGO - TOTAL</b>          | <b>3,169</b>  | <b>942</b>   | <b>2,227</b>  | <b>2,881</b>  | <b>849</b>   | <b>2,032</b> | <b>288</b>   | <b>93</b>    | <b>195</b>   |
| C-45                          | 396           | -            | 396           | 386           | -            | 386          | 10           | -            | 10           |
| C-46                          | 434           | -            | 434           | 310           | -            | 310          | 124          | -            | 124          |
| C-47                          | 1,303         | 36           | 1,267         | 1,251         | 35           | 1,216        | 52           | 1            | 51           |
| C-53                          | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| C-54                          | 397           | 395          | 2             | 347           | 345          | 2            | 50           | 50           | -            |
| C-74                          | 11            | 11           | -             | 11            | -            | -            | -            | -            | -            |
| C-82                          | 144           | 144          | -             | 135           | 135          | -            | 9            | 9            | -            |
| C-97                          | 70            | 70           | -             | 57            | 57           | -            | 13           | 13           | -            |
| C-99                          | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| C-117                         | 15            | 2            | 13            | 15            | 2            | 13           | -            | -            | -            |
| C-118                         | 1             | 1            | -             | 1             | 1            | -            | -            | -            | -            |
| C-119                         | 205           | 205          | -             | 187           | 187          | -            | 18           | 18           | -            |
| C-120                         | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| C-121                         | 10            | 10           | -             | 10            | 10           | -            | -            | -            | -            |
| C-122                         | 9             | -            | 9             | 9             | -            | 9            | -            | -            | -            |
| C-123                         | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| C-124                         | 69            | 68           | 1             | 66            | 66           | -            | 3            | 2            | 1            |
| VB-17                         | 37            | -            | 37            | 37            | -            | 37           | -            | -            | -            |
| CB-25                         | 25            | -            | 25            | 23            | -            | 23           | 2            | -            | 2            |
| VB-25                         | 31            | -            | 31            | 30            | -            | 30           | 1            | -            | 1            |
| CB-26                         | 2             | -            | 2             | 1             | -            | 1            | 1            | -            | 1            |
| VB-26                         | 5             | -            | 5             | 4             | -            | 4            | 1            | -            | 1            |
| CB-29                         | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| <b>TRAINER - TOTAL</b>        | <b>6,736</b>  | <b>2,128</b> | <b>4,608</b>  | <b>4,203</b>  | <b>1,619</b> | <b>2,584</b> | <b>2,533</b> | <b>509</b>   | <b>2,024</b> |
| T-6                           | 2,919         | 1,392        | 1,527         | 1,768         | 1,201        | 567          | 1,151        | 191          | 960          |
| T-7                           | 313           | -            | 313           | 171           | -            | 171          | 142          | -            | 142          |
| T-11                          | 495           | -            | 495           | 347           | -            | 347          | 148          | -            | 148          |
| T-28                          | 419           | 417          | 2             | 130           | 129          | 1            | 289          | 288          | 1            |
| T-29                          | 46            | 46           | -             | 33            | 33           | -            | 13           | 13           | -            |
| T-33                          | 273           | 273          | -             | 256           | 256          | -            | 17           | 17           | -            |
| T-34                          | 3             | -            | 3             | 3             | -            | 3            | -            | -            | -            |
| T-35                          | 3             | -            | 3             | 3             | -            | 3            | -            | -            | -            |
| TB-17                         | 35            | -            | 35            | 30            | -            | 30           | 5            | -            | 5            |
| TB-25                         | 806           | -            | 806           | 734           | -            | 734          | 72           | -            | 72           |
| TB-26                         | 345           | -            | 345           | 268           | -            | 268          | 77           | -            | 77           |
| TB-29                         | 449           | -            | 449           | 114           | -            | 114          | 335          | -            | 335          |
| TC-46                         | 2             | -            | 2             | -             | -            | -            | -            | -            | -            |
| TC-47                         | 54            | -            | 54            | 54            | -            | 54           | -            | -            | -            |
| TF-47                         | 364           | -            | 364           | 105           | -            | 105          | 259          | -            | 259          |
| TB-50                         | 11            | -            | 11            | 11            | -            | 11           | -            | -            | -            |
| TF-51                         | 123           | -            | 123           | 120           | -            | 120          | 3            | -            | 3            |
| TRF-51                        | 6             | -            | 6             | 6             | -            | 6            | -            | -            | -            |
| TF-80                         | 69            | -            | 69            | 47            | -            | 47           | 22           | -            | 22           |
| TH-5                          | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| <b>COMMUNICATION - TOTAL</b>  | <b>530</b>    | <b>233</b>   | <b>297</b>    | <b>345</b>    | <b>147</b>   | <b>198</b>   | <b>185</b>   | <b>86</b>    | <b>99</b>    |
| <b>LIASON - Sub-Total</b>     | <b>413</b>    | <b>177</b>   | <b>236</b>    | <b>251</b>    | <b>108</b>   | <b>143</b>   | <b>162</b>   | <b>69</b>    | <b>93</b>    |
| L-4                           | 13            | -            | 13            | 13            | -            | 13           | -            | -            | -            |
| L-5                           | 90            | -            | 90            | 87            | -            | 87           | 3            | -            | 3            |
| L-13                          | 132           | -            | 132           | 42            | -            | 42           | 90           | -            | 90           |
| L-16                          | 97            | 97           | -             | 97            | 97           | -            | -            | -            | -            |
| L-17                          | 1             | 1            | -             | 1             | 1            | -            | -            | -            | -            |
| L-19                          | 29            | 29           | -             | 2             | 2            | -            | 27           | 27           | -            |
| L-20                          | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| L-21                          | 34            | 34           | -             | -             | -            | -            | 34           | 34           | -            |
| LC-126                        | 16            | -            | 16            | 8             | -            | 8            | 8            | -            | 8            |
| <b>HELICOPTER - Sub-Total</b> | <b>117</b>    | <b>56</b>    | <b>61</b>     | <b>94</b>     | <b>39</b>    | <b>55</b>    | <b>23</b>    | <b>17</b>    | <b>6</b>     |
| H-5                           | 59            | 17           | 42            | 57            | 17           | 40           | 2            | -            | 2            |
| H-12                          | 5             | -            | 5             | 3             | -            | 3            | 2            | -            | 2            |
| H-13                          | 30            | 24           | 6             | 13            | 7            | 6            | 17           | 17           | -            |
| H-18                          | 2             | -            | 2             | 2             | -            | 2            | -            | -            | -            |
| H-19                          | 5             | -            | 5             | 3             | -            | 3            | 2            | -            | 2            |
| H-23                          | 15            | 15           | -             | 15            | 15           | -            | -            | -            | -            |
| H-24                          | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| <b>TOTAL AIRPLANES</b>        | <b>19,154</b> | <b>6,144</b> | <b>13,010</b> | <b>13,132</b> | <b>4,935</b> | <b>8,197</b> | <b>6,022</b> | <b>1,209</b> | <b>4,813</b> |
| <b>GLIDER - TOTAL</b>         | <b>24</b>     | <b>-</b>     | <b>24</b>     | <b>12</b>     | <b>-</b>     | <b>12</b>    | <b>12</b>    | <b>-</b>     | <b>12</b>    |
| G-4                           | 2             | -            | 2             | 2             | -            | 2            | -            | -            | -            |
| G-15                          | 18            | -            | 18            | 7             | -            | 7            | 11           | -            | 11           |
| G-18                          | 4             | -            | 4             | 3             | -            | 3            | 1            | -            | 1            |
| <b>AERIAL TARGET - TOTAL</b>  | <b>40</b>     | <b>-</b>     | <b>40</b>     | <b>35</b>     | <b>-</b>     | <b>35</b>    | <b>5</b>     | <b>-</b>     | <b>5</b>     |
| Q-14                          | 14            | -            | 14            | 13            | -            | 13           | 1            | -            | 1            |
| QB-17                         | 20            | -            | 20            | 19            | -            | 19           | 1            | -            | 1            |
| QF-24                         | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| QF-80                         | 2             | -            | 2             | -             | -            | -            | 2            | -            | 2            |
| QT-33                         | 3             | -            | 3             | 2             | -            | 2            | 1            | -            | 1            |

TABLE 19 - STATUS AND LINE CLASSIFICATION OF USAF AIRCRAFT - QUARTERLY, F. Y. 1952 - CONTINUED

| MODEL  | TOTAL         |              |               | ACTIVE        |              |              | INACTIVE     |              |              |
|--|---------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|
|  | TOTAL         | 1st Line     | 2nd Line      | TOTAL         | 1st Line     | 2nd Line     | TOTAL        | 1st Line     | 2nd Line     |
| AS OF 31 DECEMBER 1951                       |               |              |               |               |              |              |              |              |              |
| <b>TOTAL AIRCRAFT</b> . . . . .              | <b>19,066</b> | <b>5,966</b> | <b>13,100</b> | <b>13,520</b> | <b>4,855</b> | <b>8,665</b> | <b>5,546</b> | <b>1,111</b> | <b>4,435</b> |
| Bomber . . . . .                             | 2,855         | 566          | 2,289         | 1,414         | 421          | 993          | 1,441        | 145          | 1,296        |
| Tanker . . . . .                             | 244           | 46           | 198           | 199           | 24           | 175          | 45           | 22           | 23           |
| Fighter . . . . .                            | 4,722         | 2,189        | 2,533         | 3,526         | 1,904        | 1,622        | 1,196        | 285          | 911          |
| Reconnaissance . . . . .                     | 558           | 151          | 407           | 483           | 135          | 348          | 75           | 16           | 59           |
| Search & Rescue . . . . .                    | 203           | 88           | 115           | 190           | 76           | 114          | 13           | 12           | 1            |
| Special Research . . . . .                   | 4             | -            | 4             | -             | -            | -            | 4            | -            | 4            |
| Cargo . . . . .                              | 3,199         | 548          | 2,651         | 2,930         | 500          | 2,430        | 269          | 48           | 221          |
| Trainer . . . . .                            | 6,556         | 2,023        | 4,533         | 4,271         | 1,551        | 2,720        | 2,285        | 472          | 1,813        |
| Communications . . . . .                     | 680           | 355          | 325           | 467           | 244          | 223          | 213          | 111          | 102          |
| Glider . . . . .                             | 8             | -            | 8             | 7             | -            | 7            | 4            | -            | 4            |
| Aerial Target . . . . .                      | 37            | -            | 37            | 33            | -            | 33           | 4            | -            | 4            |
| <b>BOMBER - TOTAL</b> . . . . .              | <b>2,855</b>  | <b>566</b>   | <b>2,289</b>  | <b>1,414</b>  | <b>421</b>   | <b>993</b>   | <b>1,441</b> | <b>145</b>   | <b>1,296</b> |
| B-17 . . . . .                               | 46            | -            | 46            | 29            | -            | 29           | 17           | -            | 17           |
| B-24 . . . . .                               | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| B-25 . . . . .                               | 201           | -            | 201           | 9             | -            | 9            | 192          | -            | 192          |
| B-26 . . . . .                               | 734           | -            | 734           | 377           | -            | 377          | 357          | -            | 357          |
| B-29 . . . . .                               | 1,328         | 30           | 1,298         | 601           | 24           | 577          | 728          | 6            | 721          |
| B-36 . . . . .                               | 124           | 123          | 1             | 84            | 84           | -            | 40           | 39           | 1            |
| B-43 . . . . .                               | 2             | -            | 2             | -             | -            | -            | 2            | -            | 2            |
| B-45 . . . . .                               | 94            | 93           | 1             | 56            | 56           | -            | 38           | 37           | 1            |
| B-47 . . . . .                               | 52            | 50           | 2             | 30            | 29           | 1            | 22           | 21           | 1            |
| B-50 . . . . .                               | 270           | 270          | -             | 228           | 228          | -            | 42           | 42           | -            |
| B-51 . . . . .                               | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| B-60 . . . . .                               | 2             | -            | 2             | -             | -            | -            | 2            | -            | 2            |
| <b>TANKER - TOTAL</b> . . . . .              | <b>244</b>    | <b>46</b>    | <b>198</b>    | <b>199</b>    | <b>24</b>    | <b>175</b>   | <b>45</b>    | <b>22</b>    | <b>23</b>    |
| KB-29 . . . . .                              | 2             | -            | 2             | 2             | -            | 2            | -            | -            | -            |
| KB-29P . . . . .                             | 114           | -            | 114           | 111           | -            | 111          | 3            | -            | 3            |
| KB-29M . . . . .                             | 81            | -            | 81            | 61            | -            | 61           | 20           | -            | 20           |
| YKB-29J . . . . .                            | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| KC-97 . . . . .                              | 46            | 46           | -             | 24            | 24           | -            | 22           | 22           | -            |
| <b>FIGHTER - TOTAL</b> . . . . .             | <b>4,722</b>  | <b>2,189</b> | <b>2,533</b>  | <b>3,526</b>  | <b>1,904</b> | <b>1,622</b> | <b>1,196</b> | <b>285</b>   | <b>911</b>   |
| F-9F . . . . .                               | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| F-47 . . . . .                               | 826           | -            | 826           | 181           | -            | 181          | 645          | -            | 645          |
| F-51 . . . . .                               | 857           | -            | 857           | 813           | -            | 813          | 44           | -            | 44           |
| F-80 . . . . .                               | 685           | 262          | 423           | 543           | 235          | 308          | 142          | 27           | 115          |
| F-82 . . . . .                               | 43            | -            | 43            | 42            | -            | 42           | 1            | -            | 1            |
| F-84 . . . . .                               | 1,199         | 834          | 365           | 987           | 717          | 270          | 212          | 117          | 95           |
| F-86 . . . . .                               | 573           | 564          | 9             | 502           | 496          | 6            | 71           | 68           | 3            |
| F-88 . . . . .                               | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| F-89 . . . . .                               | 91            | 90           | 1             | 44            | 44           | -            | 47           | 46           | 1            |
| F-91 . . . . .                               | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| F-92 . . . . .                               | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| F-94 . . . . .                               | 444           | 439          | 5             | 414           | 412          | 2            | 30           | 27           | 3            |
| <b>RECONNAISSANCE - TOTAL</b> . . . . .      | <b>558</b>    | <b>151</b>   | <b>407</b>    | <b>483</b>    | <b>135</b>   | <b>348</b>   | <b>75</b>    | <b>16</b>    | <b>59</b>    |
| R-12 . . . . .                               | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| RB-17 . . . . .                              | 19            | -            | 19            | 13            | -            | 13           | 6            | -            | 6            |
| WB-17 . . . . .                              | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| RB-25 . . . . .                              | 3             | -            | 3             | 3             | -            | 3            | -            | -            | -            |
| RB-26 . . . . .                              | 57            | -            | 57            | 54            | -            | 54           | 3            | -            | 3            |
| RB-29 . . . . .                              | 71            | 9            | 62            | 44            | 8            | 36           | 27           | 1            | 26           |
| WB-29 . . . . .                              | 86            | 2            | 84            | 83            | 2            | 81           | 3            | -            | 3            |
| RB-36 . . . . .                              | 69            | 69           | -             | 55            | 55           | -            | 14           | 14           | -            |
| RB-45 . . . . .                              | 28            | 28           | -             | 27            | 27           | -            | 1            | 1            | -            |
| RB-49 . . . . .                              | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| RB-50 . . . . .                              | 43            | 43           | -             | 43            | 43           | -            | -            | -            | -            |
| RC-45 . . . . .                              | 8             | -            | 8             | 7             | -            | 7            | 1            | -            | 1            |
| RC-47 . . . . .                              | 5             | -            | 5             | 5             | -            | 5            | -            | -            | -            |
| RF-51 . . . . .                              | 52            | -            | 52            | 51            | -            | 51           | 1            | -            | 1            |
| RF-80 . . . . .                              | 113           | -            | 113           | 98            | -            | 98           | 15           | -            | 15           |
| RF-84 . . . . .                              | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| <b>SEARCH &amp; RESCUE - TOTAL</b> . . . . . | <b>203</b>    | <b>88</b>    | <b>115</b>    | <b>190</b>    | <b>76</b>    | <b>114</b>   | <b>13</b>    | <b>12</b>    | <b>1</b>     |
| SH-5 . . . . .                               | 6             | -            | 6             | 6             | -            | 6            | -            | -            | -            |
| SL-5 . . . . .                               | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| SA-10 . . . . .                              | 16            | -            | 16            | 16            | -            | 16           | -            | -            | -            |
| SA-16 . . . . .                              | 88            | 88           | -             | 76            | 76           | -            | 12           | 12           | -            |
| SB-17 . . . . .                              | 65            | -            | 65            | 64            | -            | 64           | 1            | -            | 1            |
| SB-29 . . . . .                              | 18            | -            | 18            | 18            | -            | 18           | -            | -            | -            |
| SC-47 . . . . .                              | 6             | -            | 6             | 6             | -            | 6            | -            | -            | -            |
| SC-54 . . . . .                              | 3             | -            | 3             | 3             | -            | 3            | -            | -            | -            |
| <b>SPECIAL RESEARCH-TOTAL</b> . . . . .      | <b>4</b>      | <b>-</b>     | <b>4</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>4</b>     | <b>-</b>     | <b>4</b>     |
| X-1 . . . . .                                | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| X-4 . . . . .                                | 2             | -            | 2             | -             | -            | -            | 2            | -            | 2            |
| X-5 . . . . .                                | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |

TABLE 19 - STATUS AND LINE CLASSIFICATION OF USAF AIRCRAFT - QUARTERLY, F.Y. 1952 - CONTINUED

| MODEL                         | TOTAL         |              |               | ACTIVE        |              |              | INACTIVE     |              |              |
|-------------------------------|---------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|
|                               | TOTAL         | 1st Line     | 2nd Line      | TOTAL         | 1st Line     | 2nd Line     | TOTAL        | 1st Line     | 2nd Line     |
| As of 31 DEC '51 Cont'd.      |               |              |               |               |              |              |              |              |              |
| <b>CARGO - TOTAL</b>          | <b>3,199</b>  | <b>548</b>   | <b>2,651</b>  | <b>2,930</b>  | <b>500</b>   | <b>2,430</b> | <b>269</b>   | <b>48</b>    | <b>221</b>   |
| C-45                          | 392           | -            | 392           | 380           | -            | 380          | 12           | -            | 12           |
| C-46                          | 434           | -            | 434           | 302           | -            | 302          | 132          | -            | 132          |
| C-47                          | 1,296         | -            | 1,296         | 1,269         | -            | 1,269        | 27           | -            | 27           |
| C-53                          | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| C-54                          | 397           | -            | 397           | 355           | -            | 355          | 42           | -            | 42           |
| C-74                          | 11            | 11           | -             | 11            | 11           | -            | -            | -            | -            |
| C-82                          | 141           | 140          | 1             | 131           | 130          | 1            | 10           | 10           | -            |
| C-97                          | 68            | 68           | -             | 59            | 59           | -            | 9            | 9            | -            |
| C-99                          | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| C-117                         | 15            | -            | 15            | 15            | -            | 15           | -            | -            | -            |
| C-118                         | 1             | 1            | -             | 1             | 1            | -            | -            | -            | -            |
| C-119                         | 221           | 221          | -             | 214           | 214          | -            | 7            | 7            | -            |
| C-120                         | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| C-121                         | 10            | 10           | -             | 10            | 10           | -            | -            | -            | -            |
| C-122                         | 10            | -            | 10            | 10            | -            | 10           | -            | -            | -            |
| C-123                         | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| C-124                         | 82            | 81           | 1             | 75            | 75           | -            | 7            | 6            | 1            |
| VB-17                         | 39            | -            | 39            | 39            | -            | 39           | -            | -            | -            |
| CB-25                         | 25            | -            | 25            | 23            | -            | 23           | 2            | -            | 2            |
| VB-25                         | 33            | -            | 33            | 33            | -            | 33           | -            | -            | -            |
| CB-26                         | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| VB-26                         | 2             | -            | 2             | 2             | -            | 2            | -            | -            | -            |
| CB-29                         | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| R4Q-1 (NAVY) - C-119C         | 16            | 16           | -             | -             | -            | -            | 16           | 16           | -            |
| <b>TRAINER - TOTAL</b>        | <b>6,556</b>  | <b>2,023</b> | <b>4,533</b>  | <b>4,271</b>  | <b>1,551</b> | <b>2,720</b> | <b>2,285</b> | <b>472</b>   | <b>1,813</b> |
| T-6                           | 2,867         | 1,122        | 1,745         | 1,810         | 1,006        | 804          | 1,057        | 116          | 941          |
| T-7                           | 181           | -            | 181           | 173           | -            | 173          | 8            | -            | 8            |
| T-11                          | 499           | -            | 499           | 350           | -            | 350          | 149          | -            | 149          |
| T-28                          | 509           | 507          | 2             | 215           | 215          | -            | 294          | 292          | 2            |
| T-29                          | 50            | 50           | -             | 30            | 30           | -            | 20           | 20           | -            |
| T-33                          | 344           | 344          | -             | 300           | 300          | -            | 44           | 44           | -            |
| T-34                          | 3             | -            | 3             | 3             | -            | 3            | -            | -            | -            |
| T-35                          | 3             | -            | 3             | 3             | -            | 3            | -            | -            | -            |
| TB-17                         | 35            | -            | 35            | 30            | -            | 30           | 5            | -            | 5            |
| TB-25                         | 813           | -            | 813           | 747           | -            | 747          | 66           | -            | 66           |
| TB-26                         | 341           | -            | 341           | 265           | -            | 265          | 76           | -            | 76           |
| TB-29                         | 420           | -            | 420           | 78            | -            | 78           | 342          | -            | 342          |
| TC-46                         | 1             | -            | 1             | -             | -            | -            | -            | -            | -            |
| TC-47                         | 53            | -            | 53            | 53            | -            | 53           | -            | -            | -            |
| TF-47                         | 205           | -            | 205           | 17            | -            | 17           | 188          | -            | 188          |
| TB-50                         | 11            | -            | 11            | 11            | -            | 11           | -            | -            | -            |
| TF-51                         | 149           | -            | 149           | 148           | -            | 148          | 1            | -            | 1            |
| TRF-51                        | 5             | -            | 5             | 5             | -            | 5            | -            | -            | -            |
| TF-80                         | 66            | -            | 66            | 31            | -            | 31           | 35           | -            | 35           |
| TH-5                          | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| <b>COMMUNICATIONS - TOTAL</b> | <b>680</b>    | <b>355</b>   | <b>325</b>    | <b>467</b>    | <b>244</b>   | <b>223</b>   | <b>213</b>   | <b>111</b>   | <b>102</b>   |
| <b>LIAISON - Sub-Total</b>    | <b>515</b>    | <b>254</b>   | <b>261</b>    | <b>356</b>    | <b>202</b>   | <b>154</b>   | <b>140</b>   | <b>52</b>    | <b>97</b>    |
| L-4                           | 19            | -            | 19            | 19            | -            | 19           | -            | -            | -            |
| L-5                           | 107           | -            | 107           | 103           | -            | 103          | 4            | -            | 4            |
| L-13                          | 131           | -            | 131           | 41            | -            | 41           | 90           | -            | 90           |
| L-16                          | 134           | 134          | -             | 134           | 134          | -            | -            | -            | -            |
| L-17                          | 4             | 1            | 3             | 1             | 1            | -            | 3            | -            | 3            |
| L-19                          | 38            | 38           | -             | 2             | 2            | -            | 36           | 36           | -            |
| L-20                          | 15            | 14           | 1             | 3             | 2            | 1            | 12           | 12           | -            |
| LC-126                        | 10            | 10           | -             | 6             | -            | 6            | 4            | 4            | -            |
| LT-6                          | 57            | 57           | -             | 57            | 57           | -            | -            | -            | -            |
| <b>HELICOPTER - Sub-Total</b> | <b>165</b>    | <b>101</b>   | <b>64</b>     | <b>101</b>    | <b>42</b>    | <b>59</b>    | <b>64</b>    | <b>59</b>    | <b>5</b>     |
| H-5                           | 57            | 11           | 46            | 55            | 11           | 44           | 2            | -            | 2            |
| H-12                          | 6             | -            | 6             | 5             | -            | 5            | 1            | -            | 1            |
| H-13                          | 26            | 23           | 3             | 15            | 12           | 3            | 11           | 11           | -            |
| H-18                          | 2             | -            | 2             | 2             | -            | 2            | -            | -            | -            |
| H-19                          | 12            | 6            | 6             | 5             | 1            | 4            | 7            | 5            | 2            |
| H-23                          | 61            | 61           | -             | 18            | 18           | -            | 43           | 43           | -            |
| H-24                          | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| <b>TOTAL AIRPLANES</b>        | <b>19,021</b> | <b>5,966</b> | <b>13,055</b> | <b>13,480</b> | <b>4,855</b> | <b>8,625</b> | <b>5,541</b> | <b>1,111</b> | <b>4,430</b> |
| <b>GLIDER - TOTAL</b>         | <b>8</b>      | <b>-</b>     | <b>8</b>      | <b>7</b>      | <b>-</b>     | <b>7</b>     | <b>1</b>     | <b>-</b>     | <b>1</b>     |
| G-15                          | 7             | -            | 7             | 7             | -            | 7            | -            | -            | -            |
| G-18                          | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| <b>AERIAL TARGET - TOTAL</b>  | <b>37</b>     | <b>-</b>     | <b>37</b>     | <b>33</b>     | <b>-</b>     | <b>33</b>    | <b>4</b>     | <b>-</b>     | <b>4</b>     |
| Q-14                          | 12            | -            | 12            | 11            | -            | 11           | 1            | -            | 1            |
| QB-17                         | 20            | -            | 20            | 20            | -            | 20           | -            | -            | -            |
| QF-80                         | 2             | -            | 2             | -             | -            | -            | 2            | -            | 2            |
| QT-33                         | 3             | -            | 3             | 2             | -            | 2            | 1            | -            | 1            |

TABLE 19 - STATUS AND LINE CLASSIFICATION OF USAF AIRCRAFT - QUARTERLY, F.Y. 1952 - CONTINUED

| MODEL  | TOTAL        |              |              | ACTIVE       |              |              | INACTIVE     |            |              |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|--------------|
|  | TOTAL        | 1st Line     | 2nd Line     | TOTAL        | 1st Line     | 2nd Line     | TOTAL        | 1st Line   | 2nd Line     |
| AS OF 31 MARCH 1952                          |              |              |              |              |              |              |              |            |              |
| TOTAL AIRCRAFT . . . . .                     | 19,300       | 6,241        | 13,059       | 14,272       | 5,182        | 9,090        | 5,028        | 1,059      | 3,969        |
| Bomber . . . . .                             | 2,861        | 626          | 2,235        | 1,555        | 479          | 1,076        | 1,306        | 147        | 1,159        |
| Tanker . . . . .                             | 267          | 71           | 196          | 223          | 48           | 175          | 44           | 23         | 21           |
| Fighter . . . . .                            | 4,705        | 2,248        | 2,457        | 3,595        | 1,971        | 1,624        | 1,110        | 277        | 833          |
| Reconnaissance . . . . .                     | 621          | 151          | 470          | 543          | 133          | 410          | 78           | 18         | 60           |
| Search & Rescue . . . . .                    | 232          | 114          | 118          | 218          | 102          | 116          | 14           | 12         | 2            |
| Special Research . . . . .                   | 4            | -            | 4            | -            | -            | -            | 4            | -          | 4            |
| Cargo . . . . .                              | 3,177        | 578          | 2,599        | 2,915        | 539          | 2,376        | 262          | 39         | 223          |
| Trainer . . . . .                            | 6,633        | 2,021        | 4,612        | 4,652        | 1,595        | 3,057        | 1,981        | 426        | 1,555        |
| Communications . . . . .                     | 761          | 432          | 329          | 542          | 315          | 227          | 219          | 117        | 102          |
| Glider . . . . .                             | 6            | -            | 6            | 5            | -            | 5            | 1            | -          | 1            |
| Aerial Target . . . . .                      | 33           | -            | 33           | 24           | -            | 24           | 9            | -          | 9            |
| <b>BOMBER - TOTAL</b> . . . . .              | <b>2,861</b> | <b>626</b>   | <b>2,235</b> | <b>1,555</b> | <b>479</b>   | <b>1,076</b> | <b>1,306</b> | <b>147</b> | <b>1,159</b> |
| B-17 . . . . .                               | 44           | -            | 44           | 31           | -            | 31           | 13           | -          | 13           |
| B-24 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| B-25 . . . . .                               | 192          | -            | 192          | 8            | -            | 8            | 184          | -          | 184          |
| B-26 . . . . .                               | 696          | -            | 696          | 430          | -            | 430          | 266          | -          | 266          |
| B-29 . . . . .                               | 1,319        | 25           | 1,294        | 629          | 22           | 607          | 690          | 3          | 687          |
| B-36 . . . . .                               | 136          | 135          | 1            | 79           | 79           | -            | 57           | 56         | 1            |
| B-43 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| B-45 . . . . .                               | 91           | 90           | 1            | 75           | 75           | -            | 16           | 15         | 1            |
| B-47 . . . . .                               | 107          | 106          | 1            | 58           | 58           | -            | 49           | 48         | 1            |
| B-50 . . . . .                               | 270          | 270          | -            | 245          | 245          | -            | 25           | 25         | -            |
| B-51 . . . . .                               | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |
| B-60 . . . . .                               | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |
| <b>TANKER - TOTAL</b> . . . . .              | <b>267</b>   | <b>71</b>    | <b>196</b>   | <b>223</b>   | <b>48</b>    | <b>175</b>   | <b>44</b>    | <b>23</b>  | <b>21</b>    |
| KB-29M . . . . .                             | 82           | -            | 82           | 63           | -            | 63           | 19           | -          | 19           |
| KB-29P . . . . .                             | 113          | -            | 113          | 111          | -            | 111          | 2            | -          | 2            |
| YKH-29J . . . . .                            | 1            | -            | 1            | 1            | -            | 1            | -            | -          | -            |
| KC-97 . . . . .                              | 71           | 71           | -            | 48           | 48           | -            | 23           | 23         | -            |
| <b>FIGHTER - TOTAL</b> . . . . .             | <b>4,705</b> | <b>2,248</b> | <b>2,457</b> | <b>3,595</b> | <b>1,971</b> | <b>1,624</b> | <b>1,110</b> | <b>277</b> | <b>833</b>   |
| F-9F . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-47 . . . . .                               | 744          | -            | 744          | 177          | -            | 177          | 567          | -          | 567          |
| F-51 . . . . .                               | 841          | -            | 841          | 820          | -            | 820          | 21           | -          | 21           |
| F-80 . . . . .                               | 635          | 196          | 439          | 506          | 183          | 323          | 129          | 13         | 116          |
| F-82 . . . . .                               | 43           | -            | 43           | 24           | -            | 24           | 19           | -          | 19           |
| F-84 . . . . .                               | 1,224        | 888          | 336          | 1,046        | 804          | 242          | 178          | 84         | 94           |
| F-86 . . . . .                               | 644          | 602          | 42           | 556          | 520          | 36           | 88           | 82         | 6            |
| F-88 . . . . .                               | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |
| F-89 . . . . .                               | 133          | 132          | 1            | 67           | 67           | -            | 66           | 65         | 1            |
| F-90 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-91 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-92 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-94 . . . . .                               | 435          | 430          | 5            | 399          | 397          | 2            | 36           | 33         | 3            |
| <b>RECONNAISSANCE - TOTAL</b> . . . . .      | <b>621</b>   | <b>151</b>   | <b>470</b>   | <b>543</b>   | <b>133</b>   | <b>410</b>   | <b>78</b>    | <b>18</b>  | <b>60</b>    |
| R-12 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| RB-17 . . . . .                              | 18           | -            | 18           | 11           | -            | 11           | 7            | -          | 7            |
| WB-17 . . . . .                              | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| RB-25 . . . . .                              | 3            | -            | 3            | 3            | -            | 3            | -            | -          | -            |
| RB-26 . . . . .                              | 80           | -            | 80           | 77           | -            | 77           | 3            | -          | 3            |
| RB-29 . . . . .                              | 66           | 1            | 65           | 40           | 1            | 39           | 26           | -          | 26           |
| WB-29 . . . . .                              | 85           | -            | 85           | 85           | -            | 85           | -            | -          | -            |
| RB-36 . . . . .                              | 80           | 80           | -            | 64           | 64           | -            | 16           | 16         | -            |
| RB-45 . . . . .                              | 27           | 27           | -            | 26           | 26           | -            | 1            | 1          | -            |
| RB-49 . . . . .                              | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| RB-50 . . . . .                              | 42           | 42           | -            | 41           | 41           | -            | 1            | 1          | -            |
| RC-45 . . . . .                              | 8            | -            | 8            | 7            | -            | 7            | 1            | -          | 1            |
| RC-47 . . . . .                              | 7            | -            | 7            | 7            | -            | 7            | -            | -          | -            |
| RF-51 . . . . .                              | 47           | -            | 47           | 46           | -            | 46           | 1            | -          | 1            |
| RF-80 . . . . .                              | 153          | -            | 153          | 135          | -            | 135          | 18           | -          | 18           |
| RF-84 . . . . .                              | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| RF-86 . . . . .                              | 1            | 1            | -            | -            | 1            | -            | -            | -          | -            |
| <b>SEARCH &amp; RESCUE - TOTAL</b> . . . . . | <b>232</b>   | <b>114</b>   | <b>118</b>   | <b>218</b>   | <b>102</b>   | <b>116</b>   | <b>14</b>    | <b>12</b>  | <b>2</b>     |
| SH-5 . . . . .                               | 6            | -            | 6            | 6            | -            | 6            | -            | -          | -            |
| SL-5 . . . . .                               | 1            | -            | 1            | -            | -            | -            | -            | -          | -            |
| SA-10 . . . . .                              | 13           | -            | 13           | 13           | -            | 13           | -            | -          | -            |
| SA-16 . . . . .                              | 114          | 114          | -            | 102          | 102          | -            | 12           | 12         | -            |
| SB-17 . . . . .                              | 63           | -            | 63           | 63           | -            | 63           | -            | -          | -            |
| SB-29 . . . . .                              | 26           | -            | 26           | 24           | -            | 24           | 2            | -          | 2            |
| SC-47 . . . . .                              | 6            | -            | 6            | 6            | -            | 6            | -            | -          | -            |
| SC-54 . . . . .                              | 3            | -            | 3            | 3            | -            | 3            | -            | -          | -            |
| <b>SPECIAL RESEARCH - TOTAL</b> . . . . .    | <b>4</b>     | <b>-</b>     | <b>4</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>4</b>     | <b>-</b>   | <b>4</b>     |
| X-1 . . . . .                                | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| X-4 . . . . .                                | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |
| X-5 . . . . .                                | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |



TABLE 19 - STATUS AND LINE CLASSIFICATION OF USAF AIRCRAFT - QUARTERLY, F.Y. 1952 - CONTINUED

| M.O D E L                     | T O T A L     |              |               | A C T I V E   |              |              | I N A C T I V E |              |              |
|-------------------------------|---------------|--------------|---------------|---------------|--------------|--------------|-----------------|--------------|--------------|
|                               | TOTAL         | 1st Line     | 2nd Line      | TOTAL         | 1st Line     | 2nd Line     | TOTAL           | 1st Line     | 2nd Line     |
| As of 31 MAR '52 Cont'd.      |               |              |               |               |              |              |                 |              |              |
| <b>CARGO - TOTAL</b>          | <u>3,177</u>  | <u>578</u>   | <u>2,599</u>  | <u>2,915</u>  | <u>539</u>   | <u>2,376</u> | <u>262</u>      | <u>39</u>    | <u>223</u>   |
| C-45                          | 386           | -            | 386           | 373           | -            | 373          | 13              | -            | 13           |
| C-46                          | 426           | -            | 426           | 293           | -            | 293          | 133             | -            | 133          |
| C-47                          | 1,270         | -            | 1,270         | 1,244         | -            | 1,244        | 26              | -            | 26           |
| C-53                          | 1             | -            | 1             | 1             | -            | 1            | -               | -            | -            |
| C-54                          | 386           | -            | 386           | 343           | -            | 343          | 43              | -            | 43           |
| C-74                          | 11            | 11           | -             | 11            | 11           | -            | -               | -            | -            |
| C-82                          | 139           | 138          | 1             | 130           | 129          | 1            | 9               | 9            | -            |
| C-97                          | 68            | 68           | -             | 60            | 60           | -            | 8               | 8            | -            |
| C-99                          | 1             | -            | -             | -             | -            | -            | 1               | -            | 1            |
| C-117                         | 15            | -            | 15            | 15            | -            | 15           | -               | -            | -            |
| C-118                         | 1             | 1            | -             | 1             | 1            | -            | -               | -            | -            |
| C-119                         | 245           | 245          | -             | 228           | 228          | -            | 17              | 17           | -            |
| C-120                         | 1             | -            | 1             | -             | -            | -            | 1               | -            | 1            |
| C-121                         | 10            | 10           | -             | 10            | 10           | -            | -               | -            | -            |
| C-122                         | 10            | -            | 10            | 10            | -            | 10           | -               | -            | -            |
| C-123                         | 1             | -            | 1             | -             | -            | -            | 1               | -            | 1            |
| C-124                         | 105           | 104          | 1             | 100           | 100          | -            | 5               | 4            | 1            |
| C-125                         | 1             | -            | 1             | 1             | -            | 1            | -               | -            | -            |
| VB-17                         | 39            | -            | 39            | 39            | -            | 39           | -               | -            | 2            |
| CB-25                         | 24            | -            | 24            | 22            | -            | 22           | 2               | -            | -            |
| VB-25                         | 32            | -            | 32            | 32            | -            | 32           | -               | -            | -            |
| CB-26                         | 1             | -            | 1             | -             | -            | -            | 1               | -            | 1            |
| VB-26                         | 2             | -            | 2             | 2             | -            | 2            | -               | -            | -            |
| CB-29                         | 1             | -            | 1             | -             | -            | -            | 1               | -            | 1            |
| H4Q-1 NAVY (C-119C)           | 1             | 1            | -             | -             | -            | -            | 1               | 1            | -            |
| <b>TRAINER - TOTAL</b>        | <u>6,633</u>  | <u>2,021</u> | <u>4,612</u>  | <u>4,652</u>  | <u>1,595</u> | <u>3,057</u> | <u>1,981</u>    | <u>426</u>   | <u>1,555</u> |
| T-6                           | 2,804         | 886          | 1,918         | 1,978         | 882          | 1,096        | 826             | 4            | 822          |
| T-7                           | 173           | -            | 173           | 170           | -            | 170          | 3               | -            | 3            |
| T-11                          | 471           | -            | 471           | 347           | -            | 347          | 124             | -            | 124          |
| T-28                          | 598           | 596          | 2             | 278           | 278          | -            | 320             | 318          | 2            |
| T-29                          | 58            | 58           | -             | 29            | 29           | -            | 29              | 29           | -            |
| T-33                          | 481           | 481          | -             | 406           | 406          | -            | 75              | 75           | -            |
| T-34                          | 3             | -            | 3             | 3             | -            | 3            | -               | -            | -            |
| T-35                          | 3             | -            | 3             | 3             | -            | 3            | -               | -            | -            |
| TB-17                         | 38            | -            | 38            | 34            | -            | 34           | -               | -            | 4            |
| TB-25                         | 807           | -            | 807           | 768           | -            | 768          | 39              | -            | 39           |
| TB-26                         | 333           | -            | 333           | 266           | -            | 266          | 67              | -            | 67           |
| TB-29                         | 396           | -            | 396           | 85            | -            | 85           | 311             | -            | 311          |
| TC-46                         | 1             | -            | 1             | -             | -            | 1            | -               | -            | -            |
| TC-47                         | 53            | -            | 53            | 53            | -            | 53           | -               | -            | -            |
| TF-47                         | 171           | -            | 171           | 17            | -            | 17           | 154             | -            | 154          |
| TB-50                         | 11            | -            | 11            | 11            | -            | 11           | -               | -            | -            |
| TF-51                         | 157           | -            | 157           | 156           | -            | 156          | 1               | -            | 1            |
| TRF-51                        | 2             | -            | 2             | 2             | -            | 2            | -               | -            | -            |
| TC-54                         | 8             | -            | 8             | 8             | -            | 8            | -               | -            | -            |
| TF-80                         | 64            | -            | 64            | 36            | -            | 36           | 28              | -            | 28           |
| TH-5                          | 1             | -            | 1             | 1             | -            | 1            | -               | -            | -            |
| <b>COMMUNICATIONS - TOTAL</b> | <u>761</u>    | <u>432</u>   | <u>329</u>    | <u>542</u>    | <u>315</u>   | <u>227</u>   | <u>219</u>      | <u>117</u>   | <u>102</u>   |
| <b>LIAISON - Sub-Total</b>    | <u>563</u>    | <u>300</u>   | <u>263</u>    | <u>422</u>    | <u>252</u>   | <u>170</u>   | <u>141</u>      | <u>48</u>    | <u>93</u>    |
| L-4                           | 22            | -            | 22            | 21            | -            | 21           | 1               | -            | 1            |
| L-5                           | 135           | -            | 135           | 105           | -            | 105          | 30              | -            | 30           |
| L-13                          | 102           | -            | 102           | 43            | -            | 43           | 59              | -            | 59           |
| L-16                          | 174           | 174          | -             | 174           | 174          | -            | -               | -            | -            |
| L-17                          | 4             | 1            | 3             | 1             | 1            | -            | 3               | -            | 3            |
| L-19                          | 43            | 43           | -             | 2             | 2            | -            | 41              | 41           | -            |
| L-20                          | 19            | 18           | 1             | 12            | 11           | 1            | 7               | 7            | -            |
| LC-126                        | 6             | -            | 6             | 6             | -            | 6            | -               | -            | -            |
| IT-6                          | 58            | 58           | -             | 58            | 58           | -            | -               | -            | -            |
| <b>HELICOPTER-Sub-Total</b>   | <u>198</u>    | <u>132</u>   | <u>66</u>     | <u>120</u>    | <u>63</u>    | <u>57</u>    | <u>78</u>       | <u>69</u>    | <u>9</u>     |
| H-5                           | 55            | 9            | 46            | 52            | 9            | 43           | 3               | -            | 3            |
| H-12                          | 8             | -            | 8             | 5             | -            | 5            | 3               | -            | 3            |
| H-13                          | 34            | 30           | 4             | 24            | 20           | 4            | 10              | 10           | -            |
| H-18                          | 2             | -            | 2             | 2             | -            | 2            | -               | -            | -            |
| H-19                          | 29            | 24           | 5             | 17            | 15           | 2            | 12              | 9            | 3            |
| H-23                          | 69            | 69           | -             | 19            | 19           | -            | 50              | 50           | -            |
| H-24                          | 1             | -            | 1             | 1             | -            | 1            | -               | -            | -            |
| <b>TOTAL AIRPLANES</b>        | <u>19,261</u> | <u>6,241</u> | <u>13,020</u> | <u>14,243</u> | <u>5,182</u> | <u>9,061</u> | <u>5,018</u>    | <u>1,052</u> | <u>3,999</u> |
| <b>GLIDER - TOTAL</b>         | <u>6</u>      | <u>-</u>     | <u>6</u>      | <u>5</u>      | <u>-</u>     | <u>5</u>     | <u>1</u>        | <u>-</u>     | <u>1</u>     |
| G-15                          | 5             | -            | 5             | 5             | -            | 5            | -               | -            | -            |
| G-18                          | 1             | -            | 1             | -             | -            | -            | 1               | -            | 1            |
| <b>AERIAL TARGET - TOTAL</b>  | <u>33</u>     | <u>-</u>     | <u>33</u>     | <u>24</u>     | <u>-</u>     | <u>24</u>    | <u>9</u>        | <u>-</u>     | <u>9</u>     |
| Q-14                          | 10            | -            | 10            | 4             | -            | 4            | 6               | -            | 6            |
| QB-17                         | 18            | -            | 18            | 18            | -            | 18           | -               | -            | -            |
| QF-80                         | 2             | -            | 2             | -             | -            | -            | 2               | -            | 2            |
| QT-33                         | 3             | -            | 3             | 2             | -            | 2            | 1               | -            | 1            |

TABLE 19 - STATUS AND LINE CLASSIFICATION OF USAF AIRCRAFT - QUARTERLY, F.Y. 1952 - CONTINUED

| MODEL  | TOTAL        |              |              | ACTIVE       |              |              | INACTIVE     |            |              |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|--------------|
|  | TOTAL        | 1st Line     | 2nd Line     | TOTAL        | 1st Line     | 2nd Line     | TOTAL        | 1st Line   | 2nd Line     |
| AS OF 30 JUNE 1952                           |              |              |              |              |              |              |              |            |              |
| TOTAL AIRCRAFT . . . . .                     | 19,800       | 7,443        | 12,357       | 15,292       | 6,138        | 9,154        | 4,508        | 1,305      | 3,203        |
| Bomber . . . . .                             | 2,914        | 703          | 2,211        | 1,601        | 470          | 1,131        | 1,313        | 233        | 1,080        |
| Tanker . . . . .                             | 295          | 100          | 195          | 265          | 85           | 180          | 30           | 15         | 15           |
| Fighter . . . . .                            | 4,553        | 2,412        | 2,141        | 3,753        | 2,056        | 1,697        | 800          | 356        | 444          |
| Reconnaissance . . . . .                     | 645          | 161          | 484          | 557          | 141          | 416          | 88           | 20         | 68           |
| Search & Rescue . . . . .                    | 255          | 137          | 118          | 242          | 129          | 113          | 13           | 8          | 5            |
| Special Research . . . . .                   | 4            | -            | 4            | -            | -            | -            | 4            | -          | 4            |
| Cargo . . . . .                              | 3,234        | 653          | 2,581        | 2,968        | 602          | 2,366        | 266          | 51         | 215          |
| Trainer . . . . .                            | 6,771        | 2,605        | 4,166        | 5,127        | 2,185        | 2,942        | 1,644        | 420        | 1,224        |
| Communications . . . . .                     | 1,097        | 672          | 425          | 751          | 470          | 281          | 346          | 202        | 144          |
| Glider . . . . .                             | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| Aerial Target . . . . .                      | 31           | -            | 31           | 28           | -            | 28           | 3            | -          | 3            |
| <b>BOMBER - TOTAL . . . . .</b>              | <b>2,914</b> | <b>703</b>   | <b>2,211</b> | <b>1,601</b> | <b>470</b>   | <b>1,131</b> | <b>1,313</b> | <b>233</b> | <b>1,080</b> |
| B-17 . . . . .                               | 43           | -            | 43           | 29           | -            | 29           | 14           | -          | 14           |
| B-24 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| B-25 . . . . .                               | 181          | -            | 181          | 8            | -            | 8            | 173          | -          | 173          |
| B-26 . . . . .                               | 645          | -            | 645          | 412          | -            | 412          | 233          | -          | 233          |
| B-29 . . . . .                               | 1,331        | -            | 1,331        | 680          | -            | 680          | 651          | -          | 651          |
| B-36 . . . . .                               | 145          | 144          | 1            | 91           | 91           | -            | 54           | 53         | 1            |
| B-43 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| B-45 . . . . .                               | 89           | 85           | 4            | 64           | 62           | 2            | 25           | 23         | 2            |
| B-47 . . . . .                               | 206          | 205          | 1            | 72           | 72           | -            | 134          | 133        | 1            |
| B-50 . . . . .                               | 269          | 269          | -            | 245          | 245          | -            | 24           | 24         | -            |
| B-51 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| B-60 . . . . .                               | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |
| <b>TANKER - TOTAL . . . . .</b>              | <b>295</b>   | <b>100</b>   | <b>195</b>   | <b>265</b>   | <b>85</b>    | <b>180</b>   | <b>30</b>    | <b>15</b>  | <b>15</b>    |
| KB-29M . . . . .                             | 82           | -            | 82           | 70           | -            | 70           | 12           | -          | 12           |
| KB-29F . . . . .                             | 112          | -            | 112          | 109          | -            | 109          | 3            | -          | 3            |
| YKB-29J . . . . .                            | 1            | -            | 1            | 1            | -            | 1            | -            | -          | -            |
| KC-97 . . . . .                              | 100          | 100          | -            | 85           | 85           | -            | 15           | 15         | -            |
| <b>FIGHTER - TOTAL . . . . .</b>             | <b>4,553</b> | <b>2,412</b> | <b>2,141</b> | <b>3,753</b> | <b>2,056</b> | <b>1,697</b> | <b>800</b>   | <b>356</b> | <b>444</b>   |
| F-97 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-47 . . . . .                               | 420          | -            | 420          | 173          | -            | 173          | 247          | -          | 247          |
| F-51 . . . . .                               | 794          | -            | 794          | 785          | -            | 785          | 9            | -          | 9            |
| F-80 . . . . .                               | 617          | 156          | 461          | 545          | 155          | 390          | 72           | 1          | 71           |
| F-82 . . . . .                               | 40           | -            | 40           | 15           | -            | 15           | 25           | -          | 25           |
| F-84 . . . . .                               | 1,332        | 1,012        | 320          | 1,152        | 888          | 264          | 180          | 124        | 56           |
| F-86 . . . . .                               | 751          | 656          | 95           | 630          | 562          | 68           | 121          | 94         | 27           |
| F-88 . . . . .                               | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |
| F-89 . . . . .                               | 165          | 164          | 1            | 66           | 66           | -            | 99           | 98         | 1            |
| F-90 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-91 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-92 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| F-94 . . . . .                               | 428          | 424          | 4            | 387          | 385          | 2            | 41           | 39         | 2            |
| <b>RECONNAISSANCE - TOTAL . . . . .</b>      | <b>645</b>   | <b>161</b>   | <b>484</b>   | <b>557</b>   | <b>141</b>   | <b>416</b>   | <b>88</b>    | <b>20</b>  | <b>68</b>    |
| R-12 . . . . .                               | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| RB-17 . . . . .                              | 17           | -            | 17           | 11           | -            | 11           | 6            | -          | 6            |
| WB-17 . . . . .                              | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| RB-25 . . . . .                              | 3            | -            | 3            | 3            | -            | 3            | -            | -          | -            |
| RB-26 . . . . .                              | 104          | -            | 104          | 88           | -            | 88           | 16           | -          | 16           |
| RB-29 . . . . .                              | 59           | -            | 59           | 39           | -            | 39           | 20           | -          | 20           |
| WB-29 . . . . .                              | 83           | -            | 83           | 83           | -            | 83           | -            | -          | -            |
| RB-36 . . . . .                              | 92           | 92           | -            | 74           | 74           | -            | 18           | 18         | -            |
| RB-45 . . . . .                              | 25           | 25           | -            | 24           | 24           | -            | 1            | 1          | -            |
| RB-49 . . . . .                              | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| RB-50 . . . . .                              | 42           | 42           | -            | 41           | 41           | -            | 1            | 1          | -            |
| RC-45 . . . . .                              | 8            | -            | 8            | 6            | -            | 6            | 2            | -          | 2            |
| RC-47 . . . . .                              | 7            | -            | 7            | 7            | -            | 7            | -            | -          | -            |
| RF-51 . . . . .                              | 41           | -            | 41           | 32           | -            | 32           | 9            | -          | 9            |
| RF-80 . . . . .                              | 154          | -            | 154          | 144          | -            | 144          | 10           | -          | 10           |
| RF-84 . . . . .                              | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |
| RF-86 . . . . .                              | 5            | 2            | 3            | 5            | 2            | 3            | -            | -          | -            |
| <b>SEARCH &amp; RESCUE - TOTAL . . . . .</b> | <b>255</b>   | <b>137</b>   | <b>118</b>   | <b>242</b>   | <b>129</b>   | <b>113</b>   | <b>13</b>    | <b>8</b>   | <b>5</b>     |
| SH-5 . . . . .                               | 6            | -            | 6            | 6            | -            | 6            | -            | -          | -            |
| SA-10 . . . . .                              | 13           | -            | 13           | 13           | -            | 13           | -            | -          | -            |
| SA-16 . . . . .                              | 137          | 137          | -            | 129          | 129          | -            | 8            | 8          | -            |
| SB-17 . . . . .                              | 62           | -            | 62           | 57           | -            | 57           | 5            | -          | 5            |
| SB-29 . . . . .                              | 29           | -            | 29           | 29           | -            | 29           | -            | -          | -            |
| SC-47 . . . . .                              | 5            | -            | 5            | 5            | -            | 5            | -            | -          | -            |
| SC-54 . . . . .                              | 3            | -            | 3            | 3            | -            | 3            | -            | -          | -            |
| <b>SPECIAL RESEARCH - TOTAL . . . . .</b>    | <b>4</b>     | <b>-</b>     | <b>4</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>4</b>     | <b>-</b>   | <b>4</b>     |
| X-1 . . . . .                                | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |
| X-4 . . . . .                                | 2            | -            | 2            | -            | -            | -            | 2            | -          | 2            |
| X-5 . . . . .                                | 1            | -            | 1            | -            | -            | -            | 1            | -          | 1            |

TABLE 19 - STATUS AND LINE CLASSIFICATION OF USAF AIRCRAFT - QUARTERLY, F. Y. 1952 - CONTINUED

| MODEL                         | TOTAL         |              |               | ACTIVE        |              |              | INACTIVE     |              |              |
|-------------------------------|---------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|
|                               | TOTAL         | 1st Line     | 2nd Line      | TOTAL         | 1st Line     | 2nd Line     | TOTAL        | 1st Line     | 2nd Line     |
| As of 30 JUN '52-Cont'd.      |               |              |               |               |              |              |              |              |              |
| <b>CARGO - TOTAL</b>          | <b>3,234</b>  | <b>653</b>   | <b>2,581</b>  | <b>2,968</b>  | <b>602</b>   | <b>2,366</b> | <b>266</b>   | <b>51</b>    | <b>215</b>   |
| C-45                          | 422           | -            | 422           | 415           | -            | 415          | 6            | -            | 6            |
| C-46                          | 381           | -            | 381           | 262           | -            | 262          | 119          | -            | 119          |
| C-47                          | 1,260         | -            | 1,260         | 1,225         | -            | 1,225        | 35           | -            | 35           |
| C-53                          | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| C-54                          | 385           | -            | 385           | 339           | -            | 339          | 46           | -            | 46           |
| C-74                          | 11            | 11           | -             | 11            | 11           | -            | -            | -            | -            |
| C-82                          | 138           | 134          | 4             | 126           | 122          | 4            | 12           | 12           | -            |
| C-97                          | 68            | 68           | -             | 62            | 62           | -            | 6            | 6            | -            |
| C-99                          | 1             | -            | 1             | -             | -            | -            | -            | -            | 1            |
| C-117                         | 15            | -            | 15            | 14            | -            | 14           | 1            | -            | 1            |
| C-118                         | 1             | 1            | -             | 1             | 1            | -            | -            | -            | -            |
| C-119                         | 298           | 298          | -             | 274           | 274          | -            | 24           | 24           | -            |
| C-120                         | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| C-121                         | 10            | 10           | -             | 10            | 10           | -            | -            | -            | -            |
| C-122                         | 10            | -            | 10            | 10            | -            | 10           | -            | -            | -            |
| C-124                         | 131           | 130          | 1             | 122           | 122          | -            | 9            | 8            | 1            |
| C-125                         | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| CB-17                         | 39            | -            | 39            | 38            | -            | 38           | 1            | -            | 1            |
| CB-25                         | 24            | -            | 24            | 22            | -            | 22           | 2            | -            | 2            |
| VB-25                         | 32            | -            | 32            | 32            | -            | 32           | -            | -            | -            |
| CB-26                         | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| VB-26                         | 2             | -            | 2             | 2             | -            | 2            | -            | -            | -            |
| CB-29                         | 1             | -            | 1             | -             | -            | -            | 1            | -            | 1            |
| RAQ-1 (NAVY C-119C)           | 1             | 1            | -             | -             | -            | -            | 1            | 1            | -            |
| <b>TRAINER - TOTAL</b>        | <b>6,771</b>  | <b>2,605</b> | <b>4,166</b>  | <b>5,127</b>  | <b>2,185</b> | <b>2,942</b> | <b>1,644</b> | <b>420</b>   | <b>1,224</b> |
| T-6                           | 2,747         | 1,157        | 1,590         | 2,137         | 1,156        | 981          | 610          | 1            | 609          |
| T-7                           | 170           | -            | 170           | 169           | -            | 169          | 1            | -            | 1            |
| T-11                          | 425           | -            | 425           | 337           | -            | 337          | 88           | -            | 88           |
| T-28                          | 686           | 684          | 2             | 350           | 350          | -            | 336          | 334          | 2            |
| T-29                          | 73            | 73           | -             | 56            | 56           | -            | 17           | 17           | -            |
| T-33                          | 691           | 691          | -             | 623           | 623          | -            | 68           | 68           | -            |
| T-34                          | 3             | -            | 3             | 3             | -            | 3            | -            | -            | -            |
| T-35                          | 3             | -            | 3             | 3             | -            | 3            | -            | -            | -            |
| TB-17                         | 39            | -            | 39            | 35            | -            | 35           | 4            | -            | 4            |
| TB-25                         | 814           | -            | 814           | 785           | -            | 785          | 29           | -            | 29           |
| TB-26                         | 316           | -            | 316           | 262           | -            | 262          | 54           | -            | 54           |
| TB-29                         | 342           | -            | 342           | 76            | -            | 76           | 266          | -            | 266          |
| TC-45                         | 36            | -            | 36            | 21            | -            | 21           | 15           | -            | 15           |
| TC-46                         | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| TC-47                         | 53            | -            | 53            | 53            | -            | 53           | -            | -            | -            |
| TF-47                         | 140           | -            | 140           | 12            | -            | 12           | 128          | -            | 128          |
| TB-50                         | 11            | -            | 11            | 11            | -            | 11           | -            | -            | -            |
| TF-51                         | 151           | -            | 151           | 151           | -            | 151          | -            | -            | -            |
| TRF-51                        | 2             | -            | 2             | 2             | -            | 2            | -            | -            | -            |
| TC-54                         | 8             | -            | 8             | 7             | -            | 7            | 1            | -            | 1            |
| TF-80                         | 59            | -            | 59            | 32            | -            | 32           | 27           | -            | 27           |
| TH-5                          | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| <b>COMMUNICATIONS - TOTAL</b> | <b>1,097</b>  | <b>672</b>   | <b>425</b>    | <b>751</b>    | <b>470</b>   | <b>281</b>   | <b>346</b>   | <b>202</b>   | <b>144</b>   |
| <b>LIAISON - Sub-Total</b>    | <b>833</b>    | <b>471</b>   | <b>362</b>    | <b>615</b>    | <b>388</b>   | <b>227</b>   | <b>218</b>   | <b>83</b>    | <b>135</b>   |
| L-4                           | 32            | -            | 32            | 32            | -            | 32           | -            | -            | -            |
| L-5                           | 196           | -            | 196           | 136           | -            | 136          | 60           | -            | 60           |
| L-13                          | 130           | -            | 130           | 58            | -            | 58           | 72           | -            | 72           |
| L-16                          | 145           | 145          | -             | 145           | 145          | -            | -            | -            | -            |
| L-17                          | 4             | 1            | 3             | 1             | 1            | -            | 3            | -            | 3            |
| L-19                          | 71            | 71           | -             | 2             | 2            | -            | 69           | 69           | -            |
| L-20                          | 69            | 68           | 1             | 55            | 54           | 1            | 14           | 14           | -            |
| L-21                          | 125           | 125          | -             | 125           | 125          | -            | -            | -            | -            |
| LC-126                        | 6             | 6            | -             | 6             | 6            | -            | -            | -            | -            |
| LT-6                          | 55            | 55           | -             | 55            | 55           | -            | -            | -            | -            |
| <b>HELICOPTER - Sub-Total</b> | <b>264</b>    | <b>201</b>   | <b>63</b>     | <b>136</b>    | <b>82</b>    | <b>54</b>    | <b>128</b>   | <b>119</b>   | <b>9</b>     |
| H-5                           | 50            | 6            | 44            | 47            | 6            | 41           | 3            | -            | 3            |
| H-12                          | 8             | -            | 8             | 5             | -            | 5            | 3            | -            | 3            |
| H-13                          | 55            | 51           | 4             | 26            | 22           | 4            | 29           | 29           | -            |
| H-18                          | 2             | -            | 2             | 2             | -            | 2            | -            | -            | -            |
| H-19                          | 59            | 55           | 4             | 34            | 33           | 1            | 25           | 22           | 3            |
| H-23                          | 89            | 89           | -             | 21            | 21           | -            | 68           | 68           | -            |
| H-24                          | 1             | -            | 1             | 1             | -            | 1            | -            | -            | -            |
| <b>TOTAL AIRPLANES</b>        | <b>19,768</b> | <b>7,443</b> | <b>12,325</b> | <b>15,264</b> | <b>6,138</b> | <b>9,126</b> | <b>4,504</b> | <b>1,305</b> | <b>3,199</b> |
| <b>GLIDER/G-18</b>            | <b>1</b>      | <b>-</b>     | <b>1</b>      | <b>-</b>      | <b>-</b>     | <b>-</b>     | <b>1</b>     | <b>-</b>     | <b>1</b>     |
| <b>AERIAL TARGET - TOTAL</b>  | <b>31</b>     | <b>-</b>     | <b>31</b>     | <b>28</b>     | <b>-</b>     | <b>28</b>    | <b>3</b>     | <b>-</b>     | <b>3</b>     |
| Q-14                          | 10            | -            | 10            | 9             | -            | 9            | 1            | -            | 1            |
| QB-17                         | 16            | -            | 16            | 16            | -            | 16           | -            | -            | -            |
| QF-80                         | 2             | -            | 2             | 1             | -            | 1            | 1            | -            | 1            |
| QT-33                         | 3             | -            | 3             | 2             | -            | 2            | 1            | -            | 1            |

SOURCE: Material Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 20 - WORLD-WIDE SUMMARY USAF ACTIVE AIRCRAFT OUT OF COMMISSION - BY COMMAND  
MONTHLY, F.Y. 1952

| MAJOR AIR COMMAND                | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |           | AVERAGE AIRCRAFT OUT OF COMMISSION |           |                |                            |              |                             |            |               |
|----------------------------------|---------------------------------------|--------------------------------|-----------|------------------------------------|-----------|----------------|----------------------------|--------------|-----------------------------|------------|---------------|
|                                  |                                       | Number                         | % of AOH  | TOTAL                              |           | Awaiting Parts | Technical Order Compliance | MAINTENANCE  |                             |            | OTHER REASONS |
|                                  |                                       |                                |           | Average Number AOC                 | % of AOH  |                |                            | Periodic     | Malfunction, Defect, Damage |            |               |
| DURING JULY 1951                 |                                       |                                |           |                                    |           |                |                            |              |                             |            |               |
| <u>USAF - TOTAL</u>              | <u>12,374</u>                         | <u>7,579</u>                   | <u>61</u> | <u>4,795</u>                       | <u>39</u> | <u>749</u>     | <u>263</u>                 | <u>1,638</u> | <u>1,481</u>                | <u>664</u> |               |
| <u>CONTINENTAL U.S. - TOTAL</u>  | <u>9,414</u>                          | <u>5,670</u>                   | <u>60</u> | <u>3,744</u>                       | <u>40</u> | <u>589</u>     | <u>227</u>                 | <u>1,291</u> | <u>1,140</u>                | <u>497</u> |               |
| AIR DEFENSE COMMAND . .          | 1,185                                 | 791                            | 67        | 394                                | 33        | 104            | 15                         | 127          | 80                          | 68         |               |
| AIR MATERIEL COMMAND . .         | 1,019                                 | 237                            | 23        | 782                                | 77        | 35             | 142                        | 100          | 362                         | 143        |               |
| AIR PROVING GROUND COMMD         | 168                                   | 89                             | 53        | 79                                 | 47        | 12             | 4                          | 18           | 26                          | 19         |               |
| AIR RESEARCH & DEVELOP. .        | 336                                   | 175                            | 52        | 161                                | 48        | 25             | 3                          | 51           | 31                          | 51         |               |
| AIR UNIVERSITY . . . . .         | 155                                   | 122                            | 79        | 33                                 | 21        | 7              | -                          | 20           | 5                           | 1          |               |
| AIR TRAINING COMMAND . .         | 3,203                                 | 2,082                          | 65        | 1,121                              | 35        | 172            | 15                         | 428          | 345                         | 161        |               |
| CONTINENTAL AIR COMMAND          | 154                                   | 121                            | 79        | 33                                 | 21        | 4              | 1                          | 21           | 4                           | 3          |               |
| HEADQUARTERS COMMAND . .         | 332                                   | 249                            | 75        | 83                                 | 25        | 17             | 2                          | 31           | 32                          | 1          |               |
| MILITARY AIR TRANSP. SER         | 350                                   | 206                            | 59        | 144                                | 41        | 25             | 3                          | 76           | 32                          | 8          |               |
| STRATEGIC AIR COMMAND . .        | 1,151                                 | 708                            | 62        | 443                                | 38        | 75             | 26                         | 203          | 124                         | 15         |               |
| SPECIAL WEAPONS COMMAND          | 66                                    | 40                             | 61        | 26                                 | 39        | 2              | 2                          | 8            | 14                          | -          |               |
| TACTICAL AIR COMMAND . .         | 1,292                                 | 847                            | 66        | 445                                | 34        | 111            | 14                         | 208          | 85                          | 27         |               |
| U.S. SECURITY SERVICE . .        | 3                                     | 3                              | 100       | -                                  | -         | -              | -                          | -            | -                           | -          |               |
| <u>OVERSEAS - TOTAL</u>          | <u>2,960</u>                          | <u>1,909</u>                   | <u>64</u> | <u>1,051</u>                       | <u>36</u> | <u>160</u>     | <u>36</u>                  | <u>347</u>   | <u>341</u>                  | <u>167</u> |               |
| ALASKAN AIR COMMAND . .          | 203                                   | 122                            | 60        | 81                                 | 40        | 17             | -                          | 31           | 25                          | 8          |               |
| CARIBBEAN AIR COMMAND . .        | 37                                    | 25                             | 68        | 12                                 | 32        | 3              | -                          | 5            | 4                           | -          |               |
| US AIR FORCES IN EUROPE          | 408                                   | 272                            | 67        | 136                                | 33        | 21             | -                          | 46           | 56                          | 13         |               |
| JOINT BRAZIL-US MIL. COM.        | 10                                    | 5                              | 50        | 5                                  | 50        | 2              | -                          | 2            | -                           | 1          |               |
| FAR EAST AIR FORCES . .          | 1,725                                 | 1,086                          | 63        | 639                                | 37        | 78             | 31                         | 180          | 217                         | 133        |               |
| HEADQUARTERS COMMAND . .         | 68                                    | 62                             | 91        | 6                                  | 9         | -              | -                          | 5            | 1                           | -          |               |
| MILITARY AIR TRANSP. SER         | 257                                   | 155                            | 60        | 102                                | 40        | 19             | 3                          | 53           | 18                          | 9          |               |
| NORTHEAST AIR COMMAND . .        | 24                                    | 12                             | 50        | 12                                 | 50        | -              | -                          | 8            | 3                           | 1          |               |
| STRATEGIC AIR COMMAND . .        | 222                                   | 165                            | 74        | 57                                 | 26        | 20             | 2                          | 16           | 17                          | 2          |               |
| TACTICAL AIR COMMAND . .         | 6                                     | 5                              | 83        | 1                                  | 17        | -              | -                          | 1            | -                           | -          |               |
| <u>AIR FORCE RESERVE - TOTAL</u> | <u>&gt;63</u>                         | <u>31</u>                      | <u>49</u> | <u>32</u>                          | <u>51</u> | <u>2</u>       | <u>2</u>                   | <u>8</u>     | <u>17</u>                   | <u>3</u>   |               |
| <u>AIR NATIONAL GUARD-TOTAL</u>  | <u>&gt;527</u>                        | <u>333</u>                     | <u>63</u> | <u>194</u>                         | <u>37</u> | <u>28</u>      | <u>14</u>                  | <u>88</u>    | <u>51</u>                   | <u>13</u>  |               |
| DURING AUGUST 1951               |                                       |                                |           |                                    |           |                |                            |              |                             |            |               |
| <u>USAF - TOTAL</u>              | <u>12,539</u>                         | <u>7,685</u>                   | <u>61</u> | <u>4,854</u>                       | <u>39</u> | <u>733</u>     | <u>165</u>                 | <u>1,578</u> | <u>1,610</u>                | <u>768</u> |               |
| <u>CONTINENTAL U.S. - TOTAL</u>  | <u>9,500</u>                          | <u>5,791</u>                   | <u>61</u> | <u>3,709</u>                       | <u>39</u> | <u>524</u>     | <u>158</u>                 | <u>1,211</u> | <u>1,172</u>                | <u>644</u> |               |
| AIR DEFENSE COMMAND . .          | 1,146                                 | 775                            | 68        | 371                                | 32        | 89             | 13                         | 135          | 73                          | 61         |               |
| AIR MATERIEL COMMAND . .         | 1,020                                 | 238                            | 23        | 782                                | 77        | 31             | 122                        | 92           | 388                         | 149        |               |
| AIR PROVING GROUND COMMD         | 175                                   | 87                             | 50        | 88                                 | 50        | 13             | 1                          | 26           | 26                          | 22         |               |
| AIR RESEARCH & DEVELOP . .       | 331                                   | 182                            | 55        | 149                                | 45        | 21             | 2                          | 41           | 26                          | 59         |               |
| AIR UNIVERSITY . . . . .         | 158                                   | 137                            | 87        | 21                                 | 13        | 4              | -                          | 13           | 3                           | 1          |               |
| CONTINENTAL AIR COMMAND          | 165                                   | 129                            | 78        | 36                                 | 22        | 5              | 1                          | 18           | 7                           | 5          |               |
| HEADQUARTERS COMMAND . .         | 333                                   | 251                            | 75        | 82                                 | 25        | 16             | 2                          | 30           | 30                          | 4          |               |
| MILITARY AIR TRANSP. SER         | 352                                   | 206                            | 59        | 146                                | 41        | 25             | 1                          | 72           | 45                          | 3          |               |
| STRATEGIC AIR COMMAND . .        | 1,203                                 | 799                            | 66        | 404                                | 34        | 80             | 3                          | 181          | 124                         | 16         |               |
| SPECIAL WEAPONS COMMAND          | 67                                    | 47                             | 70        | 20                                 | 30        | 1              | -                          | 6            | 13                          | -          |               |
| TACTICAL AIR COMMAND . .         | 1,278                                 | 890                            | 70        | 388                                | 30        | 89             | 4                          | 204          | 70                          | 21         |               |
| AIR TRAINING COMMAND . .         | 3,269                                 | 2,047                          | 63        | 1,222                              | 37        | 150            | 9                          | 393          | 367                         | 303        |               |
| U.S. SECURITY SERVICE . .        | 3                                     | 3                              | 100       | -                                  | -         | -              | -                          | -            | -                           | -          |               |
| <u>OVERSEAS - TOTAL</u>          | <u>3,039</u>                          | <u>1,894</u>                   | <u>62</u> | <u>1,145</u>                       | <u>38</u> | <u>209</u>     | <u>7</u>                   | <u>367</u>   | <u>438</u>                  | <u>124</u> |               |
| ALASKAN AIR COMMAND . .          | 205                                   | 109                            | 53        | 96                                 | 47        | 20             | -                          | 32           | 32                          | 12         |               |
| US AIR FORCES IN EUROPE          | 462                                   | 292                            | 63        | 170                                | 37        | 40             | 2                          | 61           | 54                          | 13         |               |
| JOINT BRAZIL-US MIL. COM.        | 11                                    | 9                              | 82        | 2                                  | 18        | -              | -                          | -            | -                           | 2          |               |
| CARIBBEAN AIR COMMAND . .        | 35                                    | 28                             | 80        | 7                                  | 20        | 2              | -                          | 3            | 2                           | -          |               |
| FAR EAST AIR FORCES . .          | 1,763                                 | 1,091                          | 62        | 672                                | 38        | 103            | 5                          | 189          | 292                         | 83         |               |
| HEADQUARTERS COMMAND . .         | 70                                    | 62                             | 89        | 8                                  | 11        | -              | -                          | 6            | 1                           | 1          |               |
| MILITARY AIR TRANSP. SER         | 255                                   | 151                            | 59        | 104                                | 41        | 17             | -                          | 47           | 30                          | 10         |               |
| NORTHEAST AIR COMMAND . .        | 24                                    | 15                             | 62        | 9                                  | 38        | -              | -                          | 7            | 2                           | -          |               |
| STRATEGIC AIR COMMAND . .        | 208                                   | 132                            | 63        | 76                                 | 37        | 27             | -                          | 21           | 25                          | 3          |               |
| SPECIAL WEAPONS COMMAND          | 6                                     | 5                              | 83        | 1                                  | 17        | -              | -                          | 1            | -                           | -          |               |
| <u>AIR FORCE RESERVE-TOTAL</u>   | <u>20</u>                             | <u>10</u>                      | <u>50</u> | <u>10</u>                          | <u>50</u> | <u>1</u>       | <u>1</u>                   | <u>3</u>     | <u>5</u>                    | <u>-</u>   |               |
| <u>AIR NATIONAL GUARD-TOTAL</u>  | <u>481</u>                            | <u>328</u>                     | <u>68</u> | <u>153</u>                         | <u>32</u> | <u>25</u>      | <u>20</u>                  | <u>48</u>    | <u>46</u>                   | <u>14</u>  |               |

TABLE 20 - WORLD-WIDE SUMMARY USAF ACTIVE AIRCRAFT OUT OF COMMISSION - BY COMMAND  
MONTHLY, F.Y. 1952 - CONTINUED

| MAJOR AIR COMMAND             | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |          | AVERAGE AIRCRAFT OUT OF COMMISSION |          |                |                            |             |             |                |               |
|-------------------------------|---------------------------------------|--------------------------------|----------|------------------------------------|----------|----------------|----------------------------|-------------|-------------|----------------|---------------|
|                               |                                       | Number                         | % of AOC | TOTAL                              |          | Awaiting Parts | Technical Order Compliance | MAINTENANCE |             |                | OTHER REASONS |
|                               |                                       |                                |          | Average Number AOC                 | % of AOC |                |                            | Periodic    | Malfunction | Defect, Damage |               |
| DURING SEPTEMBER 1951         |                                       |                                |          |                                    |          |                |                            |             |             |                |               |
| USAF - TOTAL                  | 12,490                                | 7,663                          | 61       | 4,827                              | 39       | 750            | 157                        | 1,632       | 1,624       | 664            |               |
| CONTINENTAL U.S. - TOTAL      | 9,393                                 | 5,774                          | 61       | 3,619                              | 39       | 539            | 146                        | 1,273       | 1,218       | 443            |               |
| AIR DEFENSE COMMAND . . .     | 1,091                                 | 760                            | 70       | 331                                | 30       | 81             | 8                          | 138         | 75          | 29             |               |
| AIR MATERIEL COMMAND . . .    | 1,019                                 | 241                            | 24       | 778                                | 76       | 32             | 94                         | 90          | 436         | 126            |               |
| AIR PROVING GROUND COMM . .   | 175                                   | 78                             | 45       | 97                                 | 55       | 17             | 2                          | 26          | 25          | 27             |               |
| AIR PICTORIAL COMMAND . . .   | 1                                     | 1                              | 100      | -                                  | -        | -              | -                          | -           | -           | -              |               |
| AIR RESEARCH & DEVELOP . . .  | 349                                   | 180                            | 52       | 169                                | 48       | 19             | 3                          | 47          | 32          | 68             |               |
| AIR UNIVERSITY . . . . .      | 156                                   | 136                            | 87       | 20                                 | 13       | 4              | 2                          | 11          | 2           | 1              |               |
| CONTINENTAL AIR COMMAND . .   | 148                                   | 109                            | 74       | 39                                 | 26       | 5              | 1                          | 20          | 6           | 7              |               |
| HEADQUARTERS COMMAND . . .    | 328                                   | 252                            | 77       | 76                                 | 23       | 16             | 1                          | 28          | 30          | 1              |               |
| MILITARY AIR TRANSP. SER . .  | 356                                   | 202                            | 57       | 154                                | 43       | 25             | 2                          | 81          | 42          | 4              |               |
| STRATEGIC AIR COMMAND . . .   | 1,252                                 | 816                            | 65       | 436                                | 35       | 96             | 2                          | 190         | 122         | 26             |               |
| SPECIAL WEAPONS COMMAND . .   | 75                                    | 52                             | 69       | 23                                 | 31       | 1              | -                          | 8           | 13          | 1              |               |
| TACTICAL AIR COMMAND . . .    | 1,268                                 | 818                            | 65       | 450                                | 35       | 90             | 9                          | 254         | 74          | 23             |               |
| AIR TRAINING COMMAND . . .    | 3,172                                 | 2,126                          | 67       | 1,046                              | 33       | 153            | 22                         | 380         | 361         | 130            |               |
| U.S. SECURITY SERVICE . . .   | 3                                     | 3                              | 100      | -                                  | -        | -              | -                          | -           | -           | -              |               |
| OVERSEAS - TOTAL              | 3,097                                 | 1,889                          | 61       | 1,208                              | 39       | 211            | 11                         | 359         | 406         | 221            |               |
| ALASKAN AIR COMMAND . . .     | 205                                   | 97                             | 47       | 108                                | 53       | 24             | 2                          | 32          | 35          | 17             |               |
| US AIR FORCES IN EUROPE . . . | 516                                   | 347                            | 67       | 169                                | 33       | 42             | 2                          | 55          | 46          | 24             |               |
| JOINT BRAZIL-US MIL. COM . .  | 11                                    | 8                              | 73       | 3                                  | 27       | -              | -                          | 1           | 1           | 1              |               |
| CARIBBEAN AIR COMMAND . . .   | 32                                    | 22                             | 69       | 10                                 | 31       | 2              | -                          | 7           | 1           | 1              |               |
| FAR EAST AIR FORCES . . . .   | 1,783                                 | 1,072                          | 60       | 711                                | 40       | 93             | 6                          | 180         | 280         | 152            |               |
| HEADQUARTERS COMMAND . . .    | 68                                    | 59                             | 87       | 9                                  | 13       | -              | -                          | 7           | 1           | 1              |               |
| MILITARY AIR TRANSP. SER . .  | 249                                   | 140                            | 56       | 109                                | 44       | 24             | 1                          | 50          | 19          | 15             |               |
| NORTHEAST AIR COMMAND . . .   | 25                                    | 14                             | 56       | 11                                 | 44       | 2              | 2                          | 8           | 1           | -              |               |
| STRATEGIC AIR COMMAND . . .   | 202                                   | 125                            | 62       | 77                                 | 38       | 24             | 2                          | 18          | 22          | 11             |               |
| SPECIAL WEAPONS COMMAND . .   | 6                                     | 5                              | 83       | 1                                  | 17       | -              | -                          | 1           | -           | -              |               |
| AIR FORCE RESERVE-TOTAL       | 13                                    | 7                              | 54       | 6                                  | 46       | 1              | 1                          | 2           | 2           | -              |               |
| AIR NATIONAL GUARD-TOTAL      | 514                                   | 317                            | 62       | 197                                | 38       | 30             | 14                         | 82          | 50          | 21             |               |
| DURING OCTOBER 1951           |                                       |                                |          |                                    |          |                |                            |             |             |                |               |
| USAF - TOTAL                  | 12,623                                | 7,800                          | 62       | 4,823                              | 38       | 812            | 153                        | 1,678       | 1,658       | 522            |               |
| CONTINENTAL U.S. - TOTAL      | 9,538                                 | 5,890                          | 62       | 3,648                              | 38       | 554            | 145                        | 1,303       | 1,272       | 374            |               |
| AIR DEFENSE COMMAND . . .     | 1,086                                 | 737                            | 68       | 349                                | 32       | 76             | 7                          | 145         | 100         | 21             |               |
| AIR MATERIEL COMMAND . . .    | 1,067                                 | 245                            | 23       | 822                                | 77       | 41             | 90                         | 85          | 466         | 140            |               |
| AIR PROVING GROUND COMM . .   | 182                                   | 93                             | 51       | 89                                 | 49       | 15             | 3                          | 30          | 25          | 16             |               |
| AIR PICTORIAL SERVICE . . .   | 1                                     | 1                              | 100      | -                                  | -        | -              | -                          | -           | -           | -              |               |
| AIR RESEARCH & DEVELOP . . .  | 352                                   | 184                            | 52       | 168                                | 48       | 21             | -                          | 48          | 26          | 73             |               |
| AIR UNIVERSITY . . . . .      | 155                                   | 129                            | 83       | 26                                 | 17       | 5              | 2                          | 16          | 3           | 5              |               |
| CONTINENTAL AIR COMMAND . .   | 151                                   | 111                            | 74       | 40                                 | 26       | 5              | 1                          | 22          | 7           | 1              |               |
| HEADQUARTERS COMMAND . . .    | 334                                   | 257                            | 77       | 77                                 | 23       | 14             | 2                          | 33          | 27          | 1              |               |
| MILITARY AIR TRANSP. SER . .  | 347                                   | 196                            | 56       | 151                                | 44       | 23             | 3                          | 79          | 36          | 16             |               |
| STRATEGIC AIR COMMAND . . .   | 1,268                                 | 863                            | 68       | 405                                | 32       | 101            | 3                          | 186         | 102         | 13             |               |
| SPECIAL WEAPONS COMMAND . .   | 78                                    | 54                             | 69       | 24                                 | 31       | 3              | -                          | 8           | 12          | 1              |               |
| TACTICAL AIR COMMAND . . .    | 1,268                                 | 835                            | 66       | 433                                | 34       | 101            | 12                         | 218         | 84          | 18             |               |
| AIR TRAINING COMMAND . . .    | 3,247                                 | 2,183                          | 67       | 1,064                              | 33       | 149            | 22                         | 433         | 384         | 76             |               |
| U.S. SECURITY SERVICE . . .   | 2                                     | 2                              | 100      | -                                  | -        | -              | -                          | -           | -           | -              |               |
| OVERSEAS - TOTAL              | 3,085                                 | 1,910                          | 62       | 1,175                              | 38       | 258            | 8                          | 375         | 386         | 148            |               |
| ALASKAN AIR COMMAND . . .     | 202                                   | 109                            | 54       | 93                                 | 46       | 25             | 2                          | 32          | 34          | 2              |               |
| US AIR FORCES IN EUROPE . . . | 544                                   | 380                            | 70       | 164                                | 30       | 48             | 2                          | 60          | 46          | 8              |               |
| JOINT BRAZIL-US MIL. COM . .  | 11                                    | 7                              | 64       | 4                                  | 36       | -              | -                          | 1           | 1           | 2              |               |
| CARIBBEAN AIR COMMAND . . .   | 35                                    | 27                             | 77       | 8                                  | 23       | 3              | -                          | 4           | 1           | 2              |               |
| FAR EAST AIR FORCES . . . .   | 1,732                                 | 1,047                          | 60       | 685                                | 40       | 113            | 4                          | 198         | 269         | 101            |               |
| HEADQUARTERS COMMAND . . .    | 65                                    | 56                             | 86       | 9                                  | 14       | -              | -                          | 7           | 1           | 1              |               |
| MILITARY AIR TRANSP. SER . .  | 250                                   | 144                            | 58       | 106                                | 42       | 25             | 1                          | 45          | 23          | 12             |               |
| NORTHEAST AIR COMMAND . . .   | 25                                    | 13                             | 52       | 12                                 | 48       | 4              | -                          | 5           | 3           | -              |               |
| STRATEGIC AIR COMMAND . . .   | 215                                   | 123                            | 57       | 92                                 | 43       | 39             | 1                          | 22          | 8           | 22             |               |
| SPECIAL WEAPONS COMMAND . .   | 6                                     | 4                              | 67       | 2                                  | 33       | 1              | -                          | 1           | -           | -              |               |
| AIR FORCE RESERVE-TOTAL       | 7                                     | 3                              | 43       | 4                                  | 57       | 1              | -                          | 3           | -           | -              |               |
| AIR NATIONAL GUARD-TOTAL      | 513                                   | 330                            | 64       | 183                                | 36       | 39             | 12                         | 68          | 58          | 6              |               |

TABLE 20 - WORLD-WIDE SUMMARY USAF ACTIVE AIRCRAFT OUT OF COMMISSION - BY COMMAND  
MONTHLY, F.Y. 1952 - CONTINUED

| MAJOR AIR COMMAND               | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |           | AVERAGE AIRCRAFT OUT OF COMMISSION |           |                |                            |              |              |            |               |
|---------------------------------|---------------------------------------|--------------------------------|-----------|------------------------------------|-----------|----------------|----------------------------|--------------|--------------|------------|---------------|
|                                 |                                       | Number                         | % of AOC  | TOTAL                              |           | Awaiting Parts | Technical Order Compliance | MAINTENANCE  |              |            | OTHER REASONS |
|                                 |                                       |                                |           | Average Number AOC                 | % of AOC  |                |                            | Periodic     | Malfunction  | Defect     |               |
| DURING NOVEMBER 1951            |                                       |                                |           |                                    |           |                |                            |              |              |            |               |
| <u>USAF - TOTAL</u>             | <u>12,728</u>                         | <u>7,878</u>                   | <u>62</u> | <u>4,850</u>                       | <u>38</u> | <u>782</u>     | <u>172</u>                 | <u>1,618</u> | <u>1,694</u> | <u>584</u> |               |
| <u>CONTINENTAL U.S. - TOTAL</u> | <u>9,632</u>                          | <u>5,965</u>                   | <u>62</u> | <u>3,667</u>                       | <u>38</u> | <u>520</u>     | <u>154</u>                 | <u>1,242</u> | <u>1,313</u> | <u>438</u> |               |
| AIR DEFENSE COMMAND . . .       | 1,068                                 | 751                            | 70        | 317                                | 30        | 77             | 8                          | 135          | 76           | 21         |               |
| AIR MATERIEL COMMAND . . .      | 1,122                                 | 236                            | 21        | 886                                | 79        | 25             | 105                        | 90           | 457          | 209        |               |
| AIR PROVING GROUND COMMD        | 190                                   | 105                            | 55        | 85                                 | 45        | 11             | 3                          | 31           | 27           | 13         |               |
| AIR PICTORIAL SERVICE . . .     | 1                                     | 1                              | 100       | -                                  | -         | -              | -                          | -            | -            | -          |               |
| AIR RESEARCH & DEVELOP . . .    | 348                                   | 175                            | 50        | 173                                | 50        | 29             | 1                          | 48           | 34           | 61         |               |
| AIR UNIVERSITY . . . . .        | 151                                   | 119                            | 79        | 32                                 | 21        | 3              | -                          | 23           | 4            | 2          |               |
| CONTINENTAL AIR COMMAND         | 143                                   | 101                            | 71        | 42                                 | 29        | 2              | 5                          | 25           | 5            | 5          |               |
| HEADQUARTERS COMMAND . . .      | 327                                   | 235                            | 72        | 92                                 | 28        | 19             | 3                          | 35           | 33           | 2          |               |
| MILITARY AIR TRANSP. SER        | 341                                   | 189                            | 55        | 152                                | 45        | 27             | 2                          | 72           | 41           | 10         |               |
| STRATEGIC AIR COMMAND . . .     | 1,215                                 | 831                            | 68        | 384                                | 32        | 101            | 5                          | 148          | 117          | 13         |               |
| SPECIAL WEAPONS COMMAND         | 79                                    | 49                             | 62        | 30                                 | 38        | 1              | -                          | 7            | 18           | 4          |               |
| TACTICAL AIR COMMAND . . .      | 1,309                                 | 839                            | 64        | 470                                | 36        | 108            | 10                         | 223          | 101          | 28         |               |
| AIR TRAINING COMMAND . . .      | 3,335                                 | 2,332                          | 70        | 1,003                              | 30        | 117            | 12                         | 404          | 400          | 70         |               |
| U.S. SECURITY SERVICE . . .     | 3                                     | 2                              | 67        | 1                                  | 33        | -              | -                          | 1            | -            | -          |               |
| <u>OVERSEAS - TOTAL</u>         | <u>3,096</u>                          | <u>1,913</u>                   | <u>62</u> | <u>1,183</u>                       | <u>38</u> | <u>262</u>     | <u>18</u>                  | <u>376</u>   | <u>381</u>   | <u>146</u> |               |
| ALASKAN AIR COMMAND . . .       | 207                                   | 92                             | 44        | 115                                | 56        | 29             | 5                          | 42           | 31           | 8          |               |
| US AIR FORCES IN EUROPE         | 549                                   | 405                            | 74        | 144                                | 26        | 30             | 7                          | 61           | 42           | 4          |               |
| JOINT BRAZIL-US MIL. COM        | 12                                    | 9                              | 75        | 3                                  | 25        | -              | -                          | 2            | 1            | -          |               |
| CARIBBEAN AIR COMMAND . . .     | 35                                    | 27                             | 77        | 8                                  | 23        | 2              | 1                          | 4            | 1            | -          |               |
| FAR EAST AIR FORCES . . .       | 1,722                                 | 1,033                          | 60        | 689                                | 40        | 123            | 2                          | 193          | 264          | 107        |               |
| HEADQUARTERS COMMAND . . .      | 69                                    | 62                             | 90        | 7                                  | 10        | -              | -                          | 6            | 1            | -          |               |
| MILITARY AIR TRANSP. SER        | 257                                   | 148                            | 58        | 109                                | 42        | 30             | 2                          | 45           | 24           | 8          |               |
| NORTHEAST AIR COMMAND . . .     | 28                                    | 14                             | 50        | 14                                 | 50        | 3              | -                          | 6            | 5            | -          |               |
| STRATEGIC AIR COMMAND . . .     | 197                                   | 112                            | 57        | 85                                 | 43        | 44             | 1                          | 16           | 11           | 13         |               |
| SPECIAL WEAPONS COMMAND         | 12                                    | 6                              | 50        | 6                                  | 50        | -              | -                          | 1            | -            | 5          |               |
| TACTICAL AIR COMMAND . . .      | 8                                     | 5                              | 62        | 3                                  | 38        | 1              | -                          | -            | 1            | 1          |               |
| <u>AIR FORCE RESERVE-TOTAL</u>  | <u>-</u>                              | <u>-</u>                       | <u>-</u>  | <u>-</u>                           | <u>-</u>  | <u>-</u>       | <u>-</u>                   | <u>-</u>     | <u>-</u>     | <u>-</u>   |               |
| <u>AIR NATIONAL GUARD-TOTAL</u> | <u>502</u>                            | <u>319</u>                     | <u>64</u> | <u>183</u>                         | <u>36</u> | <u>42</u>      | <u>10</u>                  | <u>81</u>    | <u>39</u>    | <u>11</u>  |               |
| DURING DECEMBER 1951            |                                       |                                |           |                                    |           |                |                            |              |              |            |               |
| <u>USAF - TOTAL</u>             | <u>13,181</u>                         | <u>8,128</u>                   | <u>62</u> | <u>5,053</u>                       | <u>38</u> | <u>848</u>     | <u>232</u>                 | <u>1,604</u> | <u>1,779</u> | <u>590</u> |               |
| <u>CONTINENTAL U.S. - TOTAL</u> | <u>9,981</u>                          | <u>6,191</u>                   | <u>62</u> | <u>3,790</u>                       | <u>38</u> | <u>550</u>     | <u>218</u>                 | <u>1,234</u> | <u>1,370</u> | <u>418</u> |               |
| AIR DEFENSE COMMAND . . .       | 1,073                                 | 775                            | 72        | 298                                | 28        | 91             | 4                          | 119          | 70           | 14         |               |
| AIR MATERIEL COMMAND . . .      | 1,151                                 | 217                            | 19        | 934                                | 81        | 15             | 152                        | 78           | 491          | 198        |               |
| AIR PROVING GROUND COMMD        | 159                                   | 80                             | 50        | 79                                 | 50        | 10             | 6                          | 26           | 27           | 10         |               |
| AIR PICTORIAL SERVICE . . .     | 1                                     | 1                              | 100       | -                                  | -         | -              | -                          | -            | -            | -          |               |
| AIR RESEARCH & DEVELOP . . .    | 390                                   | 182                            | 47        | 208                                | 53        | 32             | 3                          | 63           | 35           | 75         |               |
| AIR UNIVERSITY . . . . .        | 133                                   | 110                            | 83        | 23                                 | 17        | 1              | 2                          | 14           | 5            | 1          |               |
| CONTINENTAL AIR COMMAND         | 112                                   | 84                             | 75        | 28                                 | 25        | 3              | 1                          | 16           | 8            | -          |               |
| HEADQUARTERS COMMAND . . .      | 321                                   | 237                            | 74        | 84                                 | 26        | 14             | 1                          | 32           | 36           | 1          |               |
| MILITARY AIR TRANSP. SER        | 359                                   | 203                            | 57        | 156                                | 43        | 27             | 3                          | 68           | 46           | 12         |               |
| STRATEGIC AIR COMMAND . . .     | 1,160                                 | 793                            | 68        | 367                                | 32        | 104            | 8                          | 148          | 95           | 12         |               |
| SPECIAL WEAPONS COMMAND         | 77                                    | 52                             | 68        | 25                                 | 32        | 1              | -                          | 8            | 11           | 5          |               |
| TACTICAL AIR COMMAND . . .      | 1,499                                 | 938                            | 63        | 561                                | 37        | 128            | 22                         | 255          | 138          | 18         |               |
| AIR TRAINING COMMAND . . .      | 3,543                                 | 2,516                          | 71        | 1,027                              | 29        | 124            | 16                         | 407          | 408          | 72         |               |
| U.S. SECURITY SERVICE . . .     | 3                                     | 3                              | 100       | -                                  | -         | -              | -                          | -            | -            | -          |               |
| <u>OVERSEAS - TOTAL</u>         | <u>3,200</u>                          | <u>1,937</u>                   | <u>61</u> | <u>1,263</u>                       | <u>39</u> | <u>298</u>     | <u>14</u>                  | <u>370</u>   | <u>409</u>   | <u>172</u> |               |
| ALASKAN AIR COMMAND . . .       | 199                                   | 77                             | 39        | 122                                | 61        | 47             | 4                          | 27           | 37           | 7          |               |
| US AIR FORCES IN EUROPE         | 605                                   | 430                            | 71        | 175                                | 29        | 47             | 5                          | 62           | 53           | 8          |               |
| JOINT BRAZIL-US MIL. COM        | 12                                    | 8                              | 67        | 4                                  | 33        | -              | -                          | 1            | 1            | 2          |               |
| CARIBBEAN AIR COMMAND . . .     | 33                                    | 26                             | 79        | 7                                  | 21        | 2              | -                          | 4            | 1            | -          |               |
| FAR EAST AIR FORCES . . .       | 1,786                                 | 1,026                          | 57        | 760                                | 43        | 145            | 2                          | 206          | 266          | 141        |               |
| HEADQUARTERS COMMAND . . .      | 68                                    | 61                             | 90        | 7                                  | 10        | -              | -                          | 6            | -            | 1          |               |
| MILITARY AIR TRANSP. SER        | 266                                   | 161                            | 61        | 105                                | 39        | 27             | 2                          | 40           | 26           | 10         |               |
| NORTHEAST AIR COMMAND . . .     | 31                                    | 13                             | 42        | 18                                 | 58        | 5              | 1                          | 6            | 6            | -          |               |
| STRATEGIC AIR COMMAND . . .     | 1,499                                 | 938                            | 63        | 561                                | 37        | 128            | 22                         | 255          | 138          | 18         |               |
| SPECIAL WEAPONS COMMAND         | 6                                     | 4                              | 67        | 2                                  | 33        | -              | -                          | 1            | 1            | -          |               |
| TACTICAL AIR COMMAND . . .      | 60                                    | 38                             | 63        | 22                                 | 37        | 8              | -                          | 7            | 4            | 3          |               |
| <u>AIR FORCE RESERVE-TOTAL</u>  | <u>-</u>                              | <u>-</u>                       | <u>-</u>  | <u>-</u>                           | <u>-</u>  | <u>-</u>       | <u>-</u>                   | <u>-</u>     | <u>-</u>     | <u>-</u>   |               |
| <u>AIR NATIONAL GUARD-TOTAL</u> | <u>479</u>                            | <u>317</u>                     | <u>66</u> | <u>162</u>                         | <u>34</u> | <u>36</u>      | <u>7</u>                   | <u>60</u>    | <u>37</u>    | <u>22</u>  |               |

TABLE 20 - WORLD-WIDE SUMMARY USAF ACTIVE AIRCRAFT OUT OF COMMISSION - BY COMMAND  
MONTHLY, F.Y. 1952 - CONTINUED

| MAJOR<br>AIR<br>COMMAND         | AVERAGE<br>AIRCRAFT<br>ON HAND<br>DURING<br>MONTH | AVERAGE<br>AIRCRAFT<br>IN COMMISSION |             | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                        |  |              |                  |                   |                  |
|---------------------------------|---|--------------------------------------|-------------|------------------------------------|----------------|------------------------|--|--------------|------------------|-------------------|------------------|
|                                 |   | Number                               | % of<br>AOH | TOTAL                              |                | Await-<br>ing<br>Parts | Techni-<br>cal<br>Order<br>Com-<br>pliance | MAINTENANCE  |                  |                   | OTHER<br>REASONS |
|                                 |   |                                      |             | Average<br>Number<br>AOC           | %<br>of<br>AOH |                        |  | Periodic     | Malfunc-<br>tion | Defect,<br>Damage |                  |
| DURING JANUARY 1952             |   |                                      |             |                                    |                |                        |  |              |                  |                   |                  |
| <u>USAF - TOTAL</u>             | <u>13,319</u>                                     | <u>8,177</u>                         | <u>61</u>   | <u>5,142</u>                       | <u>39</u>      | <u>814</u>             | <u>241</u>                                 | <u>1,669</u> | <u>1,849</u>     | <u>569</u>        |                  |
| <u>CONTINENTAL U.S. - TOTAL</u> | <u>10,064</u>                                     | <u>6,225</u>                         | <u>62</u>   | <u>3,839</u>                       | <u>38</u>      | <u>547</u>             | <u>225</u>                                 | <u>1,267</u> | <u>1,410</u>     | <u>390</u>        |                  |
| AIR DEFENSE COMMAND . .         | 1,059   | 742                                  | 70          | 317                                | 30             | 89                     | 6  | 137          | 69               | 16                |                  |
| AIR MATERIEL COMMAND . .        | 1,045   | 178                                  | 17          | 867                                | 83             | 16                     | 149  | 69           | 471              | 162               |                  |
| AIR PROVING GROUND COMM         | 155   | 79                                   | 51          | 76                                 | 49             | 12                     | 8  | 23           | 23               | 10                |                  |
| AIR PICTORIAL SERVICE . .       | 3   | 3                                    | 100         | -                                  | -              | -                      | -  | -            | -                | -                 |                  |
| AIR RESEARCH & DEVELOP . .      | 384   | 187                                  | 49          | 197                                | 51             | 29                     | 2  | 58           | 38               | 70                |                  |
| CONTINENTAL AIR COMMAND         | 95  | 63                                   | 66          | 32                                 | 34             | 3                      | 2  | 16           | 8                | 3                 |                  |
| HEADQUARTERS COMMAND . .        | 324   | 238                                  | 73          | 86                                 | 27             | 14                     | -  | 35           | 35               | 2                 |                  |
| MILITARY AIR TRANSP. SER        | 377   | 202                                  | 54          | 175                                | 46             | 33                     | 5  | 69           | 60               | 8                 |                  |
| STRATEGIC AIR COMMAND . .       | 1,169   | 798                                  | 68          | 371                                | 32             | 109                    | 10   | 147          | 91               | 14                |                  |
| SPECIAL WEAPONS COMMAND         | 73  | 49                                   | 67          | 24                                 | 33             | 1                      | -  | 10           | 10               | 3                 |                  |
| TACTICAL AIR COMMAND . .        | 1,479   | 978                                  | 66          | 501                                | 34             | 106                    | 10   | 230          | 122              | 33                |                  |
| AIR TRAINING COMMAND . .        | 3,769   | 2,601                                | 69          | 1,168                              | 31             | 135                    | 30   | 456          | 480              | 67                |                  |
| U.S. SECURITY SERVICE . .       | 3   | 2                                    | 67          | 1                                  | 33             | -                      | 1  | -            | -                | -                 |                  |
| AIR UNIVERSITY . . . . .        | 129   | 105                                  | 81          | 24                                 | 19             | -                      | 2  | 17           | 3                | 2                 |                  |
| <u>OVERSEAS - TOTAL</u>         | <u>3,255</u>                                      | <u>1,952</u>                         | <u>60</u>   | <u>1,303</u>                       | <u>40</u>      | <u>267</u>             | <u>16</u>                                  | <u>402</u>   | <u>439</u>       | <u>179</u>        |                  |
| ALASKAN AIR COMMAND . .         | 201   | 86                                   | 43          | 115                                | 57             | 24                     | 2  | 35           | 47               | 7                 |                  |
| US AIR FORCES IN EUROPE         | 664   | 449                                  | 68          | 215                                | 32             | 54                     | 3  | 83           | 64               | 11                |                  |
| JOINT BRAZIL-US MIL. COM        | 12  | 7                                    | 58          | 5                                  | 42             | -                      | -  | 1            | 3                | 1                 |                  |
| CARIBBEAN AIR COMMAND . .       | 32  | 24                                   | 75          | 8                                  | 25             | 1                      | 4  | 2            | 1                | -                 |                  |
| FAR EAST AIR FORCES . .         | 1,815   | 1,034                                | 57          | 781                                | 43             | 137                    | 4  | 208          | 280              | 152               |                  |
| HEADQUARTERS COMMAND . .        | 68  | 61                                   | 90          | 7                                  | 10             | -                      | -  | 7            | -                | -                 |                  |
| MILITARY AIR TRANSP. SER        | 258   | 158                                  | 61          | 100                                | 39             | 24                     | 1  | 49           | 23               | 3                 |                  |
| NORTHEAST AIR COMMAND . .       | 38  | 15                                   | 39          | 23                                 | 61             | 6                      | 1  | 7            | 7                | 3                 |                  |
| STRATEGIC AIR COMMAND . .       | 161   | 113                                  | 70          | 48                                 | 30             | 21                     | 1  | 9            | 14               | 3                 |                  |
| SPECIAL WEAPONS COMMAND         | 6   | 5                                    | 83          | 1                                  | 17             | -                      | -  | 1            | -                | -                 |                  |
| <u>AIR FORCE RESERVE-TOTAL</u>  | <u>-</u>  | <u>-</u>                             | <u>-</u>    | <u>-</u>                           | <u>-</u>       | <u>-</u>               | <u>-</u>                                   | <u>-</u>     | <u>-</u>         | <u>-</u>          |                  |
| <u>AIR NATIONAL GUARD-TOTAL</u> | <u>466</u>  | <u>316</u>                           | <u>68</u>   | <u>150</u>                         | <u>32</u>      | <u>23</u>              | <u>7</u>                                   | <u>59</u>    | <u>30</u>        | <u>31</u>         |                  |
| DURING FEBRUARY 1952            |   |                                      |             |                                    |                |                        |  |              |                  |                   |                  |
| <u>USAF - TOTAL</u>             | <u>13,648</u>                                     | <u>8,383</u>                         | <u>61</u>   | <u>5,265</u>                       | <u>39</u>      | <u>761</u>             | <u>260</u>                                 | <u>1,748</u> | <u>1,892</u>     | <u>604</u>        |                  |
| <u>CONTINENTAL U.S. - TOTAL</u> | <u>10,315</u>                                     | <u>6,361</u>                         | <u>62</u>   | <u>3,954</u>                       | <u>38</u>      | <u>512</u>             | <u>244</u>                                 | <u>1,352</u> | <u>1,435</u>     | <u>411</u>        |                  |
| AIR DEFENSE COMMAND . .         | 941   | 663                                  | 70          | 278                                | 30             | 75                     | 8  | 129          | 58               | 8                 |                  |
| AIR MATERIEL COMMAND . .        | 1,129   | 178                                  | 16          | 951                                | 84             | 12                     | 160  | 84           | 499              | 196               |                  |
| AIR PROVING GROUND COMM         | 157   | 80                                   | 51          | 77                                 | 49             | 13                     | 5  | 26           | 26               | 7                 |                  |
| AIR PICTORIAL SERVICE . .       | 3   | 3                                    | 100         | -                                  | -              | -                      | -  | -            | -                | -                 |                  |
| AIR RESEARCH & DEVELOP . .      | 382   | 184                                  | 48          | 198                                | 52             | 26                     | 4  | 60           | 37               | 71                |                  |
| AIR UNIVERSITY . . . . .        | 129   | 103                                  | 80          | 26                                 | 20             | 3                      | 2  | 17           | 3                | 1                 |                  |
| CONTINENTAL AIR COMMAND         | 93  | 68                                   | 73          | 25                                 | 27             | 4                      | 2  | 14           | 5                | -                 |                  |
| HEADQUARTERS COMMAND . .        | 324   | 235                                  | 73          | 89                                 | 27             | 16                     | 1  | 34           | 36               | 2                 |                  |
| MILITARY AIR TRANSP. SER        | 414   | 223                                  | 54          | 191                                | 46             | 29                     | 4  | 85           | 55               | 18                |                  |
| STRATEGIC AIR COMMAND . .       | 1,191   | 866                                  | 73          | 325                                | 27             | 71                     | 6  | 147          | 96               | 5                 |                  |
| SPECIAL WEAPONS COMMAND         | 74  | 46                                   | 62          | 28                                 | 36             | -                      | 2  | 11           | 12               | 3                 |                  |
| TACTICAL AIR COMMAND . .        | 1,499   | 989                                  | 66          | 510                                | 34             | 104                    | 24   | 234          | 110              | 38                |                  |
| AIR TRAINING COMMAND . .        | 3,976   | 2,721                                | 68          | 1,255                              | 32             | 158                    | 26   | 511          | 498              | 62                |                  |
| U.S. SECURITY SERVICE . .       | 3   | 2                                    | 67          | 1                                  | 33             | 1                      | -  | -            | -                | -                 |                  |
| <u>OVERSEAS - TOTAL</u>         | <u>3,333</u>                                      | <u>2,022</u>                         | <u>61</u>   | <u>1,311</u>                       | <u>39</u>      | <u>249</u>             | <u>16</u>                                  | <u>396</u>   | <u>457</u>       | <u>193</u>        |                  |
| ALASKAN AIR COMMAND . .         | 205   | 96                                   | 47          | 109                                | 53             | 26                     | 1  | 28           | 47               | 7                 |                  |
| US AIR FORCES IN EUROPE         | 718   | 501                                  | 70          | 217                                | 30             | 49                     | 2  | 88           | 70               | 8                 |                  |
| JOINT BRAZIL-US MIL. COM        | 10  | 6                                    | 60          | 4                                  | 40             | 1                      | -  | 2            | 1                | -                 |                  |
| CARIBBEAN AIR COMMAND . .       | 37  | 26                                   | 70          | 11                                 | 30             | -                      | 4  | 4            | 3                | -                 |                  |
| FAR EAST AIR FORCES . .         | 1,833   | 1,052                                | 57          | 781                                | 43             | 127                    | 8  | 192          | 293              | 161               |                  |
| HEADQUARTERS COMMAND . .        | 72  | 60                                   | 83          | 12                                 | 17             | 1                      | 1  | 8            | 2                | -                 |                  |
| MILITARY AIR TRANSP. SER        | 262   | 152                                  | 58          | 110                                | 42             | 22                     | -  | 56           | 23               | 9                 |                  |
| NORTHEAST AIR COMMAND . .       | 34  | 14                                   | 41          | 20                                 | 59             | 5                      | -  | 9            | 5                | 1                 |                  |
| STRATEGIC AIR COMMAND . .       | 156   | 110                                  | 71          | 46                                 | 29             | 18                     | -  | 8            | 13               | 7                 |                  |
| SPECIAL WEAPONS COMMAND         | 6   | 5                                    | 83          | 1                                  | 17             | -                      | -  | 1            | -                | -                 |                  |
| <u>AIR FORCE RESERVE-TOTAL</u>  | <u>-</u>  | <u>-</u>                             | <u>-</u>    | <u>-</u>                           | <u>-</u>       | <u>-</u>               | <u>-</u>                                   | <u>-</u>     | <u>-</u>         | <u>-</u>          |                  |
| <u>AIR NATIONAL GUARD-TOTAL</u> | <u>446</u>  | <u>318</u>                           | <u>71</u>   | <u>128</u>                         | <u>29</u>      | <u>20</u>              | <u>8</u>                                   | <u>43</u>    | <u>34</u>        | <u>23</u>         |                  |

TABLE 20 - WORLD-WIDE SUMMARY USAF ACTIVE AIRCRAFT OUT OF COMMISSION - BY COMMAND  
MONTHLY, F.Y. 1952 - CONTINUED

| MAJOR AIR COMMAND           | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |          | AVERAGE AIRCRAFT OUT OF COMMISSION |          |                |                            |             |             |                |               |
|-----------------------------|---------------------------------------|--------------------------------|----------|------------------------------------|----------|----------------|----------------------------|-------------|-------------|----------------|---------------|
|                             |                                       | Number                         | % of AOH | TOTAL                              |          | Awaiting Parts | Technical Order Compliance | MAINTENANCE |             |                | OTHER REASONS |
|                             |                                       |                                |          | Average Number AOC                 | % of AOH |                |                            | Periodic    | Malfunction | Defect, Damage |               |
| DURING MARCH 1952           |                                       |                                |          |                                    |          |                |                            |             |             |                |               |
| USAF - TOTAL                | 13,837                                | 8,708                          | 63       | 5,129                              | 37       | 733            | 273                        | 1,689       | 1,839       | 595            |               |
| CONTINENTAL U.S. - TOTAL    | 10,440                                | 6,559                          | 63       | 3,881                              | 37       | 485            | 256                        | 1,286       | 1,390       | 464            |               |
| AIR DEFENSE COMMAND . . .   | 953                                   | 667                            | 70       | 286                                | 30       | 80             | 10                         | 117         | 64          | 15             |               |
| AIR MATERIEL COMMAND . . .  | 1,126                                 | 180                            | 16       | 946                                | 84       | 7              | 144                        | 86          | 477         | 232            |               |
| AIR PROVING GROUND COMMD    | 159                                   | 85                             | 53       | 74                                 | 47       | 10             | 6                          | 23          | 32          | 3              |               |
| AIR PICTORIAL SERVICE . . . | 4                                     | 3                              | 75       | 1                                  | 25       | -              | -                          | 1           | -           | -              |               |
| AIR RESEARCH & DEVELOP. . . | 378                                   | 191                            | 51       | 187                                | 49       | 27             | 4                          | 50          | 38          | 68             |               |
| AIR UNIVERSITY . . . . .    | 129                                   | 96                             | 74       | 33                                 | 26       | 4              | -                          | 14          | 3           | 12             |               |
| CONTINENTAL AIR COMMAND     | 94                                    | 65                             | 69       | 29                                 | 31       | 4              | 4                          | 16          | 3           | 2              |               |
| HEADQUARTERS COMMAND . . .  | 318                                   | 230                            | 72       | 88                                 | 28       | 15             | -                          | 37          | 35          | 1              |               |
| MILITARY AIR TRANSP. SER    | 411                                   | 232                            | 56       | 179                                | 44       | 27             | 5                          | 77          | 48          | 22             |               |
| STRATEGIC AIR COMMAND . . . | 1,236                                 | 900                            | 73       | 336                                | 27       | 80             | 5                          | 141         | 98          | 12             |               |
| SPECIAL WEAPONS COMMAND . . | 91                                    | 66                             | 73       | 25                                 | 27       | 1              | 1                          | 10          | 10          | 3              |               |
| TACTICAL AIR COMMAND . . .  | 1,481                                 | 1,014                          | 68       | 467                                | 32       | 78             | 45                         | 213         | 99          | 32             |               |
| AIR TRAINING COMMAND . . .  | 4,057                                 | 2,823                          | 70       | 1,229                              | 30       | 152            | 31                         | 501         | 483         | 62             |               |
| U.S. SECURITY SERVICE . . . | 3                                     | 2                              | 67       | 1                                  | 33       | -              | 1                          | -           | -           | -              |               |
| OVERSEAS - TOTAL            | 3,397                                 | 2,149                          | 63       | 1,248                              | 37       | 248            | 17                         | 403         | 449         | 131            |               |
| ALASKAN AIR COMMAND . . .   | 197                                   | 94                             | 48       | 103                                | 52       | 23             | 1                          | 25          | 49          | 5              |               |
| US AIR FORCES IN EUROPE     | 726                                   | 492                            | 68       | 234                                | 32       | 54             | 7                          | 89          | 79          | 5              |               |
| JOINT BRAZIL-US MIL. COM    |                                       |                                |          |                                    |          |                |                            |             |             |                |               |
| CARIBBEAN AIR COMMAND . . . | 38                                    | 28                             | 74       | 10                                 | 26       | 3              | 1                          | 5           | 1           | -              |               |
| FAR EAST AIR FORCES . . .   | 1,891                                 | 1,165                          | 62       | 726                                | 38       | 130            | 7                          | 203         | 278         | 108            |               |
| HEADQUARTERS COMMAND . . .  | 73                                    | 66                             | 90       | 7                                  | 10       | -              | -                          | 7           | -           | -              |               |
| MILITARY AIR TRANSP. SER    | 273                                   | 162                            | 59       | 111                                | 41       | 22             | 1                          | 51          | 30          | 7              |               |
| NORTHEAST AIR COMMAND . . . | 29                                    | 13                             | 45       | 16                                 | 55       | 3              | -                          | 8           | 4           | 1              |               |
| STRATEGIC AIR COMMAND . . . | 162                                   | 125                            | 77       | 37                                 | 23       | 13             | -                          | 13          | 7           | 4              |               |
| SPECIAL WEAPONS COMMAND     | 8                                     | 4                              | 50       | 4                                  | 50       | -              | -                          | 2           | 1           | 1              |               |
| AIR FORCE RESERVE-TOTAL     | -                                     | -                              | -        | -                                  | -        | -              | -                          | -           | -           | -              |               |
| AIR NATIONAL GUARD-TOTAL    | 447                                   | 311                            | 70       | 136                                | 30       | 21             | 7                          | 54          | 30          | 24             |               |
| DURING APRIL 1952           |                                       |                                |          |                                    |          |                |                            |             |             |                |               |
| USAF - TOTAL                | 14,172                                | 8,917                          | 63       | 5,255                              | 37       | 732            | 288                        | 1,734       | 1,781       | 720            |               |
| CONTINENTAL U.S. - TOTAL    | 10,718                                | 6,814                          | 64       | 3,904                              | 36       | 502            | 256                        | 1,296       | 1,351       | 499            |               |
| AIR DEFENSE COMMAND . . .   | 953                                   | 659                            | 69       | 294                                | 31       | 75             | 22                         | 103         | 65          | 29             |               |
| AIR MATERIEL COMMAND . . .  | 1,083                                 | 175                            | 16       | 908                                | 84       | 9              | 120                        | 77          | 459         | 243            |               |
| AIR PROVING GROUND COMMD    | 156                                   | 90                             | 58       | 66                                 | 42       | 7              | 3                          | 21          | 26          | 9              |               |
| AIR RESEARCH & DEVELOP. . . | 503                                   | 271                            | 54       | 232                                | 46       | 31             | 3                          | 68          | 47          | 83             |               |
| AIR UNIVERSITY . . . . .    | 130                                   | 93                             | 72       | 37                                 | 28       | 3              | -                          | 13          | 3           | 18             |               |
| CONTINENTAL AIR COMMAND     | 91                                    | 61                             | 67       | 30                                 | 33       | 4              | 3                          | 13          | 6           | 4              |               |
| HEADQUARTERS COMMAND . . .  | 311                                   | 232                            | 75       | 79                                 | 25       | 17             | -                          | 34          | 24          | 4              |               |
| MILITARY AIR TRANSP. SER    | 427                                   | 223                            | 52       | 204                                | 48       | 26             | 2                          | 94          | 55          | 27             |               |
| STRATEGIC AIR COMMAND . . . | 1,289                                 | 935                            | 73       | 354                                | 27       | 81             | 14                         | 141         | 103         | 15             |               |
| TACTICAL AIR COMMAND . . .  | 1,510                                 | 1,049                          | 69       | 461                                | 31       | 79             | 18                         | 243         | 101         | 20             |               |
| AIR TRAINING COMMAND . . .  | 4,262                                 | 3,023                          | 71       | 1,239                              | 29       | 170            | 71                         | 489         | 462         | 47             |               |
| U.S. SECURITY SERVICE . . . | 3                                     | 3                              | 100      | -                                  | -        | -              | -                          | -           | -           | -              |               |
| OVERSEAS - TOTAL            | 3,454                                 | 2,103                          | 61       | 1,351                              | 39       | 230            | 32                         | 438         | 430         | 221            |               |
| ALASKAN AIR COMMAND . . .   | 194                                   | 98                             | 51       | 96                                 | 49       | 23             | 2                          | 26          | 42          | 3              |               |
| US AIR FORCES IN EUROPE     | 739                                   | 477                            | 65       | 262                                | 35       | 63             | 11                         | 99          | 82          | 7              |               |
| JOINT BRAZIL-US MIL. COM    | 20                                    | 10                             | 50       | 10                                 | 50       | 4              | -                          | 6           | -           | -              |               |
| CARIBBEAN AIR COMMAND . . . | 36                                    | 24                             | 67       | 12                                 | 33       | 2              | 2                          | 6           | 2           | -              |               |
| FAR EAST AIR FORCES . . .   | 1,937                                 | 1,133                          | 58       | 804                                | 42       | 106            | 16                         | 221         | 262         | 199            |               |
| HEADQUARTERS COMMAND . . .  | 67                                    | 59                             | 88       | 8                                  | 12       | -              | -                          | 7           | 1           | -              |               |
| MILITARY AIR TRANSP. SER    | 275                                   | 163                            | 59       | 112                                | 41       | 25             | 1                          | 53          | 29          | 4              |               |
| NORTHEAST AIR COMMAND . . . | 27                                    | 12                             | 44       | 15                                 | 56       | 4              | -                          | 7           | 3           | 1              |               |
| STRATEGIC AIR COMMAND . . . | 159                                   | 127                            | 80       | 32                                 | 20       | 3              | -                          | 13          | 9           | 7              |               |
| AIR FORCE RESERVE-TOTAL     | -                                     | -                              | -        | -                                  | -        | -              | -                          | -           | -           | -              |               |
| AIR NATIONAL GUARD-TOTAL    | 389                                   | 283                            | 73       | 106                                | 27       | 15             | 7                          | 48          | 20          | 16             |               |



TABLE 20 - WORLD-WIDE SUMMARY USAF ACTIVE AIRCRAFT OUT OF COMMISSION - BY COMMAND  
MONTHLY, F.Y. 1952 - CONTINUED

| MAJOR AIR COMMAND               | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |           | AVERAGE AIRCRAFT OUT OF COMMISSION |           |                |                            |              |              |               |               |
|---------------------------------|---------------------------------------|--------------------------------|-----------|------------------------------------|-----------|----------------|----------------------------|--------------|--------------|---------------|---------------|
|                                 |                                       | Number                         | % of AOH  | TOTAL                              |           | Awaiting Parts | Technical Order Compliance | MAINTENANCE  |              |               | OTHER REASONS |
|                                 |                                       |                                |           | Average Number AOC                 | % of AOH  |                |                            | Periodic     | Malfunction  | Defect-Damage |               |
| DURING MAY 1952                 |                                       |                                |           |                                    |           |                |                            |              |              |               |               |
| <u>USAF - TOTAL</u>             | <u>14,271</u>                         | <u>9,152</u>                   | <u>64</u> | <u>5,119</u>                       | <u>36</u> | <u>813</u>     | <u>281</u>                 | <u>1,506</u> | <u>1,814</u> | <u>705</u>    |               |
| <u>CONTINENTAL U.S. - TOTAL</u> | <u>10,796</u>                         | <u>7,087</u>                   | <u>66</u> | <u>3,709</u>                       | <u>34</u> | <u>571</u>     | <u>239</u>                 | <u>1,110</u> | <u>1,325</u> | <u>464</u>    |               |
| AIR DEFENSE COMMAND . . .       | 941                                   | 695                            | 74        | 246                                | 26        | 79             | 15                         | 79           | 50           | 23            |               |
| AIR MATERIEL COMMAND . . .      | 1,011                                 | 193                            | 19        | 818                                | 81        | 9              | 103                        | 64           | 440          | 202           |               |
| AIR PROVING GROUND COMMD        | 149                                   | 89                             | 60        | 60                                 | 40        | 6              | 5                          | 14           | 25           | 10            |               |
| AIR RESEARCH & DEVELOP . .      | 505                                   | 286                            | 57        | 219                                | 43        | 34             | 3                          | 51           | 44           | 87            |               |
| AIR UNIVERSITY . . . . .        | 122                                   | 92                             | 75        | 30                                 | 25        | 4              | 1                          | 7            | 2            | 16            |               |
| CONTINENTAL AIR COMMAND         | 75                                    | 52                             | 69        | 23                                 | 31        | 4              | 3                          | 6            | 8            | 2             |               |
| HEADQUARTERS COMMAND . . .      | 323                                   | 244                            | 76        | 79                                 | 24        | 17             | 4                          | 25           | 30           | 3             |               |
| MILITARY AIR TRANSP. SER        | 465                                   | 262                            | 56        | 203                                | 44        | 33             | 4                          | 83           | 57           | 26            |               |
| STRATEGIC AIR COMMAND . . .     | 1,386                                 | 1,016                          | 73        | 370                                | 27        | 95             | 16                         | 133          | 112          | 14            |               |
| TACTICAL AIR COMMAND . . .      | 1,336                                 | 928                            | 69        | 408                                | 31        | 96             | 13                         | 197          | 78           | 24            |               |
| AIR TRAINING COMMAND . . .      | 4,481                                 | 3,228                          | 72        | 1,253                              | 28        | 194            | 72                         | 451          | 479          | 57            |               |
| U.S. SECURITY SERVICE . . .     | 2                                     | 2                              | 100       | -                                  | -         | -              | -                          | -            | -            | -             |               |
| <u>OVERSEAS - TOTAL</u>         | <u>3,475</u>                          | <u>2,065</u>                   | <u>59</u> | <u>1,410</u>                       | <u>41</u> | <u>242</u>     | <u>42</u>                  | <u>396</u>   | <u>489</u>   | <u>241</u>    |               |
| ALASKAN AIR COMMAND . . .       | 209                                   | 106                            | 51        | 103                                | 49        | 24             | 3                          | 20           | 54           | 2             |               |
| US AIR FORCES IN EUROPE         | 776                                   | 499                            | 64        | 277                                | 36        | 61             | 13                         | 80           | 112          | 11            |               |
| AIR RESEARCH & DEVELOP . .      | 11                                    | 5                              | 45        | 6                                  | 55        | 3              | -                          | 2            | 1            | -             |               |
| JOINT BRAZIL-US MIL. COM        | 10                                    | 4                              | 40        | 6                                  | 60        | 2              | -                          | 2            | 1            | 1             |               |
| CARIBBEAN AIR COMMAND . .       | 32                                    | 21                             | 66        | 11                                 | 34        | 2              | 3                          | 4            | 2            | -             |               |
| FAR EAST AIR FORCES . . .       | 1,914                                 | 1,066                          | 56        | 848                                | 44        | 117            | 21                         | 216          | 281          | 213           |               |
| HEADQUARTERS COMMAND . . .      | 69                                    | 61                             | 88        | 8                                  | 12        | 1              | -                          | 4            | 3            | -             |               |
| MILITARY AIR TRANSP. SER        | 280                                   | 174                            | 62        | 106                                | 38        | 20             | 1                          | 50           | 28           | 7             |               |
| NORTHEAST AIR COMMAND . .       | 30                                    | 17                             | 57        | 13                                 | 43        | 4              | 1                          | 6            | 1            | 1             |               |
| STRATEGIC AIR COMMAND . . .     | 144                                   | 112                            | 78        | 32                                 | 22        | 8              | -                          | 12           | 6            | 6             |               |
| <u>AIR NATIONAL GUARD-TOTAL</u> | <u>a/ 389</u>                         | <u>306</u>                     | <u>79</u> | <u>83</u>                          | <u>21</u> | <u>16</u>      | <u>5</u>                   | <u>38</u>    | <u>20</u>    | <u>4</u>      |               |
| DURING JUNE 1952                |                                       |                                |           |                                    |           |                |                            |              |              |               |               |
| <u>USAF - TOTAL</u>             | <u>15,107</u>                         | <u>9,742</u>                   | <u>64</u> | <u>5,365</u>                       | <u>36</u> | <u>835</u>     | <u>247</u>                 | <u>1,582</u> | <u>1,928</u> | <u>773</u>    |               |
| <u>CONTINENTAL U.S. - TOTAL</u> | <u>11,295</u>                         | <u>7,314</u>                   | <u>65</u> | <u>3,981</u>                       | <u>35</u> | <u>568</u>     | <u>213</u>                 | <u>1,204</u> | <u>1,453</u> | <u>543</u>    |               |
| AIR DEFENSE COMMAND . . .       | 981                                   | 704                            | 72        | 277                                | 28        | 85             | 6                          | 101          | 70           | 15            |               |
| AIR MATERIEL COMMAND . . .      | 1,014                                 | 195                            | 19        | 819                                | 81        | 6              | 129                        | 66           | 412          | 206           |               |
| AIR PROVING GROUND COMMD        | 151                                   | 93                             | 62        | 58                                 | 38        | 9              | 5                          | 13           | 21           | 10            |               |
| AIR RESEARCH & DEVELOP . .      | 530                                   | 291                            | 55        | 239                                | 45        | 33             | 6                          | 63           | 47           | 90            |               |
| AIR UNIVERSITY . . . . .        | 107                                   | 89                             | 83        | 18                                 | 17        | 6              | 1                          | 7            | 2            | 2             |               |
| CONTINENTAL AIR COMMAND         | 70                                    | 47                             | 67        | 23                                 | 33        | 4              | 2                          | 7            | 6            | 4             |               |
| HEADQUARTERS COMMAND . . .      | 309                                   | 232                            | 75        | 77                                 | 25        | 11             | 2                          | 28           | 33           | 3             |               |
| MILITARY AIR TRANSP. SER        | 465                                   | 270                            | 58        | 195                                | 42        | 37             | 4                          | 82           | 58           | 14            |               |
| STRATEGIC AIR COMMAND . . .     | 1,453                                 | 1,071                          | 74        | 382                                | 26        | 92             | 9                          | 134          | 133          | 14            |               |
| TACTICAL AIR COMMAND . . .      | 1,439                                 | 1,046                          | 73        | 393                                | 27        | 100            | 13                         | 163          | 93           | 24            |               |
| AIR TRAINING COMMAND . . .      | 4,773                                 | 3,273                          | 69        | 1,500                              | 31        | 185            | 36                         | 540          | 578          | 161           |               |
| U.S. SECURITY SERVICE . . .     | 3                                     | 3                              | 100       | -                                  | -         | -              | -                          | -            | -            | -             |               |
| <u>OVERSEAS - TOTAL</u>         | <u>3,812</u>                          | <u>2,428</u>                   | <u>64</u> | <u>1,384</u>                       | <u>36</u> | <u>267</u>     | <u>34</u>                  | <u>378</u>   | <u>475</u>   | <u>230</u>    |               |
| ALASKAN AIR COMMAND . . .       | 196                                   | 104                            | 53        | 92                                 | 47        | 16             | 2                          | 23           | 49           | 2             |               |
| US AIR FORCES IN EUROPE         | 966                                   | 661                            | 68        | 305                                | 32        | 89             | 8                          | 95           | 110          | 3             |               |
| AIR RESEARCH & DEVELOP . .      | 9                                     | 5                              | 56        | 4                                  | 44        | -              | -                          | 2            | 2            | -             |               |
| JOINT BRAZIL-US MIL. COM        | 10                                    | 6                              | 60        | 4                                  | 40        | -              | -                          | 1            | 1            | 2             |               |
| CARIBBEAN AIR COMMAND . .       | 34                                    | 25                             | 74        | 9                                  | 26        | 1              | 2                          | 5            | 1            | -             |               |
| FAR EAST AIR FORCES . . .       | 1,921                                 | 1,139                          | 59        | 782                                | 41        | 119            | 17                         | 178          | 260          | 208           |               |
| HEADQUARTERS COMMAND . . .      | 75                                    | 67                             | 89        | 8                                  | 11        | -              | -                          | 6            | 2            | -             |               |
| MILITARY AIR TRANSP. SER        | 296                                   | 179                            | 60        | 117                                | 40        | 28             | 1                          | 47           | 30           | 11            |               |
| NORTHEAST AIR COMMAND . .       | 33                                    | 18                             | 55        | 15                                 | 45        | 4              | -                          | 8            | 2            | 1             |               |
| STRATEGIC AIR COMMAND . . .     | 139                                   | 103                            | 74        | 36                                 | 26        | 8              | 1                          | 12           | 12           | 3             |               |
| TACTICAL AIR COMMAND . . .      | 133                                   | 121                            | 91        | 12                                 | 9         | 2              | 3                          | 1            | 6            | -             |               |
| <u>AIR FORCE RESERVE-TOTAL</u>  | <u>48</u>                             | <u>29</u>                      | <u>60</u> | <u>19</u>                          | <u>40</u> | <u>1</u>       | <u>-</u>                   | <u>11</u>    | <u>3</u>     | <u>4</u>      |               |
| <u>AIR NATIONAL GUARD-TOTAL</u> | <u>388</u>                            | <u>296</u>                     | <u>76</u> | <u>92</u>                          | <u>24</u> | <u>18</u>      | <u>7</u>                   | <u>47</u>    | <u>16</u>    | <u>4</u>      |               |

a/ Data on 199 Fighter Squadron (T.H.) during May, not received.  
SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952

The data reflected are for the month shown and should not be compared with the quarterly averages shown elsewhere in this publication. Excludes USAF aircraft on bailment for maintenance and aircraft enroute to Continental US and Overseas theaters in the reporting period.

| TYPE AND MODEL OF AIRCRAFT | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | TOTAL           |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                    |             |                             |               |
|----------------------------|---------------------------------------|--------------------------------|----------------|-----------------|----------------|------------------------------------|--------------------|-------------|-----------------------------|---------------|
|                            |                                       | Number                         | Percent Of AOC | Average No. AOC | Percent Of AOC | Awaiting Parts                     | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                            |                                       |                                |                |                 |                |                                    |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING JULY 1951           |                                       |                                |                |                 |                |                                    |                    |             |                             |               |
| TOTAL AIRCRAFT             | 12,374                                | 7,579                          | 61             | 4,795           | 39             | 749                                | 263                | 1,638       | 1,481                       | 664           |
| BOMBER                     | 1,240                                 | 702                            | 57             | 538             | 43             | 66                                 | 58                 | 165         | 176                         | 73            |
| B-17                       | 31                                    | 18                             | 58             | 13              | 42             | 1                                  | 1                  | 3           | 5                           | 3             |
| B-25                       | 13                                    | 5                              | 38             | 8               | 62             | 1                                  | -                  | 2           | 4                           | 1             |
| B-26                       | 428                                   | 220                            | 51             | 208             | 49             | 16                                 | 11                 | 46          | 81                          | 54            |
| B-29                       | 452                                   | 261                            | 58             | 191             | 42             | 16                                 | 34                 | 74          | 58                          | 9             |
| B-36                       | 47                                    | 33                             | 70             | 14              | 30             | 3                                  | -                  | 7           | 3                           | 1             |
| B-45                       | 60                                    | 26                             | 43             | 34              | 57             | 11                                 | 5                  | 11          | 5                           | 2             |
| B-47                       | 6                                     | 4                              | 67             | 2               | 33             | -                                  | -                  | -           | 2                           | -             |
| B-50                       | 203                                   | 135                            | 66             | 68              | 34             | 18                                 | 7                  | 22          | 18                          | 3             |
| TANKER                     | 186                                   | 120                            | 65             | 66              | 35             | 6                                  | 7                  | 19          | 34                          | -             |
| KC-29                      | 184                                   | 119                            | 65             | 65              | 35             | 6                                  | 7                  | 18          | 34                          | -             |
| KC-97                      | 2                                     | 1                              | 50             | 1               | 50             | -                                  | -                  | 1           | -                           | -             |
| FIGHTER                    | 3,220                                 | 1,845                          | 57             | 1,375           | 43             | 244                                | 88                 | 331         | 441                         | 271           |
| F-24                       | 1                                     | 1                              | 100            | -               | -              | -                                  | -                  | -           | -                           | -             |
| F-47                       | 191                                   | 118                            | 62             | 73              | 38             | 17                                 | 4                  | 27          | 20                          | 5             |
| F-51                       | 864                                   | 540                            | 62             | 324             | 38             | 46                                 | 24                 | 95          | 117                         | 42            |
| F-80                       | 597                                   | 333                            | 56             | 264             | 44             | 32                                 | 37                 | 57          | 87                          | 51            |
| F-82                       | 61                                    | 27                             | 44             | 34              | 56             | 3                                  | 2                  | 8           | 8                           | 13            |
| F-84                       | 836                                   | 428                            | 51             | 408             | 49             | 79                                 | 17                 | 79          | 127                         | 106           |
| F-86                       | 428                                   | 267                            | 62             | 161             | 38             | 47                                 | 4                  | 34          | 60                          | 16            |
| F-89                       | 20                                    | 7                              | 35             | 13              | 65             | 3                                  | -                  | 5           | 2                           | 3             |
| F-94                       | 222                                   | 124                            | 56             | 98              | 44             | 17                                 | -                  | 26          | 20                          | 35            |
| RECONNAISSANCE             | 433                                   | 230                            | 53             | 203             | 47             | 32                                 | 11                 | 63          | 70                          | 27            |
| RB-17                      | 13                                    | 7                              | 54             | 6               | 46             | 2                                  | -                  | 2           | 2                           | -             |
| RB-25                      | 3                                     | 2                              | 67             | 1               | 33             | -                                  | -                  | 1           | -                           | -             |
| RB-26                      | 51                                    | 37                             | 73             | 14              | 27             | 1                                  | -                  | 6           | 5                           | 2             |
| RB-29                      | 42                                    | 18                             | 43             | 24              | 57             | 2                                  | -                  | 4           | 11                          | 3             |
| WB-29                      | 82                                    | 32                             | 39             | 50              | 61             | 10                                 | 5                  | 27          | 7                           | 1             |
| RB-36                      | 40                                    | 19                             | 48             | 21              | 52             | 4                                  | -                  | 4           | 11                          | 2             |
| RB-45                      | 30                                    | 17                             | 57             | 13              | 43             | 2                                  | -                  | 4           | 6                           | 1             |
| RB-50                      | 29                                    | 16                             | 55             | 13              | 45             | 1                                  | 1                  | 3           | 8                           | -             |
| RC-45                      | 7                                     | 4                              | 57             | 3               | 43             | -                                  | -                  | 1           | 2                           | -             |
| RC-47                      | 5                                     | 5                              | 100            | -               | -              | -                                  | -                  | -           | -                           | -             |
| RF-51                      | 53                                    | 21                             | 40             | 32              | 60             | 2                                  | -                  | 5           | 10                          | 15            |
| RF-80                      | 78                                    | 52                             | 67             | 26              | 33             | 8                                  | 1                  | 6           | 8                           | 3             |
| SEARCH AND RESCUE          | 157                                   | 94                             | 60             | 63              | 40             | 14                                 | 1                  | 24          | 20                          | 4             |
| SA-10                      | 18                                    | 11                             | 61             | 7               | 39             | 2                                  | -                  | 4           | 1                           | -             |
| SA-16                      | 54                                    | 32                             | 59             | 22              | 41             | 6                                  | 1                  | 6           | 6                           | 3             |
| SB-17                      | 63                                    | 39                             | 62             | 24              | 38             | 3                                  | -                  | 10          | 10                          | 1             |
| SB-29                      | 14                                    | 8                              | 57             | 6               | 43             | -                                  | -                  | 4           | 2                           | -             |
| SC-47                      | 2                                     | 2                              | 100            | -               | -              | -                                  | -                  | -           | -                           | -             |
| SH-5                       | 6                                     | 2                              | 33             | 4               | 67             | 3                                  | -                  | -           | 1                           | -             |
| CARGO                      | 2,781                                 | 1,827                          | 66             | 954             | 34             | 136                                | 55                 | 453         | 267                         | 43            |
| C-45                       | 392                                   | 266                            | 68             | 126             | 32             | 18                                 | 4                  | 64          | 34                          | 6             |
| C-46                       | 324                                   | 217                            | 67             | 107             | 33             | 15                                 | 8                  | 49          | 32                          | 3             |
| C-47/53                    | 1,248                                 | 865                            | 69             | 383             | 31             | 42                                 | 38                 | 194         | 87                          | 22            |
| C-54                       | 269                                   | 180                            | 67             | 89              | 33             | 5                                  | 3                  | 50          | 28                          | 3             |
| C-74                       | 7                                     | 4                              | 57             | 3               | 43             | 1                                  | -                  | 1           | -                           | 1             |
| C-82                       | 143                                   | 55                             | 38             | 88              | 62             | 14                                 | -                  | 35          | 36                          | 3             |
| C-97                       | 53                                    | 23                             | 43             | 30              | 57             | 4                                  | 1                  | 15          | 10                          | -             |
| C-117                      | 15                                    | 12                             | 80             | 3               | 20             | -                                  | -                  | 1           | 1                           | 1             |
| C-118                      | 1                                     | 1                              | 100            | -               | -              | -                                  | -                  | -           | -                           | -             |
| C-119                      | 163                                   | 98                             | 60             | 65              | 40             | 24                                 | -                  | 18          | 21                          | 2             |
| C-121                      | 9                                     | 7                              | 78             | 2               | 22             | -                                  | -                  | 1           | 1                           | -             |
| C-122                      | 8                                     | 6                              | 75             | 2               | 25             | 1                                  | -                  | -           | -                           | 1             |
| C-124                      | 52                                    | 25                             | 48             | 27              | 52             | 8                                  | 1                  | 12          | 6                           | -             |
| C-125                      | 1                                     | 1                              | 100            | -               | -              | -                                  | -                  | -           | -                           | -             |
| CB-17                      | 1                                     | 1                              | 100            | -               | -              | -                                  | -                  | -           | -                           | -             |
| VB-17                      | 35                                    | 26                             | 74             | 9               | 26             | 2                                  | -                  | 4           | 2                           | 1             |
| CB-25                      | 23                                    | 13                             | 57             | 10              | 43             | 1                                  | -                  | 4           | 5                           | -             |

TABLE 21 -- WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION BY CAUSE -- BY TYPE AND MODEL -- MONTHLY, F.Y. 1952 -- CONTINUED

| TYPE AND MODEL OF AIRCRAFT | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|----------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                            |                                       | Number                         | Percent of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                            |                                       |                                |                | Average No. AOC                    | Percent of AOC |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING JULY 1951 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>CARGO - Continued</b>   |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| VB-25                      | 32                                    | 23                             | 72             | 9                                  | 28             | 1              | -                  | 4           | 4                           | -             |
| CB-26                      | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| VB-26                      | 4                                     | 3                              | 75             | 1                                  | 25             | -              | -                  | 1           | -                           | -             |
| <b>TRAINER</b>             | 4,025                                 | 2,581                          | 64             | 1,444                              | 36             | 204            | 43                 | 560         | 416                         | 221           |
| T-6                        | 1,646                                 | 1,209                          | 73             | 437                                | 27             | 45             | 1                  | 231         | 136                         | 24            |
| T-7                        | 158                                   | 101                            | 64             | 57                                 | 36             | 11             | 2                  | 25          | 13                          | 6             |
| T-11                       | 316                                   | 195                            | 62             | 121                                | 38             | 20             | 3                  | 48          | 39                          | 11            |
| T-28                       | 338                                   | 133                            | 39             | 205                                | 61             | 27             | 5                  | 30          | 25                          | 118           |
| T-29                       | 25                                    | 17                             | 68             | 8                                  | 32             | 2              | -                  | 3           | 2                           | 1             |
| T-33                       | 238                                   | 134                            | 56             | 104                                | 44             | 23             | 2                  | 30          | 40                          | 9             |
| T-34                       | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| T-35                       | 2                                     | 1                              | 50             | 1                                  | 50             | 1              | -                  | -           | -                           | -             |
| TB-17                      | 30                                    | 19                             | 63             | 11                                 | 37             | -              | -                  | 6           | 2                           | 3             |
| TB-25                      | 690                                   | 476                            | 69             | 214                                | 31             | 28             | 2                  | 107         | 67                          | 10            |
| TB-26                      | 254                                   | 128                            | 50             | 126                                | 50             | 21             | 10                 | 44          | 26                          | 25            |
| TB-29                      | 45                                    | 19                             | 42             | 26                                 | 58             | 4              | 2                  | 7           | 8                           | 5             |
| TB-50                      | 11                                    | 6                              | 55             | 5                                  | 45             | 2              | -                  | 1           | 1                           | 1             |
| TC-46                      | 6                                     | 4                              | 67             | 2                                  | 33             | -              | 1                  | 1           | -                           | -             |
| TC-47                      | 52                                    | 40                             | 77             | 12                                 | 23             | 2              | 2                  | 4           | 4                           | -             |
| TF-47                      | 30                                    | 1                              | 3              | 29                                 | 97             | 2              | -                  | 1           | 25                          | 1             |
| TRF-51                     | 7                                     | 1                              | 14             | 6                                  | 86             | -              | -                  | -           | 1                           | 5             |
| TF-51                      | 112                                   | 63                             | 56             | 49                                 | 44             | 10             | 12                 | 13          | 13                          | 1             |
| TF-80                      | 63                                    | 32                             | 51             | 31                                 | 49             | 6              | 1                  | 9           | 14                          | 1             |
| TH-5                       | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| <b>COMMUNICATION</b>       | 288                                   | 153                            | 53             | 135                                | 47             | 45             | -                  | 21          | 52                          | 17            |
| LC-126                     | 8                                     | 4                              | 50             | 4                                  | 50             | -              | -                  | 1           | 3                           | 1             |
| L-4                        | 16                                    | 1                              | 6              | 15                                 | 94             | 3              | -                  | 3           | 8                           | 1             |
| L-5                        | 75                                    | 47                             | 63             | 28                                 | 37             | 4              | -                  | 5           | 11                          | 8             |
| L-13                       | 41                                    | 27                             | 66             | 14                                 | 34             | 7              | -                  | 3           | 4                           | -             |
| L-16                       | 57                                    | 35                             | 61             | 22                                 | 39             | 12             | -                  | 1           | 9                           | -             |
| L-17                       | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-19                       | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | -           | 1                           | -             |
| L-20                       | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| H-5                        | 60                                    | 29                             | 48             | 31                                 | 52             | 10             | -                  | 5           | 10                          | 6             |
| H-12                       | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | 1           | -                           | -             |
| H-13                       | 9                                     | 1                              | 11             | 8                                  | 89             | 5              | -                  | 1           | 2                           | -             |
| H-18                       | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| H-19                       | 4                                     | 2                              | 50             | 2                                  | 50             | -              | -                  | -           | 1                           | 1             |
| H-23                       | 10                                    | 1                              | 10             | 9                                  | 90             | 4              | -                  | 1           | 3                           | 1             |
| H-24                       | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| <b>GLIDER</b>              | 10                                    | 5                              | 50             | 5                                  | 50             | -              | -                  | -           | 1                           | 4             |
| G-4                        | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| G-15                       | 8                                     | 3                              | 38             | 5                                  | 62             | -              | -                  | -           | 1                           | 4             |
| <b>AERIAL TARGET</b>       | 34                                    | 22                             | 65             | 12                                 | 35             | 2              | -                  | 2           | 4                           | 4             |
| QB-17                      | 18                                    | 13                             | 72             | 5                                  | 28             | 2              | -                  | 1           | 2                           | -             |
| QF-24                      | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| Q-14                       | 13                                    | 8                              | 62             | 5                                  | 38             | -              | -                  | -           | 1                           | 4             |
| QT-33                      | 2                                     | -                              | -              | 2                                  | 100            | -              | -                  | 1           | 1                           | -             |
| DURING AUGUST 1951         |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>TOTAL AIRCRAFT</b>      | 12,539                                | 7,685                          | 61             | 4,854                              | 39             | 733            | 165                | 1,578       | 1,610                       | 768           |
| <b>BOMBER</b>              | 1,297                                 | 798                            | 62             | 499                                | 38             | 67             | 34                 | 151         | 187                         | 60            |
| B-17                       | 32                                    | 16                             | 50             | 16                                 | 50             | 1              | -                  | 7           | 5                           | 3             |
| B-25                       | 13                                    | 6                              | 46             | 7                                  | 54             | -              | -                  | 2           | 3                           | 2             |
| B-26                       | 431                                   | 234                            | 54             | 197                                | 46             | 21             | 10                 | 48          | 78                          | 40            |
| B-29                       | 481                                   | 309                            | 64             | 172                                | 36             | 14             | 18                 | 62          | 68                          | 10            |
| B-36                       | 56                                    | 41                             | 73             | 15                                 | 27             | 6              | -                  | 5           | 4                           | -             |
| B-45                       | 61                                    | 28                             | 46             | 33                                 | 54             | 9              | 5                  | 8           | 8                           | 3             |
| B-47                       | 11                                    | 6                              | 55             | 5                                  | 45             | 1              | -                  | 1           | 3                           | -             |
| B-50                       | 212                                   | 158                            | 75             | 54                                 | 25             | 15             | 1                  | 18          | 18                          | 2             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT   | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                              |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                              |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING AUGUST 1951 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| TANKER . . . . .             | 181                                   | 119                            | 66             | 62                                 | 34             | 5              | 1                  | 20          | 35                          | 1             |
| KB-29 . . . . .              | 176                                   | 116                            | 65             | 60                                 | 34             | 5              | 1                  | 19          | 34                          | 1             |
| KC-97 . . . . .              | 5                                     | 3                              | 60             | 2                                  | 40             | -              | -                  | 1           | 1                           | -             |
| FIGHTER . . . . .            | 3,251                                 | 1,827                          | 56             | 1,424                              | 44             | 270            | 51                 | 338         | 544                         | 221           |
| F-24 . . . . .               | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| F-47 . . . . .               | 187                                   | 121                            | 65             | 66                                 | 35             | 14             | -                  | 25          | 23                          | 4             |
| F-51 . . . . .               | 882                                   | 554                            | 63             | 328                                | 37             | 40             | 22                 | 91          | 134                         | 41            |
| F-80 . . . . .               | 572                                   | 298                            | 52             | 274                                | 48             | 25             | 16                 | 62          | 110                         | 61            |
| F-82 . . . . .               | 50                                    | 22                             | 44             | 28                                 | 56             | -              | 1                  | 10          | 6                           | 11            |
| F-84 . . . . .               | 865                                   | 428                            | 49             | 437                                | 51             | 125            | 8                  | 84          | 180                         | 40            |
| F-86 . . . . .               | 427                                   | 270                            | 63             | 157                                | 37             | 41             | 3                  | 27          | 60                          | 26            |
| F-89 . . . . .               | 21                                    | 7                              | 33             | 14                                 | 67             | 4              | -                  | 6           | 1                           | 3             |
| F-94 . . . . .               | 246                                   | 126                            | 51             | 120                                | 49             | 21             | 1                  | 33          | 30                          | 35            |
| RECONNAISSANCE . . . . .     | 443                                   | 257                            | 58             | 186                                | 42             | 29             | 4                  | 56          | 64                          | 33            |
| RB-17 . . . . .              | 13                                    | 8                              | 62             | 5                                  | 38             | -              | -                  | 3           | 2                           | -             |
| RB-25 . . . . .              | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| RB-26 . . . . .              | 49                                    | 40                             | 82             | 9                                  | 18             | 1              | -                  | 5           | 1                           | 2             |
| RB-29 . . . . .              | 43                                    | 21                             | 49             | 22                                 | 51             | 3              | 3                  | 5           | 10                          | 1             |
| WB-29 . . . . .              | 82                                    | 33                             | 40             | 49                                 | 60             | 5              | 1                  | 24          | 17                          | 2             |
| RB-36 . . . . .              | 45                                    | 25                             | 56             | 20                                 | 44             | 5              | -                  | 5           | 9                           | 1             |
| RB-45 . . . . .              | 28                                    | 16                             | 57             | 12                                 | 43             | 3              | -                  | 3           | 5                           | 1             |
| RB-50 . . . . .              | 35                                    | 16                             | 46             | 19                                 | 54             | 7              | -                  | 3           | 9                           | -             |
| RC-45 . . . . .              | 7                                     | 4                              | 57             | 3                                  | 43             | 1              | -                  | -           | 1                           | 1             |
| RC-47 . . . . .              | 5                                     | 4                              | 80             | 1                                  | 20             | -              | -                  | 1           | -                           | -             |
| RF-51 . . . . .              | 49                                    | 21                             | 43             | 28                                 | 57             | -              | -                  | 5           | 2                           | 21            |
| RF-80 . . . . .              | 84                                    | 66                             | 79             | 18                                 | 21             | 4              | -                  | 2           | 8                           | 4             |
| SEARCH AND RESCUE . . . . .  | 167                                   | 102                            | 61             | 65                                 | 39             | 15             | 1                  | 22          | 22                          | 5             |
| SA-10 . . . . .              | 17                                    | 10                             | 59             | 7                                  | 41             | 1              | -                  | 3           | 2                           | 1             |
| SA-16 . . . . .              | 57                                    | 34                             | 60             | 23                                 | 40             | 9              | 1                  | 7           | 5                           | 1             |
| SB-17 . . . . .              | 65                                    | 40                             | 62             | 25                                 | 38             | 2              | -                  | 9           | 11                          | 3             |
| SB-29 . . . . .              | 14                                    | 8                              | 57             | 6                                  | 43             | 2              | -                  | 2           | 2                           | -             |
| SC-47 . . . . .              | 6                                     | 5                              | 83             | 1                                  | 17             | -              | -                  | 1           | -                           | -             |
| SC-54 . . . . .              | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| SH-5 . . . . .               | 6                                     | 3                              | 50             | 3                                  | 50             | 1              | -                  | -           | 2                           | -             |
| CARGO . . . . .              | 2,759                                 | 1,833                          | 66             | 926                                | 34             | 123            | 42                 | 430         | 284                         | 47            |
| C-45 . . . . .               | 390                                   | 273                            | 70             | 117                                | 30             | 21             | 2                  | 60          | 28                          | 6             |
| C-46 . . . . .               | 321                                   | 233                            | 73             | 88                                 | 27             | 12             | 2                  | 39          | 32                          | 3             |
| C-47/53 . . . . .            | 1,218                                 | 839                            | 69             | 379                                | 31             | 34             | 31                 | 192         | 97                          | 25            |
| C-54 . . . . .               | 273                                   | 183                            | 67             | 90                                 | 33             | 8              | 3                  | 42          | 35                          | 2             |
| C-74 . . . . .               | 8                                     | 4                              | 50             | 4                                  | 50             | 2              | -                  | 1           | -                           | 1             |
| C-82 . . . . .               | 141                                   | 44                             | 31             | 97                                 | 69             | 11             | -                  | 38          | 42                          | 6             |
| C-97 . . . . .               | 54                                    | 24                             | 44             | 30                                 | 56             | 5              | -                  | 13          | 12                          | -             |
| C-117 . . . . .              | 15                                    | 13                             | 87             | 2                                  | 13             | -              | -                  | 1           | 1                           | -             |
| C-118 . . . . .              | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| C-119 . . . . .              | 168                                   | 109                            | 65             | 59                                 | 35             | 19             | 3                  | 20          | 15                          | 2             |
| C-121 . . . . .              | 8                                     | 6                              | 75             | 2                                  | 25             | -              | -                  | 1           | 1                           | -             |
| C-122 . . . . .              | 8                                     | 7                              | 88             | 1                                  | 12             | 1              | -                  | -           | -                           | -             |
| C-124 . . . . .              | 58                                    | 30                             | 52             | 28                                 | 48             | 5              | 1                  | 10          | 11                          | 1             |
| C-125 . . . . .              | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| VB-17 . . . . .              | 37                                    | 25                             | 68             | 12                                 | 32             | 2              | -                  | 5           | 4                           | 1             |
| CB-25 . . . . .              | 23                                    | 15                             | 65             | 8                                  | 35             | 1              | -                  | 4           | 3                           | -             |
| VB-25 . . . . .              | 30                                    | 22                             | 73             | 8                                  | 27             | 2              | -                  | 3           | 3                           | -             |
| CB-26 . . . . .              | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| VB-26 . . . . .              | 4                                     | 3                              | 75             | 1                                  | 25             | -              | -                  | 1           | -                           | -             |
| TRAINER . . . . .            | 4,103                                 | 2,568                          | 63             | 1,535                              | 37             | 182            | 31                 | 532         | 418                         | 372           |
| T-6 . . . . .                | 1,686                                 | 1,269                          | 75             | 417                                | 25             | 44             | 4                  | 212         | 142                         | 15            |
| T-7 . . . . .                | 170                                   | 109                            | 64             | 61                                 | 36             | 11             | 1                  | 28          | 16                          | 5             |
| T-11 . . . . .               | 335                                   | 204                            | 61             | 131                                | 39             | 22             | -                  | 52          | 44                          | 13            |
| T-28 . . . . .               | 323                                   | 19                             | 6              | 304                                | 94             | 12             | 1                  | 1           | 13                          | 277           |
| T-29 . . . . .               | 29                                    | 18                             | 62             | 11                                 | 38             | 1              | -                  | 6           | 3                           | 1             |
| T-33 . . . . .               | 247                                   | 135                            | 55             | 112                                | 45             | 28             | 3                  | 34          | 38                          | 9             |
| T-34 . . . . .               | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| T-35 . . . . .               | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT   | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                              |                                       | Number                         | Percent Of ACH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                              |                                       |                                |                | Average No. AOC                    | Percent Of ACH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING AUGUST 1951 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>TRAINER-Continued</b>     |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| TB-17 . . . . .              | 32                                    | 62                             | 12             | 38                                 | -              | -              | 6                  | 4           | 2                           |               |
| TB-25 . . . . .              | 694                                   | 486                            | 208            | 30                                 | 26             | 3              | 99                 | 68          | 12                          |               |
| TB-26 . . . . .              | 264                                   | 132                            | 132            | 50                                 | 20             | 8              | 54                 | 23          | 27                          |               |
| TB-29 . . . . .              | 45                                    | 18                             | 27             | 60                                 | 3              | -              | 9                  | 11          | 4                           |               |
| TB-50 . . . . .              | 11                                    | 7                              | 4              | 36                                 | 1              | 1              | -                  | 2           | -                           |               |
| TC-46 . . . . .              | 2                                     | -                              | 2              | 100                                | 1              | -              | -                  | 1           | -                           |               |
| TC-47 . . . . .              | 53                                    | 41                             | 12             | 77                                 | 23             | 2              | 6                  | 3           | -                           |               |
| TF-47 . . . . .              | 28                                    | 2                              | 26             | 93                                 | 2              | -              | -                  | 23          | 1                           |               |
| TRF-51 . . . . .             | 5                                     | 1                              | 4              | 80                                 | -              | -              | -                  | 1           | 3                           |               |
| TF-51 . . . . .              | 112                                   | 67                             | 45             | 40                                 | 4              | 7              | 16                 | 16          | 2                           |               |
| TF-80 . . . . .              | 62                                    | 35                             | 27             | 44                                 | 6              | 1              | 9                  | 10          | 1                           |               |
| TH-5 . . . . .               | 1                                     | 1                              | -              | -                                  | -              | -              | -                  | -           | -                           |               |
| <b>COMMUNICATION</b>         | 290                                   | 155                            | 135            | 47                                 | 42             | 1              | 20                 | 54          | 18                          |               |
| LC-126 . . . . .             | 8                                     | 3                              | 5              | 62                                 | 1              | -              | -                  | 4           | -                           |               |
| L-4 . . . . .                | 15                                    | -                              | 15             | 100                                | 4              | 1              | 4                  | 5           | 1                           |               |
| L-5 . . . . .                | 72                                    | 41                             | 31             | 43                                 | 4              | -              | 5                  | 14          | 8                           |               |
| L-13 . . . . .               | 39                                    | 27                             | 12             | 31                                 | 6              | -              | 3                  | 3           | -                           |               |
| L-16 . . . . .               | 59                                    | 39                             | 20             | 34                                 | 7              | -              | 3                  | 10          | -                           |               |
| L-17 . . . . .               | 1                                     | 1                              | -              | -                                  | -              | -              | -                  | -           | -                           |               |
| L-19 . . . . .               | 2                                     | 1                              | 1              | 50                                 | -              | -              | -                  | -           | 1                           |               |
| L-20 . . . . .               | 2                                     | 2                              | -              | -                                  | -              | -              | -                  | -           | -                           |               |
| H-5 . . . . .                | 60                                    | 34                             | 26             | 43                                 | 8              | -              | 4                  | 9           | 5                           |               |
| H-12 . . . . .               | 4                                     | 3                              | 1              | 25                                 | -              | -              | -                  | 1           | -                           |               |
| H-13 . . . . .               | 9                                     | 2                              | 7              | 78                                 | 4              | -              | 1                  | 1           | 1                           |               |
| H-18 . . . . .               | 1                                     | -                              | 1              | 100                                | -              | -              | -                  | 1           | -                           |               |
| H-19 . . . . .               | 4                                     | 1                              | 3              | 75                                 | 1              | -              | -                  | 1           | 1                           |               |
| H-23 . . . . .               | 13                                    | 1                              | 12             | 92                                 | 7              | -              | -                  | 5           | 1                           |               |
| H-24 . . . . .               | 1                                     | -                              | 1              | 100                                | -              | -              | -                  | -           | 1                           |               |
| <b>GLIDER</b>                | 13                                    | 8                              | 5              | 38                                 | -              | -              | -                  | -           | 5                           |               |
| G-4 . . . . .                | 2                                     | 2                              | -              | -                                  | -              | -              | -                  | -           | -                           |               |
| G-15 . . . . .               | 8                                     | 3                              | 5              | 62                                 | -              | -              | -                  | -           | 5                           |               |
| G-18 . . . . .               | 3                                     | 3                              | -              | -                                  | -              | -              | -                  | -           | -                           |               |
| <b>AERIAL TARGET</b>         | 35                                    | 18                             | 17             | 49                                 | -              | -              | 9                  | 2           | 6                           |               |
| QB-17 . . . . .              | 19                                    | 9                              | 10             | 53                                 | -              | -              | 7                  | 1           | 2                           |               |
| QF-24 . . . . .              | 1                                     | 1                              | -              | -                                  | -              | -              | -                  | -           | -                           |               |
| Q-14 . . . . .               | 13                                    | 8                              | 5              | 38                                 | -              | -              | 1                  | -           | 4                           |               |
| QT-33 . . . . .              | 2                                     | -                              | 2              | 100                                | -              | -              | 1                  | 1           | -                           |               |
| DURING SEPTEMBER 1951        |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>TOTAL AIRCRAFT</b>        | 12,490                                | 7,663                          | 4,827          | 39                                 | 750            | 157            | 1,632              | 1,624       | 664                         |               |
| <b>BOMBER</b>                | 1,283                                 | 758                            | 525            | 41                                 | 81             | 34             | 170                | 178         | 62                          |               |
| B-17 . . . . .               | 33                                    | 12                             | 21             | 54                                 | 2              | -              | 8                  | 5           | 6                           |               |
| B-25 . . . . .               | 9                                     | 6                              | 3              | 33                                 | -              | -              | 1                  | -           | 2                           |               |
| B-26 . . . . .               | 396                                   | 208                            | 188            | 47                                 | 16             | 12             | 51                 | 71          | 38                          |               |
| B-29 . . . . .               | 488                                   | 307                            | 181            | 37                                 | 23             | 11             | 72                 | 66          | 9                           |               |
| B-36 . . . . .               | 61                                    | 43                             | 18             | 30                                 | 7              | -              | 7                  | 4           | -                           |               |
| B-45 . . . . .               | 61                                    | 23                             | 38             | 62                                 | 9              | 7              | 12                 | 7           | 3                           |               |
| B-47 . . . . .               | 15                                    | 5                              | 10             | 67                                 | 2              | 3              | 1                  | 3           | 1                           |               |
| B-50 . . . . .               | 220                                   | 154                            | 66             | 30                                 | 22             | 1              | 18                 | 22          | 3                           |               |
| <b>TANKER</b>                | 171                                   | 124                            | 47             | 27                                 | 7              | -              | 18                 | 18          | 4                           |               |
| KB-29 . . . . .              | 162                                   | 118                            | 44             | 27                                 | 6              | -              | 17                 | 17          | 4                           |               |
| KC-97 . . . . .              | 9                                     | 6                              | 3              | 33                                 | 1              | -              | 1                  | 1           | -                           |               |
| <b>FIGHTER</b>               | 3,307                                 | 1,868                          | 1,439          | 44                                 | 258            | 40             | 339                | 553         | 249                         |               |
| F-24 . . . . .               | 1                                     | 1                              | -              | -                                  | -              | -              | -                  | -           | 5                           |               |
| F-47 . . . . .               | 184                                   | 120                            | 64             | 35                                 | 9              | -              | 24                 | 26          | 43                          |               |
| F-51 . . . . .               | 888                                   | 536                            | 352            | 40                                 | 15             | 107            | 158                | 109         | 59                          |               |
| F-80 . . . . .               | 552                                   | 280                            | 272            | 49                                 | 28             | 19             | 57                 | 6           | 11                          |               |
| F-82 . . . . .               | 47                                    | 18                             | 29             | 62                                 | 3              | -              | 9                  | 6           | 11                          |               |
| F-84 . . . . .               | 857                                   | 458                            | 399            | 47                                 | 111            | 1              | 70                 | 159         | 58                          |               |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT      | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|---------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                                 |                                       | Number                         | Percent Of ACH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                                 |                                       |                                |                | Average No. AOC                    | Percent Of ACH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING SEPTEMBER 1951 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>FIGHTER - Continued</b>      |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| F-86 . . . . .                  | 457                                   | 290                            | 63             | 167                                | 37             | 33             | 1                  | 33          | 57                          | 43            |
| F-89 . . . . .                  | 27                                    | 11                             | 41             | 16                                 | 59             | 4              | 1                  | 5           | 3                           | 3             |
| F-94 . . . . .                  | 294                                   | 154                            | 52             | 140                                | 48             | 30             | 3                  | 34          | 35                          | 38            |
| <b>RECONNAISSANCE</b>           | 448                                   | 255                            | 57             | 193                                | 43             | 25             | 6                  | 61          | 63                          | 38            |
| RB-17 . . . . .                 | 8                                     | 4                              | 50             | 4                                  | 50             | -              | -                  | 2           | 2                           | -             |
| RB-25 . . . . .                 | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -           | -                           | 1             |
| RB-26 . . . . .                 | 44                                    | 34                             | 77             | 10                                 | 23             | 1              | -                  | 5           | 2                           | 2             |
| RB-29 . . . . .                 | 44                                    | 20                             | 45             | 24                                 | 55             | 3              | 2                  | 6           | 13                          | -             |
| WB-29 . . . . .                 | 81                                    | 36                             | 44             | 45                                 | 56             | 4              | 2                  | 26          | 11                          | 2             |
| RB-36 . . . . .                 | 52                                    | 29                             | 56             | 23                                 | 44             | 4              | -                  | 5           | 5                           | 9             |
| RB-45 . . . . .                 | 26                                    | 14                             | 54             | 12                                 | 46             | 2              | 1                  | 4           | 5                           | 1             |
| RB-50 . . . . .                 | 38                                    | 21                             | 55             | 17                                 | 45             | 3              | 1                  | 3           | 10                          | -             |
| RC-45 . . . . .                 | 7                                     | 5                              | 71             | 2                                  | 29             | -              | -                  | 1           | 1                           | -             |
| RC-47 . . . . .                 | 5                                     | 4                              | 80             | 1                                  | 20             | -              | -                  | 1           | 1                           | -             |
| RF-51 . . . . .                 | 49                                    | 22                             | 45             | 27                                 | 55             | 2              | -                  | 1           | 3                           | 21            |
| RF-80 . . . . .                 | 91                                    | 64                             | 70             | 27                                 | 30             | 6              | -                  | 7           | 11                          | 3             |
| <b>SEARCH AND RESCUE</b>        | 174                                   | 99                             | 57             | 75                                 | 43             | 19             | 2                  | 24          | 24                          | 6             |
| SA-10 . . . . .                 | 17                                    | 11                             | 65             | 6                                  | 35             | -              | -                  | 4           | 1                           | 1             |
| SA-16 . . . . .                 | 61                                    | 37                             | 61             | 24                                 | 39             | 9              | 1                  | 8           | 5                           | 1             |
| SB-17 . . . . .                 | 66                                    | 37                             | 56             | 29                                 | 44             | 4              | 1                  | 8           | 14                          | 2             |
| SB-29 . . . . .                 | 15                                    | 8                              | 53             | 7                                  | 47             | 3              | -                  | 2           | 1                           | 1             |
| SC-47 . . . . .                 | 6                                     | 4                              | 67             | 2                                  | 33             | -              | -                  | 1           | 1                           | -             |
| SC-54 . . . . .                 | 3                                     | 1                              | 33             | 2                                  | 67             | 1              | -                  | 1           | -                           | -             |
| SH-5 . . . . .                  | 5                                     | 1                              | 20             | 4                                  | 80             | 2              | -                  | -           | 2                           | -             |
| SL-5 . . . . .                  | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| <b>CARGO</b>                    | 2,723                                 | 1,771                          | 65             | 952                                | 35             | 124            | 31                 | 460         | 270                         | 67            |
| C-45 . . . . .                  | 388                                   | 272                            | 70             | 116                                | 30             | 17             | 1                  | 61          | 29                          | 8             |
| C-46 . . . . .                  | 308                                   | 214                            | 69             | 94                                 | 31             | 11             | 5                  | 51          | 21                          | 6             |
| C-47/53 . . . . .               | 1,181                                 | 797                            | 67             | 384                                | 33             | 43             | 22                 | 196         | 99                          | 24            |
| C-54 . . . . .                  | 270                                   | 174                            | 64             | 96                                 | 36             | 7              | 1                  | 47          | 35                          | 6             |
| C-74 . . . . .                  | 8                                     | 4                              | 50             | 4                                  | 50             | -              | -                  | 3           | 1                           | -             |
| C-82 . . . . .                  | 133                                   | 37                             | 28             | 96                                 | 72             | 15             | -                  | 33          | 32                          | 16            |
| C-97 . . . . .                  | 56                                    | 23                             | 41             | 33                                 | 59             | 7              | -                  | 15          | 10                          | 1             |
| C-117 . . . . .                 | 15                                    | 13                             | 87             | 2                                  | 13             | -              | -                  | 1           | 1                           | -             |
| C-118 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| C-119 . . . . .                 | 184                                   | 122                            | 66             | 62                                 | 34             | 13             | 2                  | 25          | 18                          | 4             |
| C-121 . . . . .                 | 8                                     | 6                              | 75             | 2                                  | 25             | -              | -                  | 1           | 1                           | -             |
| C-122 . . . . .                 | 10                                    | 6                              | 60             | 4                                  | 40             | 2              | -                  | 1           | -                           | 1             |
| C-124 . . . . .                 | 62                                    | 33                             | 53             | 29                                 | 47             | 6              | -                  | 12          | 11                          | -             |
| C-125 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| VB-17 . . . . .                 | 38                                    | 28                             | 74             | 10                                 | 26             | 1              | -                  | 5           | 3                           | 1             |
| CB-25 . . . . .                 | 23                                    | 12                             | 52             | 11                                 | 48             | 1              | -                  | 4           | 6                           | -             |
| VB-25 . . . . .                 | 32                                    | 24                             | 75             | 8                                  | 25             | 1              | -                  | 4           | 3                           | -             |
| CB-26 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| VB-26 . . . . .                 | 4                                     | 3                              | 75             | 1                                  | 25             | -              | -                  | 1           | -                           | -             |
| <b>TRAINER</b>                  | 4,003                                 | 2,583                          | 65             | 1,420                              | 35             | 199            | 42                 | 527         | 463                         | 189           |
| T-6 . . . . .                   | 1,747                                 | 1,317                          | 75             | 430                                | 25             | 50             | 15                 | 182         | 161                         | 22            |
| T-7 . . . . .                   | 172                                   | 111                            | 65             | 61                                 | 35             | 12             | -                  | 26          | 15                          | 8             |
| T-11 . . . . .                  | 347                                   | 187                            | 54             | 160                                | 46             | 24             | 1                  | 57          | 61                          | 17            |
| T-28 . . . . .                  | 131                                   | 8                              | 6              | 123                                | 94             | 5              | 1                  | 1           | 16                          | 100           |
| T-29 . . . . .                  | 33                                    | 22                             | 67             | 11                                 | 33             | 2              | -                  | 6           | 3                           | -             |
| T-33 . . . . .                  | 250                                   | 132                            | 53             | 118                                | 47             | 35             | 5                  | 35          | 37                          | 6             |
| T-34 . . . . .                  | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| T-35 . . . . .                  | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| TB-17 . . . . .                 | 32                                    | 19                             | 59             | 13                                 | 41             | 1              | -                  | 6           | 5                           | 1             |
| TB-25 . . . . .                 | 700                                   | 492                            | 70             | 208                                | 30             | 27             | 1                  | 101         | 73                          | 6             |
| TB-26 . . . . .                 | 274                                   | 127                            | 46             | 147                                | 54             | 23             | 9                  | 72          | 21                          | 22            |
| TB-29 . . . . .                 | 43                                    | 24                             | 56             | 19                                 | 44             | 2              | 1                  | 6           | 8                           | 2             |
| TB-50 . . . . .                 | 11                                    | 6                              | 55             | 5                                  | 45             | 1              | -                  | 2           | 2                           | -             |
| TC-46 . . . . .                 | 2                                     | -                              | -              | 2                                  | 100            | 1              | -                  | -           | 1                           | -             |
| TC-47 . . . . .                 | 53                                    | 40                             | 75             | 13                                 | 25             | 1              | 2                  | 6           | 4                           | -             |
| TF-47 . . . . .                 | 25                                    | 3                              | 12             | 22                                 | 88             | -              | -                  | -           | 21                          | 1             |
| TRF-51 . . . . .                | 4                                     | -                              | -              | 4                                  | 100            | -              | -                  | 1           | 1                           | 2             |
| TF-51 . . . . .                 | 120                                   | 61                             | 51             | 59                                 | 49             | 11             | 6                  | 17          | 24                          | 1             |
| TF-80 . . . . .                 | 54                                    | 29                             | 54             | 25                                 | 46             | 4              | 1                  | 9           | 10                          | 1             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT      | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|---------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                                 |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                                 |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING SEPTEMBER 1951 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>COMMUNICATIONS</b>           | 334                                   | 184                            | 55             | 150                                | 45             | 35             | 2                  | 26          | 53                          | 34            |
| L-4                             | 15                                    | -                              | -              | 15                                 | 100            | 2              | 1                  | 7           | 3                           | 2             |
| L-5                             | 86                                    | 40                             | 47             | 46                                 | 53             | 6              | -                  | 5           | 15                          | 20            |
| L-13                            | 41                                    | 30                             | 73             | 11                                 | 27             | 6              | -                  | 3           | 2                           | -             |
| L-16                            | 87                                    | 66                             | 76             | 21                                 | 24             | 4              | -                  | 5           | 10                          | 2             |
| L-17                            | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-19                            | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | -           | -                           | 1             |
| L-20                            | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| LC-126                          | 8                                     | 3                              | 38             | 5                                  | 62             | 1              | -                  | 1           | 3                           | -             |
| H-5                             | 59                                    | 34                             | 58             | 25                                 | 42             | 9              | 1                  | 3           | 7                           | 5             |
| H-12                            | 3                                     | 1                              | 33             | 2                                  | 67             | 1              | -                  | -           | -                           | 1             |
| H-13                            | 10                                    | 3                              | 30             | 7                                  | 70             | 2              | -                  | 1           | 3                           | 1             |
| H-18                            | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | 1                           | -             |
| H-19                            | 3                                     | 1                              | 33             | 2                                  | 67             | -              | -                  | -           | 1                           | 1             |
| H-23                            | 15                                    | 2                              | 13             | 13                                 | 87             | 4              | -                  | 1           | 8                           | -             |
| H-24                            | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| <b>GLIDER</b>                   | 12                                    | 6                              | -              | 6                                  | 100            | -              | -                  | -           | -                           | 6             |
| G-4                             | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| G-15                            | 7                                     | 1                              | 14             | 6                                  | 86             | -              | -                  | -           | -                           | 6             |
| G-18                            | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| <b>AERIAL TARGET</b>            | 35                                    | 15                             | 43             | 20                                 | 57             | 2              | -                  | 7           | 2                           | 9             |
| QB-17                           | 19                                    | 7                              | 37             | 12                                 | 63             | 2              | -                  | 5           | -                           | 5             |
| QF-24                           | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| Q-14                            | 13                                    | 7                              | 54             | 6                                  | 46             | -              | -                  | 1           | 1                           | 4             |
| QT-33                           | 2                                     | -                              | -              | 2                                  | 100            | -              | -                  | 1           | 1                           | -             |
| DURING OCTOBER 1951             |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>TOTAL AIRCRAFT</b>           | 12,623                                | 7,800                          | 62             | 4,823                              | 38             | 812            | 153                | 1,678       | 1,658                       | 522           |
| <b>BOMBER</b>                   | 1,300                                 | 773                            | 59             | 527                                | 41             | 89             | 36                 | 166         | 176                         | 60            |
| B-17                            | 30                                    | 13                             | 43             | 17                                 | 57             | 2              | -                  | 9           | 4                           | 2             |
| B-25                            | 9                                     | 6                              | 67             | 3                                  | 33             | -              | -                  | 1           | -                           | 2             |
| B-26                            | 386                                   | 214                            | 55             | 172                                | 45             | 11             | 17                 | 51          | 62                          | 31            |
| B-29                            | 512                                   | 314                            | 61             | 198                                | 39             | 36             | 11                 | 64          | 74                          | 13            |
| B-36                            | 70                                    | 44                             | 63             | 26                                 | 37             | 10             | -                  | 8           | 8                           | -             |
| B-45                            | 61                                    | 24                             | 39             | 37                                 | 61             | 8              | 6                  | 13          | 6                           | 4             |
| B-47                            | 15                                    | 4                              | 27             | 11                                 | 73             | -              | 2                  | 1           | 6                           | 2             |
| B-50                            | 217                                   | 154                            | 71             | 63                                 | 29             | 22             | -                  | 19          | 16                          | 6             |
| <b>TRAINER</b>                  | 185                                   | 135                            | 73             | 50                                 | 27             | 12             | 2                  | 18          | 16                          | 2             |
| TB-29                           | 157                                   | 122                            | 77             | 45                                 | 27             | 10             | 2                  | 17          | 14                          | 2             |
| KC-97                           | 18                                    | 13                             | 72             | 5                                  | 28             | 2              | -                  | 1           | 2                           | -             |
| <b>FIGHTER</b>                  | 3,318                                 | 1,850                          | 56             | 1,468                              | 44             | 291            | 40                 | 345         | 562                         | 230           |
| F-24                            | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| F-47                            | 186                                   | 116                            | 62             | 70                                 | 38             | 8              | 1                  | 28          | 27                          | 6             |
| F-51                            | 858                                   | 531                            | 62             | 327                                | 38             | 35             | 13                 | 86          | 160                         | 33            |
| F-80                            | 559                                   | 282                            | 50             | 277                                | 50             | 30             | 17                 | 57          | 106                         | 67            |
| F-82                            | 48                                    | 19                             | 40             | 29                                 | 60             | 3              | -                  | 13          | 6                           | 7             |
| F-84                            | 857                                   | 408                            | 48             | 449                                | 52             | 137            | 7                  | 81          | 151                         | 73            |
| F-86                            | 438                                   | 291                            | 66             | 147                                | 34             | 39             | -                  | 32          | 62                          | 14            |
| F-89                            | 32                                    | 11                             | 34             | 21                                 | 66             | 7              | 1                  | 4           | 6                           | 3             |
| F-94                            | 339                                   | 192                            | 57             | 147                                | 43             | 32             | 1                  | 44          | 44                          | 26            |
| <b>RECONNAISSANCE</b>           | 460                                   | 267                            | 58             | 193                                | 42             | 34             | 6                  | 65          | 63                          | 25            |
| RB-17                           | 13                                    | 8                              | 62             | 5                                  | 38             | -              | -                  | 4           | 1                           | -             |
| RB-25                           | 3                                     | 1                              | 33             | 2                                  | 67             | -              | -                  | 1           | 1                           | -             |
| RB-26                           | 47                                    | 34                             | 72             | 13                                 | 28             | 1              | -                  | 7           | 5                           | -             |
| RB-29                           | 45                                    | 20                             | 44             | 25                                 | 56             | 4              | 2                  | 5           | 14                          | -             |
| WB-29                           | 81                                    | 37                             | 46             | 44                                 | 54             | 8              | 3                  | 21          | 10                          | 2             |
| RB-36                           | 57                                    | 39                             | 68             | 18                                 | 32             | 6              | -                  | 6           | 4                           | 2             |
| RB-45                           | 26                                    | 14                             | 54             | 12                                 | 46             | 2              | -                  | 4           | 6                           | -             |
| RB-50                           | 40                                    | 27                             | 68             | 13                                 | 32             | 5              | -                  | 2           | 5                           | 1             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT    | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|-------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                               |                                       | Number                         | Percent Of ACH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                               |                                       |                                |                | Average No. AOC                    | Percent Of ACH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING OCTOBER 1951 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>RECONNAISSANCE</b>         |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| Continued                     |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| RC-45                         | 7                                     | 4                              | 57             | 3                                  | 43             | -              | -                  | 2           | 1                           | -             |
| RC-47                         | 5                                     | 4                              | 80             | 1                                  | 20             | -              | -                  | 1           | -                           | -             |
| RF-51                         | 46                                    | 20                             | 43             | 26                                 | 57             | 1              | -                  | 3           | 4                           | 18            |
| RF-80                         | 90                                    | 59                             | 66             | 31                                 | 34             | 7              | 1                  | 9           | 12                          | 2             |
| <b>SEARCH AND RESCUE</b>      | 176                                   | 99                             | 56             | 77                                 | 44             | 19             | 3                  | 24          | 27                          | 4             |
| SA-10                         | 17                                    | 12                             | 71             | 5                                  | 29             | 1              | -                  | 2           | 1                           | 1             |
| SA-16                         | 66                                    | 35                             | 53             | 31                                 | 47             | 12             | 3                  | 10          | 5                           | 1             |
| SB-17                         | 65                                    | 36                             | 55             | 29                                 | 45             | 3              | -                  | 9           | 16                          | 1             |
| SB-29                         | 15                                    | 9                              | 60             | 6                                  | 40             | 2              | -                  | 2           | 2                           | -             |
| SC-47                         | 6                                     | 5                              | 83             | 1                                  | 17             | -              | -                  | -           | 1                           | -             |
| SC-54                         | 3                                     | 1                              | 33             | 2                                  | 67             | 1              | -                  | 1           | -                           | -             |
| SH-5                          | 3                                     | 1                              | 33             | 2                                  | 67             | -              | -                  | -           | 2                           | -             |
| SL-5                          | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| <b>CARGO</b>                  | 2,738                                 | 1,810                          | 66             | 928                                | 34             | 129            | 27                 | 447         | 277                         | 48            |
| C-45                          | 383                                   | 267                            | 70             | 116                                | 30             | 15             | 2                  | 64          | 26                          | 8             |
| C-46                          | 304                                   | 208                            | 68             | 96                                 | 32             | 14             | 6                  | 46          | 24                          | 6             |
| C-47/53                       | 1,188                                 | 816                            | 69             | 372                                | 31             | 37             | 17                 | 207         | 95                          | 16            |
| C-54                          | 274                                   | 178                            | 65             | 96                                 | 35             | 10             | 1                  | 45          | 37                          | 3             |
| C-74                          | 8                                     | 4                              | 50             | 4                                  | 50             | -              | -                  | 3           | 1                           | -             |
| C-82                          | 131                                   | 48                             | 37             | 83                                 | 63             | 15             | 1                  | 15          | 45                          | 7             |
| C-97                          | 56                                    | 26                             | 46             | 30                                 | 54             | 7              | -                  | 12          | 10                          | 1             |
| C-117                         | 15                                    | 13                             | 87             | 2                                  | 13             | -              | -                  | 1           | 1                           | -             |
| C-118                         | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| C-119                         | 195                                   | 130                            | 67             | 65                                 | 33             | 16             | -                  | 25          | 19                          | 5             |
| C-121                         | 8                                     | 7                              | 88             | 1                                  | 12             | -              | -                  | -           | 1                           | -             |
| C-124                         | 66                                    | 38                             | 58             | 28                                 | 42             | 6              | -                  | 15          | 7                           | -             |
| C-125                         | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| VB-17                         | 38                                    | 28                             | 74             | 10                                 | 26             | 2              | -                  | 4           | 3                           | 1             |
| CB-25                         | 23                                    | 13                             | 57             | 10                                 | 43             | 1              | -                  | 5           | 4                           | -             |
| VB-25                         | 32                                    | 22                             | 69             | 10                                 | 31             | 2              | -                  | 4           | 4                           | -             |
| CB-26                         | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| VB-26                         | 4                                     | 3                              | 75             | 1                                  | 25             | -              | -                  | 1           | -                           | -             |
| C-122                         | 10                                    | 7                              | 70             | 3                                  | 30             | 3              | -                  | -           | -                           | -             |
| <b>TRAINER</b>                | 4,048                                 | 2,632                          | 65             | 1,416                              | 35             | 206            | 37                 | 572         | 480                         | 121           |
| T-6                           | 1,758                                 | 1,295                          | 74             | 463                                | 28             | 45             | 17                 | 212         | 155                         | 34            |
| T-7                           | 172                                   | 105                            | 61             | 67                                 | 39             | 12             | 1                  | 28          | 17                          | 9             |
| T-11                          | 350                                   | 201                            | 57             | 149                                | 43             | 24             | 3                  | 57          | 56                          | 9             |
| T-28                          | 157                                   | 68                             | 43             | 89                                 | 57             | 16             | -                  | 11          | 26                          | 36            |
| T-29                          | 32                                    | 23                             | 72             | 9                                  | 28             | 1              | -                  | 5           | 3                           | -             |
| T-33                          | 258                                   | 141                            | 55             | 117                                | 45             | 35             | 2                  | 37          | 39                          | 4             |
| T-34                          | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| T-35                          | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| TB-17                         | 32                                    | 19                             | 59             | 13                                 | 41             | 3              | -                  | 3           | 5                           | 2             |
| TB-25                         | 703                                   | 473                            | 67             | 230                                | 33             | 31             | -                  | 112         | 81                          | 6             |
| TB-26                         | 273                                   | 139                            | 51             | 134                                | 49             | 21             | 7                  | 65          | 25                          | 16            |
| TB-29                         | 43                                    | 23                             | 53             | 20                                 | 47             | 3              | 1                  | 6           | 8                           | 2             |
| TB-50                         | 11                                    | 7                              | 64             | 4                                  | 36             | 1              | -                  | 1           | 2                           | -             |
| TC-46                         | 2                                     | -                              | -              | 2                                  | 100            | 1              | -                  | -           | 1                           | -             |
| TC-47                         | 52                                    | 38                             | 73             | 14                                 | 27             | 3              | -                  | 8           | 3                           | -             |
| TF-47                         | 20                                    | 1                              | 5              | 19                                 | 95             | -              | -                  | -           | 19                          | -             |
| TRF-51                        | 3                                     | -                              | -              | 3                                  | 100            | 1              | -                  | -           | 1                           | 1             |
| TF-51                         | 134                                   | 70                             | 52             | 64                                 | 48             | 8              | 4                  | 19          | 31                          | 2             |
| TF-80                         | 43                                    | 23                             | 55             | 19                                 | 45             | 1              | 2                  | 8           | 8                           | -             |
| <b>COMMUNICATION</b>          | 350                                   | 211                            | 60             | 139                                | 40             | 30             | 2                  | 32          | 56                          | 19            |
| LC-126                        | 8                                     | 3                              | 38             | 5                                  | 62             | -              | -                  | 1           | 3                           | 1             |
| L-4                           | 16                                    | 1                              | 6              | 15                                 | 94             | 1              | 1                  | 7           | 6                           | -             |
| L-5                           | 91                                    | 48                             | 53             | 43                                 | 47             | 6              | -                  | 9           | 18                          | 10            |
| L-13                          | 42                                    | 30                             | 71             | 12                                 | 29             | 5              | -                  | 4           | 3                           | -             |
| L-16                          | 101                                   | 81                             | 80             | 20                                 | 20             | -              | -                  | 5           | 14                          | 1             |
| L-17                          | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-19                          | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| L-20                          | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| H-5                           | 57                                    | 35                             | 61             | 22                                 | 39             | 8              | 1                  | 4           | 7                           | 2             |
| H-12                          | 3                                     | 1                              | 33             | 2                                  | 67             | 1              | -                  | -           | -                           | 1             |



TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT    | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|-------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                               |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                               |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING OCTOBER 1951 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| COMMUNICATION-Continued       |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| H-13 . . . . .                | 11                                    | 5                              | 45             | 6                                  | 55             | 1              | -                  | 1           | 3                           | 1             |
| H-18 . . . . .                | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| H-19 . . . . .                | 3                                     | -                              | -              | 3                                  | 100            | 2              | -                  | -           | -                           | 1             |
| H-23 . . . . .                | 13                                    | 4                              | 31             | 9                                  | 69             | 6              | -                  | 1           | 2                           | -             |
| H-24 . . . . .                | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| GLIDER . . . . .              | 13                                    | 7                              | 54             | 6                                  | 46             | -              | -                  | 1           | -                           | 5             |
| G-4 . . . . .                 | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| G-15 . . . . .                | 7                                     | 1                              | 14             | 6                                  | 86             | -              | -                  | 1           | -                           | 5             |
| G-18 . . . . .                | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| AERIAL TARGET . . . . .       | 35                                    | 16                             | 46             | 19                                 | 54             | 2              | -                  | 8           | 1                           | 8             |
| QT-17 . . . . .               | 20                                    | 8                              | 40             | 12                                 | 60             | 2              | -                  | 8           | -                           | 2             |
| QT-24 . . . . .               | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| Q-14 . . . . .                | 12                                    | 7                              | 58             | 5                                  | 42             | -              | -                  | -           | -                           | 5             |
| QT-33 . . . . .               | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | -           | 1                           | -             |
| DURING NOVEMBER 1951          |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| TOTAL AIRCRAFT                | 12,728                                | 7,878                          | 62             | 4,850                              | 38             | 782            | 172                | 1,618       | 1,694                       | 584           |
| BOMBER . . . . .              | 1,274                                 | 744                            | 58             | 530                                | 42             | 87             | 37                 | 147         | 203                         | 56            |
| B-17 . . . . .                | 30                                    | 16                             | 53             | 14                                 | 47             | 2              | -                  | 7           | 4                           | 1             |
| B-25 . . . . .                | 10                                    | 6                              | 60             | 4                                  | 40             | -              | -                  | 1           | 1                           | 1             |
| B-26 . . . . .                | 329                                   | 172                            | 52             | 157                                | 48             | 10             | 16                 | 42          | 64                          | 25            |
| B-29 . . . . .                | 528                                   | 313                            | 59             | 215                                | 41             | 22             | 17                 | 63          | 95                          | 18            |
| B-36 . . . . .                | 77                                    | 54                             | 70             | 23                                 | 30             | 7              | -                  | 8           | 8                           | -             |
| B-45 . . . . .                | 54                                    | 23                             | 43             | 31                                 | 57             | 9              | 3                  | 11          | 5                           | 3             |
| B-47 . . . . .                | 22                                    | 11                             | 50             | 11                                 | 50             | 2              | -                  | 1           | 7                           | 1             |
| B-50 . . . . .                | 224                                   | 149                            | 67             | 75                                 | 33             | 35             | 1                  | 14          | 19                          | 6             |
| TANKER . . . . .              | 193                                   | 135                            | 70             | 58                                 | 30             | 15             | 2                  | 17          | 21                          | 3             |
| KB-29 . . . . .               | 172                                   | 121                            | 70             | 51                                 | 30             | 11             | 2                  | 15          | 20                          | 3             |
| KC-97 . . . . .               | 21                                    | 14                             | 67             | 7                                  | 33             | 4              | -                  | 2           | 1                           | -             |
| FIGHTER . . . . .             | 3,326                                 | 1,846                          | 56             | 1,480                              | 44             | 280            | 60                 | 352         | 506                         | 282           |
| F-47 . . . . .                | 188                                   | 123                            | 65             | 65                                 | 35             | 8              | 2                  | 21          | 27                          | 7             |
| F-51 . . . . .                | 812                                   | 492                            | 61             | 320                                | 39             | 45             | 16                 | 91          | 132                         | 36            |
| F-80 . . . . .                | 548                                   | 278                            | 51             | 270                                | 49             | 31             | 19                 | 61          | 101                         | 58            |
| F-82 . . . . .                | 43                                    | 16                             | 37             | 27                                 | 63             | 3              | -                  | 14          | 5                           | 5             |
| F-84 . . . . .                | 866                                   | 449                            | 52             | 417                                | 48             | 105            | 15                 | 83          | 146                         | 68            |
| F-86 . . . . .                | 451                                   | 253                            | 56             | 198                                | 44             | 38             | -                  | 26          | 53                          | 81            |
| F-89 . . . . .                | 33                                    | 17                             | 52             | 16                                 | 48             | 5              | -                  | 4           | 5                           | 2             |
| F-94 . . . . .                | 385                                   | 218                            | 57             | 167                                | 43             | 45             | 8                  | 52          | 37                          | 25            |
| RECONNAISSANCE . . . . .      | 464                                   | 262                            | 56             | 202                                | 44             | 39             | 8                  | 66          | 76                          | 13            |
| RB-17 . . . . .               | 13                                    | 9                              | 69             | 4                                  | 31             | -              | -                  | 4           | -                           | -             |
| RB-25 . . . . .               | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -           | 1                           | -             |
| RB-26 . . . . .               | 49                                    | 34                             | 69             | 15                                 | 31             | 1              | -                  | 6           | 8                           | -             |
| RB-29 . . . . .               | 46                                    | 20                             | 43             | 26                                 | 57             | 2              | 3                  | 4           | 16                          | 1             |
| WB-29 . . . . .               | 81                                    | 34                             | 42             | 47                                 | 58             | 9              | 3                  | 24          | 11                          | 1             |
| RB-36 . . . . .               | 56                                    | 38                             | 68             | 18                                 | 32             | 5              | -                  | 7           | 4                           | 2             |
| RB-45 . . . . .               | 26                                    | 14                             | 54             | 12                                 | 46             | 2              | -                  | 4           | 5                           | 1             |
| RB-50 . . . . .               | 42                                    | 23                             | 55             | 19                                 | 45             | 8              | -                  | 3           | 8                           | -             |
| RC-45 . . . . .               | 7                                     | 3                              | 43             | 4                                  | 57             | 1              | -                  | 2           | 1                           | -             |
| RC-47 . . . . .               | 5                                     | 3                              | 60             | 2                                  | 40             | -              | 1                  | 1           | -                           | -             |
| RF-51 . . . . .               | 48                                    | 30                             | 62             | 18                                 | 38             | 3              | -                  | 3           | 5                           | 7             |
| RF-80 . . . . .               | 88                                    | 52                             | 59             | 36                                 | 41             | 8              | 1                  | 8           | 17                          | 2             |
| SEARCH AND RESCUE . . . . .   | 177                                   | 89                             | 50             | 88                                 | 50             | 25             | 8                  | 19          | 34                          | 2             |
| SA-10 . . . . .               | 16                                    | 10                             | 62             | 6                                  | 38             | -              | -                  | 2           | 4                           | -             |
| SA-16 . . . . .               | 69                                    | 33                             | 48             | 36                                 | 52             | 15             | 8                  | 6           | 7                           | -             |
| SB-17 . . . . .               | 63                                    | 32                             | 51             | 31                                 | 49             | 5              | -                  | 7           | 18                          | 1             |
| SB-29 . . . . .               | 15                                    | 7                              | 47             | 8                                  | 53             | 4              | -                  | 1           | 3                           | -             |
| SC-47 . . . . .               | 6                                     | 4                              | 67             | 2                                  | 33             | -              | -                  | 2           | -                           | -             |
| SC-54 . . . . .               | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | 1           | -                           | -             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT     | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|--------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                                |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                                |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING NOVEMBER 1951 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| SEARCH AND RESCUE - Continued  |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| SH-5 . . . . .                 | 4                                     | 1                              | 25             | 3                                  | 75             | 1              | -                  | -           | 2                           | -             |
| SL-5 . . . . .                 | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| CARGO . . . . .                | 2,760                                 | 1,830                          | 66             | 930                                | 34             | 137            | 22                 | 441         | 288                         | 42            |
| C-45 . . . . .                 | 381                                   | 256                            | 67             | 125                                | 33             | 17             | 2                  | 63          | 35                          | 8             |
| C-46 . . . . .                 | 300                                   | 217                            | 72             | 83                                 | 28             | 10             | 3                  | 42          | 22                          | 6             |
| C-47/53 . . . . .              | 1,192                                 | 828                            | 69             | 364                                | 31             | 38             | 16                 | 201         | 92                          | 17            |
| C-54 . . . . .                 | 278                                   | 182                            | 65             | 96                                 | 35             | 12             | 1                  | 40          | 39                          | 4             |
| C-74 . . . . .                 | 9                                     | 4                              | 44             | 5                                  | 56             | 1              | -                  | 3           | 1                           | -             |
| C-82 . . . . .                 | 132                                   | 56                             | 42             | 76                                 | 58             | 10             | -                  | 14          | 48                          | 4             |
| C-97 . . . . .                 | 57                                    | 20                             | 35             | 37                                 | 65             | 11             | -                  | 15          | 11                          | -             |
| C-117 . . . . .                | 15                                    | 13                             | 87             | 2                                  | 13             | 1              | -                  | -           | 1                           | -             |
| C-118 . . . . .                | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| C-119 . . . . .                | 214                                   | 136                            | 64             | 78                                 | 36             | 22             | -                  | 32          | 21                          | 3             |
| C-121 . . . . .                | 8                                     | 7                              | 88             | 1                                  | 12             | -              | -                  | 1           | 1                           | -             |
| C-122 . . . . .                | 10                                    | 5                              | 50             | 5                                  | 50             | 4              | -                  | 14          | 8                           | -             |
| C-124 . . . . .                | 68                                    | 37                             | 54             | 31                                 | 46             | 9              | -                  | 14          | 8                           | -             |
| C-125 . . . . .                | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| VB-17 . . . . .                | 37                                    | 29                             | 78             | 8                                  | 22             | -              | -                  | 6           | 2                           | -             |
| CB-25 . . . . .                | 22                                    | 13                             | 59             | 9                                  | 41             | 1              | -                  | 4           | 4                           | -             |
| VB-25 . . . . .                | 32                                    | 22                             | 69             | 10                                 | 31             | 1              | -                  | 5           | 4                           | -             |
| VB-26 . . . . .                | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| TRAINER . . . . .              | 4,079                                 | 2,701                          | 66             | 1,378                              | 34             | 170            | 34                 | 537         | 518                         | 119           |
| T-6 . . . . .                  | 1,767                                 | 1,339                          | 76             | 428                                | 24             | 42             | 2                  | 137         | 170                         | 27            |
| T-7 . . . . .                  | 169                                   | 97                             | 57             | 72                                 | 43             | 12             | 4                  | 33          | 14                          | 9             |
| T-11 . . . . .                 | 351                                   | 209                            | 60             | 142                                | 40             | 20             | 7                  | 54          | 55                          | 6             |
| T-28 . . . . .                 | 169                                   | 82                             | 49             | 87                                 | 51             | 11             | 1                  | 12          | 28                          | 35            |
| T-29 . . . . .                 | 30                                    | 21                             | 70             | 9                                  | 30             | 1              | -                  | 4           | 4                           | -             |
| T-33 . . . . .                 | 281                                   | 146                            | 52             | 135                                | 48             | 30             | 3                  | 46          | 44                          | 12            |
| T-34 . . . . .                 | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| T-35 . . . . .                 | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| TB-17 . . . . .                | 30                                    | 15                             | 50             | 15                                 | 50             | 2              | -                  | 7           | 4                           | 2             |
| TB-25 . . . . .                | 707                                   | 467                            | 66             | 240                                | 34             | 22             | 1                  | 106         | 104                         | 7             |
| TB-26 . . . . .                | 266                                   | 143                            | 54             | 123                                | 46             | 16             | 10                 | 55          | 30                          | 12            |
| TB-29 . . . . .                | 45                                    | 22                             | 49             | 23                                 | 51             | 4              | 2                  | 7           | 9                           | 1             |
| TB-50 . . . . .                | 11                                    | 8                              | 73             | 3                                  | 27             | -              | -                  | 1           | 2                           | -             |
| TC-46 . . . . .                | 2                                     | -                              | -              | 2                                  | 100            | -              | -                  | -           | -                           | -             |
| TC-47 . . . . .                | 51                                    | 41                             | 80             | 10                                 | 20             | -              | 1                  | 4           | 5                           | -             |
| TF-47 . . . . .                | 17                                    | 1                              | 6              | 16                                 | 94             | -              | -                  | -           | 15                          | 1             |
| TRF-51 . . . . .               | 5                                     | -                              | -              | 5                                  | 100            | -              | -                  | -           | 1                           | 4             |
| TF-51 . . . . .                | 144                                   | 88                             | 61             | 56                                 | 39             | 6              | 1                  | 17          | 29                          | 3             |
| TF-80 . . . . .                | 28                                    | 16                             | 57             | 12                                 | 43             | 2              | 2                  | 4           | 4                           | -             |
| COMMUNICATION . . . . .        | 414                                   | 249                            | 60             | 165                                | 40             | 26             | 1                  | 34          | 46                          | 58            |
| LC-126 . . . . .               | 7                                     | 3                              | 43             | 4                                  | 57             | -              | -                  | 2           | 2                           | -             |
| L-4 . . . . .                  | 16                                    | 3                              | 19             | 13                                 | 81             | -              | 1                  | 4           | 6                           | 2             |
| L-5 . . . . .                  | 91                                    | 54                             | 59             | 37                                 | 41             | 5              | -                  | 7           | 15                          | 10            |
| L-13 . . . . .                 | 46                                    | 28                             | 61             | 18                                 | 39             | 7              | -                  | 3           | 3                           | 5             |
| L-16 . . . . .                 | 110                                   | 91                             | 83             | 19                                 | 17             | -              | -                  | 7           | 10                          | 2             |
| L-17 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-19 . . . . .                 | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-20 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| LT-6 . . . . .                 | 41                                    | 14                             | 34             | 27                                 | 66             | -              | -                  | 3           | -                           | 24            |
| H-5 . . . . .                  | 60                                    | 34                             | 57             | 26                                 | 43             | 7              | -                  | 4           | 6                           | 9             |
| H-12 . . . . .                 | 5                                     | 1                              | 20             | 4                                  | 80             | 1              | -                  | 1           | -                           | 2             |
| H-13 . . . . .                 | 14                                    | 9                              | 64             | 5                                  | 36             | -              | -                  | 1           | 2                           | 2             |
| H-18 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| H-19 . . . . .                 | 4                                     | 1                              | 25             | 3                                  | 75             | 1              | -                  | -           | -                           | 2             |
| H-23 . . . . .                 | 14                                    | 5                              | 36             | 9                                  | 64             | 5              | -                  | 2           | 2                           | -             |
| H-24 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| GLIDER . . . . .               | 8                                     | 3                              | 38             | 5                                  | 62             | -              | -                  | -           | -                           | 5             |
| G-15 . . . . .                 | 7                                     | 2                              | 29             | 5                                  | 71             | -              | -                  | -           | -                           | 5             |
| G-18 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| AERIAL TARGET . . . . .        | 33                                    | 19                             | 58             | 14                                 | 42             | 3              | -                  | 5           | 2                           | 4             |
| QB-17 . . . . .                | 20                                    | 12                             | 60             | 8                                  | 40             | 2              | -                  | 4           | 1                           | 1             |
| Q-14 . . . . .                 | 11                                    | 6                              | 55             | 5                                  | 45             | -              | -                  | 1           | 1                           | 3             |
| QT-33 . . . . .                | 2                                     | 1                              | 50             | 1                                  | 50             | 1              | -                  | -           | -                           | -             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |              |                             |               |
|----------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|--------------|-----------------------------|---------------|
|                            |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE  |                             | OTHER REASONS |
|                            |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    | Periodic     | Malfunction, Defect, Damage |               |
| DURING DECEMBER 1951       |                                       |                                |                |                                    |                |                |                    |              |                             |               |
| <b>TOTAL AIRCRAFT</b>      | <b>13,181</b>                         | <b>8,128</b>                   | <b>62</b>      | <b>5,053</b>                       | <b>38</b>      | <b>848</b>     | <b>232</b>         | <b>1,604</b> | <b>1,779</b>                | <b>590</b>    |
| <b>BOMBER</b>              | <b>1,346</b>                          | <b>811</b>                     | <b>60</b>      | <b>535</b>                         | <b>40</b>      | <b>85</b>      | <b>52</b>          | <b>164</b>   | <b>197</b>                  | <b>37</b>     |
| B-17                       | 29                                    | 17                             | 59             | 12                                 | 41             | 1              | 1                  | 7            | 2                           | 1             |
| B-25                       | 10                                    | 6                              | 60             | 4                                  | 40             | -              | -                  | 1            | -                           | 3             |
| B-26                       | 366                                   | 209                            | 57             | 157                                | 43             | 11             | 25                 | 51           | 60                          | 10            |
| B-29                       | 551                                   | 329                            | 60             | 222                                | 40             | 24             | 25                 | 69           | 92                          | 12            |
| B-36                       | 86                                    | 54                             | 63             | 32                                 | 37             | 9              | -                  | 10           | 13                          | -             |
| B-45                       | 55                                    | 24                             | 44             | 31                                 | 56             | 12             | 1                  | 8            | 7                           | 3             |
| B-47                       | 29                                    | 17                             | 59             | 12                                 | 41             | 2              | -                  | 3            | 5                           | 2             |
| B-50                       | 220                                   | 155                            | 70             | 65                                 | 30             | 26             | -                  | 15           | 18                          | 6             |
| <b>TANKER</b>              | <b>192</b>                            | <b>136</b>                     | <b>71</b>      | <b>56</b>                          | <b>29</b>      | <b>18</b>      | <b>-</b>           | <b>19</b>    | <b>18</b>                   | <b>1</b>      |
| KC-29                      | 158                                   | 119                            | 71             | 49                                 | 29             | 15             | -                  | 18           | 16                          | -             |
| KC-97                      | 24                                    | 17                             | 71             | 7                                  | 29             | 3              | -                  | 1            | 2                           | 1             |
| <b>FIGHTER</b>             | <b>3,501</b>                          | <b>1,901</b>                   | <b>54</b>      | <b>1,600</b>                       | <b>46</b>      | <b>299</b>     | <b>80</b>          | <b>388</b>   | <b>539</b>                  | <b>294</b>    |
| F-47                       | 177                                   | 127                            | 72             | 50                                 | 28             | 9              | 1                  | 10           | 26                          | 4             |
| F-51                       | 801                                   | 471                            | 59             | 330                                | 41             | 49             | 41                 | 86           | 130                         | 24            |
| F-80                       | 543                                   | 259                            | 11             | 284                                | 89             | 36             | 14                 | 71           | 92                          | 71            |
| F-82                       | 43                                    | 15                             | 35             | 28                                 | 65             | 5              | -                  | 14           | 4                           | 5             |
| F-84                       | 970                                   | 511                            | 53             | 459                                | 47             | 82             | 13                 | 111          | 182                         | 71            |
| F-86                       | 519                                   | 286                            | 55             | 233                                | 45             | 52             | 3                  | 36           | 64                          | 78            |
| F-89                       | 42                                    | 18                             | 43             | 24                                 | 57             | 8              | 2                  | 8            | 4                           | 2             |
| F-94                       | 406                                   | 214                            | 53             | 192                                | 47             | 58             | 6                  | 52           | 37                          | 39            |
| <b>RECONNAISSANCE</b>      | <b>477</b>                            | <b>271</b>                     | <b>57</b>      | <b>206</b>                         | <b>43</b>      | <b>46</b>      | <b>13</b>          | <b>68</b>    | <b>69</b>                   | <b>10</b>     |
| RB-17                      | 13                                    | 8                              | 62             | 5                                  | 38             | 2              | -                  | 2            | -                           | 1             |
| RB-25                      | 3                                     | 2                              | 67             | 1                                  | 33             | 1              | -                  | 1            | -                           | -             |
| RB-26                      | 56                                    | 34                             | 61             | 22                                 | 39             | 3              | 2                  | 8            | 8                           | 1             |
| RB-29                      | 47                                    | 21                             | 45             | 26                                 | 55             | 5              | 3                  | 4            | 12                          | 2             |
| RB-36                      | 82                                    | 34                             | 41             | 48                                 | 59             | 8              | 2                  | 25           | 10                          | 3             |
| WB-29                      | 82                                    | 34                             | 41             | 48                                 | 59             | 8              | 2                  | 25           | 10                          | 3             |
| RB-36                      | 54                                    | 34                             | 63             | 20                                 | 37             | 7              | -                  | 7            | 5                           | 1             |
| RB-45                      | 26                                    | 14                             | 54             | 12                                 | 46             | 5              | -                  | 3            | 4                           | -             |
| RB-50                      | 43                                    | 22                             | 51             | 21                                 | 49             | 6              | 1                  | 4            | 9                           | 1             |
| RC-45                      | 7                                     | 4                              | 57             | 3                                  | 43             | 1              | -                  | -            | 2                           | -             |
| RC-47                      | 5                                     | 3                              | 60             | 2                                  | 40             | -              | 1                  | 1            | -                           | -             |
| RF-51                      | 49                                    | 39                             | 80             | 10                                 | 20             | 2              | -                  | 3            | 5                           | -             |
| RF-80                      | 92                                    | 56                             | 61             | 36                                 | 39             | 7              | 4                  | 10           | 14                          | 1             |
| <b>SEARCH AND RESCUE</b>   | <b>183</b>                            | <b>102</b>                     | <b>61</b>      | <b>81</b>                          | <b>39</b>      | <b>23</b>      | <b>6</b>           | <b>16</b>    | <b>31</b>                   | <b>5</b>      |
| SA-10                      | 16                                    | 10                             | 63             | 6                                  | 37             | -              | -                  | 1            | 4                           | 1             |
| SA-16                      | 71                                    | 37                             | 52             | 34                                 | 48             | 13             | 6                  | 7            | 7                           | 1             |
| SB-17                      | 65                                    | 37                             | 57             | 28                                 | 43             | 6              | -                  | 6            | 14                          | 2             |
| SB-29                      | 17                                    | 11                             | 65             | 6                                  | 35             | 2              | -                  | 1            | 3                           | -             |
| SC-47                      | 6                                     | 3                              | 50             | 3                                  | 50             | 1              | -                  | 1            | 1                           | -             |
| SC-54                      | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -            | 1                           | -             |
| SH-5                       | 4                                     | 2                              | 50             | 2                                  | 50             | 1              | -                  | -            | 1                           | -             |
| SL-5                       | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -            | -                           | 1             |
| <b>CARGO</b>               | <b>2,786</b>                          | <b>1,791</b>                   | <b>64</b>      | <b>995</b>                         | <b>36</b>      | <b>174</b>     | <b>30</b>          | <b>428</b>   | <b>321</b>                  | <b>42</b>     |
| C-45                       | 380                                   | 254                            | 67             | 126                                | 33             | 19             | 3                  | 60           | 37                          | 7             |
| C-46                       | 296                                   | 212                            | 72             | 84                                 | 28             | 13             | 4                  | 42           | 20                          | 5             |
| C-47/53                    | 1,206                                 | 821                            | 68             | 385                                | 32             | 55             | 16                 | 193          | 107                         | 14            |
| C-54                       | 293                                   | 189                            | 65             | 104                                | 35             | 13             | 2                  | 39           | 46                          | 4             |
| C-74                       | 7                                     | 4                              | 57             | 3                                  | 43             | -              | -                  | 3            | -                           | -             |
| C-82                       | 132                                   | 52                             | 39             | 80                                 | 61             | 14             | 1                  | 22           | 38                          | 5             |
| C-97                       | 57                                    | 24                             | 42             | 33                                 | 58             | 8              | -                  | 12           | 13                          | -             |
| C-117                      | 14                                    | 10                             | 71             | 4                                  | 29             | -              | 1                  | 1            | 2                           | -             |
| C-118                      | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -            | -                           | -             |
| C-119                      | 212                                   | 112                            | 53             | 100                                | 47             | 32             | 3                  | 24           | 35                          | 6             |
| C-121                      | 8                                     | 6                              | 75             | 2                                  | 25             | -              | -                  | -            | 2                           | -             |
| C-122                      | 10                                    | 5                              | 50             | 5                                  | 50             | 4              | -                  | -            | -                           | 1             |
| C-124                      | 73                                    | 41                             | 56             | 32                                 | 44             | 12             | -                  | 14           | 6                           | -             |
| C-125                      | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | 1            | -                           | -             |
| VB-17                      | 38                                    | 26                             | 68             | 12                                 | 32             | 1              | -                  | 6            | 5                           | -             |
| CB-25                      | 23                                    | 13                             | 57             | 10                                 | 43             | 1              | -                  | 4            | 5                           | -             |
| VB-25                      | 32                                    | 20                             | 62             | 12                                 | 38             | 1              | -                  | 6            | 5                           | -             |
| VB-26                      | 3                                     | 1                              | 33             | 2                                  | 67             | 1              | -                  | 1            | -                           | -             |

TABLE 21- WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT     | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|--------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                                |                                       | Number                         | Percent Of ACH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                                |                                       |                                |                | Average No. AOC                    | Percent Of ACH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING DECEMBER 1951 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| TRAINER . . . . .              | 4,195                                 | 2,842                          | 68             | 1,353                              | 32             | 175            | 44                 | 474         | 549                         | 111           |
| T-6 . . . . .                  | 1,784                                 | 1,361                          | 76             | 423                                | 24             | 43             | 17                 | 162         | 174                         | 27            |
| T-7 . . . . .                  | 171                                   | 108                            | 63             | 63                                 | 37             | 14             | 2                  | 25          | 18                          | 4             |
| T-11 . . . . .                 | 350                                   | 206                            | 59             | 144                                | 41             | 22             | 8                  | 50          | 59                          | 5             |
| T-28 . . . . .                 | 211                                   | 133                            | 63             | 78                                 | 37             | 8              | -                  | 8           | 30                          | 32            |
| T-29 . . . . .                 | 30                                    | 21                             | 70             | 9                                  | 30             | 2              | -                  | 3           | 4                           | -             |
| T-33 . . . . .                 | 300                                   | 161                            | 54             | 139                                | 46             | 31             | 1                  | 51          | 42                          | 14            |
| T-34 . . . . .                 | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | 1           | -                           | -             |
| T-35 . . . . .                 | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| TB-17 . . . . .                | 31                                    | 15                             | 48             | 16                                 | 52             | 1              | 1                  | 6           | 5                           | 3             |
| TB-25 . . . . .                | 722                                   | 491                            | 68             | 231                                | 32             | 23             | 2                  | 86          | 112                         | 8             |
| TB-26 . . . . .                | 269                                   | 154                            | 57             | 115                                | 43             | 15             | 5                  | 45          | 37                          | 13            |
| TB-29 . . . . .                | 56                                    | 30                             | 54             | 26                                 | 46             | 4              | 1                  | 5           | 15                          | 1             |
| TB-50 . . . . .                | 11                                    | 7                              | 64             | 4                                  | 36             | 1              | -                  | -           | 2                           | -             |
| TC-46 . . . . .                | 2                                     | -                              | -              | 2                                  | 100            | 1              | 1                  | -           | -                           | -             |
| TC-47 . . . . .                | 53                                    | 42                             | 79             | 11                                 | 21             | 1              | 1                  | 5           | 4                           | -             |
| TF-47 . . . . .                | 17                                    | 2                              | 12             | 15                                 | 88             | -              | -                  | 1           | 16                          | -             |
| TRF-51 . . . . .               | 6                                     | 3                              | 50             | 3                                  | 50             | 1              | -                  | -           | -                           | -             |
| TF-51 . . . . .                | 148                                   | 91                             | 61             | 57                                 | 39             | 6              | 4                  | 17          | 26                          | 4             |
| TF-80 . . . . .                | 28                                    | 12                             | 43             | 16                                 | 57             | 2              | 1                  | 8           | 5                           | -             |
| COMMUNICATIONS . . . . .       | 462                                   | 255                            | 55             | 207                                | 45             | 27             | 7                  | 40          | 52                          | 81            |
| L-4 . . . . .                  | 20                                    | 3                              | 15             | 17                                 | 85             | -              | 1                  | 3           | 10                          | 3             |
| L-5 . . . . .                  | 101                                   | 59                             | 58             | 42                                 | 42             | 3              | -                  | 12          | 20                          | 7             |
| L-13 . . . . .                 | 41                                    | 28                             | 68             | 13                                 | 32             | 9              | -                  | 1           | 3                           | -             |
| L-16 . . . . .                 | 129                                   | 105                            | 81             | 24                                 | 19             | -              | -                  | 13          | 8                           | 3             |
| L-17 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-19 . . . . .                 | 5                                     | 4                              | 80             | 1                                  | 20             | -              | -                  | -           | -                           | 1             |
| L-20 . . . . .                 | 4                                     | 3                              | 75             | 1                                  | 25             | 1              | -                  | -           | -                           | -             |
| LC-126 . . . . .               | 6                                     | 2                              | 33             | 4                                  | 67             | 1              | -                  | -           | 3                           | -             |
| LT-6 . . . . .                 | 55                                    | 2                              | 04             | 53                                 | 96             | -              | 2                  | 3           | -                           | 48            |
| H-5 . . . . .                  | 58                                    | 35                             | 60             | 23                                 | 40             | 8              | -                  | 6           | 5                           | 4             |
| H-12 . . . . .                 | 5                                     | -                              | -              | 5                                  | 100            | 1              | 2                  | -           | -                           | 2             |
| H-13 . . . . .                 | 14                                    | 8                              | 57             | 6                                  | 43             | 1              | -                  | 1           | 3                           | 1             |
| H-18 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| H-19 . . . . .                 | 4                                     | 3                              | 75             | 1                                  | 25             | 1              | -                  | -           | -                           | -             |
| H-23 . . . . .                 | 17                                    | 1                              | 06             | 16                                 | 94             | 2              | 2                  | 1           | -                           | 11            |
| H-24 . . . . .                 | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| GLIDER . . . . .               | 7                                     | 1                              | 14             | 6                                  | 86             | -              | -                  | -           | -                           | 6             |
| G-15 . . . . .                 | 7                                     | 1                              | 14             | 6                                  | 86             | -              | -                  | -           | -                           | 6             |
| AERIAL TARGET . . . . .        | 32                                    | 18                             | 56             | 14                                 | 44             | 1              | -                  | 7           | 3                           | 3             |
| QB-17 . . . . .                | 19                                    | 10                             | 53             | 9                                  | 47             | 1              | -                  | 6           | 2                           | -             |
| Q-14 . . . . .                 | 11                                    | 6                              | 55             | 5                                  | 45             | -              | -                  | 1           | 1                           | 3             |
| QT-33 . . . . .                | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| DURING JANUARY 1952            |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| TOTAL AIRCRAFT                 | 13,319                                | 8,177                          | 61             | 5,142                              | 39             | 814            | 241                | 1,669       | 1,849                       | 569           |
| BOMBER . . . . .               | 1,385                                 | 841                            | 61             | 544                                | 39             | 87             | 59                 | 162         | 198                         | 38            |
| B-17 . . . . .                 | 29                                    | 20                             | 69             | 9                                  | 31             | 1              | 1                  | 4           | 2                           | 1             |
| B-25 . . . . .                 | 7                                     | 3                              | 43             | 4                                  | 57             | -              | -                  | 1           | 2                           | 1             |
| B-26 . . . . .                 | 369                                   | 209                            | 57             | 160                                | 43             | 14             | 24                 | 54          | 52                          | 16            |
| B-29 . . . . .                 | 565                                   | 340                            | 60             | 225                                | 40             | 24             | 24                 | 69          | 100                         | 8             |
| B-36 . . . . .                 | 91                                    | 60                             | 66             | 31                                 | 34             | 10             | 1                  | 7           | 13                          | -             |
| B-45 . . . . .                 | 55                                    | 26                             | 47             | 29                                 | 53             | 10             | 2                  | 7           | 7                           | 3             |
| B-47 . . . . .                 | 32                                    | 15                             | 47             | 17                                 | 53             | 3              | 6                  | 1           | 3                           | 4             |
| B-50 . . . . .                 | 237                                   | 168                            | 71             | 69                                 | 29             | 25             | 1                  | 19          | 19                          | 5             |
| TANKER . . . . .               | 201                                   | 135                            | 67             | 66                                 | 33             | 22             | 2                  | 21          | 20                          | 1             |
| KB-29 . . . . .                | 175                                   | 119                            | 68             | 56                                 | 32             | 15             | 1                  | 19          | 19                          | 1             |
| KC-97 . . . . .                | 26                                    | 16                             | 62             | 10                                 | 38             | 6              | -                  | 2           | 1                           | -             |
| FIGHTER . . . . .              | 3,535                                 | 1,954                          | 55             | 1,581                              | 45             | 271            | 76                 | 386         | 558                         | 290           |
| F-47 . . . . .                 | 180                                   | 117                            | 65             | 63                                 | 35             | 14             | 1                  | 22          | 23                          | 3             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT    | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                | MAINTENANCE    |                    |          | OTHER REASONS |                             |
|-------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|----------|---------------|-----------------------------|
|                               |                                       | Number                         | Percent Of ACH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | Periodic |               | Malfunction, Defect, Damage |
|                               |                                       |                                |                | Average No. AOC                    | Percent Of ACH |                |                    |          |               |                             |
| DURING JANUARY 1952 Continued |                                       |                                |                |                                    |                |                |                    |          |               |                             |
| <u>FIGHTER-Continued</u>      |                                       |                                |                |                                    |                |                |                    |          |               |                             |
| F-51 . . . . .                | 811                                   | 484                            | 60             | 327                                | 40             | 39             | 58                 | 74       | 122           | 34                          |
| F-80 . . . . .                | 528                                   | 236                            | 45             | 292                                | 55             | 44             | 3                  | 66       | 92            | 87                          |
| F-82 . . . . .                | 41                                    | 17                             | 4.1            | 24                                 | 59             | 4              | -                  | 11       | 6             | 3                           |
| F-84 . . . . .                | 1,007                                 | 575                            | 57             | 432                                | 43             | 78             | 9                  | 99       | 193           | 53                          |
| F-86 . . . . .                | 509                                   | 289                            | 57             | 220                                | 43             | 51             | 1                  | 53       | 67            | 48                          |
| F-89 . . . . .                | 51                                    | 19                             | 37             | 32                                 | 63             | 9              | -                  | 6        | 14            | 3                           |
| F-94 . . . . .                | 408                                   | 217                            | 53             | 191                                | 47             | 32             | 4                  | 55       | 41            | 59                          |
| <u>RECONNAISSANCE</u>         | 440                                   | 259                            | 59             | 181                                | 41             | 34             | 7                  | 66       | 70            | 4                           |
| RB-17 . . . . .               | 13                                    | 7                              | 54             | 6                                  | 46             | 1              | -                  | 3        | 2             | -                           |
| RB-25 . . . . .               | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -        | -             | -                           |
| RB-26 . . . . .               | 51                                    | 37                             | 73             | 14                                 | 27             | 2              | -                  | 7        | 5             | -                           |
| RB-29 . . . . .               | 42                                    | 20                             | 48             | 22                                 | 52             | 4              | 3                  | 5        | 9             | 1                           |
| WB-29 . . . . .               | 83                                    | 31                             | 37             | 52                                 | 63             | 8              | 2                  | 27       | 13            | 2                           |
| RB-36 . . . . .               | 51                                    | 30                             | 59             | 21                                 | 41             | 7              | -                  | 7        | 7             | -                           |
| RB-45 . . . . .               | 25                                    | 14                             | 56             | 11                                 | 44             | 2              | -                  | 4        | 4             | 1                           |
| RB-50 . . . . .               | 42                                    | 23                             | 55             | 19                                 | 45             | 5              | 1                  | 2        | 11            | -                           |
| RC-45 . . . . .               | 7                                     | 5                              | 71             | 2                                  | 29             | -              | -                  | 1        | 1             | -                           |
| RC-47 . . . . .               | 7                                     | 6                              | 86             | 1                                  | 14             | -              | 1                  | -        | 1             | -                           |
| RF-51 . . . . .               | 51                                    | 36                             | 71             | 15                                 | 29             | 1              | -                  | 3        | 11            | -                           |
| RF-80 . . . . .               | 64                                    | 47                             | 73             | 17                                 | 27             | 4              | -                  | 7        | 6             | -                           |
| RF-86 . . . . .               | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -        | 1             | -                           |
| <u>SEARCH AND RESCUE</u>      | 192                                   | 108                            | 56             | 84                                 | 44             | 20             | 4                  | 24       | 33            | 3                           |
| SA-10 . . . . .               | 15                                    | 8                              | 53             | 7                                  | 47             | 1              | -                  | 2        | 4             | -                           |
| SA-16 . . . . .               | 82                                    | 44                             | 54             | 38                                 | 46             | 12             | 4                  | 10       | 11            | 1                           |
| SB-17 . . . . .               | 63                                    | 36                             | 57             | 27                                 | 43             | 4              | -                  | 8        | 15            | -                           |
| SB-29 . . . . .               | 18                                    | 12                             | 67             | 6                                  | 33             | 2              | -                  | 2        | 2             | -                           |
| SC-47 . . . . .               | 6                                     | 5                              | 83             | 1                                  | 17             | -              | -                  | 1        | 1             | -                           |
| SC-54 . . . . .               | 3                                     | 1                              | 33             | 2                                  | 67             | -              | -                  | 1        | 1             | 1                           |
| SH-5 . . . . .                | 4                                     | 2                              | 50             | 2                                  | 50             | 1              | -                  | -        | 1             | -                           |
| SL-5 . . . . .                | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -        | 1             | 1                           |
| <u>CARGO</u>                  | 2,770                                 | 1,766                          | 64             | 1,004                              | 36             | 167            | 37                 | 426      | 329           | 45                          |
| C-45 . . . . .                | 373                                   | 250                            | 67             | 123                                | 33             | 18             | 3                  | 64       | 32            | 6                           |
| C-46 . . . . .                | 295                                   | 211                            | 72             | 84                                 | 28             | 15             | 3                  | 41       | 19            | 6                           |
| C-47/53 . . . . .             | 1,199                                 | 801                            | 67             | 398                                | 33             | 47             | 26                 | 197      | 113           | 15                          |
| C-54 . . . . .                | 288                                   | 182                            | 63             | 106                                | 37             | 15             | 2                  | 39       | 46            | 4                           |
| C-74 . . . . .                | 7                                     | 4                              | 57             | 3                                  | 43             | 1              | -                  | 2        | -             | -                           |
| C-82 . . . . .                | 131                                   | 53                             | 40             | 78                                 | 60             | 19             | -                  | 20       | 30            | 9                           |
| C-97 . . . . .                | 56                                    | 23                             | 41             | 33                                 | 59             | 7              | -                  | 14       | 12            | -                           |
| C-117 . . . . .               | 14                                    | 9                              | 64             | 5                                  | 36             | -              | -                  | 3        | 4             | -                           |
| C-119 . . . . .               | 213                                   | 113                            | 53             | 100                                | 47             | 24             | 3                  | 21       | 48            | 4                           |
| C-121 . . . . .               | 9                                     | 7                              | 78             | 2                                  | 22             | -              | -                  | 1        | 1             | -                           |
| C-122 . . . . .               | 10                                    | 4                              | 40             | 6                                  | 60             | 5              | -                  | 1        | 1             | -                           |
| C-124 . . . . .               | 79                                    | 49                             | 62             | 30                                 | 38             | 11             | -                  | 10       | 9             | -                           |
| C-125 . . . . .               | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -        | 1             | -                           |
| VB-17 . . . . .               | 39                                    | 26                             | 67             | 13                                 | 33             | 1              | -                  | 6        | 6             | -                           |
| CB-25 . . . . .               | 22                                    | 11                             | 50             | 11                                 | 50             | 2              | -                  | 4        | 5             | -                           |
| VB-25 . . . . .               | 32                                    | 22                             | 69             | 10                                 | 31             | 2              | -                  | 3        | 5             | -                           |
| VB-26 . . . . .               | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | 1        | -             | -                           |
| <u>TRAINER</u>                | 4,282                                 | 2,810                          | 66             | 1,472                              | 34             | 196            | 38                 | 541      | 590           | 107                         |
| T-6 . . . . .                 | 1,820                                 | 1,354                          | 74             | 466                                | 26             | 42             | 12                 | 185      | 204           | 23                          |
| T-7 . . . . .                 | 173                                   | 99                             | 57             | 74                                 | 43             | 20             | 1                  | 26       | 22            | 5                           |
| T-11 . . . . .                | 347                                   | 209                            | 60             | 138                                | 40             | 18             | 8                  | 54       | 49            | 9                           |
| T-28 . . . . .                | 232                                   | 143                            | 62             | 89                                 | 38             | 16             | 1                  | 11       | 34            | 27                          |
| T-29 . . . . .                | 31                                    | 20                             | 65             | 11                                 | 35             | 1              | -                  | 5        | 5             | -                           |
| T-33 . . . . .                | 332                                   | 162                            | 49             | 170                                | 51             | 32             | 1                  | 70       | 55            | 12                          |
| T-34 . . . . .                | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | 1        | -             | -                           |
| T-35 . . . . .                | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | 1        | -             | -                           |
| TB-17 . . . . .               | 30                                    | 13                             | 43             | 17                                 | 57             | 1              | 1                  | 7        | 6             | 2                           |
| TB-25 . . . . .               | 724                                   | 488                            | 67             | 236                                | 33             | 31             | 1                  | 91       | 105           | 8                           |
| TB-26 . . . . .               | 258                                   | 135                            | 52             | 123                                | 48             | 19             | 1                  | 51       | 36            | 16                          |
| TB-29 . . . . .               | 57                                    | 27                             | 47             | 30                                 | 53             | 2              | 1                  | 5        | 19            | 3                           |
| TB-50 . . . . .               | 11                                    | 6                              | 55             | 5                                  | 45             | 1              | -                  | 1        | 3             | -                           |
| TC-46 . . . . .               | 2                                     | -                              | -              | 2                                  | 100            | 1              | 1                  | -        | -             | -                           |
| TC-47 . . . . .               | 53                                    | 44                             | 83             | 9                                  | 17             | 1              | -                  | 4        | 4             | -                           |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT    | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             | OTHER REASONS |
|-------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                               |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             |               |
|                               |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING JANUARY 1952 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>TRAINER-Continued</b>      |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| TC-54 . . . . .               | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | 1           | -                           | -             |
| TF-47 . . . . .               | 17                                    | 2                              | 12             | 15                                 | 88             | -              | -                  | -           | 15                          | -             |
| TRF-51 . . . . .              | 5                                     | 4                              | 80             | 1                                  | 20             | 1              | -                  | -           | -                           | -             |
| TF-51 . . . . .               | 150                                   | 86                             | 57             | 64                                 | 43             | 8              | 9                  | 21          | 24                          | 2             |
| TF-80 . . . . .               | 31                                    | 13                             | 42             | 18                                 | 58             | 2              | 1                  | 7           | 8                           | -             |
| TH-5 . . . . .                | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | 1                           | -             |
| <b>COMMUNICATION</b>          | 481                                   | 287                            | 60             | 194                                | 40             | 15             | 18                 | 41          | 49                          | 71            |
| LC-126 . . . . .              | 5                                     | 3                              | 60             | 2                                  | 40             | -              | 1                  | 1           | 1                           | -             |
| L-4 . . . . .                 | 12                                    | 1                              | 8              | 11                                 | 92             | -              | 1                  | 5           | 3                           | 2             |
| L-5 . . . . .                 | 104                                   | 65                             | 62             | 39                                 | 38             | 3              | -                  | 9           | 18                          | 9             |
| L-13 . . . . .                | 41                                    | 25                             | 61             | 16                                 | 39             | 5              | -                  | 4           | 6                           | 1             |
| L-16 . . . . .                | 136                                   | 118                            | 87             | 18                                 | 13             | -              | -                  | 8           | 9                           | 1             |
| L-17 . . . . .                | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | 1                           | -             |
| L-19 . . . . .                | 3                                     | 1                              | 33             | 2                                  | 67             | -              | -                  | -           | -                           | 1             |
| L-20 . . . . .                | 8                                     | 5                              | 62             | 3                                  | 38             | -              | -                  | 2           | -                           | 1             |
| LT-6 . . . . .                | 68                                    | 16                             | 24             | 52                                 | 76             | -              | -                  | 2           | 1                           | 49            |
| H-5 . . . . .                 | 56                                    | 36                             | 64             | 20                                 | 36             | 4              | -                  | 7           | 6                           | 3             |
| H-12 . . . . .                | 5                                     | -                              | -              | 5                                  | 100            | 1              | 2                  | 1           | -                           | 1             |
| H-13 . . . . .                | 16                                    | 10                             | 62             | 6                                  | 38             | -              | -                  | 3           | 2                           | 1             |
| H-18 . . . . .                | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| H-19 . . . . .                | 7                                     | 4                              | 57             | 3                                  | 43             | 1              | -                  | -           | 2                           | -             |
| H-23 . . . . .                | 17                                    | 2                              | 12             | 15                                 | 88             | 1              | 14                 | -           | -                           | 1             |
| H-24 . . . . .                | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | -             |
| <b>GLIDER</b>                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| G-15 . . . . .                | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| <b>AERIAL TARGET</b>          | 32                                    | 16                             | 50             | 16                                 | 50             | 2              | -                  | 2           | 2                           | 10            |
| QB-17 . . . . .               | 19                                    | 12                             | 63             | 7                                  | 37             | 2              | -                  | 1           | 2                           | 2             |
| Q-14 . . . . .                | 11                                    | 2                              | 18             | 9                                  | 82             | -              | -                  | 1           | -                           | 8             |
| QT-33 . . . . .               | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| DURING FEBRUARY 1952          |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>TOTAL AIRCRAFT</b>         | 13,648                                | 8,383                          | 61             | 5,265                              | 39             | 761            | 260                | 1,748       | 1,892                       | 604           |
| <b>BOMBER</b>                 | 1,422                                 | 878                            | 62             | 544                                | 38             | 68             | 50                 | 156         | 209                         | 61            |
| B-17 . . . . .                | 30                                    | 15                             | 50             | 15                                 | 50             | -              | 1                  | 9           | 3                           | 2             |
| B-25 . . . . .                | 6                                     | 3                              | 50             | 3                                  | 50             | 1              | -                  | -           | 1                           | 1             |
| B-26 . . . . .                | 385                                   | 219                            | 57             | 166                                | 43             | 12             | 29                 | 49          | 64                          | 12            |
| B-29 . . . . .                | 577                                   | 365                            | 63             | 212                                | 37             | 22             | 13                 | 61          | 94                          | 22            |
| B-36 . . . . .                | 87                                    | 58                             | 67             | 29                                 | 33             | 8              | -                  | 9           | 12                          | -             |
| B-45 . . . . .                | 54                                    | 28                             | 52             | 26                                 | 48             | 9              | -                  | 6           | 8                           | 3             |
| B-47 . . . . .                | 44                                    | 26                             | 59             | 18                                 | 41             | 4              | 3                  | 1           | 7                           | 3             |
| B-50 . . . . .                | 239                                   | 164                            | 69             | 75                                 | 31             | 12             | 4                  | 21          | 20                          | 18            |
| <b>TANKER</b>                 | 206                                   | 148                            | 72             | 58                                 | 28             | 14             | 1                  | 22          | 19                          | 2             |
| Rb-29 . . . . .               | 173                                   | 123                            | 71             | 50                                 | 29             | 11             | -                  | 19          | 18                          | 2             |
| KC-97 . . . . .               | 33                                    | 25                             | 76             | 8                                  | 24             | 3              | 1                  | 3           | 1                           | -             |
| <b>FIGHTER</b>                | 3,546                                 | 1,966                          | 55             | 1,580                              | 45             | 233            | 96                 | 374         | 572                         | 305           |
| F-47 . . . . .                | 178                                   | 120                            | 67             | 58                                 | 33             | 13             | 2                  | 20          | 21                          | 2             |
| F-51 . . . . .                | 826                                   | 454                            | 55             | 372                                | 45             | 32             | 63                 | 91          | 123                         | 63            |
| F-80 . . . . .                | 491                                   | 236                            | 48             | 255                                | 52             | 45             | 10                 | 68          | 91                          | 41            |
| F-82 . . . . .                | 41                                    | 15                             | 37             | 26                                 | 63             | 3              | -                  | 12          | 8                           | 3             |
| F-84 . . . . .                | 1,023                                 | 583                            | 57             | 440                                | 43             | 47             | 16                 | 83          | 207                         | 87            |
| F-86 . . . . .                | 525                                   | 323                            | 62             | 202                                | 38             | 51             | 4                  | 42          | 68                          | 37            |
| F-89 . . . . .                | 59                                    | 22                             | 37             | 37                                 | 63             | 11             | -                  | 8           | 17                          | 1             |
| F-94 . . . . .                | 403                                   | 213                            | 53             | 190                                | 47             | 31             | 1                  | 50          | 37                          | 71            |
| <b>RECONNAISSANCE</b>         | 507                                   | 295                            | 58             | 212                                | 42             | 39             | 10                 | 78          | 80                          | 5             |
| RB-17 . . . . .               | 12                                    | 6                              | 50             | 6                                  | 50             | -              | -                  | 5           | 1                           | -             |
| RB-25 . . . . .               | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -           | 1                           | -             |
| RB-26 . . . . .               | 72                                    | 45                             | 62             | 27                                 | 38             | 4              | -                  | 13          | 10                          | -             |
| RB-29 . . . . .               | 37                                    | 18                             | 49             | 19                                 | 51             | 5              | 3                  | 3           | 7                           | 1             |
| WB-29 . . . . .               | 81                                    | 29                             | 36             | 52                                 | 64             | 9              | 2                  | 26          | 13                          | 2             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT     | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|--------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                                |                                       | Number                         | Percent Of ACH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                                |                                       |                                |                | Average No. AOC                    | Percent Of ACH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING FEBRUARY 1952 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>RECONNAISSANCE -</b>        |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| Continued                      |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| RB-36 . . . . .                | 53                                    | 31                             | 58             | 22                                 | 42             | 3              | -                  | 9           | 10                          | -             |
| RB-45 . . . . .                | 25                                    | 12                             | 48             | 13                                 | 52             | 5              | -                  | 3           | 5                           | -             |
| RB-50 . . . . .                | 42                                    | 25                             | 60             | 17                                 | 40             | 3              | -                  | 3           | 11                          | -             |
| RC-45 . . . . .                | 7                                     | 2                              | 29             | 5                                  | 71             | 1              | -                  | 1           | 2                           | 1             |
| RC-47 . . . . .                | 7                                     | 6                              | 86             | 1                                  | 14             | -              | 1                  | -           | -                           | -             |
| RF-51 . . . . .                | 49                                    | 34                             | 69             | 15                                 | 31             | 3              | -                  | 4           | 8                           | -             |
| RF-80 . . . . .                | 117                                   | 84                             | 72             | 33                                 | 28             | 6              | 4                  | 11          | 11                          | 1             |
| RF-86 . . . . .                | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | -           | 1                           | -             |
| <b>SEARCH AND RESCUE</b>       | 199                                   | 110                            | 55             | 89                                 | 45             | 25             | 3                  | 30          | 28                          | 3             |
| SA-10 . . . . .                | 13                                    | 8                              | 52             | 5                                  | 38             | -              | -                  | 3           | 2                           | 1             |
| SA-16 . . . . .                | 86                                    | 46                             | 53             | 40                                 | 47             | 13             | 3                  | 12          | 11                          | 1             |
| SB-17 . . . . .                | 63                                    | 37                             | 59             | 26                                 | 41             | 6              | -                  | 9           | 11                          | -             |
| SB-29 . . . . .                | 22                                    | 13                             | 59             | 9                                  | 41             | 2              | -                  | 4           | 3                           | -             |
| SC-47 . . . . .                | 7                                     | 4                              | 57             | 3                                  | 43             | 1              | -                  | 1           | -                           | 1             |
| SC-54 . . . . .                | 3                                     | 1                              | 33             | 2                                  | 67             | 1              | -                  | 1           | -                           | -             |
| SH-5 . . . . .                 | 4                                     | 1                              | 25             | 3                                  | 75             | 2              | -                  | -           | 1                           | -             |
| SL-5 . . . . .                 | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| <b>CARGO</b>                   | 2,814                                 | 1,774                          | 63             | 1,040                              | 37             | 161            | 40                 | 454         | 305                         | 80            |
| C-45 . . . . .                 | 375                                   | 249                            | 66             | 126                                | 34             | 13             | 3                  | 72          | 32                          | 6             |
| C-46 . . . . .                 | 292                                   | 185                            | 63             | 107                                | 37             | 23             | 5                  | 47          | 20                          | 12            |
| C-47/53 . . . . .              | 1,199                                 | 802                            | 67             | 397                                | 33             | 55             | 29                 | 192         | 107                         | 14            |
| C-54 . . . . .                 | 295                                   | 190                            | 64             | 105                                | 36             | 11             | 2                  | 47          | 43                          | 2             |
| C-74 . . . . .                 | 7                                     | 4                              | 57             | 3                                  | 43             | -              | -                  | 2           | 1                           | -             |
| C-82 . . . . .                 | 129                                   | 55                             | 43             | 74                                 | 57             | 16             | -                  | 21          | 27                          | 10            |
| C-97 . . . . .                 | 58                                    | 24                             | 41             | 34                                 | 59             | 3              | -                  | 16          | 15                          | -             |
| C-117 . . . . .                | 15                                    | 10                             | 67             | 5                                  | 33             | 2              | -                  | 1           | 2                           | -             |
| C-118 . . . . .                | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| C-119 . . . . .                | 240                                   | 127                            | 53             | 113                                | 47             | 25             | -                  | 21          | 34                          | 33            |
| C-121 . . . . .                | 9                                     | 8                              | 89             | 1                                  | 11             | -              | -                  | -           | 1                           | -             |
| C-122 . . . . .                | 10                                    | 6                              | 60             | 4                                  | 40             | 3              | -                  | 1           | -                           | -             |
| C-124 . . . . .                | 87                                    | 54                             | 62             | 33                                 | 38             | 5              | -                  | 16          | 10                          | 2             |
| C-125 . . . . .                | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| VB-17 . . . . .                | 40                                    | 25                             | 62             | 15                                 | 38             | 2              | -                  | 9           | 4                           | -             |
| CB-25 . . . . .                | 22                                    | 11                             | 50             | 11                                 | 50             | 1              | -                  | 4           | 6                           | -             |
| VB-25 . . . . .                | 32                                    | 21                             | 66             | 11                                 | 34             | 2              | 1                  | 5           | 3                           | -             |
| VB-26 . . . . .                | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| <b>TRAINER</b>                 | 4,422                                 | 2,872                          | 65             | 1,550                              | 35             | 199            | 46                 | 592         | 619                         | 94            |
| T-6 . . . . .                  | 1,881                                 | 1,385                          | 74             | 496                                | 26             | 39             | 8                  | 197         | 231                         | 21            |
| T-7 . . . . .                  | 172                                   | 97                             | 56             | 75                                 | 44             | 16             | 2                  | 28          | 20                          | 9             |
| T-11 . . . . .                 | 348                                   | 208                            | 60             | 140                                | 40             | 16             | 7                  | 53          | 52                          | 12            |
| T-28 . . . . .                 | 247                                   | 152                            | 62             | 95                                 | 38             | 21             | 1                  | 14          | 37                          | 22            |
| T-29 . . . . .                 | 32                                    | 20                             | 62             | 12                                 | 38             | 2              | -                  | 5           | 5                           | -             |
| T-33 . . . . .                 | 371                                   | 193                            | 52             | 178                                | 48             | 38             | 3                  | 71          | 61                          | 5             |
| T-34 . . . . .                 | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -           | 1                           | -             |
| T-35 . . . . .                 | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | 4             |
| TB-17 . . . . .                | 29                                    | 14                             | 48             | 15                                 | 52             | -              | -                  | 7           | 4                           | -             |
| TB-25 . . . . .                | 732                                   | 501                            | 68             | 231                                | 32             | 23             | -                  | 102         | 101                         | 5             |
| TB-26 . . . . .                | 265                                   | 131                            | 49             | 134                                | 51             | 24             | 5                  | 65          | 34                          | 6             |
| TB-29 . . . . .                | 66                                    | 26                             | 39             | 40                                 | 61             | 5              | 1                  | 8           | 18                          | 8             |
| TB-50 . . . . .                | 11                                    | 6                              | 55             | 5                                  | 45             | 2              | -                  | 1           | 2                           | -             |
| TC-46 . . . . .                | 4                                     | -                              | -              | 2                                  | 100            | -              | -                  | 1           | 1                           | -             |
| TC-47 . . . . .                | 49                                    | 33                             | 67             | 16                                 | 33             | 2              | -                  | 5           | 9                           | -             |
| TC-54 . . . . .                | 8                                     | 2                              | 25             | 6                                  | 75             | 2              | -                  | 4           | -                           | -             |
| TF-47 . . . . .                | 15                                    | 2                              | 13             | 13                                 | 87             | -              | -                  | -           | 13                          | -             |
| TRF-51 . . . . .               | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | -           | 1                           | -             |
| TF-51 . . . . .                | 154                                   | 82                             | 53             | 72                                 | 47             | 7              | 18                 | 23          | 22                          | 2             |
| TF-80 . . . . .                | 31                                    | 14                             | 45             | 17                                 | 55             | 2              | 1                  | 8           | 6                           | -             |
| TH-5 . . . . .                 | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | 1                           | -             |
| <b>COMMUNICATION</b>           | 498                                   | 325                            | 65             | 173                                | 35             | 21             | 14                 | 39          | 58                          | 41            |
| LC-126 . . . . .               | 6                                     | 3                              | 50             | 3                                  | 50             | 1              | -                  | 1           | 1                           | 6             |
| L-4 . . . . .                  | 17                                    | 1                              | 6              | 16                                 | 94             | 1              | 1                  | 4           | 8                           | 8             |
| L-5 . . . . .                  | 104                                   | 70                             | 67             | 34                                 | 33             | 1              | -                  | 9           | 16                          | 1             |
| L-13 . . . . .                 | 41                                    | 24                             | 59             | 17                                 | 41             | 4              | -                  | 2           | 10                          | 1             |
| L-16 . . . . .                 | 145                                   | 124                            | 86             | 21                                 | 14             | 1              | -                  | 9           | 9                           | 2             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT     | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |          |                             |               |
|--------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|----------|-----------------------------|---------------|
|                                |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | Periodic | Malfunction, Defect, Damage | OTHER REASONS |
|                                |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    |          |                             |               |
| DURING FEBRUARY 1952 Continued |                                       |                                |                |                                    |                |                |                    |          |                             |               |
| <b>COMMUNICATION-</b>          |                                       |                                |                |                                    |                |                |                    |          |                             |               |
| Continued                      |                                       |                                |                |                                    |                |                |                    |          |                             |               |
| L-17                           | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -        | -                           | -             |
| L-19                           | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -        | -                           | -             |
| L-20                           | 10                                    | 6                              | 60             | 4                                  | 40             | 2              | -                  | 1        | 1                           | -             |
| LT-6                           | 60                                    | 38                             | 63             | 22                                 | 37             | 1              | -                  | 2        | 2                           | 17            |
| H-5                            | 55                                    | 33                             | 60             | 22                                 | 40             | 6              | -                  | 6        | 7                           | 3             |
| H-12                           | 5                                     | 2                              | 40             | 3                                  | 60             | 1              | -                  | -        | -                           | -             |
| H-13                           | 20                                    | 12                             | 60             | 8                                  | 40             | 1              | -                  | 2        | 4                           | 1             |
| H-18                           | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -        | -                           | 1             |
| H-19                           | 12                                    | 5                              | 42             | 7                                  | 58             | 2              | -                  | 1        | 3                           | 1             |
| H-23                           | 17                                    | 3                              | 18             | 14                                 | 82             | -              | 13                 | -        | 1                           | -             |
| H-24                           | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -        | -                           | 1             |
| <b>GLIDER</b>                  | 5                                     | 1                              | 20             | 4                                  | 80             | -              | -                  | -        | -                           | 4             |
| G-15                           | 5                                     | 1                              | 20             | 4                                  | 80             | -              | -                  | -        | -                           | 4             |
| <b>AERIAL TARGET</b>           | 29                                    | 14                             | 48             | 15                                 | 52             | 1              | -                  | 3        | 2                           | 9             |
| QB-17                          | 19                                    | 11                             | 58             | 8                                  | 42             | -              | -                  | 3        | 2                           | 7             |
| Q-14                           | 8                                     | 1                              | 12             | 7                                  | 88             | -              | -                  | -        | -                           | -             |
| QT-33                          | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -        | -                           | -             |
| DURING MARCH 1952              |                                       |                                |                |                                    |                |                |                    |          |                             |               |
| <b>TOTAL AIRCRAFT</b>          | 13,837                                | 8,708                          | 63             | 5,129                              | 37             | 733            | 273                | 1,689    | 1,839                       | 595           |
| <b>BOMBER</b>                  | 1,495                                 | 946                            | 63             | 549                                | 37             | 66             | 41                 | 157      | 207                         | 78            |
| B-17                           | 29                                    | 18                             | 62             | 11                                 | 38             | 1              | -                  | 4        | 5                           | 1             |
| B-25                           | 7                                     | 5                              | 71             | 2                                  | 29             | -              | -                  | -        | 1                           | 1             |
| B-26                           | 422                                   | 256                            | 61             | 166                                | 39             | 12             | 26                 | 44       | 68                          | 16            |
| B-29                           | 597                                   | 377                            | 63             | 220                                | 37             | 23             | 8                  | 69       | 90                          | 30            |
| B-36                           | 79                                    | 52                             | 66             | 27                                 | 34             | 4              | -                  | 7        | 13                          | 3             |
| B-45                           | 68                                    | 38                             | 56             | 30                                 | 44             | 8              | 1                  | 10       | 9                           | 2             |
| B-47                           | 53                                    | 35                             | 66             | 18                                 | 34             | 5              | 1                  | 3        | 7                           | 2             |
| B-50                           | 240                                   | 165                            | 69             | 75                                 | 31             | 13             | 5                  | 20       | 14                          | 23            |
| <b>TANKER</b>                  | 215                                   | 164                            | 76             | 51                                 | 24             | 18             | -                  | 18       | 14                          | 1             |
| KB-29                          | 172                                   | 132                            | 77             | 40                                 | 23             | 11             | -                  | 16       | 12                          | 1             |
| KC-97                          | 43                                    | 32                             | 74             | 11                                 | 26             | 7              | -                  | 2        | 2                           | -             |
| <b>FIGHTER</b>                 | 3,574                                 | 2,023                          | 57             | 1,551                              | 43             | 217            | 121                | 357      | 560                         | 296           |
| F-47                           | 178                                   | 134                            | 75             | 44                                 | 25             | 10             | 4                  | 10       | 19                          | 1             |
| F-51                           | 802                                   | 437                            | 54             | 365                                | 46             | 30             | 59                 | 86       | 111                         | 79            |
| F-80                           | 510                                   | 261                            | 51             | 249                                | 49             | 37             | 12                 | 57       | 84                          | 59            |
| F-82                           | 33                                    | 10                             | 30             | 23                                 | 70             | 4              | -                  | 8        | 8                           | 3             |
| F-84                           | 1,042                                 | 583                            | 56             | 459                                | 44             | 45             | 39                 | 94       | 190                         | 91            |
| F-86                           | 546                                   | 327                            | 60             | 219                                | 40             | 53             | 2                  | 41       | 86                          | 37            |
| F-89                           | 67                                    | 21                             | 31             | 46                                 | 69             | 10             | 2                  | 7        | 25                          | 2             |
| F-94                           | 396                                   | 250                            | 63             | 146                                | 37             | 28             | 3                  | 54       | 37                          | 24            |
| <b>RECONNAISSANCE</b>          | 527                                   | 312                            | 59             | 215                                | 41             | 39             | 11                 | 73       | 76                          | 16            |
| RB-17                          | 9                                     | 6                              | 67             | 3                                  | 33             | -              | -                  | 2        | -                           | 1             |
| RB-25                          | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | 1        | -                           | -             |
| RB-26                          | 76                                    | 51                             | 67             | 25                                 | 33             | 3              | 1                  | 12       | 9                           | -             |
| RB-29                          | 38                                    | 20                             | 53             | 18                                 | 47             | 1              | 3                  | 3        | 9                           | 2             |
| WB-29                          | 87                                    | 31                             | 36             | 56                                 | 64             | 8              | 3                  | 24       | 19                          | 2             |
| RB-36                          | 61                                    | 30                             | 49             | 31                                 | 51             | 4              | -                  | 10       | 11                          | 6             |
| RB-45                          | 25                                    | 14                             | 56             | 11                                 | 44             | 2              | -                  | 4        | 4                           | 1             |
| RB-50                          | 41                                    | 23                             | 56             | 18                                 | 44             | 8              | -                  | 3        | 7                           | 1             |
| RC-45                          | 7                                     | 3                              | 43             | 4                                  | 57             | 1              | -                  | 1        | 1                           | -             |
| RC-47                          | 7                                     | 6                              | 86             | 1                                  | 14             | -              | 1                  | -        | -                           | -             |
| RF-51                          | 44                                    | 33                             | 75             | 11                                 | 25             | 4              | -                  | 2        | 5                           | -             |
| RF-80                          | 128                                   | 93                             | 73             | 35                                 | 27             | 8              | 3                  | 11       | 10                          | 3             |
| RF-86                          | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -        | 1                           | -             |
| <b>SEARCH AND RESCUE</b>       | 202                                   | 117                            | 58             | 85                                 | 42             | 18             | 5                  | 30       | 29                          | 3             |
| SA-10                          | 14                                    | 10                             | 71             | 4                                  | 29             | -              | -                  | 2        | 2                           | -             |
| SA-16                          | 93                                    | 49                             | 53             | 44                                 | 47             | 11             | 4                  | 17       | 12                          | -             |
| SB-17                          | 59                                    | 40                             | 68             | 19                                 | 32             | 3              | 1                  | 6        | 8                           | 1             |



TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT         | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|------------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                                    |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                                    |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING MARCH 1952 Continued        |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>SEARCH AND RESCUE-Continued</b> |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| SB-29 . . . . .                    | 24                                    | 11                             | 46             | 13                                 | 54             | 2              | -                  | 5           | 6                           | -             |
| SC-47 . . . . .                    | 4                                     | 3                              | 75             | 1                                  | 25             | 1              | -                  | -           | -                           | -             |
| SC-54 . . . . .                    | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -           | -                           | 1             |
| SH-5 . . . . .                     | 4                                     | 2                              | 50             | 2                                  | 50             | 1              | -                  | -           | 1                           | -             |
| SL-5 . . . . .                     | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| <b>CARGO . . . . .</b>             | <b>2,785</b>                          | <b>1,821</b>                   | <b>65</b>      | <b>964</b>                         | <b>35</b>      | <b>153</b>     | <b>33</b>          | <b>442</b>  | <b>285</b>                  | <b>51</b>     |
| C-45 . . . . .                     | 371                                   | 254                            | 68             | 117                                | 32             | 9              | 3                  | 61          | 31                          | 13            |
| C-46 . . . . .                     | 295                                   | 206                            | 70             | 89                                 | 30             | 15             | -                  | 50          | 20                          | 4             |
| C-47/53 . . . . .                  | 1,195                                 | 826                            | 69             | 369                                | 31             | 51             | 26                 | 182         | 100                         | 10            |
| C-54 . . . . .                     | 285                                   | 187                            | 66             | 98                                 | 34             | 12             | 1                  | 48          | 35                          | 2             |
| C-74 . . . . .                     | 8                                     | 5                              | 63             | 3                                  | 37             | -              | -                  | 3           | -                           | -             |
| C-82 . . . . .                     | 130                                   | 55                             | 42             | 75                                 | 58             | 21             | 1                  | 19          | 25                          | 9             |
| C-97 . . . . .                     | 57                                    | 28                             | 49             | 29                                 | 51             | 6              | -                  | 12          | 11                          | -             |
| C-117 . . . . .                    | 13                                    | 10                             | 77             | 3                                  | 23             | -              | -                  | 1           | 2                           | -             |
| C-118 . . . . .                    | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| C-119 . . . . .                    | 219                                   | 117                            | 53             | 102                                | 47             | 28             | -                  | 29          | 34                          | 11            |
| C-121 . . . . .                    | 10                                    | 7                              | 70             | 3                                  | 30             | -              | -                  | 1           | 2                           | -             |
| C-122 . . . . .                    | 10                                    | 7                              | 70             | 3                                  | 30             | 2              | -                  | 1           | -                           | -             |
| C-124 . . . . .                    | 96                                    | 58                             | 60             | 38                                 | 40             | 6              | 1                  | 18          | 11                          | 2             |
| C-125 . . . . .                    | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| VB-17 . . . . .                    | 38                                    | 25                             | 66             | 13                                 | 34             | 1              | -                  | 8           | 4                           | -             |
| VB-25 . . . . .                    | 22                                    | 10                             | 45             | 12                                 | 55             | -              | -                  | 4           | 8                           | -             |
| VB-25 . . . . .                    | 32                                    | 23                             | 72             | 9                                  | 28             | 2              | 1                  | 4           | 2                           | -             |
| VB-26 . . . . .                    | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | 1           | -                           | -             |
| <b>TRAINER . . . . .</b>           | <b>4,476</b>                          | <b>2,956</b>                   | <b>66</b>      | <b>1,520</b>                       | <b>34</b>      | <b>199</b>     | <b>50</b>          | <b>574</b>  | <b>602</b>                  | <b>95</b>     |
| T-6 . . . . .                      | 1,903                                 | 1,411                          | 74             | 492                                | 26             | 37             | 7                  | 202         | 221                         | 25            |
| T-7 . . . . .                      | 172                                   | 100                            | 58             | 72                                 | 42             | 22             | 3                  | 26          | 17                          | 4             |
| T-11 . . . . .                     | 349                                   | 198                            | 57             | 151                                | 43             | 20             | 7                  | 61          | 49                          | 14            |
| T-28 . . . . .                     | 268                                   | 183                            | 68             | 85                                 | 32             | 18             | 2                  | 16          | 32                          | 17            |
| T-29 . . . . .                     | 30                                    | 18                             | 60             | 12                                 | 40             | 2              | -                  | 4           | 6                           | -             |
| T-33 . . . . .                     | 378                                   | 209                            | 55             | 169                                | 45             | 37             | 6                  | 67          | 55                          | 4             |
| T-34 . . . . .                     | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -           | 1                           | -             |
| T-35 . . . . .                     | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -           | 1                           | -             |
| TB-17 . . . . .                    | 32                                    | 19                             | 59             | 13                                 | 41             | -              | -                  | 6           | 4                           | 3             |
| TB-25 . . . . .                    | 723                                   | 496                            | 69             | 227                                | 31             | 21             | 1                  | 95          | 105                         | 5             |
| TB-26 . . . . .                    | 267                                   | 142                            | 53             | 125                                | 47             | 22             | 5                  | 51          | 38                          | 9             |
| TB-29 . . . . .                    | 72                                    | 26                             | 36             | 46                                 | 64             | 6              | -                  | 5           | 26                          | 9             |
| TB-50 . . . . .                    | 11                                    | 6                              | 55             | 5                                  | 45             | 1              | -                  | 1           | 3                           | -             |
| TC-54 . . . . .                    | 7                                     | 3                              | 43             | 4                                  | 57             | -              | -                  | 2           | 1                           | 1             |
| TC-46 . . . . .                    | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | -           | 1                           | -             |
| TC-47 . . . . .                    | 49                                    | 32                             | 65             | 17                                 | 35             | 3              | 1                  | 7           | 6                           | -             |
| TF-47 . . . . .                    | 16                                    | 7                              | 44             | 9                                  | 56             | -              | -                  | -           | 9                           | -             |
| TRF-51 . . . . .                   | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | -           | 1                           | -             |
| TF-51 . . . . .                    | 154                                   | 80                             | 52             | 74                                 | 48             | 7              | 18                 | 25          | 20                          | 4             |
| TF-80 . . . . .                    | 34                                    | 20                             | 59             | 14                                 | 41             | 3              | -                  | 6           | 5                           | -             |
| TH-5 . . . . .                     | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | 1                           | -             |
| <b>COMMUNICATIONS . . . . .</b>    | <b>535</b>                            | <b>353</b>                     | <b>66</b>      | <b>182</b>                         | <b>34</b>      | <b>23</b>      | <b>12</b>          | <b>35</b>   | <b>65</b>                   | <b>47</b>     |
| L-4 . . . . .                      | 19                                    | 1                              | 05             | 18                                 | 95             | 1              | 1                  | 7           | 6                           | 3             |
| L-5 . . . . .                      | 105                                   | 68                             | 65             | 37                                 | 35             | 3              | -                  | 5           | 20                          | 7             |
| L-13 . . . . .                     | 44                                    | 27                             | 61             | 17                                 | 39             | 4              | -                  | 3           | 8                           | 2             |
| L-16 . . . . .                     | 167                                   | 135                            | 81             | 32                                 | 19             | -              | -                  | 10          | 9                           | 13            |
| L-17 . . . . .                     | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-19 . . . . .                     | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-20 . . . . .                     | 11                                    | 7                              | 64             | 4                                  | 36             | 1              | -                  | -           | 2                           | 1             |
| LC-126 . . . . .                   | 6                                     | 3                              | 50             | 3                                  | 50             | 2              | -                  | -           | 1                           | -             |
| LT-6 . . . . .                     | 62                                    | 46                             | 74             | 16                                 | 26             | 1              | -                  | 2           | 9                           | 11            |
| H-5 . . . . .                      | 56                                    | 32                             | 57             | 24                                 | 43             | 7              | -                  | 4           | 2                           | 4             |
| H-12 . . . . .                     | 5                                     | 3                              | 60             | 2                                  | 40             | 1              | -                  | -           | 1                           | 2             |
| H-13 . . . . .                     | 23                                    | 16                             | 70             | 7                                  | 30             | -              | -                  | 2           | 3                           | 2             |
| H-18 . . . . .                     | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | 1                           | -             |
| H-19 . . . . .                     | 16                                    | 10                             | 62             | 6                                  | 38             | 3              | -                  | 1           | 2                           | -             |
| H-23 . . . . .                     | 17                                    | 3                              | 18             | 14                                 | 82             | -              | 11                 | 1           | 2                           | -             |
| H-24 . . . . .                     | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| <b>GLIDER . . . . .</b>            | <b>4</b>                              | <b>1</b>                       | <b>25</b>      | <b>3</b>                           | <b>75</b>      | <b>-</b>       | <b>-</b>           | <b>-</b>    | <b>-</b>                    | <b>3</b>      |
| G-15 . . . . .                     | 4                                     | 1                              | 25             | 3                                  | 75             | -              | -                  | -           | -                           | 3             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT  | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|-----------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                             |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                             |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING MARCH 1952 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| AERIAL TARGET               | 24                                    | 15                             | 62             | 9                                  | 38             | -              | -                  | 3           | 1                           | 5             |
| QB-17                       | 18                                    | 13                             | 72             | 7                                  | 28             | -              | -                  | 3           | 1                           | 1             |
| Q-14                        | 4                                     | -                              | -              | 4                                  | 100            | -              | -                  | -           | -                           | 4             |
| QT-33                       | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| DURING APRIL 1952           |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| TOTAL AIRCRAFT              | 14,172                                | 8,917                          | 63             | 5,255                              | 37             | 732            | 288                | 1,734       | 1,781                       | 720           |
| BOMBER                      | 1,508                                 | 905                            | 60             | 603                                | 40             | 70             | 34                 | 207         | 189                         | 103           |
| B-17                        | 30                                    | 19                             | 63             | 11                                 | 37             | 2              | -                  | 6           | 2                           | 1             |
| B-25                        | 8                                     | 5                              | 62             | 3                                  | 38             | -              | -                  | 1           | 1                           | 1             |
| B-26                        | 410                                   | 226                            | 55             | 184                                | 45             | 14             | 19                 | 72          | 56                          | 23            |
| B-29                        | 613                                   | 379                            | 62             | 234                                | 38             | 21             | 6                  | 81          | 82                          | 44            |
| B-36                        | 71                                    | 44                             | 62             | 27                                 | 38             | 3              | 1                  | 8           | 13                          | 2             |
| B-45                        | 70                                    | 37                             | 53             | 33                                 | 47             | 5              | 1                  | 14          | 8                           | 5             |
| B-47                        | 59                                    | 37                             | 63             | 22                                 | 37             | 5              | 1                  | 5           | 8                           | 3             |
| B-50                        | 247                                   | 158                            | 64             | 89                                 | 36             | 20             | 6                  | 20          | 19                          | 24            |
| TANKER                      | 230                                   | 182                            | 79             | 48                                 | 21             | 14             | -                  | 17          | 16                          | 1             |
| KB-29                       | 174                                   | 138                            | 78             | 38                                 | 22             | 10             | -                  | 15          | 12                          | 1             |
| KC-97                       | 56                                    | 46                             | 82             | 10                                 | 18             | 4              | -                  | 2           | 4                           | -             |
| FIGHTER                     | 3,604                                 | 2,032                          | 56             | 1,572                              | 44             | 201            | 111                | 345         | 518                         | 397           |
| F-47                        | 184                                   | 139                            | 76             | 45                                 | 24             | 7              | 1                  | 16          | 21                          | -             |
| F-51                        | 803                                   | 439                            | 55             | 364                                | 45             | 27             | 46                 | 66          | 102                         | 123           |
| F-80                        | 517                                   | 264                            | 51             | 253                                | 49             | 27             | 9                  | 66          | 81                          | 70            |
| F-82                        | 21                                    | 5                              | 24             | 16                                 | 76             | 3              | -                  | 2           | 9                           | 2             |
| F-84                        | 1,054                                 | 594                            | 56             | 460                                | 44             | 40             | 20                 | 102         | 187                         | 111           |
| F-86                        | 566                                   | 333                            | 59             | 233                                | 41             | 51             | 4                  | 47          | 68                          | 63            |
| F-89                        | 66                                    | 16                             | 24             | 50                                 | 76             | 10             | 13                 | 4           | 14                          | 9             |
| F-94                        | 393                                   | 242                            | 62             | 151                                | 38             | 36             | 18                 | 42          | 36                          | 19            |
| RECONNAISSANCE              | 549                                   | 303                            | 55             | 246                                | 45             | 43             | 9                  | 74          | 90                          | 30            |
| RB-17                       | 13                                    | 6                              | 46             | 7                                  | 54             | 1              | -                  | 5           | -                           | 1             |
| RB-25                       | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| RB-26                       | 80                                    | 57                             | 71             | 23                                 | 29             | 3              | -                  | 12          | 8                           | -             |
| RB-29                       | 38                                    | 17                             | 45             | 21                                 | 55             | 2              | 3                  | 4           | 10                          | 2             |
| WB-29                       | 84                                    | 29                             | 35             | 55                                 | 65             | 10             | 2                  | 22          | 19                          | 2             |
| RB-36                       | 63                                    | 21                             | 33             | 42                                 | 67             | 4              | -                  | 9           | 17                          | 12            |
| RB-45                       | 25                                    | 14                             | 56             | 11                                 | 44             | 1              | 1                  | 3           | 5                           | 1             |
| RB-50                       | 41                                    | 27                             | 66             | 14                                 | 34             | 6              | -                  | 2           | 6                           | -             |
| RC-45                       | 6                                     | 3                              | 50             | 3                                  | 50             | -              | -                  | -           | 2                           | 1             |
| RC-47                       | 6                                     | 4                              | 67             | 2                                  | 33             | -              | 1                  | -           | -                           | -             |
| RF-51                       | 44                                    | 30                             | 68             | 14                                 | 32             | 4              | -                  | 4           | 6                           | -             |
| RF-80                       | 141                                   | 91                             | 65             | 50                                 | 35             | 12             | 2                  | 12          | 13                          | 11            |
| RF-86                       | 5                                     | 1                              | 20             | 4                                  | 80             | -              | -                  | -           | 4                           | -             |
| SEARCH AND RESCUE           | 220                                   | 120                            | 55             | 100                                | 45             | 22             | 4                  | 34          | 35                          | 5             |
| SA-10                       | 13                                    | 8                              | 62             | 5                                  | 38             | 1              | -                  | 2           | 2                           | -             |
| SA-16                       | 103                                   | 52                             | 50             | 51                                 | 50             | 13             | -                  | 19          | 13                          | 2             |
| SB-17                       | 65                                    | 39                             | 60             | 26                                 | 40             | 5              | -                  | 9           | 11                          | 1             |
| SB-29                       | 26                                    | 15                             | 58             | 11                                 | 42             | -              | -                  | 4           | 7                           | -             |
| SC-47                       | 5                                     | 3                              | 60             | 2                                  | 40             | 1              | -                  | -           | 1                           | -             |
| SC-54                       | 3                                     | 1                              | 33             | 2                                  | 67             | 1              | -                  | -           | 1                           | 1             |
| SH-5                        | 4                                     | 2                              | 50             | 2                                  | 50             | 1              | -                  | -           | 1                           | -             |
| SL-5                        | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| CARGO                       | 2,799                                 | 1,807                          | 65             | 992                                | 35             | 154            | 39                 | 459         | 292                         | 48            |
| C-45                        | 382                                   | 258                            | 68             | 124                                | 32             | 12             | 3                  | 60          | 32                          | 17            |
| C-46                        | 289                                   | 185                            | 64             | 104                                | 36             | 12             | 3                  | 60          | 25                          | 4             |
| C-47/53                     | 1,182                                 | 793                            | 67             | 389                                | 33             | 52             | 30                 | 188         | 108                         | 11            |
| C-54                        | 289                                   | 195                            | 67             | 94                                 | 33             | 12             | 1                  | 46          | 31                          | 4             |
| C-74                        | 4                                     | 4                              | 57             | 3                                  | 43             | -              | -                  | 2           | 1                           | -             |
| C-82                        | 127                                   | 59                             | 46             | 68                                 | 54             | 18             | 1                  | 17          | 25                          | 7             |
| C-97                        | 59                                    | 23                             | 39             | 36                                 | 61             | 6              | -                  | 16          | 14                          | -             |
| C-117                       | 12                                    | 9                              | 67             | 3                                  | 33             | 1              | -                  | 1           | 1                           | -             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT  | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|-----------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                             |                                       | Number                         | Percent of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                             |                                       |                                |                | Average No. AOC                    | Percent of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING APRIL 1952 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>CARGO - Continued</b>    |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| C-118                       | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| C-119                       | 232                                   | 138                            | 59             | 94                                 | 41             | 30             | 1                  | 33          | 26                          | 4             |
| C-121                       | 10                                    | 8                              | 80             | 2                                  | 20             | -              | -                  | 1           | 1                           | -             |
| C-122                       | 10                                    | 6                              | 60             | 4                                  | 40             | 1              | -                  | 3           | -                           | -             |
| C-124                       | 102                                   | 60                             | 59             | 42                                 | 41             | 8              | -                  | 19          | 14                          | 1             |
| C-125                       | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| VB-17                       | 40                                    | 30                             | 75             | 10                                 | 25             | 1              | -                  | 6           | 3                           | -             |
| CB-25                       | 22                                    | 12                             | 55             | 10                                 | 45             | -              | -                  | 3           | 7                           | -             |
| VB-25                       | 32                                    | 23                             | 72             | 9                                  | 28             | 1              | -                  | 4           | 4                           | -             |
| VB-26                       | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| <b>TRAINER</b>              | 4,671                                 | 3,165                          | 68             | 1,506                              | 32             | 207            | 79                 | 551         | 572                         | 97            |
| T-6                         | 2,004                                 | 1,564                          | 78             | 440                                | 22             | 36             | 7                  | 176         | 197                         | 24            |
| T-7                         | 170                                   | 97                             | 57             | 73                                 | 43             | 17             | 2                  | 30          | 17                          | 7             |
| T-11                        | 346                                   | 199                            | 58             | 147                                | 42             | 20             | 9                  | 60          | 38                          | 20            |
| T-28                        | 288                                   | 187                            | 65             | 101                                | 35             | 23             | 1                  | 22          | 42                          | 13            |
| T-29                        | 35                                    | 20                             | 57             | 15                                 | 43             | 3              | -                  | 5           | 7                           | -             |
| T-33                        | 438                                   | 239                            | 55             | 199                                | 45             | 36             | 41                 | 58          | 60                          | 4             |
| T-34                        | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| T-35                        | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| TB-17                       | 35                                    | 19                             | 54             | 16                                 | 46             | 4              | -                  | 6           | 4                           | 2             |
| TB-25                       | 733                                   | 494                            | 67             | 239                                | 33             | 29             | -                  | 99          | 103                         | 8             |
| TB-26                       | 266                                   | 151                            | 57             | 115                                | 43             | 21             | 4                  | 54          | 30                          | 6             |
| TB-29                       | 76                                    | 30                             | 39             | 46                                 | 61             | 2              | -                  | 9           | 27                          | 8             |
| TB-50                       | 11                                    | 6                              | 55             | 5                                  | 45             | 3              | -                  | -           | 2                           | -             |
| TC-46                       | 2                                     | 1                              | 50             | 1                                  | 50             | -              | 1                  | -           | -                           | -             |
| TC-47                       | 52                                    | 41                             | 79             | 11                                 | 21             | 1              | -                  | 4           | 6                           | -             |
| TC-54                       | 8                                     | 4                              | 50             | 4                                  | 50             | -              | -                  | 1           | 3                           | -             |
| TF-47                       | 15                                    | 7                              | 47             | 8                                  | 53             | -              | -                  | -           | 8                           | -             |
| TRF-51                      | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | -           | 1                           | -             |
| TF-51                       | 148                                   | 79                             | 53             | 69                                 | 47             | 9              | 14                 | 20          | 21                          | 5             |
| TF-80                       | 35                                    | 20                             | 57             | 15                                 | 43             | 3              | -                  | 7           | 5                           | -             |
| TR-5                        | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | 1                           | -             |
| <b>COMMUNICATION</b>        | 566                                   | 388                            | 69             | 178                                | 31             | 21             | 12                 | 45          | 67                          | 33            |
| LC-125                      | 6                                     | 4                              | 67             | 2                                  | 33             | 1              | -                  | -           | 1                           | -             |
| L-4                         | 22                                    | 2                              | 9              | 20                                 | 91             | -              | 1                  | 6           | 7                           | 6             |
| L-5                         | 113                                   | 75                             | 66             | 38                                 | 34             | 3              | -                  | 4           | 24                          | 7             |
| L-13                        | 45                                    | 25                             | 56             | 20                                 | 44             | 6              | -                  | 2           | 10                          | 2             |
| L-16                        | 176                                   | 151                            | 86             | 25                                 | 14             | -              | -                  | 18          | 5                           | 2             |
| L-17                        | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-19                        | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-20                        | 15                                    | 8                              | 53             | 7                                  | 47             | 1              | -                  | 2           | 1                           | 3             |
| L-21                        | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| LT-6                        | 59                                    | 52                             | 88             | 7                                  | 12             | 1              | -                  | 1           | 1                           | 4             |
| H-5                         | 52                                    | 30                             | 58             | 22                                 | 42             | 6              | -                  | 5           | 9                           | 2             |
| H-12                        | 4                                     | 2                              | 50             | 2                                  | 50             | 1              | -                  | -           | -                           | 1             |
| H-13                        | 25                                    | 16                             | 64             | 9                                  | 36             | -              | -                  | 3           | 4                           | 2             |
| H-18                        | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | 1                           | -             |
| H-19                        | 22                                    | 13                             | 59             | 9                                  | 41             | 2              | -                  | 3           | 3                           | 1             |
| H-23                        | 22                                    | 7                              | 32             | 15                                 | 68             | -              | 11                 | 1           | 1                           | 2             |
| H-24                        | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| <b>GLIDER</b>               | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| G-15                        | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| <b>AERIAL TARGET</b>        | 24                                    | 14                             | 58             | 10                                 | 42             | -              | -                  | 2           | 2                           | 6             |
| QB-17                       | 17                                    | 12                             | 71             | 5                                  | 29             | -              | -                  | 2           | 2                           | 1             |
| Q-14                        | 5                                     | -                              | -              | 5                                  | 100            | -              | -                  | -           | -                           | 5             |
| QT-33                       | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| DURING MAY 1952             |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>TOTAL AIRCRAFT</b>       | 14,271                                | 9,152                          | 64             | 5,119                              | 36             | 813            | 281                | 1,506       | 1,814                       | 705           |
| <b>BOMBER</b>               | 1,508                                 | 919                            | 61             | 589                                | 39             | 88             | 26                 | 162         | 208                         | 105           |
| B-17                        | 28                                    | 21                             | 75             | 7                                  | 25             | 1              | -                  | 4           | 2                           | -             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION  
BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT         | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|------------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                                    |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                                    |                                       |                                |                | Average No. ACC                    | Percent Of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING MAY 1952 Continued          |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>BOMBER - Continued</b>          |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| B-25 . . . . .                     | 8                                     | 6                              | 75             | 2                                  | 25             | -              | -                  | -           | 1                           | 1             |
| B-26 . . . . .                     | 419                                   | 244                            | 58             | 175                                | 42             | 18             | 15                 | 46          | 72                          | 24            |
| B-29 . . . . .                     | 633                                   | 399                            | 63             | 234                                | 37             | 21             | 3                  | 69          | 93                          | 48            |
| B-36 . . . . .                     | 81                                    | 47                             | 58             | 34                                 | 42             | 8              | -                  | 10          | 14                          | 2             |
| B-45 . . . . .                     | 30                                    | 14                             | 47             | 16                                 | 53             | 4              | 1                  | 4           | 5                           | 2             |
| B-47 . . . . .                     | 65                                    | 35                             | 54             | 30                                 | 46             | 12             | -                  | 7           | 6                           | 5             |
| B-50 . . . . .                     | 244                                   | 153                            | 63             | 91                                 | 37             | 24             | 7                  | 22          | 15                          | 23            |
| <b>TANKER</b> . . . . .            | 250                                   | 188                            | 75             | 62                                 | 25             | 15             | 1                  | 19          | 20                          | 7             |
| KB-29 . . . . .                    | 175                                   | 137                            | 78             | 38                                 | 22             | 9              | 1                  | 12          | 15                          | 1             |
| KC-97 . . . . .                    | 75                                    | 51                             | 68             | 24                                 | 32             | 6              | -                  | 7           | 5                           | 6             |
| <b>FIGHTER</b> . . . . .           | 3,462                                 | 1,946                          | 56             | 1,516                              | 44             | 213            | 88                 | 314         | 538                         | 363           |
| F-47 . . . . .                     | 180                                   | 137                            | 76             | 43                                 | 24             | 9              | 2                  | 12          | 20                          | -             |
| F-51 . . . . .                     | 770                                   | 424                            | 55             | 346                                | 45             | 42             | 34                 | 67          | 94                          | 109           |
| F-80 . . . . .                     | 528                                   | 278                            | 53             | 250                                | 47             | 36             | 9                  | 61          | 85                          | 59            |
| F-82 . . . . .                     | 29                                    | 4                              | 14             | 25                                 | 86             | 3              | -                  | 1           | 17                          | 4             |
| F-84 . . . . .                     | 926                                   | 483                            | 52             | 443                                | 48             | 30             | 18                 | 89          | 199                         | 107           |
| F-86 . . . . .                     | 581                                   | 352                            | 61             | 229                                | 39             | 50             | 3                  | 42          | 73                          | 61            |
| F-89 . . . . .                     | 54                                    | 14                             | 26             | 40                                 | 74             | 4              | 5                  | 4           | 18                          | 9             |
| F-94 . . . . .                     | 394                                   | 254                            | 64             | 140                                | 36             | 39             | 17                 | 38          | 32                          | 14            |
| <b>RECONNAISSANCE</b> . . . . .    | 549                                   | 317                            | 58             | 232                                | 42             | 43             | 6                  | 67          | 91                          | 25            |
| RB-17 . . . . .                    | 11                                    | 4                              | 36             | 7                                  | 64             | 2              | -                  | 3           | 1                           | 2             |
| RB-25 . . . . .                    | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -           | 1                           | -             |
| RB-26 . . . . .                    | 79                                    | 55                             | 70             | 24                                 | 30             | 6              | -                  | 13          | 5                           | -             |
| RB-29 . . . . .                    | 38                                    | 18                             | 47             | 20                                 | 53             | 3              | 2                  | 4           | 10                          | 1             |
| WB-29 . . . . .                    | 82                                    | 31                             | 38             | 51                                 | 62             | 5              | 1                  | 20          | 23                          | 2             |
| RB-36 . . . . .                    | 66                                    | 35                             | 53             | 31                                 | 47             | 3              | -                  | 2           | 23                          | 3             |
| RB-45 . . . . .                    | 24                                    | 14                             | 58             | 10                                 | 42             | -              | -                  | 6           | 4                           | -             |
| RB-50 . . . . .                    | 44                                    | 28                             | 64             | 16                                 | 36             | 9              | -                  | 3           | 4                           | -             |
| RC-45 . . . . .                    | 6                                     | 2                              | 33             | 4                                  | 67             | -              | -                  | 3           | 3                           | 1             |
| RC-47 . . . . .                    | 7                                     | 6                              | 86             | 1                                  | 14             | -              | 1                  | 1           | 1                           | -             |
| RF-51 . . . . .                    | 43                                    | 24                             | 56             | 19                                 | 44             | 5              | -                  | 5           | 9                           | -             |
| RF-80 . . . . .                    | 143                                   | 95                             | 66             | 48                                 | 34             | 10             | 2                  | 11          | 9                           | 16            |
| RF-86 . . . . .                    | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| <b>SEARCH AND RESCUE</b> . . . . . | 222                                   | 126                            | 57             | 96                                 | 43             | 29             | 4                  | 28          | 32                          | 3             |
| SA-10 . . . . .                    | 13                                    | 5                              | 38             | 8                                  | 62             | 1              | -                  | 1           | 6                           | -             |
| SA-16 . . . . .                    | 111                                   | 61                             | 55             | 50                                 | 45             | 22             | 4                  | 13          | 10                          | 1             |
| SB-17 . . . . .                    | 59                                    | 39                             | 66             | 20                                 | 34             | 3              | -                  | 8           | 8                           | 1             |
| SB-29 . . . . .                    | 26                                    | 14                             | 54             | 12                                 | 46             | 2              | -                  | 4           | 6                           | -             |
| SC-47 . . . . .                    | 5                                     | 3                              | 60             | 2                                  | 40             | 1              | -                  | 1           | 1                           | -             |
| SC-54 . . . . .                    | 3                                     | 1                              | 33             | 2                                  | 67             | -              | -                  | 1           | 1                           | -             |
| SH-5 . . . . .                     | 4                                     | 3                              | 75             | 1                                  | 25             | -              | -                  | 1           | -                           | -             |
| SL-5 . . . . .                     | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | -                           | 1             |
| <b>CARGO</b> . . . . .             | 2,832                                 | 1,859                          | 66             | 973                                | 34             | 173            | 42                 | 388         | 302                         | 68            |
| C-45 . . . . .                     | 410                                   | 286                            | 70             | 124                                | 30             | 21             | 4                  | 52          | 29                          | 18            |
| C-46 . . . . .                     | 292                                   | 179                            | 61             | 113                                | 39             | 13             | 4                  | 50          | 29                          | 17            |
| C-47/53 . . . . .                  | 1,162                                 | 811                            | 70             | 351                                | 30             | 52             | 26                 | 144         | 115                         | 14            |
| C-54 . . . . .                     | 289                                   | 199                            | 69             | 90                                 | 31             | 9              | 1                  | 44          | 32                          | 4             |
| C-74 . . . . .                     | 7                                     | 3                              | 43             | 4                                  | 57             | -              | -                  | 3           | 1                           | -             |
| C-82 . . . . .                     | 127                                   | 58                             | 46             | 69                                 | 54             | 13             | 3                  | 21          | 24                          | 8             |
| C-97 . . . . .                     | 57                                    | 22                             | 39             | 35                                 | 61             | 7              | -                  | 14          | 14                          | -             |
| C-117 . . . . .                    | 12                                    | 6                              | 50             | 6                                  | 50             | 1              | -                  | 1           | 4                           | -             |
| C-118 . . . . .                    | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | 6             |
| C-119 . . . . .                    | 248                                   | 135                            | 54             | 113                                | 46             | 41             | 4                  | 34          | 28                          | -             |
| C-121 . . . . .                    | 10                                    | 9                              | 90             | 1                                  | 10             | -              | -                  | 1           | 1                           | -             |
| C-122 . . . . .                    | 10                                    | 5                              | 50             | 5                                  | 50             | 3              | -                  | 2           | -                           | -             |
| C-124 . . . . .                    | 109                                   | 72                             | 66             | 37                                 | 34             | 10             | -                  | 15          | 11                          | 1             |
| C-125 . . . . .                    | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | 1           | -                           | -             |
| CB-17 . . . . .                    | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | 1                           | -             |
| VB-17 . . . . .                    | 40                                    | 28                             | 70             | 12                                 | 30             | 2              | -                  | 3           | 7                           | -             |
| CB-25 . . . . .                    | 22                                    | 16                             | 73             | 6                                  | 27             | -              | -                  | 2           | 4                           | -             |
| VB-25 . . . . .                    | 32                                    | 27                             | 84             | 5                                  | 16             | 1              | -                  | 2           | 2                           | -             |
| VB-26 . . . . .                    | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|----------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                            |                                       | Number                         | Percent of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                            |                                       |                                |                | Average No. AOC                    | Percent of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING MAY 1952 Continued  |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>TRAINER</b>             | 4,828                                 | 3,390                          | 70             | 1,438                              | 30             | 225            | 103                | 477         | 542                         | 91            |
| T-6                        | 2,086                                 | 1,676                          | 80             | 410                                | 20             | 46             | 8                  | 164         | 176                         | 15            |
| T-7                        | 168                                   | 106                            | 63             | 62                                 | 37             | 15             | 4                  | 21          | 19                          | 3             |
| T-11                       | 343                                   | 208                            | 61             | 135                                | 39             | 27             | 11                 | 50          | 34                          | 13            |
| T-28                       | 319                                   | 194                            | 61             | 125                                | 39             | 20             | 1                  | 28          | 53                          | 23            |
| T-29                       | 44                                    | 31                             | 70             | 13                                 | 30             | 3              |                    | 6           | 4                           |               |
| T-33                       | 476                                   | 259                            | 54             | 217                                | 46             | 40             | 56                 | 46          | 66                          | 9             |
| T-34                       | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| T-35                       | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| TB-17                      | 33                                    | 20                             | 61             | 13                                 | 39             | 2              |                    | 5           | 4                           | 2             |
| TB-25                      | 749                                   | 532                            | 71             | 217                                | 29             | 29             | 6                  | 76          | 98                          | 8             |
| TB-26                      | 264                                   | 162                            | 61             | 102                                | 39             | 22             | 3                  | 45          | 29                          | 3             |
| TB-29                      | 74                                    | 29                             | 39             | 45                                 | 61             | 3              |                    | 11          | 20                          | 11            |
| TB-50                      | 11                                    | 6                              | 55             | 5                                  | 45             | 2              | 1                  | 1           | 1                           |               |
| TC-45                      | 3                                     | 2                              | 67             | 1                                  | 33             |                |                    | 1           | -                           | -             |
| TC-46                      | 1                                     | -                              | -              | 1                                  | 100            |                |                    | 1           | -                           | -             |
| TC-47                      | 52                                    | 40                             | 77             | 12                                 | 23             | 2              |                    | 4           | 6                           |               |
| TC-54                      | 7                                     | 3                              | 43             | 4                                  | 57             |                |                    | 1           | 3                           |               |
| TF-47                      | 14                                    | 9                              | 64             | 5                                  | 36             |                |                    | -           | 5                           |               |
| TRF-51                     | 2                                     | 2                              | 100            | -                                  | -              |                |                    | -           | -                           | -             |
| TF-51                      | 143                                   | 87                             | 61             | 56                                 | 39             | 12             | 12                 | 12          | 17                          | 3             |
| TF-80                      | 32                                    | 18                             | 56             | 14                                 | 44             | 2              |                    | 6           | 6                           |               |
| TH-5                       | 1                                     | -                              | -              | 1                                  | 100            |                |                    | -           | 1                           |               |
| <b>COMMUNICATION</b>       | 593                                   | 390                            | 66             | 203                                | 34             | 27             | 10                 | 50          | 79                          | 37            |
| LC-126                     | 6                                     | 3                              | 50             | 3                                  | 50             | 1              |                    | 1           | 1                           |               |
| L-4                        | 18                                    | 2                              | 11             | 16                                 | 89             |                |                    | 5           | 5                           | 6             |
| L-5                        | 128                                   | 77                             | 60             | 51                                 | 40             | 5              |                    | 5           | 37                          | 4             |
| L-13                       | 49                                    | 32                             | 65             | 17                                 | 35             | 7              |                    | 1           | 6                           | 3             |
| L-16                       | 177                                   | 148                            | 84             | 29                                 | 16             |                |                    | 23          | 5                           | 1             |
| L-17                       | 1                                     | 1                              | 100            | -                                  | -              |                |                    | -           | -                           | -             |
| L-19                       | 1                                     | 1                              | 100            | -                                  | -              |                |                    | -           | -                           | -             |
| L-20                       | 26                                    | 10                             | 38             | 16                                 | 62             | 2              |                    | 1           | 2                           | 11            |
| L-21                       | 1                                     | 1                              | 100            | -                                  | -              |                |                    | -           | -                           | -             |
| LT-6                       | 57                                    | 44                             | 77             | 13                                 | 23             | 4              |                    | 4           | 3                           | 2             |
| H-5                        | 52                                    | 32                             | 62             | 20                                 | 38             | 5              | 1                  | 4           | 6                           | 1             |
| H-12                       | 4                                     | 2                              | 50             | 2                                  | 50             |                |                    | -           | 1                           | 4             |
| H-13                       | 27                                    | 17                             | 63             | 10                                 | 37             | 1              |                    | 3           | 6                           | 1             |
| H-18                       | 1                                     | -                              | -              | 1                                  | 100            |                |                    | -           | -                           | 1             |
| H-19                       | 22                                    | 13                             | 59             | 9                                  | 41             | 2              |                    | 2           | 3                           | 2             |
| H-23                       | 22                                    | 6                              | 27             | 16                                 | 73             |                | 9                  | 1           | 4                           | 2             |
| H-24                       | 1                                     | 1                              | 100            | -                                  | -              |                |                    | -           | -                           | -             |
| <b>AERIAL TARGET</b>       | 27                                    | 17                             | 63             | 10                                 | 37             |                | 1                  | 1           | 2                           | 6             |
| QB-17                      | 16                                    | 13                             | 81             | 3                                  | 19             |                |                    | 1           | 2                           |               |
| Q-14                       | 9                                     | 3                              | 33             | 6                                  | 67             |                |                    | -           | -                           | 6             |
| QT-33                      | 2                                     | 1                              | 50             | 1                                  | 50             |                | 1                  | -           | -                           |               |
| DURING JUNE 1952           |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <b>TOTAL AIRCRAFT</b>      | 15,107                                | 9,742                          | 64             | 5,365                              | 36             | 835            | 247                | 1,582       | 1,928                       | 773           |
| <b>BOMBER</b>              | 1,606                                 | 1,001                          | 62             | 605                                | 38             | 75             | 49                 | 178         | 221                         | 82            |
| B-17                       | 28                                    | 22                             | 79             | 6                                  | 21             | 2              |                    | 3           | 1                           |               |
| B-25                       | 8                                     | 5                              | 62             | 3                                  | 38             | 1              |                    | 2           | -                           |               |
| B-26                       | 422                                   | 231                            | 55             | 191                                | 45             | 20             | 15                 | 51          | 72                          | 33            |
| B-29                       | 646                                   | 413                            | 64             | 233                                | 36             | 16             | 20                 | 76          | 93                          | 28            |
| B-36                       | 84                                    | 54                             | 64             | 30                                 | 36             | 7              |                    | 8           | 12                          | 3             |
| B-45                       | 99                                    | 65                             | 66             | 34                                 | 34             | 8              |                    | 11          | 12                          | 3             |
| B-47                       | 72                                    | 39                             | 54             | 33                                 | 46             | 6              |                    | 9           | 11                          | 7             |
| B-50                       | 247                                   | 172                            | 70             | 75                                 | 30             | 15             | 14                 | 18          | 20                          | 8             |
| <b>TANKER</b>              | 260                                   | 182                            | 70             | 78                                 | 30             | 19             |                    | 19          | 30                          | 10            |
| KB-29                      | 179                                   | 132                            | 74             | 47                                 | 26             | 12             |                    | 12          | 22                          | 7             |
| KC-97                      | 81                                    | 50                             | 62             | 31                                 | 38             | 7              |                    | 7           | 8                           | 9             |
| <b>FIGHTER</b>             | 3,829                                 | 2,278                          | 59             | 1,551                              | 41             | 255            | 62                 | 307         | 575                         | 352           |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|----------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                            |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                            |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING JUNE 1952 Continued |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <u>FIGHTER - Continued</u> |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| F-47                       | 185                                   | 133                            | 72             | 52                                 | 28             | 19             | -                  | 13          | 18                          | 2             |
| F-51                       | 728                                   | 437                            | 60             | 291                                | 40             | 39             | 35                 | 52          | 84                          | 81            |
| F-80                       | 530                                   | 275                            | 52             | 255                                | 48             | 50             | 7                  | 56          | 88                          | 54            |
| F-82                       | 17                                    | 4                              | 24             | 13                                 | 76             | 2              | -                  | 2           | 7                           | 2             |
| F-84                       | 1,294                                 | 774                            | 60             | 520                                | 40             | 56             | 11                 | 95          | 234                         | 124           |
| F-86                       | 617                                   | 380                            | 62             | 237                                | 38             | 51             | 2                  | 47          | 72                          | 65            |
| F-89                       | 66                                    | 14                             | 21             | 52                                 | 79             | 11             | 4                  | 3           | 25                          | 9             |
| F-94                       | 392                                   | 261                            | 67             | 131                                | 33             | 27             | 3                  | 39          | 47                          | 15            |
| <u>RECONNAISSANCE</u>      | 557                                   | 335                            | 60             | 222                                | 40             | 39             | 10                 | 57          | 92                          | 24            |
| RB-17                      | 11                                    | 5                              | 45             | 6                                  | 55             | 1              | -                  | 2           | 1                           | -             |
| RB-25                      | 3                                     | 3                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| RB-26                      | 85                                    | 61                             | 72             | 24                                 | 28             | 7              | -                  | 14          | 3                           | -             |
| RB-29                      | 38                                    | 21                             | 55             | 17                                 | 45             | 1              | 3                  | 4           | 8                           | 1             |
| WB-29                      | 83                                    | 37                             | 45             | 46                                 | 55             | 7              | 2                  | 15          | 20                          | 2             |
| RB-36                      | 73                                    | 37                             | 51             | 36                                 | 49             | 3              | -                  | 7           | 26                          | -             |
| RB-45                      | 24                                    | 18                             | 75             | 6                                  | 25             | 1              | -                  | 1           | 4                           | -             |
| RB-50                      | 39                                    | 22                             | 56             | 17                                 | 44             | 5              | 1                  | 4           | 7                           | -             |
| RC-45                      | 5                                     | 3                              | 60             | 2                                  | 40             | -              | -                  | -           | 2                           | -             |
| RC-47                      | 7                                     | 5                              | 71             | 2                                  | 29             | -              | 1                  | 1           | -                           | -             |
| RF-51                      | 39                                    | 26                             | 67             | 13                                 | 33             | 2              | -                  | 2           | 9                           | -             |
| RF-80                      | 145                                   | 93                             | 64             | 52                                 | 36             | 12             | 3                  | 7           | 11                          | 19            |
| RF-86                      | 5                                     | 4                              | 80             | 1                                  | 20             | -              | -                  | -           | 1                           | -             |
| <u>SEARCH AND RESCUE</u>   | 237                                   | 142                            | 60             | 95                                 | 40             | 26             | 6                  | 25          | 34                          | 4             |
| SA-10                      | 12                                    | 7                              | 58             | 5                                  | 42             | -              | -                  | 1           | 4                           | -             |
| SA-16                      | 126                                   | 70                             | 56             | 56                                 | 44             | 21             | 5                  | 15          | 13                          | 2             |
| SB-17                      | 58                                    | 40                             | 69             | 18                                 | 31             | 2              | 1                  | 5           | 9                           | 1             |
| SB-29                      | 29                                    | 17                             | 59             | 12                                 | 41             | 2              | -                  | 2           | 7                           | 1             |
| SC-47                      | 5                                     | 3                              | 60             | 2                                  | 40             | 1              | -                  | 1           | 1                           | -             |
| SC-54                      | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | 1           | -                           | -             |
| SH-5                       | 4                                     | 3                              | 75             | 1                                  | 25             | -              | -                  | 1           | -                           | -             |
| <u>CARGO</u>               | 2,855                                 | 1,911                          | 67             | 944                                | 33             | 177            | 37                 | 365         | 314                         | 51            |
| C-45                       | 414                                   | 283                            | 68             | 131                                | 32             | 28             | 4                  | 53          | 39                          | 7             |
| C-46                       | 269                                   | 188                            | 70             | 81                                 | 30             | 12             | 1                  | 25          | 32                          | 11            |
| C-47/53                    | 1,184                                 | 829                            | 70             | 355                                | 30             | 43             | 26                 | 157         | 114                         | 15            |
| C-54                       | 286                                   | 191                            | 67             | 95                                 | 33             | 9              | 1                  | 45          | 38                          | 2             |
| C-74                       | 8                                     | 4                              | 50             | 4                                  | 50             | -              | 1                  | 3           | -                           | -             |
| C-82                       | 125                                   | 63                             | 50             | 62                                 | 50             | 16             | 1                  | 15          | 23                          | 7             |
| C-97                       | 59                                    | 28                             | 47             | 31                                 | 53             | 5              | -                  | 11          | 14                          | 1             |
| C-117                      | 12                                    | 9                              | 75             | 3                                  | 25             | -              | -                  | 1           | 2                           | -             |
| C-119                      | 267                                   | 163                            | 61             | 104                                | 39             | 41             | 3                  | 26          | 29                          | 5             |
| C-121                      | 10                                    | 8                              | 80             | 2                                  | 20             | -              | -                  | 1           | 1                           | -             |
| C-122                      | 10                                    | 7                              | 70             | 3                                  | 30             | 2              | -                  | 1           | 1                           | -             |
| C-124                      | 117                                   | 74                             | 63             | 43                                 | 37             | 15             | -                  | 16          | 9                           | 3             |
| C-125                      | 1                                     | -                              | -              | 1                                  | 100            | 1              | -                  | -           | -                           | -             |
| VB-17                      | 37                                    | 24                             | 65             | 13                                 | 35             | 4              | -                  | 4           | 5                           | -             |
| CB-25                      | 22                                    | 13                             | 59             | 9                                  | 41             | -              | -                  | 3           | 6                           | -             |
| VB-25                      | 32                                    | 26                             | 81             | 6                                  | 19             | 1              | -                  | 3           | 2                           | -             |
| VB-26                      | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | 1           | -                           | -             |
| <u>TRAINER</u>             | 5,027                                 | 3,392                          | 67             | 1,635                              | 33             | 217            | 75                 | 559         | 582                         | 202           |
| T-6                        | 2,114                                 | 1,627                          | 77             | 487                                | 23             | 38             | 13                 | 203         | 162                         | 71            |
| T-7                        | 169                                   | 99                             | 59             | 70                                 | 41             | 20             | 3                  | 25          | 21                          | 1             |
| T-11                       | 335                                   | 211                            | 63             | 124                                | 37             | 23             | 10                 | 48          | 37                          | 6             |
| T-28                       | 340                                   | 167                            | 49             | 173                                | 51             | 21             | 11                 | 27          | 46                          | 68            |
| T-29                       | 53                                    | 37                             | 70             | 16                                 | 30             | 2              | -                  | 7           | 7                           | -             |
| T-33                       | 604                                   | 351                            | 58             | 253                                | 42             | 44             | 19                 | 72          | 95                          | 23            |
| T-34                       | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -           | 1                           | -             |
| T-35                       | 3                                     | 2                              | 67             | 1                                  | 33             | -              | -                  | -           | 1                           | -             |
| TB-17                      | 35                                    | 18                             | 51             | 17                                 | 49             | 2              | -                  | 6           | 5                           | 4             |
| TB-25                      | 752                                   | 508                            | 68             | 244                                | 32             | 28             | 1                  | 94          | 109                         | 12            |
| TB-26                      | 266                                   | 159                            | 60             | 107                                | 40             | 25             | 4                  | 40          | 34                          | 4             |
| TB-29                      | 73                                    | 33                             | 45             | 40                                 | 55             | 3              | 1                  | 10          | 19                          | 7             |
| TB-50                      | 11                                    | 8                              | 73             | 3                                  | 27             | 1              | -                  | 1           | 1                           | -             |
| TC-45                      | 15                                    | 11                             | 73             | 4                                  | 27             | -              | -                  | 2           | 2                           | -             |

TABLE 21 - WORLD-WIDE SUMMARY USAF AVERAGE ACTIVE AIRCRAFT OUT OF COMMISSION BY CAUSE - BY TYPE AND MODEL - MONTHLY, F.Y. 1952 - CONTINUED

| TYPE AND MODEL OF AIRCRAFT     | AVERAGE AIRCRAFT ON HAND DURING MONTH | AVERAGE AIRCRAFT IN COMMISSION |                | AVERAGE AIRCRAFT OUT OF COMMISSION |                |                |                    |             |                             |               |
|--------------------------------|---------------------------------------|--------------------------------|----------------|------------------------------------|----------------|----------------|--------------------|-------------|-----------------------------|---------------|
|                                |                                       | Number                         | Percent Of AOH | TOTAL                              |                | Awaiting Parts | Tech. Order Compl. | MAINTENANCE |                             | OTHER REASONS |
|                                |                                       |                                |                | Average No. AOC                    | Percent Of AOH |                |                    | Periodic    | Malfunction, Defect, Damage |               |
| DURING JUNE 1952 Continued     |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| <u>TRAINER - Continued</u>     |                                       |                                |                |                                    |                |                |                    |             |                             |               |
| TC-46 . . . . .                | 1                                     | -                              | -              | 1                                  | 100            | -              | 1                  | -           | -                           | -             |
| TC-47 . . . . .                | 54                                    | 40                             | 74             | 14                                 | 26             | 1              | 1                  | 5           | 7                           | -             |
| TC-54 . . . . .                | 7                                     | 4                              | 57             | 3                                  | 43             | -              | -                  | 1           | 2                           | -             |
| TF-47 . . . . .                | 12                                    | 8                              | 67             | 4                                  | 33             | -              | -                  | -           | 4                           | -             |
| TF-51 . . . . .                | 145                                   | 89                             | 61             | 56                                 | 39             | 6              | 11                 | 12          | 21                          | 6             |
| TRF-51 . . . . .               | 2                                     | 2                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| TF-80 . . . . .                | 32                                    | 16                             | 50             | 16                                 | 50             | 3              | -                  | 6           | 7                           | -             |
| TH-5 . . . . .                 | 1                                     | -                              | -              | 1                                  | 100            | -              | -                  | -           | 1                           | -             |
| <u>COMMUNICATION</u> . . . . . | 709                                   | 485                            | 68             | 224                                | 32             | 26             | 8                  | 70          | 78                          | 42            |
| H-5 . . . . .                  | 48                                    | 30                             | 62             | 18                                 | 38             | 5              | 1                  | 4           | 5                           | 2             |
| H-12 . . . . .                 | 4                                     | 2                              | 50             | 2                                  | 50             | -              | -                  | -           | 1                           | 1             |
| H-13 . . . . .                 | 26                                    | 19                             | 73             | 7                                  | 27             | -              | -                  | 1           | 6                           | -             |
| H-18 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| H-19 . . . . .                 | 25                                    | 14                             | 56             | 11                                 | 44             | 5              | -                  | 2           | 3                           | 1             |
| H-23 . . . . .                 | 21                                    | 10                             | 48             | 11                                 | 52             | 1              | 6                  | -           | 2                           | 2             |
| H-24 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| LC-126 . . . . .               | 6                                     | 4                              | 67             | 2                                  | 33             | 1              | -                  | 1           | -                           | -             |
| L-4 . . . . .                  | 27                                    | 6                              | 22             | 21                                 | 78             | -              | 1                  | 9           | 7                           | 4             |
| L-5 . . . . .                  | 130                                   | 79                             | 61             | 51                                 | 39             | 6              | -                  | 10          | 32                          | 3             |
| L-13 . . . . .                 | 55                                    | 29                             | 53             | 26                                 | 47             | 4              | -                  | 1           | 7                           | 14            |
| L-16 . . . . .                 | 160                                   | 140                            | 88             | 20                                 | 12             | -              | -                  | 17          | 3                           | -             |
| L-17 . . . . .                 | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |
| L-19 . . . . .                 | 2                                     | 1                              | 50             | 1                                  | 50             | -              | -                  | -           | -                           | 1             |
| L-20 . . . . .                 | 39                                    | 25                             | 64             | 14                                 | 36             | 2              | -                  | 1           | 2                           | 9             |
| L-21 . . . . .                 | 109                                   | 79                             | 72             | 30                                 | 28             | -              | -                  | 22          | 6                           | 2             |
| LT-6 . . . . .                 | 54                                    | 44                             | 81             | 10                                 | 19             | 2              | -                  | 2           | 3                           | 3             |
| <u>AERIAL TARGET</u> . . . . . | 27                                    | 16                             | 59             | 11                                 | 41             | 1              | -                  | 2           | 2                           | 6             |
| QB-17 . . . . .                | 17                                    | 11                             | 65             | 6                                  | 35             | 1              | -                  | 2           | 2                           | 1             |
| Q-14 . . . . .                 | 9                                     | 4                              | 44             | 5                                  | 56             | -              | -                  | -           | -                           | 5             |
| QT-33 . . . . .                | 1                                     | 1                              | 100            | -                                  | -              | -              | -                  | -           | -                           | -             |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 22 - INVENTORY OF COMBAT MUNITIONS LOCATED IN AIR DEPOTS OUTSIDE CONTINENTAL U. S.  
QUARTERLY FY 1952

| TYPE<br>OF<br>MUNITIONS           | ARSENAL STOCKS<br>ON HAND<br>CONTINENTAL US |         | TOTAL<br>OVERSEAS |        | STRATEGIC<br>AIR<br>COMMAND a/ |      | FAR EAST<br>AIR<br>FORCES |        | CARIBBEAN<br>AIR<br>COMMAND |      |
|-----------------------------------|---|---------|-------------------|--------|--------------------------------|------|---------------------------|--------|-----------------------------|------|
|                                   | Round                                       | Tons    | Round             | Tons   | Round                          | Tons | Round                     | Tons   | Round                       | Tons |
|                                   | 30 SEPTEMBER 1951                           |         |                   |        |                                |      |                           |        |                             |      |
| <b>Armor Piercing Bombs:</b>      |   |         |                   |        |                                |      |                           |        |                             |      |
| 1,000 lbs . . . . .               | -   | -       | 10                | 5      | -                              | -    | -                         | -      | -                           | -    |
| 1,600 lbs . . . . .               | -   | -       | 6                 | 5      | -                              | -    | -                         | -      | -                           | -    |
| <b>Semi-Armor Piercing Bombs</b>  |   |         |                   |        |                                |      |                           |        |                             |      |
| 500 lbs . . . . .                 | -   | -       | 548               | 137    | -                              | -    | -                         | -      | -                           | -    |
| 1,000 lbs . . . . .               | -   | -       | 3,435             | 1,717  | -                              | -    | -                         | -      | -                           | -    |
| <b>Fragmentation Bombs:</b>       |   |         |                   |        |                                |      |                           |        |                             |      |
| 250 lbs . . . . .                 | 565,608                                     | 70,701  | 107,887           | 13,486 | -                              | -    | 48,866                    | 6,108  | -                           | -    |
| <b>Fragmentation Clusters:</b>    |   |         |                   |        |                                |      |                           |        |                             |      |
| 20 lbs X 6 . . . . .              | 2,304,301                                   | 135,547 | 4,653             | 274    | -                              | -    | 4,448                     | 262    | -                           | -    |
| 23 lbs X 3 . . . . .              | 249,353                                     | 7,556   | 1,998             | 61     | -                              | -    | -                         | -      | -                           | -    |
| 20 lbs X 20 . . . . .             | 149,946                                     | 29,989  | 33,858            | 6,772  | -                              | -    | 32,290                    | 6,458  | -                           | -    |
| 90 lbs X 6 . . . . .              | 263,847                                     | 65,962  | 272               | 68     | -                              | -    | -                         | -      | -                           | -    |
| 4 lbs X 90 . . . . .              | 13,914                                      | 2,783   | 6,978             | 1,396  | -                              | -    | 6,004                     | 1,201  | -                           | -    |
| <b>General Purpose Bombs:</b>     |   |         |                   |        |                                |      |                           |        |                             |      |
| 100 lbs . . . . .                 | 283,097                                     | 14,155  | 108,573           | 5,428  | 10                             | -    | 102,352                   | 5,118  | -                           | -    |
| 250 lbs . . . . .                 | 179,236                                     | 89,904  | 3,634             | 454    | 503                            | 62   | 414                       | 52     | -                           | -    |
| 500 lbs . . . . .                 | 1,408,867                                   | 352,217 | 203,630           | 50,907 | 1,440                          | 360  | 91,807                    | 22,951 | -                           | -    |
| 1,000 lbs . . . . .               | 296,575                                     | 148,287 | 90,009            | 45,004 | 720                            | 360  | 41,904                    | 20,952 | -                           | -    |
| 2,000 lbs . . . . .               | 42,845                                      | 42,845  | 26,383            | 26,383 | 288                            | 288  | 22,646                    | 22,646 | -                           | -    |
| 4,000 lbs (LC) . . . . .          | 376   | 752     | 3,234             | 6,468  | -                              | -    | 2,468                     | 4,936  | -                           | -    |
| <b>Incendiary Bombs:</b>          |   |         |                   |        |                                |      |                           |        |                             |      |
| 100 lbs . . . . .                 | 881,765                                     | 30,406  | 127,188           | 4,386  | 1,600                          | 55   | 124,556                   | 4,295  | -                           | -    |
| 500 lbs . . . . .                 | 82,419                                      | 20,605  | 11,798            | 2,949  | -                              | -    | 7,631                     | 1,908  | -                           | -    |
| <b>Incendiary Clusters:</b>       |   |         |                   |        |                                |      |                           |        |                             |      |
| 4 lbs X 110 . . . . .             | 280,022                                     | 70,005  | 939               | 235    | 400                            | 100  | -                         | -      | -                           | -    |
| 6 lbs X 38 . . . . .              | 74,840                                      | 14,968  | 21,189            | 4,238  | 201                            | 40   | 20,938                    | 4,188  | -                           | -    |
| 10 lbs X 38 . . . . .             | 1,597                                       | 399     | 51,984            | 12,996 | -                              | -    | 51,780                    | 12,945 | -                           | -    |
| <b>Cartridges (M Rds):</b>        |   |         |                   |        |                                |      |                           |        |                             |      |
| 50 cal . . . . .                  | 205,639                                     | -       | 208,611           | -      | 1,203                          | -    | 139,342                   | -      | -                           | -    |
| 20 mm Percus. Pr . . . . .        | 2,850                                       | -       | 1,001             | -      | -                              | -    | 503                       | -      | -                           | -    |
| <b>Rockets:</b>                   |   |         |                   |        |                                |      |                           |        |                             |      |
| 5 in. HVAR . . . . .              | 808   | -       | 144,083           | -      | 1,644                          | -    | 124,391                   | -      | -                           | -    |
| 6.5 in. ATAR Heads . . . . .      | -   | -       | 5,131             | -      | -                              | -    | 5,131                     | -      | -                           | -    |
| <b>Unit-JATO:</b>                 |   |         |                   |        |                                |      |                           |        |                             |      |
| MK 2, Mod 3                       |   |         |                   |        |                                |      |                           |        |                             |      |
| 12/14 AS 1,000 D4 . . . . .       | 1,500                                       | -       | 7,087             | -      | 10                             | -    | 4,573                     | -      | 89                          | -    |
| <b>Pyrotechnic Signals:</b>       |   |         |                   |        |                                |      |                           |        |                             |      |
| AN M37 - M45 . . . . .            | 1,383,508                                   | -       | 346,635           | -      | 56,463                         | -    | 114,415                   | -      | 604                         | -    |
| AN M53 - M58 . . . . .            | 1,410,948                                   | -       | 143,971           | -      | 18,316                         | -    | 68,113                    | -      | 282                         | -    |
| Drift, Day . . . . .              | -   | -       | 4,775             | -      | -                              | -    | 356                       | -      | -                           | -    |
| Drift, Night . . . . .            | 171,673                                     | -       | 33,796            | -      | -                              | -    | 10,410                    | -      | 339                         | -    |
| Distress - All Type . . . . .     | 263,296                                     | -       | 53,548            | -      | 2,158                          | -    | 25,980                    | -      | -                           | -    |
| Bomb - Photoflash . . . . .       | -   | -       | 19,429            | -      | 378                            | -    | 11,229                    | -      | -                           | -    |
| Flare, Parachute . . . . .        | -   | -       | 20,669            | -      | 16                             | -    | 15,621                    | -      | -                           | -    |
| <b>Fire Bomb Material:</b>        |   |         |                   |        |                                |      |                           |        |                             |      |
| Igniter WP M15 . . . . .          | 276   | -       | 114,731           | -      | -                              | -    | 113,613                   | -      | -                           | -    |
| Igniter NA M15 . . . . .          | 632   | -       | 11,136            | -      | -                              | -    | 11,061                    | -      | -                           | -    |
| Igniter WP M16 . . . . .          | 88  | -       | 92,276            | -      | 80                             | -    | 91,302                    | -      | -                           | -    |
| Igniter NA M16 . . . . .          | 6,930                                       | -       | 7,114             | -      | -                              | -    | 7,114                     | -      | -                           | -    |
| 110 Gal Tank . . . . .            | -   | -       | 6,417             | -      | -                              | -    | 6,417                     | -      | -                           | -    |
| NAPALM . . . . .                  | -   | 2,408   | -                 | 1,996  | -                              | -    | -                         | 1,969  | -                           | -    |
| <b>Razon Bomb Tail:</b> . . . . . | -   | -       | 687               | -      | -                              | -    | 687                       | -      | -                           | -    |



TABLE 22 - INVENTORY OF COMBAT MUNITIONS LOCATED IN AIR DEPOTS OUTSIDE CONTINENTAL U. S. QUARTERLY FY 1952

| ALASKAN AIR COMMAND |       | MILITARY AIR TRANSPORTATION SERVICE |      | UNITED STATES AIR FORCES IN EUROPE |     |               |        | NORTHEAST AIR COMMAND a/ |      | TYPE OF MUNITIONS              |
|---------------------|-------|-------------------------------------|------|------------------------------------|-----|---------------|--------|--------------------------|------|--------------------------------|
| Rounds              | Tons  | Rounds                              | Tons | 12th AIR FORCE                     |     | 3rd AIR FORCE |        | Rounds                   | Tons |                                |
| 30 SEPTEMBER 1951   |       |                                     |      |                                    |     |               |        |                          |      |                                |
| 10                  | 5     | -                                   | -    | -                                  | -   | -             | -      | -                        | -    | <u>Armor Piercing Bombs:</u>   |
| 6                   | 5     | -                                   | -    | -                                  | -   | -             | -      | -                        | -    | 1,000 lbs                      |
|                     |       |                                     |      |                                    |     |               |        |                          |      | 1,600 lbs                      |
| 50                  | 12    | 498                                 | 125  | -                                  | -   | -             | -      | -                        | -    | <u>Semi-Armor Pierc. Bombs</u> |
| 28                  | 14    | 353                                 | 176  | -                                  | -   | 3,054         | 1,527  | -                        | -    | 500 lbs                        |
|                     |       |                                     |      |                                    |     |               |        |                          |      | 1,000 lbs                      |
| 3,616               | 452   | -                                   | -    | 257                                | 32  | 55,148        | 6,894  | -                        | -    | <u>Fragmentation Bombs:</u>    |
|                     |       |                                     |      |                                    |     |               |        |                          |      | 260 lbs                        |
| 205                 | 12    | -                                   | -    | -                                  | -   | -             | -      | -                        | -    | <u>Fragmentation Clusters</u>  |
| 20                  | -     | 1,978                               | 61   | -                                  | -   | -             | -      | -                        | -    | 20 lbs X 6                     |
| 1,568               | 314   | -                                   | -    | -                                  | -   | -             | -      | -                        | -    | 23 lbs X 3                     |
| 272                 | 68    | -                                   | -    | -                                  | -   | -             | -      | -                        | -    | 20 lbs X 20                    |
|                     |       |                                     |      |                                    |     |               |        |                          |      | 90 lbs X 6                     |
|                     |       |                                     |      |                                    |     | 974           | 195    | -                        | -    | 4 lbs X 90                     |
|                     |       |                                     |      |                                    |     |               |        |                          |      | <u>General Purpose Bombs</u>   |
| 347                 | 17    | 1,344                               | 67   | 3,426                              | 171 | 974           | 49     | 120                      | 6    | 100 lbs                        |
| 968                 | 121   | 1,749                               | 219  | -                                  | -   | -             | -      | -                        | -    | 250 lbs                        |
| 19,854              | 4,964 | 30                                  | 7    | 1,432                              | 358 | 89,067        | 22,267 | -                        | -    | 500 lbs                        |
| 4,485               | 2,242 | -                                   | -    | 50                                 | 25  | 42,850        | 21,425 | -                        | -    | 1,000 lbs                      |
| 706                 | 706   | -                                   | -    | -                                  | -   | 2,743         | 2,743  | -                        | -    | 2,000 lbs                      |
| 4                   | 8     | -                                   | -    | -                                  | -   | 762           | 1,524  | -                        | -    | 4,000 lbs (LC)                 |
|                     |       |                                     |      |                                    |     |               |        |                          |      | <u>Incendiary Bombs:</u>       |
| 1,032               | 36    | -                                   | -    | -                                  | -   | -             | -      | -                        | -    | 100 lbs                        |
| 50                  | 12    | -                                   | -    | -                                  | -   | 4,117         | 1,029  | -                        | -    | 500 lbs                        |
|                     |       |                                     |      |                                    |     |               |        |                          |      | <u>Incendiary Clusters:</u>    |
| 539                 | 135   | -                                   | -    | -                                  | -   | -             | -      | -                        | -    | 4 lbs X 110                    |
| 50                  | 10    | -                                   | -    | -                                  | -   | -             | -      | -                        | -    | 6 lbs X 38                     |
| 204                 | 51    | -                                   | -    | -                                  | -   | -             | -      | -                        | -    | 10 lbs X 38                    |
|                     |       |                                     |      |                                    |     |               |        |                          |      | <u>Cartridges (M Rds):</u>     |
| 32,050              | -     | 13,379                              | -    | 3,264                              | -   | 13,249        | -      | 6,124                    | -    | 50 Cal                         |
| 409                 | -     | 89                                  | -    | -                                  | -   | -             | -      | -                        | -    | 20 mm Percus. Pr               |
|                     |       |                                     |      |                                    |     |               |        |                          |      | <u>Rockets:</u>                |
| 6,651               | -     | -                                   | -    | 11,397                             | -   | -             | -      | -                        | -    | 5 in. HVAR                     |
|                     |       |                                     |      |                                    |     |               |        |                          |      | 6.5 in. ATAR Heads             |
|                     |       |                                     |      |                                    |     |               |        |                          |      | <u>Unit-JATO:</u>              |
| 248                 | -     | 36                                  | -    | -                                  | -   | 1,836         | -      | 295                      | -    | MK 2, Mod 3                    |
|                     |       |                                     |      |                                    |     |               |        |                          |      | 12/14 AS 1,000 D4              |
|                     |       |                                     |      |                                    |     |               |        |                          |      | <u>Pyrotechnic Signals:</u>    |
| 110,392             | -     | 29,998                              | -    | 17,452                             | -   | 14,600        | -      | 2,711                    | -    | AN M37 - M45                   |
| 25,780              | -     | 15,838                              | -    | 3,109                              | -   | 8,630         | -      | 3,903                    | -    | AN M53 - M58                   |
| 200                 | -     | 648                                 | -    | 1,107                              | -   | 2,332         | -      | 132                      | -    | Drift, Day                     |
| 497                 | -     | 1,054                               | -    | 492                                | -   | 19,973        | -      | 1,031                    | -    | Drift, Night                   |
| 3,965               | -     | 8,195                               | -    | 3,106                              | -   | 7,325         | -      | 2,819                    | -    | Distress-All Type              |
| 130                 | -     | 324                                 | -    | -                                  | -   | 7,368         | -      | -                        | -    | Bomb - Photoflash              |
|                     |       | 3,368                               | -    | -                                  | -   | 1,490         | -      | 174                      | -    | Flare, Parachute               |
|                     |       |                                     |      |                                    |     |               |        |                          |      | <u>Fire Bomb Material:</u>     |
| 594                 | -     | -                                   | -    | 524                                | -   | -             | -      | -                        | -    | Igniter WP M15                 |
|                     |       |                                     |      | 75                                 | -   | -             | -      | -                        | -    | Igniter NA M15                 |
| 594                 | -     | -                                   | -    | 300                                | -   | -             | -      | -                        | -    | Igniter WP M16                 |
|                     |       |                                     |      | -                                  | -   | -             | -      | -                        | -    | Igniter NA M16                 |
|                     |       |                                     |      | -                                  | -   | -             | -      | -                        | -    | 110 Gal Tank                   |
|                     |       |                                     | 4    | -                                  | 23  | -             | -      | -                        | -    | NAPALM                         |
|                     |       |                                     |      |                                    |     |               |        |                          |      | <u>Razon Bomb Tail:</u>        |

TABLE 22 - INVENTORY OF COMBAT MUNITIONS LOCATED IN AIR DEPOTS OUTSIDE CONTINENTAL U.S.  
 QUARTERLY FY 1952 (CONTINUED)

| TYPE OF MUNITIONS                           | ARSENAL STOCKS ON HAND CONTINENTAL US |         | TOTAL OVERSEAS |        | STRATEGIC AIR COMMAND a/ |        | FAR EAST AIR FORCES |        | CARIBBEAN AIR COMMAND |      |
|---|---------------------------------------|---------|----------------|--------|--------------------------|--------|---------------------|--------|-----------------------|------|
|   | Rounds                                | Tons    | Rounds         | Tons   | Rounds                   | Tons   | Rounds              | Tons   | Rounds                | Tons |
| 31 DECEMBER 1951                            |                                       |         |                |        |                          |        |                     |        |                       |      |
| <b>Armor Piercing Bombs:</b>                |                                       |         |                |        |                          |        |                     |        |                       |      |
| 100 lbs . . . . .                           | -                                     | -       | 10             | 5      | -                        | -      | -                   | -      | -                     | -    |
| 1,600 lbs . . . . .                         | -                                     | -       | 6              | 5      | -                        | -      | -                   | -      | -                     | -    |
| <b>Semi-Armor Piercing Bombs:</b>           |                                       |         |                |        |                          |        |                     |        |                       |      |
| 500 lbs . . . . .                           | -                                     | -       | 548            | 137    | -                        | -      | -                   | -      | -                     | -    |
| 1,000 lbs . . . . .                         | -                                     | -       | 1,501          | 750    | -                        | -      | -                   | -      | -                     | -    |
| <b>Fragmentation Bombs:</b>                 |                                       |         |                |        |                          |        |                     |        |                       |      |
| 250 lbs . . . . .                           | 544,317                               | 68,040  | 90,938         | 11,362 | -                        | -      | 52,614              | 6,577  | -                     | -    |
| <b>Fragmentation Clusters:</b>              |                                       |         |                |        |                          |        |                     |        |                       |      |
| 20 lbs X 5 . . . . .                        | 2,274,988                             | 133,823 | 1,149          | 68     | -                        | -      | 944                 | 56     | -                     | -    |
| 23 lbs X 3 . . . . .                        | 245,741                               | 7,447   | 1,998          | 61     | -                        | -      | -                   | -      | -                     | -    |
| 20 lbs X 20 . . . . .                       | 206,162                               | 41,232  | 27,464         | 5,493  | -                        | -      | 25,856              | 5,171  | -                     | -    |
| 90 lbs X 6 . . . . .                        | 229,221                               | 57,305  | -              | -      | -                        | -      | -                   | -      | -                     | -    |
| 4 lbs X 90 . . . . .                        | 14,018                                | 2,804   | 8,016          | 1,603  | -                        | -      | 8,016               | 1,603  | -                     | -    |
| <b>General Purpose Bombs:</b>               |                                       |         |                |        |                          |        |                     |        |                       |      |
| 100 lbs . . . . .                           | 156,361                               | 7,818   | 87,732         | 4,386  | 10                       | -      | 81,919              | 4,097  | -                     | -    |
| 250 lbs . . . . .                           | 632,871                               | 79,109  | 23,825         | 2,978  | 503                      | 63     | 19,606              | 2,450  | -                     | -    |
| 500 lbs . . . . .                           | 1,201,615                             | 300,379 | 199,980        | 49,995 | 1,440                    | 360    | 128,799             | 32,201 | -                     | -    |
| 1,000 lbs . . . . .                         | 234,329                               | 117,165 | 75,658         | 37,829 | 720                      | 360    | 39,947              | 19,975 | -                     | -    |
| 2,000 lbs . . . . .                         | 43,457                                | 43,457  | 25,964         | 25,964 | 288                      | 288    | 22,646              | 22,646 | -                     | -    |
| 4,000 lbs (LC) . . . . .                    | 701                                   | 1,402   | 3,394          | 6,788  | -                        | -      | 2,628               | 5,256  | -                     | -    |
| <b>Incendiary Bombs:</b>                    |                                       |         |                |        |                          |        |                     |        |                       |      |
| 100 lbs . . . . .                           | 995,086                               | 34,313  | 123,485        | 4,258  | 1,600                    | 55     | 117,647             | 4,057  | -                     | -    |
| 500 lbs . . . . .                           | 83,476                                | 20,869  | 18,189         | 4,547  | -                        | -      | 6,693               | 1,673  | -                     | -    |
| <b>Incendiary Clusters:</b>                 |                                       |         |                |        |                          |        |                     |        |                       |      |
| 4 lbs X 110 . . . . .                       | 279,858                               | 69,965  | 939            | 235    | 400                      | 100    | -                   | -      | -                     | -    |
| 6 lbs X 38 . . . . .                        | 77,920                                | 15,584  | 21,189         | 4,238  | 201                      | 40     | 20,938              | 4,188  | -                     | -    |
| 10 lbs X 38 . . . . .                       | 3,180                                 | 795     | 61,172         | 15,293 | -                        | -      | 49,578              | 12,395 | -                     | -    |
| <b>Cartridges (M Rds):</b>                  |                                       |         |                |        |                          |        |                     |        |                       |      |
| 50 Cal . . . . .                            | 203,040                               | -       | 240,692        | -      | 1,160                    | -      | 126,643             | -      | 253                   | -    |
| 20 MM Percus. Pr . . . . .                  | 1,424                                 | -       | 1,210          | -      | -                        | -      | 536                 | -      | -                     | -    |
| 20 MM Electric Pr . . . . .                 | -                                     | -       | 1,162          | -      | -                        | -      | -                   | -      | -                     | -    |
| <b>Rockets:</b>                             |                                       |         |                |        |                          |        |                     |        |                       |      |
| 5 in. HVAR . . . . .                        | 40,000                                | -       | 153,660        | -      | 1,644                    | -      | 117,117             | -      | -                     | -    |
| 6.5 in. ATAR Heads . . . . .                | -                                     | -       | 5,131          | -      | -                        | -      | 5,131               | -      | -                     | -    |
| <b>Unit-JATO:</b>                           |                                       |         |                |        |                          |        |                     |        |                       |      |
| MK 2, Mod 3<br>12/14, AS 1,000 D4 . . . . . | 1,000                                 | -       | 10,259         | -      | 96                       | -      | 6,442               | -      | 89                    | -    |
| <b>Pyrotechnic Signals:</b>                 |                                       |         |                |        |                          |        |                     |        |                       |      |
| AN M37 - M45 . . . . .                      | 1,375,935                             | -       | 346,636        | -      | 56,189                   | -      | 109,607             | -      | 870                   | -    |
| AN M53 - M58 . . . . .                      | 1,399,531                             | -       | 145,648        | -      | 18,557                   | -      | 64,018              | -      | 330                   | -    |
| Drift - Day . . . . .                       | -                                     | -       | 3,167          | -      | -                        | -      | 353                 | -      | -                     | -    |
| Drift - Night . . . . .                     | 167,722                               | -       | 22,574         | -      | 610                      | 11,409 | -                   | 339    | -                     | -    |
| Distress - All Types . . . . .              | 284,693                               | -       | 134,564        | -      | 2,335                    | -      | 62,439              | -      | -                     | -    |
| Bomb - PhotoFlash . . . . .                 | -                                     | -       | 17,742         | -      | 210                      | -      | 11,446              | -      | -                     | -    |
| Flare - Parachute . . . . .                 | -                                     | -       | 24,162         | -      | 113                      | -      | 20,419              | -      | -                     | -    |
| <b>Fire Bomb Material:</b>                  |                                       |         |                |        |                          |        |                     |        |                       |      |
| Igniter WP M15 . . . . .                    | 16,499                                | -       | 87,893         | -      | -                        | -      | 85,333              | -      | -                     | -    |
| Igniter NA M15 . . . . .                    | 632                                   | -       | 10,640         | -      | -                        | -      | 10,415              | -      | -                     | -    |
| Igniter WP M16 . . . . .                    | 13,154                                | -       | 86,734         | -      | 80                       | -      | 87,322              | -      | -                     | -    |
| Igniter NA M16 . . . . .                    | 6,864                                 | -       | 7,250          | -      | -                        | -      | 7,058               | -      | -                     | -    |
| LLO Gal Tank . . . . .                      | -                                     | -       | 4,781          | -      | -                        | -      | 4,781               | -      | -                     | -    |
| NAPALM . . . . .                            | -                                     | 2,821   | -              | 1,898  | -                        | -      | -                   | 1,859  | -                     | -    |
| <b>Reason Bomb Tail:</b> . . . . .          | -                                     | -       | 687            | -      | -                        | -      | 687                 | -      | -                     | -    |

**TABLE 22 - INVENTORY OF COMBAT MUNITIONS LOCATED IN AIR DEPOTS OUTSIDE CONTINENTAL U.S.**  
**QUARTERLY FY 1952 (CONTINUED)**

| ALASKAN AIR COMMAND |       | MILITARY AIR TRANSPORTATION SERVICE |      | UNITED STATES AIR FORCES IN EUROPE |      |               |        | NORTHEAST AIR COMMAND a/ |      | TYPE OF MUNITIONS        |
|---------------------|-------|-------------------------------------|------|------------------------------------|------|---------------|--------|--------------------------|------|--------------------------|
| Rounds              | Tons  | Rounds                              | Tons | 12th AIR FORCE                     |      | 3rd AIR FORCE |        | Rounds                   | Tons |                          |
|                     |       |                                     |      | Rounds                             | Tons | Rounds        | Tons   |                          |      |                          |
| 31 DECEMBER 1951    |       |                                     |      |                                    |      |               |        |                          |      |                          |
| 10                  | 5     | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | Armor Piercing Bombs:    |
| 6                   | 5     | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | 100 lbs                  |
|                     |       |                                     |      |                                    |      |               |        |                          |      | 1,600 lbs                |
| 50                  | 12    | 498                                 | 125  | -                                  | -    | -             | -      | -                        | -    | Semi-Armor Pierc. Bombs: |
| 28                  | 14    | 353                                 | 176  | -                                  | -    | 1,120         | 560    | -                        | -    | 500 lbs                  |
|                     |       |                                     |      |                                    |      |               |        |                          |      | 1,000 lbs                |
| 4,450               | 551   | -                                   | -    | 2,824                              | 353  | 31,050        | 3,881  | -                        | -    | Fragmentation Bombs:     |
|                     |       |                                     |      |                                    |      |               |        |                          |      | 260 lbs                  |
| 205                 | 12    | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | Fragmentation Clusters:  |
| 20                  | -     | 1,978                               | 61   | -                                  | -    | -             | -      | -                        | -    | 20 lbs X 6               |
| 1,608               | 322   | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | 23 lbs X 3               |
| -                   | -     | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | 20 lbs X 20              |
| -                   | -     | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | 90 lbs X 6               |
| -                   | -     | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | 4 lbs X 90               |
| 347                 | 17    | 1,344                               | 67   | 2,968                              | 148  | 1,024         | 51     | 120                      | 6    | General Purpose Bombs:   |
| 968                 | 121   | 1,749                               | 219  | 999                                | 125  | -             | -      | -                        | -    | 100 lbs                  |
| 20,031              | 5,008 | 30                                  | 7    | 3,658                              | 914  | 46,022        | 11,505 | -                        | -    | 200 lbs                  |
| 4,485               | 2,242 | -                                   | -    | 1,485                              | 742  | 29,021        | 14,510 | -                        | -    | 500 lbs                  |
| 585                 | 585   | -                                   | -    | -                                  | -    | 2,445         | 2,445  | -                        | -    | 1,000 lbs                |
| 4                   | 8     | -                                   | -    | -                                  | -    | 762           | 1,524  | -                        | -    | 2,000 lbs                |
|                     |       |                                     |      |                                    |      |               |        |                          |      | 4,000 lbs (LC)           |
| 1,072               | 37    | -                                   | -    | 3,166                              | 109  | -             | -      | -                        | -    | Incendiary Bombs:        |
| 131                 | 33    | -                                   | -    | -                                  | -    | 11,365        | 2,841  | -                        | -    | 100 lbs                  |
|                     |       |                                     |      |                                    |      |               |        |                          |      | 500 lbs                  |
| 539                 | 135   | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | Incendiary Clusters:     |
| 50                  | 10    | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | 4 lbs X 110              |
| 676                 | 169   | -                                   | -    | -                                  | -    | 10,918        | 2,729  | -                        | -    | 6 lbs X 38               |
|                     |       |                                     |      |                                    |      |               |        |                          |      | 10 lbs X 38              |
| 37,340              | -     | 11,757                              | -    | 10,814                             | -    | 45,522        | -      | 7,203                    | -    | Cartridges (M Rds):      |
| 9                   | -     | 114                                 | -    | -                                  | -    | 551           | -      | -                        | -    | 50 Cal                   |
| 262                 | -     | -                                   | -    | -                                  | -    | 551           | -      | 349                      | -    | 20 MM Percus. Pr.        |
|                     |       |                                     |      |                                    |      |               |        |                          |      | 20 MM Electric Pr.       |
| 6,631               | -     | -                                   | -    | 15,599                             | -    | 12,669        | -      | -                        | -    | Rockets:                 |
|                     |       |                                     |      |                                    |      |               |        |                          |      | 5 in. HVAR               |
|                     |       |                                     |      |                                    |      |               |        |                          |      | 6.5 in. ATAR Heads       |
| 248                 | -     | 72                                  | -    | -                                  | -    | 3,032         | -      | 280                      | -    | Unit-JATO:               |
|                     |       |                                     |      |                                    |      |               |        |                          |      | MK 2, Mod 3              |
|                     |       |                                     |      |                                    |      |               |        |                          |      | 12/14, AS 1,000 D4.      |
| 108,153             | -     | 27,410                              | -    | 16,440                             | -    | 24,026        | -      | 3,941                    | -    | Pyrotechnic Signals:     |
| 25,528              | -     | 15,163                              | -    | 3,109                              | -    | 15,107        | -      | 3,836                    | -    | AN M37 - M45             |
| 200                 | -     | -                                   | -    | -                                  | -    | 2,482         | -      | 132                      | -    | AN M53 - M58             |
| 513                 | -     | 1,001                               | -    | 2,694                              | -    | 4,919         | -      | 1,089                    | -    | Drift - Day              |
| 5,532               | -     | 7,357                               | -    | 36,684                             | -    | 17,788        | -      | 2,429                    | -    | Drift - Night            |
| 130                 | -     | 324                                 | -    | -                                  | -    | 5,632         | -      | -                        | -    | Distress - All Types     |
|                     | -     | 3,380                               | -    | -                                  | -    | 200           | -      | 50                       | -    | Bomb - Photoflash        |
|                     |       |                                     |      |                                    |      |               |        |                          |      | Flare - Parachute        |
| 594                 | -     | -                                   | -    | 1,966                              | -    | -             | -      | -                        | -    | Fire Bomb Material:      |
|                     | -     | -                                   | -    | 225                                | -    | -             | -      | -                        | -    | Igniter WP ML5           |
| 594                 | -     | -                                   | -    | 1,738                              | -    | -             | -      | -                        | -    | Igniter NA ML5           |
|                     | -     | -                                   | -    | 192                                | -    | -             | -      | -                        | -    | Igniter WP ML6           |
|                     | -     | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | Igniter NA ML6           |
|                     | -     | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | 110 Gal Tank             |
|                     | -     | -                                   | -    | -                                  | 39   | -             | -      | -                        | -    | NAPALM                   |
|                     | -     | -                                   | -    | -                                  | -    | -             | -      | -                        | -    | Razon Bomb Tail:         |

TABLE 22 - INVENTORY OF COMBAT MUNITIONS LOCATED IN AIR DEPOTS OUTSIDE CONTINENTAL U.S.  
QUARTERLY FY 1952 (CONTINUED)

| TYPE OF MUNITIONS                 | ARSENAL STOCKS ON HAND CONTINENTAL US |         | TOTAL OVERSEAS |        | STRATEGIC AIR COMMAND |      | FAR EAST AIR FORCES |        | CARIBBEAN AIR COMMAND |      |
|-----------------------------------|---------------------------------------|---------|----------------|--------|-----------------------|------|---------------------|--------|-----------------------|------|
|                                   | Rounds                                | Tons    | Rounds         | Tons   | Rounds                | Tons | Rounds              | Tons   | Rounds                | Tons |
| 31 MARCH 1952                     |                                       |         |                |        |                       |      |                     |        |                       |      |
| <b>Armor Piercing Bombs:</b>      |                                       |         |                |        |                       |      |                     |        |                       |      |
| 100 lbs . . . . .                 | -                                     | -       | -              | -      | -                     | -    | -                   | -      | -                     | -    |
| 1,600 lbs . . . . .               | -                                     | -       | -              | -      | -                     | -    | -                   | -      | -                     | -    |
| <b>Semi-Armor Piercing Bombs:</b> |                                       |         |                |        |                       |      |                     |        |                       |      |
| 500 lbs . . . . .                 | -                                     | -       | 542            | 135    | -                     | -    | -                   | -      | -                     | -    |
| 1,000 lbs . . . . .               | -                                     | -       | 1,498          | 748    | -                     | -    | -                   | -      | -                     | -    |
| <b>Fragmentation Bombs:</b>       |                                       |         |                |        |                       |      |                     |        |                       |      |
| 250 lbs . . . . .                 | 500,429                               | 62,554  | 93,542         | 11,692 | -                     | -    | 56,146              | 7,018  | -                     | -    |
| <b>Fragmentation Clusters:</b>    |                                       |         |                |        |                       |      |                     |        |                       |      |
| 20 lbs X 5 . . . . .              | 1,775,205                             | 104,424 | 44,628         | 2,625  | -                     | -    | 44,391              | 2,611  | -                     | -    |
| 23 lbs X 3 . . . . .              | 244,872                               | 7,420   | 2,045          | 62     | -                     | -    | -                   | -      | -                     | -    |
| 20 lbs X 20 . . . . .             | 205,171                               | 41,034  | 31,148         | 6,230  | -                     | -    | 29,511              | 5,902  | -                     | -    |
| 90 lbs X 6 . . . . .              | 252,711                               | 63,178  | -              | -      | -                     | -    | -                   | -      | -                     | -    |
| 4 lbs X 90 . . . . .              | 13,284                                | 2,657   | 8,016          | 1,603  | -                     | -    | 8,016               | 1,603  | -                     | -    |
| <b>General Purpose Bombs:</b>     |                                       |         |                |        |                       |      |                     |        |                       |      |
| 100 lbs . . . . .                 | 110,661                               | 5,533   | 190,758        | 9,538  | 10                    | -    | 186,559             | 9,328  | -                     | -    |
| 250 lbs . . . . .                 | 564,540                               | 70,568  | 57,923         | 7,240  | 503                   | 63   | 54,603              | 6,826  | -                     | -    |
| 500 lbs . . . . .                 | 1,127,989                             | 281,997 | 209,640        | 52,410 | 1,440                 | 360  | 139,039             | 34,765 | -                     | -    |
| 1,000 lbs . . . . .               | 238,956                               | 119,478 | 76,364         | 38,182 | 720                   | 360  | 45,241              | 22,621 | -                     | -    |
| 2,000 lbs . . . . .               | 37,637                                | 37,637  | 29,763         | 29,763 | 288                   | 288  | 26,030              | 26,030 | -                     | -    |
| 4,000 lbs (LC) . . . . .          | 701                                   | 1,402   | 3,403          | 6,806  | -                     | -    | 2,628               | 5,256  | -                     | -    |
| <b>Incendiary Bombs:</b>          |                                       |         |                |        |                       |      |                     |        |                       |      |
| 100 lbs . . . . .                 | 1,002,197                             | 34,559  | 114,978        | 3,965  | 1,600                 | 55   | 112,449             | 3,878  | -                     | -    |
| 500 lbs . . . . .                 | 77,971                                | 19,493  | 21,908         | 5,477  | -                     | -    | 8,823               | 2,206  | -                     | -    |
| <b>Incendiary Clusters:</b>       |                                       |         |                |        |                       |      |                     |        |                       |      |
| 4 lbs X 110 . . . . .             | 283,702                               | 70,926  | 1,020          | 255    | 400                   | 100  | -                   | -      | -                     | -    |
| 6 lbs X 38 . . . . .              | 75,606                                | 15,121  | 71,982         | 14,396 | 201                   | 40   | 71,731              | 14,346 | -                     | -    |
| 10 lbs X 38 . . . . .             | 10,224                                | 2,556   | 59,492         | 14,873 | -                     | -    | 47,938              | 11,985 | -                     | -    |
| <b>Cartridges (M Rds):</b>        |                                       |         |                |        |                       |      |                     |        |                       |      |
| 50 Cal . . . . .                  | 179,367                               | -       | 289,416        | -      | 1,220                 | -    | 156,561             | -      | 251                   | -    |
| 20 MM Percus. Pr . . . . .        | 1,933                                 | -       | 1,184          | -      | -                     | -    | 535                 | -      | -                     | -    |
| 20 MM Electric Pr . . . . .       | -                                     | -       | 1,286          | -      | -                     | -    | -                   | -      | -                     | -    |
| <b>Rockets:</b>                   |                                       |         |                |        |                       |      |                     |        |                       |      |
| 5 in. HVAR . . . . .              | 64,245                                | -       | 128,122        | -      | 1,644                 | -    | 94,342              | -      | -                     | -    |
| 6.5 in. ATAR Heads . . . . .      | -                                     | -       | 5,131          | -      | -                     | -    | 5,131               | -      | -                     | -    |
| <b>Unit-JATO:</b>                 |                                       |         |                |        |                       |      |                     |        |                       |      |
| MK 2, Mod 3                       |                                       |         |                |        |                       |      |                     |        |                       |      |
| 12/14, AS 1,000 D4 . . . . .      | 2,500                                 | -       | 11,933         | -      | 92                    | -    | 6,393               | -      | 89                    | -    |
| <b>Pyrotechnic Signals:</b>       |                                       |         |                |        |                       |      |                     |        |                       |      |
| AN M37 - M45 . . . . .            | 1,330,946                             | -       | 362,952        | -      | 56,141                | -    | 109,593             | -      | 700                   | -    |
| AN M53 - M58 . . . . .            | 1,384,707                             | -       | 188,484        | -      | 18,493                | -    | 63,083              | -      | 330                   | -    |
| Drift - Day . . . . .             | -                                     | -       | 4,232          | -      | -                     | -    | 393                 | -      | -                     | -    |
| Drift - Night . . . . .           | 163,246                               | -       | 32,408         | -      | 520                   | -    | 11,403              | -      | 339                   | -    |
| Distress - All Types . . . . .    | 380,281                               | -       | 125,385        | -      | 2,579                 | -    | 58,809              | -      | -                     | -    |
| Bomb - Photoflash . . . . .       | -                                     | -       | 15,303         | -      | 331                   | -    | 10,176              | -      | -                     | -    |
| Flare - Parachute . . . . .       | -                                     | -       | 25,503         | -      | 113                   | -    | 23,850              | -      | -                     | -    |
| <b>Fire Bomb Material:</b>        |                                       |         |                |        |                       |      |                     |        |                       |      |
| Igniter WP M15 . . . . .          | 58,344                                | -       | 121,327        | -      | -                     | -    | 115,993             | -      | -                     | -    |
| Igniter NA M15 . . . . .          | 606                                   | -       | 11,395         | -      | -                     | -    | 10,921              | -      | -                     | -    |
| Igniter WP M16 . . . . .          | 57,549                                | -       | 99,417         | -      | 80                    | -    | 95,761              | -      | -                     | -    |
| Igniter NA M16 . . . . .          | 6,838                                 | -       | 7,510          | -      | -                     | -    | 7,068               | -      | -                     | -    |
| 110 Gal Tank . . . . .            | -                                     | -       | 4,373          | -      | -                     | -    | 4,373               | -      | -                     | -    |
| NAPALM . . . . .                  | -                                     | 9,445   | -              | 1,873  | -                     | -    | -                   | 1,814  | -                     | -    |
| <b>Razon Bomb Tail:</b>           |                                       |         |                |        |                       |      |                     |        |                       |      |
|                                   | -                                     | -       | 687            | -      | -                     | -    | 687                 | -      | -                     | -    |

**TABLE 22 — INVENTORY OF COMBAT MUNITIONS LOCATED IN AIR DEPOTS OUTSIDE CONTINENTAL U.S.  
QUARTERLY FY 1952 (CONTINUED)**

| ALASKAN AIR COMMAND |       | MILITARY AIR TRANSPORTATION SERVICE |      | UNITED STATES AIR FORCES IN EUROPE |        |               |        | NORTHEAST AIR COMMAND a/ |      | TYPE OF MUNITIONS               |
|---------------------|-------|-------------------------------------|------|------------------------------------|--------|---------------|--------|--------------------------|------|---------------------------------|
|                     |       |                                     |      | 12th AIR FORCE                     |        | 3rd AIR FORCE |        |                          |      |                                 |
| Rounds              | Tons  | Rounds                              | Tons | Rounds                             | Tons   | Rounds        | Tons   | Rounds                   | Tons |                                 |
| 31 MARCH 1952       |       |                                     |      |                                    |        |               |        |                          |      |                                 |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | <u>Armor Piercing Bombs:</u>    |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 100 lbs                         |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 1,600 lbs                       |
| 42                  | 10    | 500                                 | 125  | -                                  | -      | -             | -      | -                        | -    | <u>Semi-Armor Pierc. Bombs:</u> |
| 25                  | 12    | 353                                 | 176  | -                                  | -      | 1,120         | 560    | -                        | -    | 500 lbs                         |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 1,000 lbs                       |
| 4,405               | 551   | -                                   | -    | 1,589                              | 198    | 31,402        | 3,925  | -                        | -    | <u>Fragmentation Bombs:</u>     |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 200 lbs                         |
| 205                 | 12    | 32                                  | 2    | -                                  | -      | -             | -      | -                        | -    | <u>Fragmentation Clusters:</u>  |
| 20                  | -     | 2,025                               | 62   | -                                  | -      | -             | -      | -                        | -    | 20 lbs X 6                      |
| 1,608               | 322   | 29                                  | 6    | -                                  | -      | -             | -      | -                        | -    | 23 lbs X 3                      |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 20 lbs X 20                     |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 90 lbs X 6                      |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 4 lbs X 90                      |
| 342                 | 17    | 1,430                               | 72   | 1,273                              | 64     | 1,024         | 51     | 120                      | 6    | <u>General Purpose Bombs:</u>   |
| 966                 | 120   | 1,851                               | 231  | -                                  | -      | -             | -      | -                        | -    | 100 lbs                         |
| 20,031              | 5,007 | 360                                 | 90   | 2,730                              | 682    | 46,020        | 11,506 | -                        | -    | 200 lbs                         |
| 4,485               | 2,242 | 65                                  | 33   | 1,248                              | 624    | 24,605        | 12,302 | -                        | -    | 500 lbs                         |
| 705                 | 705   | -                                   | -    | -                                  | -      | 2,740         | 2,740  | -                        | -    | 1,000 lbs                       |
| 4                   | 8     | -                                   | -    | -                                  | -      | 771           | 1,542  | -                        | -    | 2,000 lbs                       |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 4,000 lbs (LC)                  |
| 929                 | 32    | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | <u>Incendiary Bombs:</u>        |
| 1,490               | 372   | 75                                  | 19   | -                                  | -      | 11,520        | 2,880  | -                        | -    | 100 lbs                         |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 500 lbs                         |
| 620                 | 155   | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | <u>Incendiary Clusters:</u>     |
| 50                  | 10    | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 4 lbs X 110                     |
| 676                 | 169   | -                                   | -    | -                                  | 10,878 | 2,719         | -      | -                        | -    | 6 lbs X 38                      |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 10 lbs X 38                     |
| 33,702              | -     | 14,535                              | -    | 17,185                             | -      | 58,794        | -      | 7,168                    | -    | <u>Cartridges (M Rds):</u>      |
| 9                   | -     | 89                                  | -    | -                                  | -      | 551           | -      | -                        | -    | 50 Cal                          |
| 253                 | -     | 168                                 | -    | -                                  | -      | 516           | -      | 349                      | -    | 20 MM Percus. Pr.               |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 20 MM Electric Pr.              |
| 6,631               | -     | -                                   | -    | 12,836                             | -      | 12,669        | -      | -                        | -    | <u>Rockets:</u>                 |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 5 in. HVAR                      |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 6.5 in. ATAR Heads              |
| 770                 | -     | 32                                  | -    | 869                                | -      | 3,382         | -      | 306                      | -    | <u>Unit-JATO:</u>               |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | MK 2, Mod 3                     |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 12/14, AS 1,000 D4              |
| 107,738             | -     | 26,720                              | -    | 31,519                             | -      | 25,960        | -      | 4,581                    | -    | <u>Pryotechnic Signals:</u>     |
| 25,025              | -     | 15,846                              | -    | 44,431                             | -      | 17,075        | -      | 4,201                    | -    | AN M37 - M45                    |
| 175                 | -     | 12                                  | -    | 1,071                              | -      | 2,489         | -      | 132                      | -    | AN M53 - M58                    |
| 447                 | -     | 774                                 | -    | 2,373                              | -      | 15,463        | -      | 1,089                    | -    | Drift - Day                     |
| 5,678               | -     | 7,463                               | -    | 30,162                             | -      | 17,980        | -      | 2,714                    | -    | Drift - Night                   |
| 130                 | -     | 324                                 | -    | -                                  | -      | 4,342         | -      | -                        | -    | Distress - All Types            |
| -                   | -     | -                                   | -    | -                                  | -      | 1,490         | -      | 50                       | -    | Bomb - Photoflash               |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | Flare - Parachute               |
| 2,690               | -     | 800                                 | -    | 1,844                              | -      | -             | -      | -                        | -    | <u>Fire Bomb Material:</u>      |
| -                   | -     | 249                                 | -    | 225                                | -      | -             | -      | -                        | -    | Igniter WP M15                  |
| 1,190               | -     | 800                                 | -    | 1,586                              | -      | -             | -      | -                        | -    | Igniter NA M15                  |
| -                   | -     | 250                                 | -    | 192                                | -      | -             | -      | -                        | -    | Igniter WP M16                  |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | Igniter NA M16                  |
| -                   | 20    | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | 110 Gal Tank                    |
| -                   | -     | -                                   | -    | -                                  | 39     | -             | -      | -                        | -    | HAPALM                          |
| -                   | -     | -                                   | -    | -                                  | -      | -             | -      | -                        | -    | <u>Razon Bomb Tail:</u>         |

TABLE 22 - INVENTORY OF COMBAT MUNITIONS LOCATED IN AIR DEPOTS OUTSIDE CONTINENTAL U.S.  
QUARTERLY FY 1952 (CONTINUED)

| TYPE<br>OF<br>MUNITIONS                     | ARSENAL STOCKS<br>ON HAND<br>CONTINENTAL US |           | TOTAL<br>OVERSEAS |        | STRATEGIC<br>AIR<br>COMMAND <sup>a/</sup> |      | FAR EAST<br>AIR<br>FORCES |        | CARIBBEAN<br>AIR<br>COMMAND |      |
|---|---|-----------|-------------------|--------|---|------|---------------------------|--------|-----------------------------|------|
|   | Rounds                                      | Tons      | Rounds            | Tons   | Rounds                                    | Tons | Rounds                    | Tons   | Rounds                      | Tons |
| 30 JUNE 1952                                |   |           |                   |        |   |      |                           |        |                             |      |
| <b>Armor Piercing Bombs:</b>                |   |           |                   |        |   |      |                           |        |                             |      |
| 100 lbs . . . . .                           | -   | -         | -                 | -      | -   | -    | -                         | -      | -                           | -    |
| 1,600 lbs . . . . .                         | -   | -         | -                 | -      | -   | -    | -                         | -      | -                           | -    |
| <b>Semi-Armor Piercing Bombs:</b>           |   |           |                   |        |   |      |                           |        |                             |      |
| 500 lbs . . . . .                           | -   | -         | 542               | 136    | -   | -    | -                         | -      | -                           | -    |
| 1,000 lbs . . . . .                         | -   | -         | 1,973             | 986    | -   | -    | -                         | -      | -                           | -    |
| <b>Fragmentation Bombs:</b>                 |   |           |                   |        |   |      |                           |        |                             |      |
| 250 lbs . . . . .                           | 490,421                                     | 61,303    | 77,874            | 9,734  | -   | -    | 39,883                    | 4,985  | -                           | -    |
| <b>Fragmentation Clusters:</b>              |   |           |                   |        |   |      |                           |        |                             |      |
| 20 lbs X 6 . . . . .                        | 1,859,925                                   | 109,407   | 54,608            | 3,212  | -   | -    | 54,371                    | 3,198  | -                           | -    |
| 23 lbs X 3 . . . . .                        | 244,257                                     | 7,402     | 2,045             | 62     | -   | -    | -                         | -      | -                           | -    |
| 20 lbs X 20 . . . . .                       | 189,591                                     | 37,918    | 31,158            | 6,232  | -   | -    | 29,511                    | 5,902  | -                           | -    |
| 90 lbs X 6 . . . . .                        | 252,590                                     | 63,147    | -                 | -      | -   | -    | -                         | -      | -                           | -    |
| 4 lbs X 90 . . . . .                        | 9,303                                       | 1,861     | 8,016             | 1,603  | -   | -    | 8,016                     | 1,603  | -                           | -    |
| <b>General Purpose Bombs:</b>               |   |           |                   |        |   |      |                           |        |                             |      |
| 100 lbs . . . . .                           | 112,093                                     | 5,605     | 209,506           | 10,475 | 10  | -    | 202,063                   | 10,103 | -                           | -    |
| 250 lbs . . . . .                           | 513,617                                     | 64,202    | 53,473            | 6,684  | 503                                       | 63   | 50,153                    | 6,269  | -                           | -    |
| 500 lbs . . . . .                           | 1,057,867                                   | 264,467   | 201,399           | 50,350 | 1,440                                     | 360  | 130,473                   | 32,618 | -                           | -    |
| 1,000 lbs . . . . .                         | 235,499                                     | 1,177,749 | 71,204            | 35,602 | 720                                       | 360  | 26,030                    | 26,030 | -                           | -    |
| 2,000 lbs . . . . .                         | 45,933                                      | 45,933    | 29,763            | 29,763 | 288                                       | 288  | 26,030                    | 26,030 | -                           | -    |
| 4,000 lbs (LC) . . . . .                    | 677   | 1,354     | 3,394             | 6,788  | -   | -    | 2,628                     | 5,256  | -                           | -    |
| <b>Incendiary Bombs:</b>                    |   |           |                   |        |   |      |                           |        |                             |      |
| 100 lbs . . . . .                           | 1,084,464                                   | 37,395    | 116,765           | 4,026  | 1,600                                     | 55   | 102,716                   | 3,542  | -                           | -    |
| 500 lbs . . . . .                           | 74,171                                      | 18,543    | 17,356            | 4,339  | -   | -    | 12,672                    | 3,168  | -                           | -    |
| <b>Incendiary Clusters:</b>                 |   |           |                   |        |   |      |                           |        |                             |      |
| 4 lbs X 110 . . . . .                       | 232,681                                     | 58,170    | 620               | 155    | -   | -    | -                         | -      | -                           | -    |
| 6 lbs X 38 . . . . .                        | 73,872                                      | 14,774    | 72,057            | 14,411 | 201                                       | 40   | 71,731                    | 14,346 | -                           | -    |
| 10 lbs X 38 . . . . .                       | 20,554                                      | 5,139     | 60,119            | 15,030 | -   | -    | 47,938                    | 11,985 | -                           | -    |
| <b>Cartridges (M Rds):</b>                  |   |           |                   |        |   |      |                           |        |                             |      |
| 30 Cal . . . . .                            | 178,008                                     | -         | 249,169           | -      | 1,156                                     | -    | 146,889                   | -      | 245                         | -    |
| 20 MM Percus.Pr. . . . .                    | 3,451                                       | -         | 649               | -      | -   | -    | -                         | -      | -                           | -    |
| 20 MM Electric Pr. . . . .                  | -   | -         | 2,634             | -      | -   | -    | 448                       | -      | -                           | -    |
| <b>Rockets:</b>                             |   |           |                   |        |   |      |                           |        |                             |      |
| 5 in. HVAR . . . . .                        | 51,852                                      | -         | 117,945           | -      | 1,644                                     | -    | 82,754                    | -      | -                           | -    |
| 6.5 in. ATAR Heads . . . . .                | -   | -         | 5,131             | -      | -   | -    | 5,131                     | -      | -                           | -    |
| <b>Unit-JATO:</b>                           |   |           |                   |        |   |      |                           |        |                             |      |
| MK 2, Mod 3<br>12/14, AS 1,000 D4 . . . . . | 10,000                                      | -         | 18,623            | -      | 80  | -    | 13,286                    | -      | 92                          | -    |
| <b>Pyrotechnic Signals:</b>                 |   |           |                   |        |   |      |                           |        |                             |      |
| AN M37 - M45 . . . . .                      | 1,163,261                                   | -         | 366,595           | -      | 54,203                                    | -    | 108,675                   | -      | 410                         | -    |
| AN M53 - M58 . . . . .                      | 1,360,207                                   | -         | 230,537           | -      | 18,566                                    | -    | 62,811                    | -      | 111                         | -    |
| Drift - Day . . . . .                       | -   | -         | 3,907             | -      | -   | -    | 353                       | -      | -                           | -    |
| Drift - Night . . . . .                     | 159,994                                     | -         | 30,877            | -      | 590                                       | -    | 11,133                    | -      | 284                         | -    |
| Distress - All Types . . . . .              | 394,727                                     | -         | 135,469           | -      | 7,642                                     | -    | 58,076                    | -      | 1,246                       | -    |
| Bomb - Photoflash . . . . .                 | -   | -         | 23,696            | -      | 103                                       | -    | 23,593                    | -      | -                           | -    |
| <b>Fire Bomb Material:</b>                  |   |           |                   |        |   |      |                           |        |                             |      |
| Igniter WP M15 . . . . .                    | 80,558                                      | -         | 114,491           | -      | -   | -    | 109,726                   | -      | -                           | -    |
| Igniter NA M15 . . . . .                    | 606   | -         | 11,395            | -      | -   | -    | 10,921                    | -      | -                           | -    |
| Igniter WP M16 . . . . .                    | 90,855                                      | -         | 97,284            | -      | -   | -    | 93,487                    | -      | -                           | -    |
| Igniter NA M16 . . . . .                    | 6,838                                       | -         | 7,590             | -      | 80  | -    | 7,068                     | -      | -                           | -    |
| NAPALM . . . . .                            | -   | 5,263     | -                 | 1,843  | -   | -    | -                         | 1,794  | -                           | -    |

<sup>a/</sup> Ramey Air Force Base is the only base reporting under the jurisdiction of Strategic Air Command Headquarters

SOURCE: Materiel Statistics Division D/Statistical Services, DCS/C

TABLE 22 - INVENTORY OF COMBAT MUNITIONS LOCATED IN AIR DEPOTS OUTSIDE CONTINENTAL U.S.  
 QUARTERLY FY 1952 (CONTINUED)

| ALASKAN<br>AIR<br>COMMAND |       | MILITARY<br>AIR TRANSPORTATION<br>SERVICE |      | UNITED STATES AIR FORCES IN EUROPE |      |               |        | NORTHEAST<br>AIR<br>COMMAND a/ |      | TYPE<br>OF<br>MUNITIONS  |
|---------------------------|-------|---|------|------------------------------------|------|---------------|--------|--------------------------------|------|--------------------------|
|                           |       |   |      | 12th AIR FORCE                     |      | 3rd AIR FORCE |        | Rounds                         | Tons |                          |
| Rounds                    | Tons  | Rounds                                    | Tons | Rounds                             | Tons | Rounds        | Tons   |                                |      | Rounds                   |
| 30 JUNE 1952              |       |   |      |                                    |      |               |        |                                |      |                          |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | Armor Piercing Bombs:    |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 100 lbs                  |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 1,600 lbs                |
| 42                        | 11    | 500                                       | 125  | -                                  | -    | -             | -      | -                              | -    | Semi-Armor Pierc. Bombs: |
| 25                        | 12    | 353                                       | 177  | -                                  | -    | 1,595         | 797    | -                              | -    | 500 lbs                  |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 1,000 lbs                |
| 4,405                     | 550   | -   | -    | 2,181                              | 273  | 31,405        | 3,926  | -                              | -    | Fragmentation Bombs:     |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 250 lbs                  |
| 205                       | 12    | 32  | 2    | -                                  | -    | -             | -      | -                              | -    | Fragmentation Clusters:  |
| 20                        | -     | 2,025                                     | 62   | -                                  | -    | -             | -      | -                              | -    | 20 lbs X 6               |
| 1,618                     | 323   | 29  | 7    | -                                  | -    | -             | -      | -                              | -    | 23 lbs X 3               |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 20 lbs X 20              |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 90 lbs X 6               |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 4 lbs X 90               |
| 342                       | 17    | 3,615                                     | 181  | 2,403                              | 120  | 953           | 48     | 120                            | 6    | General Purpose Bombs:   |
| 966                       | 121   | 1,851                                     | 231  | -                                  | -    | -             | -      | -                              | -    | 100 lbs                  |
| 19,966                    | 4,992 | 360                                       | 90   | 2,331                              | 583  | 46,829        | 11,707 | -                              | -    | 250 lbs                  |
| 4,485                     | 2,243 | 65  | 32   | 1,273                              | 636  | 24,213        | 12,107 | -                              | -    | 500 lbs                  |
| 705                       | 708   | -   | -    | -                                  | -    | 2,740         | 2,740  | -                              | -    | 1,000 lbs                |
| 4                         | 8     | -   | -    | -                                  | -    | 762           | 1,524  | -                              | -    | 2,000 lbs                |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 4,000 lbs (LC)           |
| 929                       | 32    | -   | -    | -                                  | -    | 11,520        | 397    | -                              | -    | Incendiary Bombs:        |
| 1,490                     | 373   | -   | -    | 3,194                              | 798  | -             | -      | -                              | -    | 100 lbs                  |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 500 lbs                  |
| 620                       | 155   | -   | -    | -                                  | -    | -             | -      | -                              | -    | Incendiary Clusters:     |
| 50                        | 10    | 75  | 15   | -                                  | -    | -             | -      | -                              | -    | 4 lbs X 110              |
| 1,296                     | 324   | -   | -    | -                                  | -    | 10,885        | 2,721  | -                              | -    | 6 lbs X 38               |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 10 lbs X 38              |
| 33,256                    | -     | 14,365                                    | -    | 23,254                             | -    | 22,884        | -      | 7,220                          | -    | Cartridges (M Rds):      |
| 9                         | -     | 89  | -    | -                                  | -    | 551           | -      | -                              | -    | 50 Cal.                  |
| 253                       | -     | 375                                       | -    | 411                                | -    | 434           | -      | 713                            | -    | 20 MM Percus.Pr.         |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 20 MM ElectricPr.        |
| 6,474                     | -     | -   | -    | 13,904                             | -    | 13,169        | -      | -                              | -    | Rockets:                 |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 5 in. HVAR               |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 6.5 in. ATAR Heads       |
| 695                       | -     | 176                                       | -    | 577                                | -    | 3,320         | -      | 397                            | -    | Unit-JATO:               |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | MK 2, Mod 3              |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | 12/14, AS 1,000 D4       |
| 107,823                   | -     | 27,282                                    | -    | 41,387                             | -    | 23,386        | -      | 3,429                          | -    | Pyrotechnic Signals:     |
| 25,025                    | -     | 15,682                                    | -    | 87,150                             | -    | 17,351        | -      | 3,841                          | -    | AN M37 - M45             |
| 175                       | -     | -   | -    | 810                                | -    | 2,437         | -      | 132                            | -    | AN M53 - M58             |
| 448                       | -     | 74  | -    | 2,424                              | -    | 14,883        | -      | 1,041                          | -    | Drift - Day              |
| 5,678                     | -     | 5,037                                     | -    | 38,543                             | -    | 17,702        | -      | 2,545                          | -    | Drift - Night            |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | Distress - All Types     |
| -                         | -     | -   | -    | -                                  | -    | -             | -      | -                              | -    | Bomb - Photoflash        |
| 2,294                     | -     | 800                                       | -    | 1,344                              | -    | 317           | -      | 10                             | -    | Fire Bomb Material:      |
| -                         | -     | 249                                       | -    | 225                                | -    | -             | -      | -                              | -    | Igniter WP M15           |
| 794                       | -     | 800                                       | -    | 1,542                              | -    | 661           | -      | -                              | -    | Igniter NA M15           |
| -                         | -     | 250                                       | -    | 192                                | -    | -             | -      | -                              | -    | Igniter WP M16           |
| -                         | -     | -   | 5    | -                                  | -    | -             | -      | -                              | -    | Igniter NA M16           |
| -                         | -     | -   | -    | -                                  | 38   | -             | -      | 6                              | -    | NAPALM                   |

NOTE: Information included in the above table is based upon reports prepared and submitted to Hq. USA by each major air command overseas under Reports Control symbol 3-AF-56.

TABLE 23 - USAF AIRCRAFT SPARE PARTS - VALUE ON HAND INVENTORY AND VALUE ON ORDER  
AS OF 30 JUNE 1952

| PROPERTY CLASS | MANUFACTURER OR MAJOR COMPONENTS                              | NUMBER OF ACTIVE ITEMS | VALUE ON-HAND INVENTORY | VALUE OF ON-ORDER |
|----------------|---|------------------------|-------------------------|-------------------|
|                | <u>TOTAL</u> . . . . .  | 593,495                | \$ 2,817,727,781        | \$ 1,865,838,375  |
|                | <u>AIRFRAME PARTS - TOTAL</u> . . . . .                       | 172,351                | 415,544,247             | 211,192,543       |
| 01-B           | Consolidated . . . . .  | 15,538                 | 19,777,097              | 10,435,359        |
| 01-C           | Curtiss . . . . .   | 4,841                  | 43,142,889              | 1,823,748         |
| 01-D           | Douglas . . . . .   | 29,588                 | 97,012,063              | 25,655,567        |
| 01-E           | Northrop . . . . .  | 5,358                  | 2,274,225               | 6,942,263         |
| 01-F           | Boeing . . . . .  | 43,170                 | 112,131,061             | 92,610,712        |
| 01-G           | Miscellaneous . . . . .                                       | 8,907                  | 2,148,617               | 11,427,251        |
| 01-H           | Beech . . . . .   | 4,148                  | 14,787,775              | 996,971           |
| 01-I           | Sikorsky . . . . .  | 5,459                  | 2,415,263               | 4,206,509         |
| 01-L           | Lockheed . . . . .  | 6,579                  | 19,287,944              | 14,570,618        |
| 01-M           | North American . . . . .                                      | 28,487                 | 80,730,128              | 33,186,161        |
| 01-N           | Republic . . . . .  | 9,358                  | 12,627,532              | 5,028,975         |
| 01-R           | Fairchild . . . . .   | 7,149                  | 8,923,801               | 2,295,916         |
| 01-S           | Cessna . . . . .  | 1,310                  | 88,065                  | 1,623,815         |
| 01-T           | Bell . . . . .  | 2,075                  | 634,475                 | 367,714           |
| 01-U           | Piper, Aeronca, Taylor . . . . .                              | 384                    | 63,312                  | 20,964            |
|                | <u>COMPONENTS &amp; RELATED SPARE PARTS - TOTAL</u> . . . . . | 421,144                | 2,402,183,534           | 1,654,645,832     |
| 02-B           | Auxiliary Aircraft Engines . . . . .                          | 1,038                  | 3,378,597               | 7,096,527         |
| 02-C           | Continental Engine Spare Parts . . . . .                      | 802                    | 325,243                 | 892,631           |
| 02-D           | Wright Engine Spare Parts . . . . .                           | 5,890                  | 130,883,307             | 73,847,425        |
| 02-E           | Lycoming Engine Spare Parts . . . . .                         | 422                    | 2,339,164               | 326,448           |
| 02-G           | Jacobs Engine Spare Parts . . . . .                           | 78                     | 16,818                  | -                 |
| 02-H           | Pratt & Whitney Engine Spare Parts . . . . .                  | 12,381                 | 172,813,920             | 100,570,531       |
| 02-I           | Allison Engine Spare Parts . . . . .                          | 4,323                  | 36,562                  | 12,336            |
| 02-J           | Packard Engine Spare Parts . . . . .                          | 2,658                  | 31,274,010              | 486,797           |
| 02-P           | Franklin Engine Spare Parts . . . . .                         | 1,070                  | 222,213                 | 620,182           |
| 02-Q           | Jet Engines Spare Parts . . . . .                             | 1,852                  | 80,579,777              | 207,079,549       |
| 03-A           | Propellers and Related Parts . . . . .                        | 6,410                  | 156,482,605             | 69,723,736        |
| 03-B           | Wheels and Brake Parts . . . . .                              | 3,154                  | 25,748,912              | 24,101,945        |
| 03-C           | Aircraft Electrical Equipment . . . . .                       | 17,695                 | 153,870,031             | 44,041,215        |
| 03-D           | Carburetors . . . . .   | 9,011                  | 42,544,225              | 39,143,973        |
| 03-E           | Superchargers . . . . .                                       | 1,704                  | 36,799,228              | 41,690,547        |
| 03-F           | Miscellaneous Aircraft Accessories . . . . .                  | 6,763                  | 33,963,213              | 21,301,035        |
| 03-G           | Hydraulic Struts . . . . .                                    | 4,967                  | 30,909,818              | 9,228,019         |
| 03-H           | Ignition Systems . . . . .                                    | 3,113                  | 78,399,962              | 22,102,185        |
| 03-I           | Fuel, Hydraulic, Vacuum Systems . . . . .                     | 15,906                 | 103,955,631             | 29,935,638        |
| 03-J           | Aircraft Engine Accessories . . . . .                         | 1,708                  | 12,838,706              | 8,183,052         |
| 03-K           | Breathing Oxygen Equipment . . . . .                          | 878                    | 15,740,314              | 6,390,163         |
| 03-L           | Auxiliary Fuel, Tanks . . . . .                               | 1,868                  | 20,837,828              | 19,992,656        |
| 03-M           | Transmission Systems . . . . .                                | 2,362                  | 3,589,605               | 13,280,421        |
| 04-A           | Aircraft Hardware . . . . .                                   | 17,498                 | 42,352,826              | 18,961,934        |
| 04-B           | Rubber Materials . . . . .                                    | 3,292                  | 6,648,544               | 6,447,454         |
| 04-C           | Casings and Inner Tubes . . . . .                             | 440                    | 36,754,374              | 24,088,058        |
| 04-D           | Anti-friction Bearings and Maintenance Parts . . . . .        | 4,388                  | 26,880,365              | 9,221,145         |
| 05-A           | Navigation Instruments . . . . .                              | 1,985                  | 19,877,736              | 31,734,261        |
| 05-C           | Flight Instruments . . . . .                                  | 1,894                  | 61,603,553              | 29,535,341        |
| 05-D           | Engine Instruments . . . . .                                  | 3,526                  | 25,898,954              | 23,881,170        |
| 05-E           | Instruments Maintenance Parts . . . . .                       | 3,739                  | 1,789,848               | 739,627           |
| 05-F           | Automatic Pilots and Gyros . . . . .                          | 3,191                  | 25,458,970              | 17,330,324        |
| 05-G           | Miscellaneous Instruments . . . . .                           | 2,936                  | 16,883,304              | 4,436,380         |
| 05-H           | Simulated Instruments . . . . .                               | 1,344                  | 1,619,196               | 625,552           |
| 05-I           | Electrical Meters and Maintenance Parts . . . . .             | 656                    | 79,913                  | -                 |
| 06-B           | Lubricants . . . . .  | 281                    | 6,001,437               | 2,069,306         |
| 07             | Paints, Soaps, Dopes and Related Material . . . . .           | 448                    | 9,717,683               | 3,078,109         |
| 08-A           | Commercial Electrical Equipment & Maint. Parts . . . . .      | 1,749                  | 779,271                 | 729,708           |
| 08-B           | Electrical Supplies . . . . .                                 | 5,207                  | 7,911,801               | 3,274,194         |
| 08-D           | Flying Field Night Lighting Eqpt.& Maint. Parts . . . . .     | 430                    | 2,500,584               | 8,302,305         |
| 08-E           | Electrical Connectors & Maintenance Parts . . . . .           | 9,795                  | 49,545,332              | 8,360,832         |
| 08-F           | Electrical Wire Cables . . . . .                              | 1,457                  | 8,508,678               | 6,893,634         |
| 08-G           | Lamps and Fuses . . . . .                                     | 2,033                  | 605,620                 | 28,903            |
| 10-A1          | Photographic Aerial Equipment & Maint. Parts . . . . .        | 3,851                  | 7,217,443               | 1,487,638         |
| 10-B           | Photographic Ground Equipment & Maint. Parts . . . . .        | 6,166                  | 1,451,611               | 773,637           |
| 10-C           | Photographic Supplies . . . . .                               | 665                    | 13,021,313              | 10,696,218        |



TABLE 23 - USAF AIRCRAFT SPARE PARTS - VALUE ON-HAND INVENTORY AND VALUE ON ORDER  
AS OF 30 JUNE 1952 (CONTINUED)

| PROPERTY CLASS  | MANUFACTURER OR MAJOR COMPONENTS   | NUMBER OF ACTIVE ITEMS | VALUE ON-HAND INVENTORY | VALUE OF ON-ORDER |
|---|--|------------------------|-------------------------|-------------------|
| <u>COMPONENTS &amp; RELATED SPARE PARTS - Continued</u> |  |                        |                         |                   |
| 10-D  | Motion Picture Eqpt. & Maint. Parts . . . . .  | 4,957                  | \$ 3,925,405            | \$ 2,052,753      |
| 11-A  | Bombing Equipment . . . . .  | 8,266                  | 79,642,074              | 172,345,516       |
| 11-B  | Gunnery Equipment . . . . .  | 1,854                  | 15,358,444              | 39,967,598        |
| 11-E  | Central Fire Control . . . . .   | 7,327                  | 97,865,898              | 34,580,178        |
| 12  | Fuel and Oil Handling Eqpt. & Maint. Parts . .   | 469                    | 4,317,072               | 1,205,681         |
| 13-A  | Special Purpose Clothing . . . . .   | 2,148                  | 4,901,839               | 200,061           |
| 13-C  | Personal Equipage . . . . .  | 645                    | 4,883,605               | 441,118           |
| 13-H  | Insignia Decorations and Badges . . . . .  | 214                    | 9,248,245               | 239,500           |
| 16-A  | Airborne Radio Comm. Eqpt. & Maint. Parts . .  | 5,402                  | 112,121,935             | 53,445,655        |
| 16-B  | Ground Navigational Radio Eqpt.&Maint. Parts .   | 2,686                  | 1,060,319               | 561,104           |
| 16-C  | Ground Radar Equipment and Maintenance Parts .   | 11,886                 | 3,723,292               | 8,407,843         |
| 16-E  | Radio and Radar Maintenance Parts . . . . .  | 6,991                  | 53,291,547              | 74,088,807        |
| 16-H  | Meteorological Eqpt. Supplies & Maint. Parts .   | 2,319                  | 11,972,803              | 15,761,515        |
| 16-I  | Structural & Installation Parts for Ground Communications & Electrical Equipment. . . . .  | 196                    | 456,950                 | 335,195           |
| 16-K  | Airborn Radar Equipment and Maintenance Parts.   | 7,344                  | 156,662,684             | 136,537,407       |
| 16-L  | Telegraph Teletypewriter, Facsimile Equipment and Maintenance Parts . . . . .              | 977                    | 2,507,969               | 1,104,381         |
| 16-M  | Ground Radio Communications Eqpt.&Maint. Parts   | 605                    | 4,748,958               | 1,448,365         |
| 16-N  | Telephone & Wired Audio Eqpt. & Maint. Parts .   | 866                    | 5,544,561               | 2,385,288         |
| 16-O  | Capacitors . . . . .   | 9,714                  | 9,643,147               | 4,245,257         |
| 16-P  | Coils and Transformers . . . . .   | 7,425                  | 10,800,234              | 9,195,867         |
| 16-R  | Switches, Circuit Breakers & Maintenance Parts   | 4,644                  | 13,861,810              | 1,952,143         |
| 16-T  | Relays, Contactors, Solenoids & Maint. Parts .   | 2,595                  | 3,568,759               | 3,587,945         |
| 16-U  | Electrical Insulators, Knobs and Dials . . . .   | 3,769                  | 2,296,690               | 859,110           |
| 17-A  | Shop Machinery, Accessories & Maintenance Parts  | 6,120                  | 1,369,497               | 71,826            |
| 17-B  | Hand Tools, Edge, Non-powered . . . . .  | 9,444                  | 55,672,403              | 13,326,313        |
| 17-C  | Laboratory & Shop Test Inspection Equipment and Maintenance Parts . . . . .                | 7,918                  | 2,405,298               | 901,927           |
| 19-A  | Flying Field and Hangar Equipment . . . . .  | 978                    | 1,598,622               | 2,511             |
| 19-D  | Marine Equipment and Maintenance Parts . . . .   | 7,129                  | 15,862,482              | 619,630           |
| 19-E  | Special Purpose Maint. Parts for Subclasses 19A, F & G Equipment . . . . .                 | 5,427                  | 20,172,485              | 1,688,673         |
| 19-F  | Electrical Generator Sets . . . . .  | 291                    | 252,600                 | 60,118            |
| 19-G  | Materials Handling Equipment . . . . .   | 792                    | 2,223,346               | 251,236           |
| 20-B  | Survival Equipment and Parachutes . . . . .  | 540                    | 13,343,498              | 15,840,913        |
| 21-B  | Notions and Findings . . . . .   | 209                    | 5,505,505               | 157,514           |
| 22  | Lumber and Lumber Products . . . . .   | 670                    | 22,323,407              | 4,751,046         |
| 23-A  | Metals, Ferrous and Non-Ferrous . . . . .  | 4,472                  | 19,216,231              | 11,130,444        |
| 23-B  | Composition Materials . . . . .  | 321                    | 1,686,596               | 1,668,510         |
| 24  | Chemicals . . . . .  | 366                    | 15,596,875              | 6,205,656         |
| 25-B  | Office Supplies . . . . .  | 2,936                  | 23,395,615              | 50,424,085        |
| 28-A  | Individual and Crew Instrument Flying, Landing and Navigation Trainers & Maintenance Parts | 6,521                  | 3,799,494               | 2,917,907         |
| 28-B  | Bombing & Gunnery Training Aids and Devices, Maintenance Parts & Identification Materiel   | 2,035                  | 12,699,094              | 4,254,707         |
| 28-C  | Miscellaneous Training Devices & Maint. Parts  | 30                     | 17,138                  | 107               |
| 28-D  | Radar & Radio Trainers, Training Equipment and Maintenance Part . . . . .                  | 826                    | 864,025                 | 387,467           |
| 29  | Hardware . . . . .   | 21,439                 | 36,063,522              | 8,874,009         |
| 33-A  | Printing Reproduction Binding & Auxiliary Parts  | 1,013                  | 141,084                 | 171               |
| 34-A  | Air Conditioning Refrigerating Eqpt., Accessories and Maintenance Parts . . . . .          | 658                    | 16,259                  | 7,051             |
| 34-B  | Heating, Ventilating, Plumbing, Steamfitting Equipment, Accessories & Maint. Parts . . . . | 1,958                  | 928,390                 | 220,262           |
| 39-C  | Hazard-Detecting Decontaminating and Impregnating Eqpt. and Maint. Parts . . . . .         | 925                    | 677,196                 | 64,486            |

[REDACTED]

TABLE 23 - USAF AIRCRAFT SPARE PARTS - VALUE ON HAND INVENTORY AND VALUE ON ORDER  
AS OF 30 JUNE 1952 (CONTINUED)

| PROPERTY CLASS  | MANUFACTURER OR MAJOR COMPONENTS  | NUMBER OF ACTIVE ITEMS | VALUE ON-HAND INVENTORY | VALUE OF ON-ORDER |
|---|---|------------------------|-------------------------|-------------------|
| <u>COMPONENTS &amp; RELATED SPARE PARTS - Continued</u> |   |                        |                         |                   |
| 40-A  | Furniture and Fixtures . . . . .  | 1,437                  | \$ 382,898              | \$ 316,025        |
| 40-B  | Furnishings . . . . .   | 48                     | 1,553,182               | 877,901           |
| 43  | Packaging Materials . . . . .   | 1,190                  | 15,630,478              | 10,923,144        |
| 51-A  | Complete Engines and Maintenance Parts - Non-Aircraft . . . . .               | 37,117                 | 2,588,947               | 26,524            |
| 51-B  | Engine Electrical System Accessories and Maintenance Parts . . . . .          | 11,095                 | 1,057,361               | 27,267            |
| 51-J  | Engine Air and Oil Filter Strainers, Cleaners and Maintenance Parts . . . . . | 1,151                  | 52,576                  | 567               |
| 51-K  | Engine Cooling and Exhaust System Assemblies and Maintenance Parts . . . . .  | 3,840                  | 53,836                  | 6,665             |
| 56  | Subsistence . . . . .   | 17                     | 14,508                  | -                 |
| 58  | Railroad Equipment and Maintenance Parts . .                                  | 3,398                  | 334,878                 | 94,927            |
| 59  | Building Materials . . . . .  | 1,173                  | 259,989                 | 602,385           |
| 64  | Food Service Equipment and Maintenance Parts                                  | 1,337                  | 1,365,934               | 252,830           |

SOURCE: Aircraft and Armament Division, D/Supply and Services, DCS/M



## **Aircraft Engines**

## **Part VI**



**TABLE 1 - FACTORY ACCEPTANCES OF AIRCRAFT ENGINES  
BY THE USAF  
QUARTERLY FY 1952**

| MANUFACTURER<br>MODEL AND<br>ENGINE SERIES | UNIT POWER<br>(Pounds Thrust<br>or Horsepower) | QUARTERLY - FISCAL YEAR 1952 |                         |             |                         |             |                         |             |                         |
|--|--|------------------------------|-------------------------|-------------|-------------------------|-------------|-------------------------|-------------|-------------------------|
|  |  | 1st Quarter                  |                         | 2nd Quarter |                         | 3rd Quarter |                         | 4th Quarter |                         |
|  |  | Number                       | Average<br>Unit<br>Cost | Number      | Average<br>Unit<br>Cost | Number      | Average<br>Unit<br>Cost | Number      | Average<br>Unit<br>Cost |
| <b>WRIGHT-AERONAUTICAL-Tot</b>             |  | <b>306</b>                   |                         | <b>269</b>  |                         | <b>472</b>  |                         | <b>601</b>  |                         |
| Wrightidge, N.Y.                           |  |                              | \$                      |             | \$                      |             | \$                      |             | \$                      |
| Y35-W-1                                    | 7,220 LBS                                      | -                            | -                       | -           | -                       | -           | -                       | 6           | 270,650                 |
| R-1300-1A                                  | 800 HP   | 55                           | 19,949                  | 16          | 17,268                  | 143         | 16,687                  | 126         | 15,989                  |
| -2A b/                                     | 800 HP   | -                            | -                       | 1           | 21,367                  | 9           | 18,133                  | 3           | 17,729                  |
| -3   | 800 HP   | -                            | -                       | 1           | 20,780                  | 3           | 20,780                  | 1           | 20,780                  |
| R-1820-76A b/                              | 1,425 HP                                       | 2                            | 19,264                  | 8           | 19,462                  | 7           | 22,600                  | 10          | 20,225                  |
| -76B                                       | 1,425 HP                                       | 38                           | 21,661                  | 32          | 19,729                  | 49          | 19,559                  | 40          | 19,635                  |
| -80 b/                                     | 1,475 HP                                       | 4                            | 27,831                  | 8           | 19,845                  | 12          | 22,507                  | 26          | 19,845                  |
| -82 b/                                     | 1,525 HP                                       | -                            | -                       | -           | -                       | -           | -                       | 1           | 24,894                  |
| -103                                       | 1,425 HP                                       | -                            | -                       | 4           | 21,033                  | 10          | 20,137                  | 24          | 19,540                  |
| R-3350-26WA b/                             | 2,700 HP                                       | 102                          | 43,742                  | 84          | 41,066                  | 112         | 40,148                  | 155         | 41,852                  |
| MDAP-30W c/                                | 3,250 HP                                       | -                            | -                       | 9           | 64,311                  | 14          | 56,189                  | 27          | 61,371                  |
| NAVY-30W b/                                | 3,250 HP                                       | 103                          | 65,194                  | 85          | 55,761                  | 24          | 56,189                  | 84          | 61,371                  |
| -34  | 3,250 HP                                       | -                            | -                       | -           | -                       | -           | -                       | 1           | 65,190                  |
| -85  | 3,250 HP                                       | 2                            | 625                     | 21          | 63,888                  | 89          | 58,735                  | 97          | 57,071                  |

**TABLE 1A - RECAPITULATION OF FACTORY ACCEPTANCES OF AIRCRAFT ENGINES**

| MANUFACTURER<br>MODEL AND<br>ENGINE SERIES | UNIT POWER<br>(Pounds Thrust<br>or Horsepower) | QUARTERLY - FISCAL YEAR 1952 |                                      |              |                                      |              |                                      |              |                                      |
|--|--|------------------------------|--------------------------------------|--------------|--------------------------------------|--------------|--------------------------------------|--------------|--------------------------------------|
|  |  | 1st Quarter                  |                                      | 2nd Quarter  |                                      | 3rd Quarter  |                                      | 4th Quarter  |                                      |
|  |  | Number                       | Total<br>Pounds<br>Thrust<br>or H.P. | Number       | Total<br>Pounds<br>Thrust<br>or H.P. | Number       | Total<br>Pounds<br>Thrust<br>or H.P. | Number       | Total<br>Pounds<br>Thrust<br>or H.P. |
| <b>JET ENGINES - TOTAL</b>                 | <b>5,401</b>                                   | <b>1,784</b>                 | <b>\$ 9,496,355</b>                  | <b>2,190</b> | <b>\$11,816,890</b>                  | <b>2,661</b> | <b>\$14,322,895</b>                  | <b>3,238</b> | <b>\$17,683,710</b>                  |
| For USAF                                   | 5,399  | 1,436                        | 7,527,255                            | 1,354        | 7,349,040                            | 1,533        | 8,255,795                            | 2,261        | 12,412,865                           |
| For ARMY                                   | -  | -                            | -                                    | -            | -                                    | -            | -                                    | -            | -                                    |
| For NAVY                                   | 5,554  | 90                           | 553,500                              | 123          | 644,850                              | 58           | 328,100                              | 34           | 167,645                              |
| For MDAP                                   | 5,389  | 258                          | 1,415,600                            | 713          | 3,823,000                            | 1,070        | 5,739,000                            | 943          | 5,103,200                            |
| <b>RECIPROCATING ENGINES -<br/>TOTAL</b>   | <b>1,846</b>                                   | <b>1,491</b>                 | <b>2,793,383</b>                     | <b>1,748</b> | <b>2,772,467</b>                     | <b>2,092</b> | <b>3,773,328</b>                     | <b>2,090</b> | <b>4,358,344</b>                     |
| For USAF                                   | 2,871  | 690                          | 2,043,900                            | 690          | 2,020,050                            | 1,111        | 3,134,275                            | 1,193        | 3,379,000                            |
| For ARMY                                   | 209  | 548                          | 115,463                              | 766          | 160,792                              | 763          | 157,488                              | 493          | 102,409                              |
| For NAVY                                   | 2,168  | 253                          | 634,020                              | 283          | 562,375                              | 204          | 436,065                              | 377          | 789,185                              |
| For MDAP                                   | 3,250  | -                            | -                                    | 9            | 29,250                               | 14           | 45,500                               | 27           | 87,750                               |

a/ USAF FOR ARMY

b/ USAF FOR NAVY

c/ USAF FOR MDAP

d/ General Electric prices quoted are subject to price redetermination

e/ Prices presently not available

SOURCE: Material Statistics Division, D/Statistical Services, DCS/C

**TABLE 1B - FACTORY ACCEPTANCES OF AIRCRAFT ENGINES  
BY THE USAF  
QUARTERLY FY 1952**

(Includes all engines accepted by the USAF for the USAF, ARMY, NAVY and MDAF)

| MANUFACTURER<br>MODEL AND<br>ENGINE SERIES | UNIT POWER<br>(Pounds Thrust<br>or<br>Horsepower) | QUARTERLY - FISCAL YEAR 1952 |                         |              |                         |              |                         |              |                         |
|--|---|------------------------------|-------------------------|--------------|-------------------------|--------------|-------------------------|--------------|-------------------------|
|  |   | 1st Quarter                  |                         | 2nd Quarter  |                         | 3rd Quarter  |                         | 4th Quarter  |                         |
|  |   | Number                       | Average<br>Unit<br>Cost | Number       | Average<br>Unit<br>Cost | Number       | Average<br>Unit<br>Cost | Number       | Average<br>Unit<br>Cost |
| <b>TOTAL . . . .</b>                       |   | <b>3,275</b>                 |                         | <b>3,938</b> |                         | <b>4,753</b> |                         | <b>5,328</b> |                         |
| <b>AIRCOOLED MOTORS-Total.</b>             |   | <b>118</b>                   |                         | <b>259</b>   |                         | <b>387</b>   |                         | <b>236</b>   |                         |
| <b>Syracuse, N.Y.</b>                      |   |                              |                         |              |                         |              |                         |              |                         |
| 0-335-4 . . . .                            | 200 HP  | -                            |                         | (23)         | 2,525                   | -            |                         | -            |                         |
| 0-335-4 b/ . . . .                         | 200 HP  | 11                           | 2,545                   | (27)         | 2,510                   | -            |                         | -            |                         |
| YO & 0-335-5 a/ . . . .                    | 200 HP  | (71)                         | 2,520                   | (129)        | 2,493                   | 387          | 2,627                   | 200          | 2,627                   |
|  |   | (26)                         | 2,493                   | (53)         | 2,627                   | -            |                         | -            |                         |
| YO & 0-335-6 b/ . . . .                    | 200 HP  | 10                           | 2,600                   | 27           | 2,600                   | -            |                         | -            |                         |
| 0-425-1 b/ . . . .                         | 245 HP  | -                            | -                       | -            | -                       | -            |                         | 36           | 7,677                   |
| <b>ALLISON - Total</b>                     |   | <b>916</b>                   |                         | <b>1,270</b> |                         | <b>1,454</b> |                         | <b>1,737</b> |                         |
| <b>Indianapolis, Ind.</b>                  |   |                              |                         |              |                         |              |                         |              |                         |
| J33-A-16 b/ . . . .                        | 6,150 LBS   | 90                           | 34,598                  | 51           | 34,598                  | 6            | 34,598                  | -            | -                       |
| -31. . . . .                               | 4,600 LBS   | 7                            | 18,527                  | -            | -                       | -            | -                       | -            | -                       |
| -33A . . . . .                             | 4,600 LBS   | 258                          | 30,820                  | 65           | 30,255                  | 184          | 29,925                  | -            | -                       |
| -35. . . . .                               | 4,600 LBS   | 131                          | 20,650                  | 178          | 20,650                  | 265          | 19,455                  | 474          | 19,455                  |
| -35 b/ . . . . .                           | 4,600 LBS   | -                            | -                       | 72           | 20,650                  | -            | -                       | 19           | 19,455                  |
| -35 c/ . . . . .                           | 4,600 LBS   | -                            | -                       | 83           | 20,650                  | 113          | 19,455                  | -            | -                       |
| -37. . . . .                               | 4,600 LBS   | -                            | -                       | -            | -                       | 3            | 18,625                  | 14           | 18,625                  |
| J35-A-21A . . . . .                        | 5,100 LBS   | 62                           | 41,780                  | -            | -                       | -            | -                       | -            | -                       |
| -27. . . . .                               | 5,000 LBS   | -                            | -                       | 9            | 49,750                  | 11           | 37,385                  | 7            | 37,385                  |
| -29. . . . .                               | 5,600 LBS   | 183                          | 35,300                  | 352          | 35,300                  | 176          | 34,445                  | 440          | 34,445                  |
| -29 b/ . . . . .                           | 5,600 LBS   | -                            | 35,300                  | -            | 35,300                  | 52           | 34,445                  | 12           | 34,445                  |
| -29 c/ . . . . .                           | 5,600 LBS   | 185                          | 35,300                  | 413          | 35,300                  | 607          | 34,445                  | 499          | 34,445                  |
| -33. . . . .                               | 5,600 LBS   | -                            | -                       | 47           | 41,780                  | 37           | 40,450                  | 148          | 40,450                  |
| -33A . . . . .                             | 5,600 LBS   | -                            | -                       | -            | -                       | -            | -                       | 121          | 41,380                  |
| J71-A-3 . . . . .                          | 9,700 LBS   | -                            | -                       | -            | -                       | -            | -                       | 2            | 223,287                 |
| T40-A-6 b/ . . . . .                       | 1,225 LBS   | -                            | -                       | -            | -                       | -            | -                       | 1            | 146,200                 |
| <b>CONTINENTAL MOTORS-Tot.</b>             |   | <b>472</b>                   |                         | <b>633</b>   |                         | <b>416</b>   |                         | <b>355</b>   |                         |
| <b>Muskegon, Mich.</b>                     |   |                              |                         |              |                         |              |                         |              |                         |
| 0-470-11 a/ . . . .                        | 213 HP  | 451                          | 2,401                   | 584          | 2,674                   | 376          | 2,674                   | 293          | 2,674                   |
| <b>Detroit, Mich.</b>                      |   |                              |                         |              |                         |              |                         |              |                         |
| R-975-34 b/ . . . .                        | 525 HP  | 20                           | 41,874                  | 49           | 41,874                  | 38           | 23,499                  | 24           | 20,064                  |
| -40 c/ . . . . .                           | 420 HP  | 1                            | 17,587                  | -            | -                       | 2            | 20,993                  | 2            | 20,993                  |
| -42 c/ . . . . .                           | 525 HP  | -                            | -                       | -            | -                       | -            | -                       | 36           | 20,540                  |
| <b>GENERAL ELECTRIC-Total.</b>             |   | <b>855</b>                   |                         | <b>894</b>   |                         | <b>1,175</b> |                         | <b>1,440</b> |                         |
| <b>West Lynn, Mass.</b>                    |   |                              |                         |              |                         |              |                         |              |                         |
| J47-GE-11 . . . . .                        | 5,200 LBS   | 89                           | 38,190                  | -            | -                       | -            | -                       | -            | -                       |
| -13 . . . . .                              | 5,200 LBS   | 15                           | 49,560                  | 73           | 49,560                  | -            | -                       | -            | -                       |
| -13 c/ . . . . .                           | 5,200 LBS   | 73                           | 49,560                  | 217          | 49,560                  | 350          | 47,267                  | 444          | 43,087                  |
| -17 . . . . .                              | 5,425 LBS   | 3                            | 66,710                  | 25           | 66,710                  | 40           | 66,710                  | 41           | 66,710                  |
| -19 . . . . .                              | 5,200 LBS   | 191                          | 40,388                  | 21           | 40,388                  | -            | -                       | -            | -                       |
| -23 . . . . .                              | 5,620 LBS   | 484                          | 47,836                  | 503          | 48,999                  | 297          | 58,536                  | 399          | 53,508                  |
| -25 . . . . .                              | 5,700 LBS   | -                            | -                       | 27           | 47,754                  | 345          | 42,346                  | 235          | 42,066                  |
| -27 . . . . .                              | 5,910 LBS   | -                            | -                       | 28           | 49,306                  | 143          | 43,422                  | 319          | 43,339                  |
| -27 b/ . . . . .                           | 5,910 LBS   | -                            | -                       | -            | -                       | -            | -                       | 2            | 43,339                  |
| <b>PRATT &amp; WHITNEY - Total</b>         |   | <b>608</b>                   |                         | <b>613</b>   |                         | <b>849</b>   |                         | <b>959</b>   |                         |
| <b>East Hartford, Conn.</b>                |   |                              |                         |              |                         |              |                         |              |                         |
| J48-P-5 . . . . .                          | 6,350 LBS   | 8                            | 67,697                  | 16           | 67,693                  | 17           | 74,059                  | 29           | 74,059                  |
| Y357-P-3 . . . . .                         | 8,700 LBS   | 5                            | 17,000                  | 9            | 17,000                  | 14           | 17,000                  | 26           | 17,000                  |
| Y734-P-1 . . . . .                         | 1,275 LBS   | -                            | -                       | 1            | 17,500                  | 1            | 17,500                  | -            | -                       |
| R-1340-57 . . . . .                        | 600 HP  | 5                            | e/                      | 12           | e/                      | 23           | e/                      | 35           | e/                      |
| R-2800-97 . . . . .                        | 2,100 HP  | 15                           | 33,661                  | 29           | 33,661                  | 6            | 35,247                  | 34           | 35,247                  |
| R-4360-20W,WA . . . . .                    | 3,250 HP  | 119                          | 52,891                  | 315          | 52,891                  | 331          | 56,153                  | 230          | 56,153                  |
| -35B . . . . .                             | 3,250 HP  | 26                           | 48,557                  | 21           | 48,557                  | 46           | 52,654                  | 127          | 52,654                  |
| -35C . . . . .                             | 3,250 HP  | 158                          | 47,644                  | -            | -                       | -            | -                       | -            | -                       |
| -41A . . . . .                             | 3,250 HP  | 122                          | 51,561                  | 2            | 51,561                  | -            | -                       | -            | -                       |
| -53 . . . . .                              | 3,900 HP  | 144                          | 73,501                  | 154          | 73,501                  | 227          | 75,842                  | 245          | 75,842                  |
| -59B . . . . .                             | 3,250 HP  | 6                            | 60,998                  | 54           | 60,998                  | 184          | 62,532                  | 231          | 62,532                  |
| -63 . . . . .                              | 3,400 HP  | -                            | -                       | -            | -                       | -            | -                       | 2            | 63,474                  |

TABLE 2—NUMBER OF SELECTED AIRPLANE ENGINES REMOVED FOR MAJOR OVERHAUL WITH AVERAGE OPERATING HOURS SINCE MANUFACTURE OR MAJOR OVERHAUL QUARTERLY FY 1952 — BY TYPE OF ENGINE

| TYPE OF ENGINE | 1st QUARTER     |                                    | 2nd QUARTER     |                                    | 3rd QUARTER     |                                    | 4th QUARTER     |                                    |
|----------------|-----------------|------------------------------------|-----------------|------------------------------------|-----------------|------------------------------------|-----------------|------------------------------------|
|                | Engines Removed | Average Operating Hours Per Engine | Engines Removed | Average Operating Hours Per Engine | Engines Removed | Average Operating Hours Per Engine | Engines Removed | Average Operating Hours Per Engine |
| J-33 . . . .   | 259             | 157                                | 565             | 169                                | 465             | 182                                | 616             | 180                                |
| J-35 . . . .   | 225             | 89                                 | 553             | 102                                | 553             | 96                                 | 772             | 109                                |
| J-47 . . . .   | 131             | 115                                | 458             | 108                                | 569             | 107                                | 741             | 115                                |
| J-57 . . . .   | a/              | a/                                 | a/              | a/                                 | a/              | a/                                 | 2               | 165                                |
| R-755 . . . .  | a/              | a/                                 | a/              | a/                                 | 1               | 783                                | 1               | 257                                |
| R-985 . . . .  | 145             | 878                                | 148             | 952                                | 146             | 980                                | 154             | 1,040                              |
| R-1300 . . . . | 12              | 342                                | 20              | 278                                | 42              | 300                                | 91              | 403                                |
| R-1340 . . . . | 109             | 924                                | 250             | 1,001                              | 250             | 887                                | 176             | 827                                |
| R-1820 . . . . | a/              | a/                                 | 105             | 685                                | 89              | 562                                | 91              | 523                                |
| R-1830 . . . . | 341             | 819                                | 494             | 822                                | 480             | 771                                | 536             | 822                                |
| R-2000 . . . . | 213             | 742                                | 563             | 768                                | 290             | 106                                | 542             | 806                                |
| R-2600 . . . . | 303             | 605                                | 355             | 630                                | 297             | 699                                | 381             | 1,134                              |
| R-2800 . . . . | 126             | 492                                | 351             | 712                                | 299             | 678                                | 373             | 682                                |
| R-3350 . . . . | 367             | 308                                | 1,612           | 321                                | 1,103           | 325                                | 1,240           | 327                                |
| R-4360 . . . . | 296             | 383                                | 754             | 417                                | 708             | 424                                | 719             | 395                                |
| V-32 . . . .   | a/              | a/                                 | a/              | a/                                 | 3               | 235                                | 13              | 161                                |
| V-1650 . . . . | 221             | 206                                | 473             | 201                                | 442             | 192                                | 368             | 204                                |
| V-1710 . . . . | 8               | 287                                | a/              | a/                                 | 9               | 188                                | 5               | 193                                |
| O-170 . . . .  | a/              | a/                                 | a/              | a/                                 | 2               | 590                                | 5               | 462                                |
| O-425 . . . .  | a/              | a/                                 | a/              | a/                                 | 1               | 209                                | 5               | 213                                |
| O-435 . . . .  | a/              | a/                                 | a/              | a/                                 | 9               | 162                                | 14              | 375                                |
| O-470 . . . .  | a/              | a/                                 | a/              | a/                                 | 2               | 949                                | 3               | 304                                |

a/ No removals reported

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 3—AVERAGE MANHOURS EXPENDED PER MAJOR AIRPLANE ENGINE OVERHAUL AT AIR MATERIEL COMMAND AIR DEPOT IN CONTINENTAL U.S. FY 1952 — BY TYPE OF ENGINE

Data are based on the number of engines overhauled on a work-order basis. Engines on a specific work-order are reflected in the reporting period in which the work-order is completed and not within the reporting period of the actual overhaul.

| TYPE OF ENGINE | 30 SEPTEMBER 1951  |                              | 31 DECEMBER 1951   |                              | 31 MARCH 1952      |                              | 30 JUNE 1952       |                              |
|----------------|--------------------|------------------------------|--------------------|------------------------------|--------------------|------------------------------|--------------------|------------------------------|
|                | Engines Overhauled | Average Man-Hours Per Engine | Engines Overhauled | Average Man-Hours Per Engine | Engines Overhauled | Average Man-Hours Per Engine | Engines Overhauled | Average Man-Hours Per Engine |
| J-33 . . . .   | 406                | 413.9                        | 387                | 520.9                        | 273                | 587.2                        | 349                | 583.9                        |
| J-35 . . . .   | 305                | 523.4                        | 420                | 591.3                        | 189                | 624.2                        | 736                | 676.7                        |
| J-47 . . . .   | 247                | 449.8                        | 149                | 595.3                        | 178                | 624.1                        | 457                | 598.9                        |
| R-985 . . . .  | 44                 | 225.8                        | 125                | 250.2                        | 137                | 209.5                        | a/                 | a/                           |
| R-1340 . . . . | 330                | 245.3                        | 431                | 449.0                        | 484                | 256.1                        | 215                | 250.9                        |
| R-1820 . . . . | a/                 | a/                           | a/                 | a/                           | 4                  | 541.4                        | a/                 | a/                           |
| R-1830 . . . . | 521                | 380.6                        | 518                | 470.5                        | 380                | 484.4                        | a/                 | a/                           |
| R-2000 . . . . | 870                | 409.4                        | 79                 | 558.1                        | 983                | 452.9                        | 332                | 561.9                        |
| R-2600 . . . . | 450                | 354.4                        | 1,072              | 403.3                        | 300                | 422.7                        | 1,263              | 481.1                        |
| R-2800 . . . . | 365                | 534.2                        | 680                | 609.3                        | 216                | 595.9                        | 1,023              | 521.5                        |
| R-3350 . . . . | 1,508              | 560.9                        | 833                | 570.0                        | 648                | 668.2                        | 1,135              | 641.4                        |
| R-4360 . . . . | 727                | 1,070.7                      | 600                | 1,296.0                      | 549                | 1,434.5                      | 625                | 482.9                        |
| V-1650 . . . . | 685                | 446.5                        | 335                | 569.8                        | 351                | 503.3                        | 300                | 507.6                        |
| V-1710 . . . . | 22                 | 431.8                        | 10                 | 606.3                        | 21                 | 638.5                        | a/                 | a/                           |

a/ No overhauls during quarter or insufficient engines disassembled to provide a reliable average

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 4 -  
INVENTORY AND STATUS OF SPARE AIRCRAFT ENGINES IN CONTINENTAL U.S.  
QUARTERLY - FY 1952

| TYPE OF ENGINE    | 30 SEPTEMBER 1951 |               |               | 31 DECEMBER 1951 |               |               | 31 MARCH 1952 |               |               | 30 JUNE 1952  |               |               |
|-------------------|-------------------|---------------|---------------|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
|                   | TOTAL             | Service-able  | Repar-able    | TOTAL            | Service-able  | Repar-able    | TOTAL         | Service-able  | Repar-able    | TOTAL         | Service-able  | Repar-able    |
| <b>TOTAL</b>      | <b>53,872</b>     | <b>22,075</b> | <b>31,797</b> | <b>58,994</b>    | <b>21,405</b> | <b>37,589</b> | <b>59,558</b> | <b>20,688</b> | <b>38,870</b> | <b>59,413</b> | <b>21,059</b> | <b>38,354</b> |
| J-30 . . . . .    | -                 | -             | -             | 2                | 2             | -             | -             | -             | -             | -             | -             | -             |
| J-31 . . . . .    | 9                 | 6             | 3             | 9                | 7             | 2             | 12            | 6             | 6             | 14            | 7             | 7             |
| J-33 . . . . .    | 3,239             | 1,973         | 1,266         | 2,892            | 1,702         | 1,190         | 3,206         | 1,583         | 1,623         | 3,141         | 1,606         | 1,535         |
| J-34 . . . . .    | 4                 | 2             | 2             | 3                | 1             | 2             | 3             | 1             | 2             | 7             | 1             | 6             |
| J-35 . . . . .    | 3                 | 3             | -             | -                | -             | -             | -             | -             | -             | -             | -             | -             |
| J-35 . . . . .    | 2,188             | 869           | 1,319         | 2,893            | 1,166         | 1,727         | 2,930         | 945           | 1,985         | 2,949         | 1,026         | 1,923         |
| J-45 . . . . .    | 1                 | 1             | -             | -                | -             | -             | -             | -             | -             | -             | -             | -             |
| J-47 . . . . .    | 3,463             | 2,378         | 1,085         | 3,747            | 2,334         | 1,413         | 3,653         | 2,177         | 1,476         | 3,991         | 2,410         | 1,581         |
| J-48 . . . . .    | 1                 | -             | -             | 1                | 1             | -             | 4             | 3             | 1             | 7             | 4             | 3             |
| J-57 . . . . .    | -                 | -             | -             | -                | -             | -             | -             | -             | -             | 1             | 1             | -             |
| J-65 . . . . .    | -                 | -             | -             | -                | -             | -             | 2             | 2             | -             | 1             | 1             | -             |
| R-340 . . . . .   | 2                 | 2             | -             | -                | -             | -             | -             | -             | -             | -             | -             | -             |
| R-670 . . . . .   | 60                | 55            | 5             | 61               | 56            | 5             | 61            | 56            | 5             | 64            | 56            | 8             |
| R-680 . . . . .   | 295               | 215           | 80            | 256              | 216           | 40            | 258           | 218           | 40            | 249           | 209           | 40            |
| R-755 . . . . .   | 12                | 6             | 6             | 12               | -             | 12            | 9             | 1             | 8             | 11            | -             | 11            |
| R-975 . . . . .   | 2                 | -             | 2             | 2                | -             | 2             | 2             | -             | 2             | 2             | -             | 2             |
| R-985 . . . . .   | 3,480             | 1,175         | 2,305         | 3,235            | 1,220         | 2,015         | 3,240         | 1,066         | 2,174         | 2,916         | 1,050         | 1,866         |
| R-1300 . . . . .  | 182               | 50            | 132           | 132              | 62            | 70            | 103           | 47            | 56            | 125           | 64            | 61            |
| R-1340 . . . . .  | 2,096             | 522           | 1,574         | 1,510            | 620           | 890           | 1,196         | 515           | 681           | 1,252         | 592           | 660           |
| R-1820 . . . . .  | 657               | 371           | 286           | 1,724            | 534           | 1,190         | 1,690         | 429           | 1,261         | 1,680         | 311           | 1,369         |
| R-1830 . . . . .  | 1,875             | 1,405         | 470           | 4,179            | 1,373         | 2,806         | 4,016         | 1,156         | 2,860         | 3,956         | 878           | 3,078         |
| R-2000 . . . . .  | 1,761             | 626           | 1,135         | 1,218            | 476           | 742           | 1,413         | 511           | 902           | 1,337         | 573           | 764           |
| R-2180 . . . . .  | 8                 | 8             | -             | 8                | -             | -             | 8             | 8             | -             | 8             | 8             | -             |
| R-2600 . . . . .  | 2,668             | 511           | 2,157         | 3,187            | 1,057         | 2,130         | 2,584         | 1,388         | 1,196         | 2,697         | 1,781         | 916           |
| R-2800 . . . . .  | 8,827             | 3,408         | 5,419         | 8,989            | 3,274         | 5,715         | 8,971         | 3,228         | 5,743         | 8,365         | 3,336         | 5,029         |
| R-3350 . . . . .  | 11,204            | 2,962         | 8,242         | 11,989           | 2,520         | 9,469         | 12,359        | 2,404         | 9,955         | 12,358        | 2,510         | 9,848         |
| R-4360 . . . . .  | 2,274             | 1,318         | 956           | 2,059            | 932           | 1,127         | 2,495         | 1,021         | 1,474         | 2,809         | 1,049         | 1,760         |
| O-170 . . . . .   | 277               | 96            | 181           | 486              | 314           | 172           | 489           | 300           | 189           | 498           | 287           | 211           |
| O-190 . . . . .   | 206               | 135           | 71            | 208              | 93            | 115           | 247           | 113           | 134           | 260           | 86            | 174           |
| O-200 . . . . .   | 21                | 16            | 5             | 22               | 17            | 5             | 19            | 14            | 5             | 20            | 14            | 6             |
| O-205 . . . . .   | 37                | 24            | 13            | 6                | 3             | 3             | 29            | 20            | 9             | 46            | 25            | 21            |
| O-290 . . . . .   | 15                | 10            | 5             | 14               | 9             | 5             | 91            | 77            | 14            | 118           | 79            | 39            |
| O-300 . . . . .   | 63                | 49            | 14            | 61               | 47            | 14            | 62            | 47            | 15            | 60            | 46            | 14            |
| O-335 . . . . .   | 13                | 8             | 5             | 66               | 22            | 44            | 311           | 237           | 74            | 399           | 287           | 112           |
| O-405 . . . . .   | 86                | 79            | 7             | 86               | 80            | 6             | 82            | 76            | 6             | 95            | 88            | 7             |
| O-425 . . . . .   | 124               | 42            | 81            | 123              | 25            | 98            | 134           | 16            | 118           | 138           | 6             | 132           |
| O-435 . . . . .   | 1,014             | 218           | 796           | 984              | 190           | 794           | 1,115         | 300           | 815           | 1,177         | 338           | 839           |
| O-470 . . . . .   | 234               | 164           | 70            | 414              | 287           | 127           | 507           | 242           | 265           | 541           | 71            | 470           |
| O-861-C . . . . . | -                 | -             | -             | 6                | 6             | -             | 6             | 6             | -             | 6             | 6             | -             |
| E-005 . . . . .   | 48                | 6             | 42            | 49               | 6             | 43            | 41            | 5             | 36            | 51            | 6             | 45            |
| E-225 . . . . .   | 2                 | 2             | -             | 2                | 2             | -             | 3             | 2             | 1             | 1             | -             | 1             |
| C-010 . . . . .   | -                 | -             | -             | 1                | 1             | -             | -             | -             | -             | -             | -             | -             |
| C-013 . . . . .   | -                 | -             | -             | 1                | 1             | -             | -             | -             | -             | -             | -             | -             |
| L-440 . . . . .   | 106               | 106           | -             | 106              | 106           | -             | 108           | 106           | 2             | 109           | 106           | 3             |
| V-1650 . . . . .  | 3,842             | 1,699         | 2,143         | 4,489            | 1,696         | 2,793         | 4,544         | 1,364         | 3,180         | 4,505         | 1,031         | 3,474         |
| V-1710 . . . . .  | 447               | 239           | 208           | 565              | 300           | 265           | 615           | 304           | 311           | 454           | 250           | 204           |
| V-3420 . . . . .  | 2                 | 1             | 1             | 2                | 1             | 1             | 2             | 1             | 1             | 2             | 1             | 1             |
| V-032 . . . . .   | 3,024             | 1,313         | 1,711         | 3,195            | 638           | 2,557         | 2,938         | 693           | 2,245         | 2,993         | 859           | 2,134         |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.



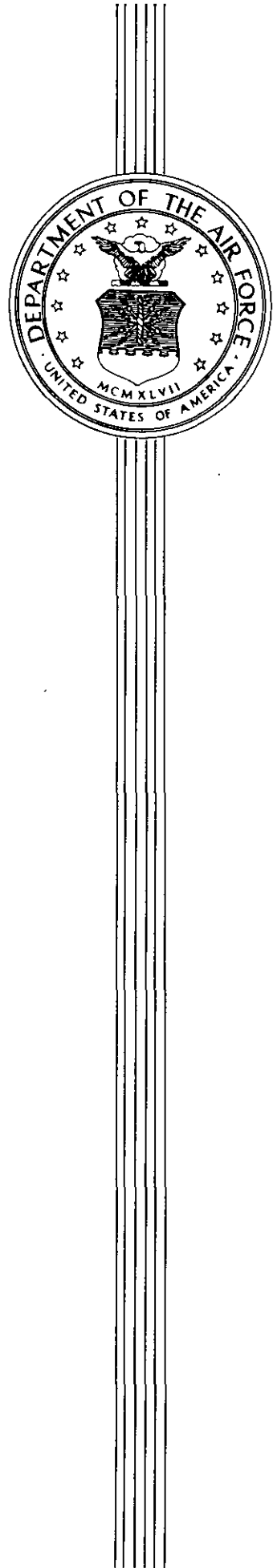
TABLE 4 (CONT) -  
INVENTORY AND STATUS OF SPARE AIRCRAFT ENGINES IN OVERSEAS COMMANDS  
QUARTERLY - FY 1952

| COMMAND AND TYPE OF ENGINE              | 30 SEPTEMBER 1951 |              |             | 31 DECEMBER 1951 |              |             | 31 MARCH 1952 |              |             | 30 JUNE 1952 |              |             |
|---|-------------------|--------------|-------------|------------------|--------------|-------------|---------------|--------------|-------------|--------------|--------------|-------------|
|   | TOTAL             | Service-able | Repair-able | TOTAL            | Service-able | Repair-able | TOTAL         | Service-able | Repair-able | TOTAL        | Service-able | Repair-able |
| <b>TOTAL</b>                            | <b>4,869</b>      | <b>3,973</b> | <b>896</b>  | <b>5,022</b>     | <b>4,150</b> | <b>872</b>  | <b>4,832</b>  | <b>3,971</b> | <b>861</b>  | <b>6,117</b> | <b>5,169</b> | <b>948</b>  |
| <b>ALASKAN AIR COMMAND.</b>             | 436               | 326          | 110         | 307              | 275          | 32          | 331           | 263          | 68          | 342          | 233          | 109         |
| J-33                                    | 153               | 126          | 32          | 93               | 85           | 8           | 84            | 61           | 23          | 55           | 23           | 22          |
| J-47                                    | -                 | -            | -           | -                | -            | -           | -             | -            | -           | -            | -            | -           |
| R-755                                   | 6                 | 4            | 2           | 3                | 2            | 1           | 8             | 6            | 2           | 6            | 6            | 1           |
| R-985                                   | 29                | 24           | 5           | 10               | 10           | -           | 16            | 16           | -           | 15           | 14           | -           |
| R-1340                                  | 1                 | 1            | -           | -                | -            | -           | -             | -            | -           | -            | -            | -           |
| R-1820                                  | 82                | 59           | 23          | 14               | 13           | 1           | 15            | 14           | 1           | 20           | 14           | 6           |
| R-1830                                  | 22                | 8            | 14          | 67               | 55           | 12          | 84            | 59           | 25          | 86           | 62           | 24          |
| R-2000                                  | 48                | 33           | 15          | 34               | 29           | 5           | 29            | 23           | 6           | 25           | 14           | 11          |
| R-2800                                  | 17                | 12           | 5           | 12               | 12           | -           | 10            | 9            | 1           | 12           | 12           | -           |
| R-3350                                  | 34                | 32           | 2           | 25               | 25           | -           | 36            | 32           | 4           | 34           | 34           | -           |
| R-4360                                  | 3                 | 3            | -           | 3                | 3            | -           | 5             | 5            | -           | 8            | 8            | -           |
| O-335                                   | 3                 | 3            | -           | 3                | 3            | -           | 4             | 4            | -           | 4            | 4            | -           |
| O-425                                   | 4                 | 2            | 2           | 4                | 2            | 2           | 2             | 2            | 1           | 3            | 2            | 1           |
| O-435                                   | 7                 | 5            | 2           | 4                | 3            | 1           | 2             | 1            | 1           | 4            | 3            | 1           |
| O-470                                   | -                 | -            | -           | 3                | 3            | -           | 2             | 2            | -           | 2            | 2            | -           |
| V-1710                                  | 18                | 10           | 8           | 27               | 26           | 1           | 28            | 26           | 2           | 33           | 29           | 4           |
| V-032                                   | 4                 | 4            | -           | 4                | 4            | -           | 3             | 3            | -           | 45           | 6            | 39          |
| V-1650                                  | -                 | -            | -           | 1                | -            | 1           | -             | -            | -           | -            | -            | -           |
| <b>CARIBBEAN AIR COMMAND.</b>           | 75                | 58           | 17          | 178              | 130          | 48          | 114           | 92           | 22          | 94           | 85           | 9           |
| O-425                                   | 13                | 11           | 2           | 28               | 24           | 4           | 13            | 12           | 1           | 15           | 12           | 3           |
| O-435                                   | 3                 | 2            | 1           | 12               | 10           | 2           | 6             | 6            | -           | 5            | 5            | -           |
| O-470                                   | 3                 | 3            | -           | 6                | 6            | -           | 6             | 6            | -           | 7            | 6            | 1           |
| R-985                                   | 2                 | 2            | -           | 4                | 4            | -           | 4             | 4            | -           | 4            | 3            | 1           |
| R-1820                                  | 8                 | 7            | 1           | 32               | 20           | 12          | 17            | 16           | 1           | 15           | 15           | -           |
| R-1830                                  | 37                | 26           | 11          | 76               | 50           | 26          | 56            | 40           | 16          | 36           | 32           | 4           |
| R-2000                                  | 4                 | 3            | 1           | 12               | 8            | 4           | 6             | 4            | 2           | 6            | 6            | -           |
| R-2800                                  | 5                 | 4            | 1           | 8                | 8            | -           | 6             | 4            | 2           | 6            | 6            | -           |
| <b>US AIR FORCES IN EUROPE.</b>         | 642               | 522          | 120         | 806              | 656          | 150         | 990           | 850          | 140         | 1,823        | 1,649        | 174         |
| J-33                                    | 28                | 26           | 2           | 49               | 48           | 1           | 79            | 77           | 2           | 153          | 149          | 4           |
| J-35                                    | 74                | 43           | 31          | 98               | 74           | 24          | 162           | 140          | 22          | 503          | 453          | 50          |
| J-47                                    | 5                 | 4            | 1           | 87               | 73           | 14          | 67            | 58           | 9           | 95           | 93           | 2           |
| R-985                                   | 7                 | 7            | -           | 12               | 12           | -           | 12            | 12           | -           | 14           | 14           | -           |
| R-1340                                  | 1                 | 1            | -           | 5                | 1            | 4           | 1             | 1            | -           | 12           | 9            | 3           |
| R-1820                                  | 23                | 22           | 1           | 22               | 18           | 4           | 18            | 13           | 5           | 25           | 23           | 2           |
| R-1830                                  | 64                | 56           | 8           | 93               | 52           | 41          | 96            | 54           | 42          | 168          | 120          | 48          |
| R-2000                                  | 89                | 82           | 7           | 73               | 63           | 10          | 76            | 72           | 4           | 122          | 118          | 4           |
| R-2800                                  | 69                | 57           | 12          | 56               | 36           | 20          | 82            | 62           | 20          | 98           | 93           | 5           |
| R-3350                                  | 191               | 160          | 31          | 196              | 186          | 10          | 181           | 172          | 9           | 350          | 319          | 31          |
| R-4360                                  | 60                | 54           | 6           | 75               | 67           | 8           | 115           | 98           | 17          | 138          | 123          | 15          |
| O-335                                   | -                 | -            | -           | 2                | 2            | -           | 4             | 2            | 2           | 1            | -            | 1           |
| O-435                                   | 2                 | -            | 2           | 24               | 16           | 8           | 47            | 44           | 3           | 78           | 78           | 1           |
| O-470                                   | 16                | -            | 16          | -                | -            | -           | 42            | 37           | 5           | 49           | 40           | 9           |
| V-032D                                  | 13                | 10           | 3           | 14               | 10           | 4           | 8             | 8            | -           | 17           | 17           | -           |
| <b>FAR EAST AIR FORCES COMMAND.</b>     | 3,000             | 2,456        | 544         | 2,972            | 2,504        | 468         | 2,780         | 2,227        | 553         | 3,299        | 2,683        | 616         |
| J-33                                    | 715               | 624          | 91          | 610              | 485          | 125         | 406           | 304          | 102         | 563          | 463          | 100         |
| J-35                                    | 358               | 293          | 65          | 171              | 160          | 11          | 180           | 146          | 34          | 289          | 270          | 19          |
| J-47                                    | 122               | 76           | 46          | 156              | 118          | 38          | 103           | 67           | 36          | 72           | 31           | 41          |
| O-170                                   | 13                | 13           | -           | 10               | 9            | 1           | 5             | 4            | 1           | 4            | 4            | -           |
| O-190                                   | 11                | 11           | -           | 31               | 31           | -           | 27            | 26           | 1           | 29           | 22           | 7           |
| O-205                                   | 3                 | 3            | -           | 8                | 8            | -           | 5             | 5            | -           | 5            | 5            | -           |
| O-335                                   | 3                 | 3            | -           | 5                | 5            | -           | 4             | 2            | 2           | 8            | 6            | 2           |
| O-405                                   | 1                 | 1            | -           | 1                | 1            | -           | 1             | 1            | -           | 1            | -            | 1           |
| O-435                                   | 47                | 43           | 4           | 61               | 59           | 2           | 93            | 84           | 9           | 84           | 78           | 6           |
| O-470                                   | 84                | 82           | 2           | 53               | 46           | 7           | 34            | 28           | 6           | 79           | 31           | 48          |
| R-985                                   | 64                | 54           | 10          | 49               | 46           | 3           | 54            | 44           | 10          | 73           | 60           | 13          |
| R-1340                                  | 51                | 36           | 15          | 44               | 37           | 7           | 63            | 50           | 13          | 129          | 113          | 16          |
| V-1650                                  | 186               | 127          | 59          | 169              | 121          | 48          | 152           | 129          | 23          | 225          | 174          | 51          |
| V-1710                                  | 39                | 32           | 7           | 42               | 37           | 5           | 52            | 28           | 24          | 2            | -            | 2           |
| R-1820                                  | 130               | 127          | 3           | 96               | 91           | 5           | 91            | 62           | 29          | 127          | 111          | 16          |
| R-1830                                  | 183               | 170          | 13          | 160              | 129          | 31          | 183           | 129          | 54          | 228          | 176          | 52          |
| R-2000                                  | 184               | 150          | 34          | 231              | 198          | 33          | 131           | 110          | 21          | 176          | 162          | 14          |
| R-2800                                  | 187               | 164          | 23          | 194              | 170          | 24          | 202           | 144          | 58          | 262          | 191          | 71          |
| R-3350                                  | 393               | 301          | 92          | 357              | 302          | 55          | 305           | 268          | 37          | 285          | 171          | 114         |
| R-4360                                  | 94                | 86           | 8           | 63               | 46           | 17          | 90            | 74           | 16          | 125          | 125          | -           |
| V-032                                   | 132               | 60           | 72          | 461              | 405          | 56          | 599           | 522          | 77          | 533          | 490          | 43          |
| <b>JOINT BRAZIL US-MILITARY COMMAND</b> | -                 | -            | -           | -                | -            | -           | 24            | 23           | 1           | 23           | 22           | 1           |
| R-1820                                  | -                 | -            | -           | -                | -            | -           | 15            | 15           | -           | 15           | 15           | -           |
| R-1830                                  | -                 | -            | -           | -                | -            | -           | 8             | 8            | -           | 7            | 7            | -           |

TABLE 4 (CONT) -  
INVENTORY AND STATUS OF SPARE AIRCRAFT ENGINES IN OVERSEAS COMMANDS  
QUARTERLY - FY 1952

| COMMAND<br>AND<br>TYPE<br>OF<br>ENGINE             | 30 SEPTEMBER 1951     |                  |                | 31 DECEMBER 1951      |                  |                | 31 MARCH 1952         |                  |                | 30 JUNE 1952          |                  |                |
|--|-----------------------|------------------|----------------|-----------------------|------------------|----------------|-----------------------|------------------|----------------|-----------------------|------------------|----------------|
|  | T<br>O<br>T<br>A<br>L | Service-<br>able | Repar-<br>able | T<br>O<br>T<br>A<br>L | Service-<br>able | Repar-<br>able | T<br>O<br>T<br>A<br>L | Service-<br>able | Repar-<br>able | T<br>O<br>T<br>A<br>L | Service-<br>able | Repar-<br>able |
| <b>MILITARY AIR TRANSPORT SERVICE<br/>OVERSEAS</b> | <u>442</u>            | <u>386</u>       | <u>56</u>      | <u>491</u>            | <u>378</u>       | <u>113</u>     | <u>361</u>            | <u>323</u>       | <u>38</u>      | <u>355</u>            | <u>331</u>       | <u>24</u>      |
| J-47 . . . . .                                     | 1                     | 1                | -              | -                     | -                | -              | -                     | -                | -              | -                     | -                | -              |
| R-1300 . . . . .                                   | -                     | -                | -              | -                     | -                | -              | -                     | -                | -              | 1                     | 1                | -              |
| R-985 . . . . .                                    | 11                    | 8                | 3              | 9                     | 9                | -              | 5                     | 5                | -              | 5                     | 5                | -              |
| R-1340 . . . . .                                   | 3                     | 3                | -              | 3                     | 3                | -              | 3                     | 3                | -              | 3                     | 3                | -              |
| R-1820 . . . . .                                   | 41                    | 34               | 7              | 49                    | 43               | 6              | 44                    | 43               | 1              | 31                    | 30               | 1              |
| R-1830 . . . . .                                   | 31                    | 23               | 8              | 35                    | 26               | 9              | 40                    | 37               | 3              | 49                    | 46               | 3              |
| R-2000 . . . . .                                   | 174                   | 165              | 9              | 144                   | 110              | 34             | 114                   | 106              | 8              | 120                   | 108              | 12             |
| R-2800 . . . . .                                   | 24                    | 24               | -              | 59                    | 24               | 35             | 23                    | 16               | 7              | 9                     | 6                | 3              |
| R-3350 . . . . .                                   | 69                    | 56               | 13             | 100                   | 83               | 17             | 73                    | 61               | 12             | 92                    | 91               | 1              |
| R-4360 . . . . .                                   | 37                    | 37               | -              | 21                    | 19               | 2              | 19                    | 19               | -              | 16                    | 15               | 1              |
| O-190 . . . . .                                    | 1                     | 1                | -              | 1                     | 1                | -              | 1                     | 1                | -              | 1                     | 1                | -              |
| O-030 . . . . .                                    | 2                     | 2                | -              | 2                     | 2                | -              | 2                     | 2                | -              | 2                     | 2                | -              |
| O-435 . . . . .                                    | 7                     | 7                | -              | 7                     | 7                | -              | 3                     | 3                | -              | 7                     | 5                | 2              |
| V-032 . . . . .                                    | 41                    | 25               | 16             | 61                    | 51               | 10             | 34                    | 27               | 7              | 19                    | 18               | 1              |
| <b>NORTH EAST AIR COMMAND</b>                      | <u>146</u>            | <u>127</u>       | <u>19</u>      | <u>176</u>            | <u>128</u>       | <u>48</u>      | <u>152</u>            | <u>121</u>       | <u>31</u>      | <u>115</u>            | <u>106</u>       | <u>9</u>       |
| J-35 . . . . .                                     | 2                     | 2                | -              | 4                     | 4                | -              | 4                     | 4                | -              | 4                     | 4                | -              |
| R-985 . . . . .                                    | 4                     | 4                | -              | 12                    | 7                | 5              | 4                     | 4                | -              | 4                     | 4                | -              |
| R-1820 . . . . .                                   | 1                     | -                | 1              | 13                    | 12               | 1              | 21                    | 14               | 7              | 19                    | 16               | 3              |
| R-1830 . . . . .                                   | 26                    | 24               | 2              | 19                    | 12               | 7              | 15                    | 15               | -              | 14                    | 13               | 1              |
| R-2000 . . . . .                                   | 82                    | 71               | 11             | 99                    | 67               | 32             | 68                    | 51               | 17             | 46                    | 43               | 3              |
| R-2800 . . . . .                                   | 13                    | 9                | 4              | 12                    | 10               | 2              | 11                    | 9                | 2              | 10                    | 10               | -              |
| R-3350 . . . . .                                   | 1                     | 1                | -              | 9                     | 9                | -              | 9                     | 9                | -              | 9                     | 9                | -              |
| V-032 . . . . .                                    | 17                    | 16               | 1              | 8                     | 7                | 1              | 20                    | 15               | 5              | 13                    | 11               | 2              |
| <b>STRATEGIC AIR COMMAND-OVERSEAS</b>              | <u>128</u>            | <u>98</u>        | <u>30</u>      | <u>92</u>             | <u>79</u>        | <u>13</u>      | <u>80</u>             | <u>72</u>        | <u>8</u>       | <u>66</u>             | <u>60</u>        | <u>6</u>       |
| R-985 . . . . .                                    | 1                     | 1                | -              | 3                     | 3                | -              | 3                     | 3                | -              | 3                     | 3                | -              |
| R-1340 . . . . .                                   | 2                     | 1                | 1              | 1                     | 1                | -              | 2                     | 2                | -              | 2                     | 2                | -              |
| R-1830 . . . . .                                   | 13                    | 9                | 4              | 8                     | 5                | 3              | 4                     | 4                | -              | 4                     | 4                | -              |
| R-2800 . . . . .                                   | 25                    | 19               | 6              | 13                    | 13               | -              | 13                    | 12               | 1              | 16                    | 15               | 1              |
| R-3350 . . . . .                                   | 40                    | 33               | 7              | 23                    | 21               | 2              | 16                    | 16               | -              | 12                    | 10               | 2              |
| R-4360 . . . . .                                   | 23                    | 17               | 6              | 33                    | 25               | 8              | 28                    | 23               | 5              | 15                    | 13               | 2              |
| R-2000 . . . . .                                   | -                     | -                | -              | -                     | -                | -              | 2                     | 2                | -              | -                     | -                | -              |
| O-190 . . . . .                                    | 3                     | 2                | 1              | 2                     | 2                | -              | 2                     | 2                | -              | 2                     | 2                | -              |
| O-470 . . . . .                                    | -                     | -                | -              | -                     | -                | -              | -                     | -                | -              | 4                     | 4                | -              |
| V-032 . . . . .                                    | 21                    | 16               | 5              | 9                     | 9                | -              | 10                    | 8                | 2              | 8                     | 7                | 1              |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.



## **Aviation Fuel**

## **Part VII**



## AVIATION FUEL

The information contained in this section summarizes USAF aviation fuel and related data on a world-wide basis.

The data as shown in Tables 1 through 9 include fuel inventories, issues, storage capacity and construction in being and authorized to increase fuel storage capacity. These tables were developed by the Directorate of Statistical Services, DCS/Comptroller with the assistance of the Fuels and Materiel Division, Directorate of Supply and Services, DCS/Materiel.

Base and terminal inventories during Fiscal Year 1952 increased in all grades of fuel with a total increase of 735,000 barrels or over 6%. Total inventory as of 30 June 1952 was 13,447,356 barrels - a 6% increase over the 30 June 1951 inventory of 12,639,571 barrels. The 30 June 1952 inventory consisted of 12,111,726 barrels on bases and terminals and 1,335,630 barrels intransit. Jet fuel comprised 30% of the total inventory as of 30 June 1952 with a 350,000 barrel or 11% increase during the year.

Issues during Fiscal Year 1952 totaled 36,114,646 barrels, a 38% increase over the Fiscal Year 1951 figure of 26,224,672 barrels. Issue by quantity of grade in order of sequence 100/130, Jet, 115/145, 91/96 and 80 was the same as Fiscal Year 1951. Though issue of grade 100/130 was greatest in quantity, issue of grades 115/145 and Jet during Fiscal Year 1952 showed a more substantial increase over Fiscal Year 1951 than did the grade 100/130.



TABLE I - WORLD-WIDE USAF AVIATION FUEL INVENTORY - QUARTERLY, FY 1952  
 (USAF Owned Aviation Fuel On Hand - Does not include fuel intransit or contractor-owned stocks on USAF installations)

| LOCATION          | BARRELS OF 42 U. S. GALLONS |           |           |         |           |           |           |           |           |          |          |
|-------------------|-----------------------------|-----------|-----------|---------|-----------|-----------|-----------|-----------|-----------|----------|----------|
|                   | TOTAL                       |           |           | JET     |           | 115/145   |           | 100/130   |           | 91/96-80 |          |
|                   | TOTAL                       | BASE      | TERMINAL  | BASE    | TERMINAL  | BASE      | TERMINAL  | BASE      | TERMINAL  | BASE     | TERMINAL |
|                   | AS OF 30 SEPTEMBER 1951 /   |           |           |         |           |           |           |           |           |          |          |
| WORLDWIDE - TOTAL | 11,376,424                  | 3,078,591 | 8,297,833 | 718,534 | 2,513,517 | 946,139   | 2,710,080 | 1,333,731 | 3,061,375 | 80,187   | 12,861   |
| ZONE OF INTERIOR  | 4,246,576                   | 1,154,496 | 3,092,080 | 342,735 | 798,380   | 257,791   | 544,900   | 483,451   | 1,737,100 | 70,519   | 11,700   |
| OVERSEAS          | 7,129,848                   | 1,924,095 | 5,205,753 | 375,799 | 1,715,137 | 688,348   | 2,165,180 | 850,280   | 1,324,275 | 9,668    | 1,161    |
| OVERSEAS          | 7,129,848                   | 1,924,095 | 5,205,753 | 375,799 | 1,715,137 | 688,348   | 2,165,180 | 850,280   | 1,324,275 | 9,668    | 1,161    |
| Alaska            | 553,801                     | 287,705   | 266,096   | 50,907  | 94,883    | 42,670    | 79,128    | 187,745   | 92,085    | 6,383    | -        |
| Austria           | 23                          | 23        | -         | -       | -         | -         | -         | -         | -         | 23       | -        |
| Azores            | 84,650                      | 84,650    | -         | 2,520   | -         | 82,124    | -         | -         | -         | 6        | -        |
| Canal Zone        | 128,734                     | 4,931     | 123,803   | -       | -         | -         | -         | 4,888     | 123,803   | 43       | -        |
| England           | 2,008,406                   | 41,417    | 1,966,989 | 9,868   | 528,336   | 27,414    | 1,142,686 | 4,135     | 295,967   | -        | -        |
| Formosa           | 4,207                       | 4,207     | -         | 3,849   | -         | -         | -         | 358       | -         | -        | -        |
| France            | 242                         | 242       | -         | -       | -         | -         | -         | 242       | -         | -        | -        |
| Germany           | 232,406                     | 22,421    | 209,985   | 18,366  | 158,692   | 1,022     | 33,832    | 2,806     | 17,461    | 227      | -        |
| Greenland         | 54,695                      | 54,695    | -         | 14,376  | -         | 39,551    | -         | -         | -         | 768      | -        |
| Guam              | 14,047                      | 14,047    | -         | -       | -         | 8,817     | -         | 5,230     | -         | -        | -        |
| Hawaii            | 364,928                     | 364,928   | -         | 61      | -         | 16,808    | -         | 348,031   | -         | 28       | -        |
| Iceland           | 264,490                     | 112,625   | 151,865   | 13,044  | -         | 82,417    | 151,865   | 17,434    | -         | -        | -        |
| Iwo Jima          | 4,669                       | 4,669     | -         | -       | -         | -         | -         | 4,669     | -         | -        | -        |
| Japan             | 2,067,540                   | 286,100   | 1,781,440 | 142,385 | 654,269   | 17,535    | 446,271   | 125,691   | 680,900   | 489      | -        |
| Johnston Island   | 45,619                      | 45,619    | -         | -       | -         | 15,609    | -         | 30,010    | -         | -        | -        |
| Korea             | 230,618                     | 74,821    | 155,797   | 35,558  | 88,043    | 5,910     | 23,635    | 32,847    | 44,119    | 506      | -        |
| Labrador          | 135,826                     | 172,813   | 143,013   | 26,308  | 25,480    | 146,140   | 117,173   | -         | -         | 365      | 362      |
| Libya             | 35,735                      | 18,372    | 17,363    | 5,342   | 5,005     | 13,030    | 12,358    | -         | -         | -        | -        |
| Morocco           | 105,311                     | 24,766    | 80,545    | -       | -         | 24,766    | 80,545    | -         | -         | -        | -        |
| Netherlands       | 52,333                      | -         | 52,333    | -       | 40,452    | -         | -         | -         | 11,881    | -        | -        |
| Newfoundland      | 100,392                     | 100,392   | -         | 12,134  | -         | 87,838    | -         | -         | -         | 420      | -        |
| Okinawa           | 192,470                     | 121,370   | 71,100    | 16,284  | 55,2000   | 50,242    | -         | 54,512    | 15,900    | 332      | -        |
| Philippines       | 242,054                     | 56,630    | 185,424   | 24,797  | 64,777    | 7,436     | 77,687    | 24,338    | 42,159    | 59       | 801      |
| Puerto Rico       | 26,652                      | 26,652    | -         | -       | -         | 19,289    | -         | 7,344     | -         | 19       | -        |
|                   | AS OF 31 DECEMBER 1951      |           |           |         |           |           |           |           |           |          |          |
| WORLDWIDE - TOTAL | 11,451,683                  | 3,342,702 | 8,108,981 | 690,368 | 2,619,200 | 1,197,072 | 3,061,777 | 1,369,126 | 2,410,592 | 86,136   | 17,412   |
| ZONE OF INTERIOR  | 3,789,300                   | 1,150,308 | 2,638,992 | 291,529 | 947,844   | 289,273   | 403,896   | 489,891   | 1,271,090 | 79,615   | 16,162   |
| OVERSEAS          | 7,662,383                   | 2,192,394 | 5,469,989 | 398,839 | 1,671,356 | 907,799   | 2,657,881 | 879,235   | 1,139,502 | 6,521    | 1,250    |
| OVERSEAS          | 7,662,383                   | 2,192,394 | 5,469,989 | 398,839 | 1,671,356 | 907,799   | 2,657,881 | 879,235   | 1,139,502 | 6,521    | 1,250    |
| Alaska            | 476,998                     | 300,153   | 176,845   | 42,839  | 76,569    | 62,272    | 38,609    | 192,301   | 61,667    | 2,741    | -        |
| Austria           | 17                          | 17        | -         | -       | -         | -         | -         | -         | -         | 17       | -        |
| Azores            | 66,471                      | 66,471    | -         | 2,520   | -         | 63,946    | -         | -         | -         | 5        | -        |
| Canal Zone        | 102,042                     | 13,738    | 88,304    | -       | -         | -         | -         | 13,557    | 88,304    | 181      | -        |
| England           | 2,073,373                   | 38,177    | 2,035,196 | 6,999   | 717,442   | 26,397    | 1,051,594 | 4,781     | 266,160   | -        | -        |
| Formosa           | 7,418                       | 7,418     | -         | 3,837   | -         | -         | -         | 3,581     | -         | -        | -        |
| France            | 6,048                       | 6,048     | -         | 4,914   | -         | -         | -         | 1,061     | -         | 73       | -        |
| Germany           | 202,591                     | 17,961    | 184,630   | 14,024  | 110,323   | -         | 38,894    | 3,736     | 35,413    | 201      | -        |
| Greenland         | 687,465                     | 46,465    | 641,000   | 14,376  | 246,000   | 32,089    | 395,000   | -         | -         | -        | -        |
| Guam              | 29,740                      | 29,740    | -         | -       | -         | 28,902    | -         | 838       | -         | -        | -        |
| Hawaii            | 350,476                     | 350,476   | -         | 818     | -         | 18,391    | -         | 331,217   | -         | 50       | -        |

TABLE 1 - WORLD-WIDE USAF AVIATION FUEL INVENTORY - QUARTERLY, FY 1952 - CONTINUED

| LOCATION                           | BARRELS OF 42 U. S. GALLONS |           |           |         |           |           |           |           |           |          |          |
|------------------------------------|-----------------------------|-----------|-----------|---------|-----------|-----------|-----------|-----------|-----------|----------|----------|
|                                    | TOTAL                       |           |           | JET     |           | 115/145   |           | 100/130   |           | 91/96-80 |          |
|                                    | TOTAL                       | BASE      | TERMINAL  | BASE    | TERMINAL  | BASE      | TERMINAL  | BASE      | TERMINAL  | BASE     | TERMINAL |
| AS OF 31 DECEMBER 1951 (Continued) |                             |           |           |         |           |           |           |           |           |          |          |
| OVERSEAS - Continued               |                             |           |           |         |           |           |           |           |           |          |          |
| Iceland                            | 245,347                     | 94,683    | 150,664   | 12,974  | -         | 81,276    | 150,664   | 433       | -         | -        | -        |
| Iwo Jima                           | 15,069                      | 15,069    | -         | -       | -         | -         | -         | 15,069    | -         | -        | -        |
| Japan                              | 1,561,029                   | 340,559   | 1,220,470 | 153,167 | 279,576   | 24,011    | 489,161   | 161,621   | 451,733   | 1,760    | -        |
| Johnston Island                    | 40,537                      | 40,537    | -         | -       | -         | 15,183    | -         | 25,354    | -         | -        | -        |
| Korea                              | 318,150                     | 93,608    | 224,542   | 33,687  | 100,657   | 5,574     | 22,522    | 53,904    | 101,197   | 443      | 166      |
| Labrador                           | 643,978                     | 324,487   | 319,491   | 40,301  | 35,333    | 283,848   | 283,805   | -         | -         | 338      | 353      |
| Libya                              | 15,184                      | 15,184    | -         | 949     | -         | 14,235    | -         | -         | -         | -        | -        |
| Morocco                            | 163,278                     | 79,512    | 83,766    | -       | -         | 79,512    | 83,766    | -         | -         | -        | -        |
| Netherlands                        | 205,848                     | -         | 205,848   | -       | 63,190    | -         | 28,114    | -         | 114,544   | -        | -        |
| Newfoundland                       | 100,046                     | 100,046   | -         | 12,135  | -         | 87,566    | -         | -         | -         | 345      | -        |
| Okinawa                            | 119,966                     | 119,966   | -         | 30,426  | -         | 48,469    | -         | 40,757    | -         | 314      | -        |
| Philippines                        | 194,837                     | 55,604    | 139,233   | 24,873  | 42,266    | 5,829     | 75,752    | 24,849    | 20,484    | 53       | 731      |
| Puerto Rico                        | 36,475                      | 36,475    | -         | -       | -         | 30,299    | -         | 6,176     | -         | -        | -        |
| AS OF 31 MARCH 1952                |                             |           |           |         |           |           |           |           |           |          |          |
| WORLDWIDE - TOTAL                  | 11,257,426                  | 3,528,513 | 7,728,913 | 935,223 | 2,453,458 | 1,338,060 | 3,179,309 | 1,183,212 | 2,082,325 | 72,018   | 13,821   |
| ZONE OF INTERIOR                   | 3,421,770                   | 1,195,619 | 2,226,151 | 311,886 | 513,777   | 407,965   | 933,230   | 410,363   | 766,042   | 65,405   | 13,102   |
| OVERSEAS                           | 7,835,656                   | 2,332,894 | 5,502,762 | 623,337 | 1,939,681 | 930,095   | 2,246,079 | 772,849   | 1,316,283 | 6,613    | 719      |
| OVERSEAS                           | 7,835,656                   | 2,332,894 | 5,502,762 | 623,337 | 1,939,681 | 930,095   | 2,246,079 | 772,849   | 1,316,283 | 6,613    | 719      |
| Alaska                             | 345,636                     | 219,784   | 125,852   | 25,225  | 15,992    | 47,089    | 41,304    | 144,808   | 68,556    | 2,562    | -        |
| Austria                            | 13                          | -         | 13        | -       | -         | -         | -         | -         | -         | 13       | -        |
| Azores                             | 75,136                      | 75,136    | -         | 2,520   | -         | 72,616    | -         | -         | -         | -        | -        |
| Canal Zone                         | 40,314                      | 17,639    | 22,675    | -       | -         | -         | -         | 17,459    | 22,675    | 180      | -        |
| England                            | 1,872,560                   | 38,049    | 1,834,511 | 12,249  | 616,238   | 17,306    | 1,038,749 | 1,038     | 179,524   | -        | -        |
| Formosa                            | 7,130                       | 7,130     | -         | 3,556   | -         | -         | -         | 3,574     | -         | -        | -        |
| France                             | 210,751                     | 210,751   | -         | 202,321 | -         | -         | -         | 8,405     | -         | 25       | -        |
| Germany                            | 267,782                     | 33,805    | 233,977   | 14,590  | 179,806   | -         | 30,085    | 18,977    | 24,086    | 238      | -        |
| Greenland                          | 712,278                     | 78,278    | 634,000   | 22,409  | 246,000   | 55,869    | 388,000   | -         | -         | -        | -        |
| Guam                               | 54,972                      | 54,972    | -         | -       | -         | 54,731    | -         | 241       | -         | -        | -        |
| Hawaii                             | 371,947                     | 248,259   | 123,688   | 818     | -         | 12,760    | -         | 234,628   | 123,688   | 44       | -        |
| Iceland                            | 234,596                     | 86,987    | 147,609   | 11,185  | -         | 75,802    | 147,609   | -         | -         | -        | -        |
| Italy                              | 40,000                      | 40,000    | -         | -       | -         | 40,000    | -         | -         | -         | -        | -        |
| Iwo Jima                           | 13,559                      | 13,559    | -         | -       | -         | -         | -         | 13,559    | -         | -        | -        |
| Japan                              | 2,074,851                   | 313,746   | 1,761,105 | 162,326 | 683,864   | 30,120    | 417,336   | 119,524   | 659,905   | 1,776    | -        |
| Johnston Island                    | 54,037                      | 54,037    | -         | -       | -         | 18,215    | -         | 35,822    | -         | -        | -        |
| Korea                              | 320,495                     | 124,190   | 196,305   | 59,516  | 50,577    | 6,544     | 63,010    | 57,449    | 82,718    | 681      | -        |
| Labrador                           | 276,870                     | 276,870   | -         | 36,238  | -         | 240,213   | -         | -         | -         | 419      | -        |
| Libya                              | 21,028                      | 21,028    | -         | 3,088   | -         | -         | -         | -         | -         | -        | -        |
| Morocco                            | 152,249                     | 94,867    | 57,382    | -       | -         | 94,867    | 57,382    | -         | -         | -        | -        |
| Netherlands                        | 89,405                      | 89,405    | -         | -       | 54,095    | -         | -         | 2,548     | 32,762    | -        | -        |
| Newfoundland                       | 77,460                      | 77,460    | -         | 17,113  | -         | 60,023    | -         | -         | -         | 324      | -        |
| Okinawa                            | 239,682                     | 154,130   | 85,552    | 25,554  | 34,673    | 49,972    | -         | 78,426    | 50,879    | 178      | -        |
| Philippines                        | 218,266                     | 57,110    | 161,156   | 24,629  | 58,436    | 9,153     | 60,056    | 23,295    | 41,945    | 33       | 719      |
| Puerto Rico                        | 64,639                      | 35,094    | 29,545    | -       | -         | 26,866    | -         | 8,188     | 29,545    | 40       | -        |



TABLE 1 - WORLD-WIDE USAF AVIATION FUEL INVENTORY - QUARTERLY, FY 1952 - CONTINUED

| LOCATION          | BARRELS OF U. S. GALLONS |           |           |           |           |           |           |           |           |          |          |
|-------------------|--------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|----------|
|                   | TOTAL                    |           |           | JET       |           | 115/145   |           | 100/130   |           | 91/96-80 |          |
|                   | TOTAL                    | BASE      | TERMINAL  | BASE      | TERMINAL  | BASE      | TERMINAL  | BASE      | TERMINAL  | BASE     | TERMINAL |
|                   | AS OF 30 JUNE 1952       |           |           |           |           |           |           |           |           |          |          |
| WORLDWIDE - TOTAL | 12,111,726               | 4,234,295 | 7,877,431 | 1,319,933 | 2,260,977 | 1,720,006 | 2,871,637 | 1,122,215 | 2,527,884 | 72,141   | 216,933  |
| ZONE OF INTERIOR  | 3,913,619                | 1,217,691 | 2,695,928 | 374,643   | 710,359   | 360,009   | 662,507   | 418,987   | 1,106,780 | 64,052   | 216,282  |
| OVERSEAS          | 8,198,107                | 3,016,604 | 5,181,503 | 945,290   | 1,550,618 | 1,359,997 | 2,209,130 | 703,228   | 1,420,104 | 8,089    | 651      |
| OVERSEAS          | 8,198,107                | 3,016,604 | 5,181,503 | 945,290   | 1,550,618 | 1,359,997 | 2,209,130 | 703,228   | 1,420,104 | 8,089    | 651      |
| Alaska            | 452,299                  | 228,007   | 224,292   | 32,349    | 64,141    | 63,998    | 56,559    | 129,076   | 103,592   | 2,584    | -        |
| Austria           | 12                       | 12        | -         | -         | -         | -         | -         | -         | -         | 12       | -        |
| Azores            | 105,451                  | 105,451   | -         | 2,520     | -         | 102,931   | -         | -         | -         | -        | -        |
| Canada            | 630                      | 630       | -         | -         | -         | 630       | -         | -         | -         | -        | -        |
| Canal Zone        | 44,150                   | 10,039    | 34,111    | -         | -         | -         | -         | 9,696     | 34,111    | 343      | -        |
| England           | 1,900,105                | 49,270    | 1,850,835 | 18,075    | 426,130   | 26,138    | 1,274,851 | 5,057     | 149,854   | -        | -        |
| Formosa           | 6,749                    | 6,749     | -         | 3,209     | -         | -         | -         | 3,540     | -         | -        | -        |
| France            | 274,407                  | 274,407   | -         | 223,798   | -         | 40,024    | -         | 10,479    | -         | 106      | -        |
| Germany           | 433,011                  | 33,222    | 399,789   | 14,583    | 188,307   | -         | 80,708    | 18,314    | 130,774   | 325      | -        |
| Greenland         | 650,283                  | 650,283   | -         | 260,377   | -         | 389,906   | -         | -         | -         | -        | -        |
| Guam              | 58,560                   | 58,560    | -         | -         | -         | 58,560    | -         | -         | -         | -        | -        |
| Hawaii            | 276,199                  | 212,506   | 63,693    | 818       | -         | 14,202    | -         | 197,447   | 63,693    | 39       | -        |
| Iceland           | 225,537                  | 85,314    | 140,223   | 12,131    | -         | 73,183    | 140,223   | -         | -         | -        | -        |
| Iwo Jima          | 14,305                   | 14,305    | -         | -         | -         | -         | -         | 14,305    | -         | -        | -        |
| Japan             | 2,064,930                | 336,601   | 1,728,329 | 177,872   | 565,471   | 35,469    | 458,095   | 121,922   | 704,763   | 1,338    | -        |
| Johnston Island   | 52,674                   | 52,674    | -         | -         | -         | 16,584    | -         | 36,090    | -         | -        | -        |
| Korea             | 395,353                  | 188,301   | 207,052   | 96,704    | 153,538   | 18,866    | 21,788    | 70,187    | 31,726    | 2,544    | -        |
| Labrador          | 208,186                  | 208,186   | -         | -         | 19,398    | 188,408   | -         | -         | -         | 380      | -        |
| Libya             | 26,965                   | 26,965    | -         | 8,812     | -         | 18,153    | -         | -         | -         | -        | -        |
| Morocco           | 233,243                  | 178,697   | 54,546    | 21,707    | 12,146    | 156,990   | 42,400    | -         | -         | -        | -        |
| Netherlands       | 229,263                  | -         | 229,263   | -         | 63,261    | -         | 71,596    | -         | 94,406    | -        | -        |
| Newfoundland      | 89,516                   | 89,516    | -         | 17,016    | -         | 72,178    | -         | -         | -         | 322      | -        |
| Okinawa           | 194,373                  | 116,223   | 78,150    | 17,063    | 36,057    | 46,396    | -         | 52,719    | 42,093    | 45       | -        |
| Philippines       | 206,898                  | 51,968    | 154,930   | 18,858    | 41,567    | 9,746     | 62,910    | 23,332    | 49,802    | 32       | 651      |
| Puerto Rico       | 55,008                   | 38,718    | 16,290    | -         | -         | 27,635    | -         | 11,064    | 16,290    | 19       | -        |

NOTE: The inventory above as of 30 June 52 excludes 1,335,630 barrels intransit stocks.

SOURCE: Materiel Statistic Division, D/Statistical Services, DCS/C

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TABLE 2 - ISSUES OF USAF AVIATION FUEL, FY 1952

| RECIPIENT  | GRADE OF FUEL (Barrels of 42 US Gallons) |            |           |            |           | Cumulative Since 1 July 1951 |
|--|--|------------|-----------|------------|-----------|------------------------------|
|  | TOTAL                                    | JET        | 115/145   | 100/130    | 91/98-80  |                              |
| SUMMARY 1 JULY 1951 - 30 JUNE 1952                   |  |            |           |            |           |                              |
| TOTAL NET ISSUES AND LOSSES: . . . . .               | 36,114,646                               | 11,600,015 | 7,742,155 | 15,645,309 | 1,127,167 | 36,114,646                   |
| Cumulative Since 1 Jul '51 . . . . .                 | 36,114,646                               | 11,600,015 | 7,742,155 | 15,645,309 | 1,127,167 |                              |
| TOTAL NET ISSUES: . . . . .                          | 35,300,409                               | 11,458,719 | 7,524,199 | 15,208,021 | 1,109,470 | 35,300,409                   |
| Cumulative Since 1 Jul '51 . . . . .                 | 35,300,409                               | 11,458,719 | 7,524,199 | 15,208,021 | 1,109,470 |                              |
| LOSSES: . . . . .                                    | 814,237                                  | 141,296    | 217,956   | 437,288    | 17,697    | 814,237                      |
| Cumulative Since 1 Jul '51 . . . . .                 | 814,237                                  | 141,296    | 217,956   | 437,288    | 17,697    |                              |
| ISSUED TO:   |  |            |           |            |           |                              |
| Aircraft of USAF Commands . . . . .                  | 32,696,326                               | 10,907,804 | 6,951,973 | 13,883,341 | 953,208   | 32,696,326                   |
| Reserve Components Aircraft . . . . .                | 250,650                                  | 36,589     | 8,384     | 196,488    | 9,189     | 250,650                      |
| Aircraft Other Than USAF . . . . .                   | 1,531,874                                | 182,282    | 448,554   | 808,361    | 92,677    | 1,531,874                    |
| Other Than Aircraft . . . . .                        | 821,559                                  | 332,044    | 115,288   | 319,831    | 54,396    | 821,559                      |
| FIRST QUARTER FISCAL YEAR 1952 (JULY-SEPTEMBER 1951) |  |            |           |            |           |                              |
| TOTAL NET ISSUES AND LOSSES: . . . . .               | 8,556,095                                | 2,388,163  | 1,780,584 | 4,135,201  | 252,147   | 8,556,095                    |
| Cumulative Since 1 Jul '51 . . . . .                 | 8,556,095                                | 2,388,163  | 1,780,584 | 4,135,201  | 252,147   |                              |
| TOTAL NET ISSUES: . . . . .                          | 8,284,954                                | 2,351,372  | 1,738,905 | 3,946,805  | 247,872   | 8,284,954                    |
| Cumulative Since 1 Jul '51 . . . . .                 | 8,284,954                                | 2,351,372  | 1,738,905 | 3,946,805  | 247,872   |                              |
| LOSSES: . . . . .                                    | 271,141                                  | 36,791     | 41,679    | 188,396    | 4,275     | 271,141                      |
| Cumulative Since 1 Jul '51 . . . . .                 | 271,141                                  | 36,791     | 41,679    | 188,396    | 4,275     |                              |
| ISSUED TO:   |  |            |           |            |           |                              |
| AIRCRAFT OF USAF COMMANDS - TOTAL . . . . .          | 7,682,283                                | 2,249,438  | 1,604,826 | 3,614,632  | 213,387   | 7,682,283                    |
| Air Defense Command . . . . .                        | 596,494                                  | 422,938    | 1,880     | 162,587    | 8,989     | 596,494                      |
| Air Materiel Command . . . . .                       | 308,325                                  | 140,742    | 18,560    | 139,544    | 9,479     | 308,325                      |
| Air Proving Ground . . . . .                         | 74,610                                   | 26,910     | 10,857    | 36,124     | 719       | 74,610                       |
| Air Research & Development Command . . . . .         | 61,661                                   | 25,169     | 5,305     | 29,865     | 1,322     | 61,661                       |
| Air Training Command . . . . .                       | 1,458,220                                | 537,892    | 20,267    | 750,208    | 149,853   | 1,458,220                    |
| Air University . . . . .                             | 40,142                                   | 393        | 3         | 29,852     | 8,406     | 40,142                       |
| Continental Air Command . . . . .                    | 147,387                                  | 42,344     | 3,785     | 92,852     | 8,406     | 147,387                      |
| Headquarters Command . . . . .                       | 140,209                                  | 5,065      | 2,378     | 129,625    | 3,141     | 140,209                      |
| Military Air Transport Service . . . . .             | 893,686                                  | 601        | 402,961   | 488,365    | 1,759     | 893,686                      |
| Special Weapons Command . . . . .                    | 45,000                                   | 16,714     | 8,562     | 16,649     | 3,075     | 45,000                       |
| Strategic Air Command . . . . .                      | 1,662,346                                | 160,289    | 962,725   | 536,186    | 3,146     | 1,662,346                    |
| Tactical Air Command . . . . .                       | 462,352                                  | 161,880    | 33,372    | 255,779    | 11,321    | 462,352                      |
| USAF Security Service . . . . .                      | 796                                      | 34         | -         | 750        | 12        | 796                          |
| Alaskan Air Command . . . . .                        | 122,072                                  | 58,651     | 4,492     | 58,185     | 744       | 122,072                      |
| US Air Forces In Europe . . . . .                    | 259,033                                  | 153,313    | 15,958    | 89,429     | 333       | 259,033                      |
| Caribbean Air Command . . . . .                      | 7,304                                    | 493        | 105       | 6,557      | 149       | 7,304                        |
| Far East Air Forces . . . . .                        | 1,379,241                                | 491,002    | 96,605    | 791,323    | 311       | 1,379,241                    |
| Joint Brazil-US Military Command . . . . .           | 94                                       | -          | -         | 93         | 1         | 94                           |
| Northeast Air Command . . . . .                      | 23,311                                   | 5,008      | 17,011    | 1,051      | 241       | 23,311                       |
| Cumulative Since 1 July 1951 . . . . .               | 7,682,283                                | 2,249,438  | 1,604,826 | 3,614,632  | 213,387   |                              |
| AIRCRAFT OF RESERVE COMPONENTS-TOTAL . . . . .       | 92,323                                   | 15,026     | 6,134     | 68,570     | 2,593     | 92,323                       |
| Air Force Reserve . . . . .                          | 19,676                                   | 4,699      | 970       | 12,412     | 1,595     | 19,676                       |
| Air National Guard . . . . .                         | 70,077                                   | 10,324     | 5,147     | 54,121     | 485       | 70,077                       |
| Civil Air Patrol . . . . .                           | 2,570                                    | 3          | 17        | 2,037      | 513       | 2,570                        |
| Cumulative Since 1 July 1951 . . . . .               | 92,323                                   | 15,026     | 6,134     | 68,570     | 2,593     |                              |
| AIRCRAFT OTHER THAN USAF - TOTAL . . . . .           | 334,238                                  | 21,573     | 102,254   | 194,304    | 16,107    | 334,238                      |
| FOREIGN AIR FORCES - TOTAL . . . . .                 | 25,971                                   | 9,711      | 814       | 15,410     | 36        | 25,971                       |
| Argentine Air Force . . . . .                        | 38                                       | -          | -         | 38         | -         | 38                           |
| Brazilian Air Force . . . . .                        | 22                                       | -          | -         | 22         | -         | 22                           |
| Chilean Air Force . . . . .                          | 10                                       | -          | -         | 10         | -         | 10                           |
| Colombian Air Force . . . . .                        | 16                                       | -          | -         | -          | 16        | 16                           |
| Cuban Air Force . . . . .                            | 46                                       | -          | -         | 42         | 4         | 46                           |
| El Salvadoran Air Force . . . . .                    | 24                                       | -          | -         | 24         | -         | 24                           |
| French Air Force . . . . .                           | 37                                       | -          | -         | 37         | -         | 37                           |
| Greek Air Force . . . . .                            | 974                                      | -          | -         | 974        | -         | 974                          |
| Guatemalan Air Force . . . . .                       | 71                                       | -          | -         | 71         | -         | 71                           |
| Italian Air Force . . . . .                          | 78                                       | -          | -         | 78         | -         | 78                           |
| Mexican Air Force . . . . .                          | 51                                       | -          | -         | 51         | -         | 51                           |
| New Zealand Royal Air Force . . . . .                | 65                                       | -          | -         | 65         | -         | 65                           |
| Nicaraguan Air Force . . . . .                       | 5  | -          | -         | 5          | -         | 5                            |
| Puerto Rican Air Force . . . . .                     | 4  | -          | -         | 4          | -         | 4                            |
| Royal Air Force . . . . .                            | 10,102                                   | 9,237      | 36        | 827        | 2         | 10,102                       |
| Royal Australian Air Force . . . . .                 | 280                                      | -          | -         | 280        | -         | 280                          |
| Royal Canadian Air Force . . . . .                   | 13,417                                   | 474        | 526       | 12,404     | 13        | 13,417                       |
| Royal Netherlands Air Force . . . . .                | 82                                       | -          | 52        | 29         | 1         | 82                           |
| South African Air Force . . . . .                    | 557                                      | -          | 159       | 398        | -         | 557                          |

TABLE 2 - ISSUES OF USAF AVIATION FUEL, FY 1952 -- CONTINUED

| RECIPIENT  | GRADE OF FUEL (Barrels of 42 US Gallons) |                  |                  |                  |                | Cumulative Since 1 July 1951 |
|--|--|------------------|------------------|------------------|----------------|------------------------------|
|  | TOTAL                                    | JET              | 115/145          | 100/130          | 91/98-80       |                              |
| <b>AIRCRAFT OTHER THAN USAF - Continued</b>                    |  |                  |                  |                  |                |                              |
| <b>FOREIGN AIR FORCES - Continued</b>                          |  |                  |                  |                  |                |                              |
| Swedish Air Force . . . . .                                    | 41                                       | -                | 41               | -                | -              | 41                           |
| Venezuelan Air Force . . . . .                                 | 51                                       | -                | -                | 51               | -              | 51                           |
| Army Field Forces . . . . .                                    | 1,928                                    | 113              | 56               | 1,401            | 358            | 1,928                        |
| Atomic Energy Commission . . . . .                             | 31                                       | -                | -                | 30               | 1              | 31                           |
| Civil Aeronautics Authority . . . . .                          | 290                                      | -                | -                | 282              | 8              | 290                          |
| Coast Guard . . . . .  | 1,299                                    | -                | 379              | 896              | 28             | 1,299                        |
| Commercial . . . . .   | 121,590                                  | 517              | 4,148            | 109,311          | 7,614          | 121,590                      |
| Joint US Military Advisory Group . . . . .                     | 214                                      | -                | -                | 205              | 9              | 214                          |
| Latin American Branch . . . . .                                | 4  | -                | -                | 4                | -              | 4                            |
| Military District of Washington . . . . .                      | 14                                       | -                | -                | 14               | -              | 14                           |
| National Advisory Committee . . . . .                          | 8,379                                    | 7,733            | -                | 576              | 70             | 8,379                        |
| Navy . . . . .   | 158,903                                  | 3,439            | 94,820           | 52,847           | 7,497          | 158,603                      |
| Organized Reserve Corps . . . . .                              | 6  | -                | -                | 6                | -              | 6                            |
| Other Government Agencies . . . . .                            | 2,765                                    | 60               | 150              | 2,555            | -              | 2,765                        |
| United Nations . . . . .                                       | 13,144                                   | -                | 1,887            | 10,767           | 490            | 13,144                       |
| Cumulative Since 1 July 1951 . . . . .                         | 334,238                                  | 21,573           | 102,254          | 194,304          | 16,107         |                              |
| <b>OTHER THAN AIRCRAFT - TOTAL</b> . . . . .                   | <b>176,110</b>                           | <b>65,335</b>    | <b>25,691</b>    | <b>69,299</b>    | <b>15,785</b>  | <b>176,110</b>               |
| Engine Block Testing . . . . .                                 | 168,103                                  | 55,001           | 22,684           | 66,491           | 13,927         | 168,103                      |
| Crash Boats . . . . .  | 1,782                                    | -                | 7                | 666              | 1,109          | 1,782                        |
| Miscellaneous . . . . .  | 6,225                                    | 334              | 3,000            | 2,142            | 749            | 6,225                        |
| Cumulative Since 1 July 1951 . . . . .                         | 176,110                                  | 65,335           | 25,691           | 69,299           | 15,785         |                              |
| <b>SECOND QUARTER FISCAL YEAR 1952 (OCTOBER-DECEMBER 1951)</b> |  |                  |                  |                  |                |                              |
| <b>TOTAL NET ISSUES AND LOSSES:</b> . . . . .                  | <b>8,445,082</b>                         | <b>2,480,067</b> | <b>1,922,639</b> | <b>3,774,643</b> | <b>267,733</b> | <b>17,001,177</b>            |
| Cumulative Since 1 Jul '51 . . . . .                           | 17,001,177                               | 4,868,230        | 3,703,223        | 7,909,844        | 519,880        |                              |
| <b>TOTAL NET ISSUES:</b> . . . . .                             | <b>8,226,798</b>                         | <b>2,454,673</b> | <b>1,841,077</b> | <b>3,668,839</b> | <b>262,209</b> | <b>16,511,752</b>            |
| Cumulative Since 1 Jul '51 . . . . .                           | 15,511,752                               | 4,806,045        | 3,579,982        | 7,615,644        | 510,081        |                              |
| <b>LOSSES:</b> . . . . .                                       | <b>218,284</b>                           | <b>25,394</b>    | <b>81,562</b>    | <b>105,804</b>   | <b>5,524</b>   | <b>489,425</b>               |
| Cumulative Since 1 Jul '51 . . . . .                           | 489,425                                  | 62,185           | 123,241          | 294,200          | 9,799          |                              |
| <b>ISSUED TO:</b>  |  |                  |                  |                  |                |                              |
| <b>AIRCRAFT OF USAF COMMANDS - TOTAL</b> . . . . .             | <b>7,559,278</b>                         | <b>2,324,601</b> | <b>1,701,250</b> | <b>3,317,121</b> | <b>216,306</b> | <b>15,241,561</b>            |
| Air Defense Command . . . . .                                  | 503,588                                  | 388,383          | 3,785            | 124,208          | 7,212          | 1,100,082                    |
| Air Materiel Command . . . . .                                 | 307,529                                  | 150,812          | 23,293           | 125,152          | 8,272          | 615,854                      |
| Air Proving Ground . . . . .                                   | 82,480                                   | 30,549           | 15,596           | 37,961           | 374            | 157,090                      |
| Air Reserve & Development Command . . . . .                    | 70,157                                   | 28,939           | 3,343            | 35,929           | 1,946          | 1,181,818                    |
| Air Training Command . . . . .                                 | 1,391,825                                | 555,287          | 20,016           | 651,540          | 164,982        | 2,850,045                    |
| Air University . . . . .                                       | 22,320                                   | 352              | 93               | 15,957           | 5,918          | 62,462                       |
| Continental Air Command . . . . .                              | 36,800                                   | 1,756            | 1,125            | 30,031           | 3,888          | 184,187                      |
| Headquarters Command . . . . .                                 | 110,722                                  | 694              | 853              | 106,856          | 2,319          | 250,931                      |
| Military Air Transportation Corps . . . . .                    | 886,748                                  | 2,928            | 367,480          | 514,613          | 1,697          | 1,780,434                    |
| Special Weapons Command . . . . .                              | 43,492                                   | 15,280           | 8,311            | 17,613           | 2,288          | 88,492                       |
| Strategic Air Command . . . . .                                | 1,708,394                                | 173,902          | 1,023,054        | 507,573          | 3,865          | 3,370,740                    |
| Tactical Air Command . . . . .                                 | 559,041                                  | 173,717          | 68,361           | 305,627          | 11,336         | 1,021,393                    |
| USAF Security Service . . . . .                                | 1,388                                    | 131              | 9                | 1,235            | 13             | 2,184                        |
| Alaskan Air Command . . . . .                                  | 66,615                                   | 31,282           | 1,571            | 33,696           | 66             | 188,687                      |
| US Air Forces In Europe . . . . .                              | 236,044                                  | 129,365          | 24,087           | 82,317           | 275            | 495,077                      |
| Caribbean Air Command . . . . .                                | 5,693                                    | 75               | -                | 5,479            | 139            | 12,997                       |
| Far East Air Forces . . . . .                                  | 1,503,799                                | 661,149          | 121,854          | 719,848          | 948            | 2,883,040                    |
| Joint Brazil-US Military Command . . . . .                     | 136                                      | -                | 64               | 252              | -              | 410                          |
| Northeast Air Command . . . . .                                | 22,327                                   | -                | 20,355           | 1,204            | 768            | 45,638                       |
| Cumulative Since 1 July 1951 . . . . .                         | 15,241,561                               | 4,574,039        | 3,306,076        | 6,931,753        | 429,693        |                              |
| <b>AIRCRAFT OF RESERVE COMPONENTS-TOTAL</b> . . . . .          | <b>63,739</b>                            | <b>7,473</b>     | <b>2,032</b>     | <b>49,438</b>    | <b>4,796</b>   | <b>156,062</b>               |
| Air Force Reserve . . . . .                                    | 4,861                                    | 1,762            | 76               | 2,740            | 283            | 24,537                       |
| Air National Guard . . . . .                                   | 56,275                                   | 5,672            | 1,956            | 44,459           | 4,188          | 126,352                      |
| Civil Air Patrol . . . . .                                     | 2,603                                    | 39               | -                | 2,239            | 325            | 5,173                        |
| Cumulative Since 1 July 1951 . . . . .                         | 156,062                                  | 22,499           | 8,166            | 118,008          | 7,389          |                              |
| <b>AIRCRAFT OTHER THAN USAF - TOTAL</b> . . . . .              | <b>403,059</b>                           | <b>43,576</b>    | <b>108,494</b>   | <b>225,284</b>   | <b>25,705</b>  | <b>737,297</b>               |
| <b>FOREIGN AIR FORCES - TOTAL</b> . . . . .                    | <b>40,874</b>                            | <b>15,316</b>    | <b>2,409</b>     | <b>23,017</b>    | <b>132</b>     | <b>66,845</b>                |
| Argentine Air Force . . . . .                                  | -  | -                | -                | -                | -              | 38                           |
| Belgian Air Force . . . . .                                    | 13                                       | -                | -                | 13               | -              | 13                           |
| Bolivian Air Force . . . . .                                   | 5  | -                | -                | 5                | -              | 5                            |
| Brazilian Air Force . . . . .                                  | -  | -                | -                | -                | -              | 22                           |
| Chilean Air Force . . . . .                                    | 3  | -                | -                | -                | 3              | 13                           |
| Colombian Air Force . . . . .                                  | 12                                       | -                | -                | 12               | -              | 28                           |
| Cuban Air Force . . . . .                                      | 101                                      | -                | -                | 101              | -              | 147                          |
| Danish Air Force . . . . .                                     | 14                                       | -                | 14               | -                | -              | 14                           |
| Ecuador Air Force . . . . .                                    | 111                                      | -                | -                | 111              | -              | 111                          |
| El Salvadorian Air Force . . . . .                             | 28                                       | -                | -                | 28               | -              | 52                           |

TABLE 2 - ISSUES OF USAF AVIATION FUEL, FY 1952 - CONTINUED

| RECIPIENT  | GRADE OF FUEL (Barrels of 42 US Gallons) |           |           |            |          | Cumulative Since 1 July 1951 |
|--|--|-----------|-----------|------------|----------|------------------------------|
|  | TOTAL                                    | JET       | 115/145   | 100/130    | 91/98-80 |                              |
| <b>AIRCRAFT OTHER THAN USAF - Continued</b>                |  |           |           |            |          |                              |
| <b>FOREIGN AIR FORCES - Continued</b>                      |  |           |           |            |          |                              |
| French Air Force . . . . .                                 | 612                                      | -         | -         | 611        | -        | 649                          |
| Greek Air Force . . . . .                                  | 74                                       | -         | -         | 74         | -        | 1,048                        |
| Guatemalan Air Force . . . . .                             | 696                                      | -         | -         | 696        | -        | 767                          |
| Italian Air Force . . . . .                                | 24                                       | -         | -         | 24         | -        | 102                          |
| Mexican Air Force . . . . .                                | 17                                       | -         | -         | 17         | -        | 68                           |
| New Zealand Royal Air Force . . . . .                      | 83                                       | -         | -         | 83         | -        | 148                          |
| Nicaraguan Air Force . . . . .                             | -  | -         | -         | -          | -        | 5                            |
| Puerto Rican Air Force . . . . .                           | 268                                      | -         | 265       | 3          | -        | 272                          |
| Republic of Korea Air Force . . . . .                      | 3,297                                    | -         | -         | 3,183      | 114      | 3,297                        |
| Royal Air Force . . . . .                                  | 1,950                                    | 3         | 407       | 1,545      | 1        | 12,052                       |
| Royal Australian Air Force . . . . .                       | 15,569                                   | 14,876    | 29        | 664        | -        | 15,849                       |
| Royal Canadian Air Force . . . . .                         | 15,411                                   | 443       | 1,299     | 13,656     | 13       | 28,828                       |
| Royal Netherlands Air Force . . . . .                      | 396                                      | -         | 395       | 1          | -        | 478                          |
| Royal Norwegian Air Force . . . . .                        | 25                                       | -         | -         | 25         | -        | 25                           |
| South African Air Force . . . . .                          | 2,138                                    | -         | -         | 2,138      | -        | 2,695                        |
| Swedish Air Force . . . . .                                | 2  | -         | -         | 2          | -        | 43                           |
| Thailand Air Force . . . . .                               | 19                                       | -         | -         | 19         | -        | 19                           |
| Venezuelan Air Force . . . . .                             | 6  | -         | -         | 6          | -        | 57                           |
| Army Field Forces . . . . .                                | 1,439                                    | 144       | 74        | 841        | 380      | 3,367                        |
| Atomic Energy Commission . . . . .                         | 409                                      | -         | -         | 409        | -        | 440                          |
| Civil Aeronautics Authority . . . . .                      | 208                                      | -         | -         | 206        | 2        | 498                          |
| Coast Guard . . . . .                                      | 1,402                                    | -         | 243       | 1,141      | 18       | 2,701                        |
| Commercial . . . . .                                       | 163,016                                  | 307       | 4,635     | 141,618    | 16,456   | 284,606                      |
| Joint US-Military Advisory Group . . . . .                 | 120                                      | 13        | -         | 102        | 5        | 334                          |
| Latin American Branch . . . . .                            | -  | -         | -         | -          | -        | 4                            |
| Military District of Washington . . . . .                  | -  | -         | -         | -          | -        | 14                           |
| National Advisory Committee . . . . .                      | 15,173                                   | 14,666    | -         | 383        | 124      | 23,552                       |
| Navy . . . . .   | 158,945                                  | 4,896     | 99,674    | 46,281     | 8,094    | 317,548                      |
| Organized Reserve Corps . . . . .                          | 16                                       | -         | -         | 16         | -        | 22                           |
| Other Government Agencies . . . . .                        | 1,286                                    | 15        | -         | 1,271      | -        | 4,051                        |
| United Nations . . . . .                                   | 20,171                                   | 8,219     | 1,459     | 9,999      | 494      | 33,315                       |
| Cumulative Since 1 July 1951 . . . . .                     | 737,297                                  | 65,149    | 210,748   | 419,588    | 41,812   |                              |
| <b>OTHER THAN AIRCRAFT - TOTAL</b>                         |  |           |           |            |          |                              |
| Engine Block Testing . . . . .                             | 200,722                                  | 79,023    | 29,301    | 76,996     | 15,402   | 376,832                      |
| Crash Boats . . . . .                                      | 187,308                                  | 78,666    | 24,302    | 71,608     | 12,732   | 355,411                      |
| Miscellaneous . . . . .                                    | 2,577                                    | -         | -         | 2,071      | 506      | 4,359                        |
| Cumulative Since 1 July 1951 . . . . .                     | 10,837                                   | 357       | 4,999     | 3,317      | 2,164    | 17,062                       |
| Cumulative Since 1 July 1951 . . . . .                     | 376,832                                  | 144,358   | 54,992    | 146,295    | 31,187   |                              |
| <b>THIRD QUARTER FISCAL YEAR 1952 (JANUARY-MARCH 1952)</b> |  |           |           |            |          |                              |
| <b>TOTAL NET ISSUES AND LOSSES:</b> . . . . .              | 9,306,365                                | 3,105,442 | 1,966,098 | 3,962,808  | 272,017  | 26,307,542                   |
| Cumulative Since 1 Jul '51 . . . . .                       | 26,307,542                               | 7,973,872 | 5,669,321 | 11,872,652 | 791,897  |                              |
| <b>TOTAL NET ISSUES:</b> . . . . .                         | 9,198,802                                | 3,087,799 | 1,929,283 | 3,911,872  | 269,848  | 25,710,554                   |
| Cumulative Since 1 Jul '51 . . . . .                       | 25,710,554                               | 7,893,844 | 5,509,265 | 11,527,516 | 779,929  |                              |
| <b>LOSSES:</b> . . . . .                                   | 107,563                                  | 17,643    | 36,815    | 50,936     | 2,169    | 596,988                      |
| Cumulative Since 1 Jul '51 . . . . .                       | 596,988                                  | 79,828    | 150,056   | 345,136    | 11,968   |                              |
| <b>ISSUED TO:</b>  |  |           |           |            |          |                              |
| <b>AIRCRAFT OF USAF COMMANDS - TOTAL</b>                   |  |           |           |            |          |                              |
| Air Defense Command . . . . .                              | 8,521,442                                | 2,924,265 | 1,789,222 | 3,573,871  | 234,084  | 23,763,003                   |
| Air Materiel Command . . . . .                             | 525,685                                  | 377,617   | 13,256    | 127,907    | 6,903    | 1,625,765                    |
| Air Proving Ground Command . . . . .                       | 372,107                                  | 216,713   | 20,660    | 126,397    | 8,337    | 987,961                      |
| Air Research & Development Command . . . . .               | 88,062                                   | 40,205    | 12,415    | 35,202     | 240      | 245,152                      |
| Air Training Command . . . . .                             | 76,417                                   | 26,667    | 4,809     | 42,980     | 1,961    | 208,235                      |
| Air University . . . . .                                   | 1,695,203                                | 764,743   | 20,282    | 727,859    | 182,319  | 4,545,248                    |
| Continental Air Command . . . . .                          | 29,578                                   | 176       | 148       | 19,963     | 9,291    | 92,040                       |
| Headquarters Command . . . . .                             | 29,443                                   | 1,491     | 1,619     | 24,093     | 2,240    | 213,630                      |
| Military Air Transport Service . . . . .                   | 110,431                                  | 126       | 381       | 108,104    | 1,820    | 361,362                      |
| Special Weapons Command . . . . .                          | 40,197                                   | 4,128     | 399,473   | 539,532    | 1,490    | 2,725,057                    |
| Strategic Air Command . . . . .                            | 1,959,531                                | 14,748    | 5,049     | 18,402     | 1,998    | 128,689                      |
| Tactical Air Command . . . . .                             | 700,371                                  | 287,356   | 1,083,656 | 586,135    | 2,384    | 5,330,271                    |
| USAF Security Service . . . . .                            | 3,833                                    | 308,319   | 88,062    | 290,509    | 13,481   | 1,721,764                    |
| Alaskan Air Command . . . . .                              | 134,925                                  | 1,767     | 318       | 1,744      | 4        | 6,017                        |
| Air Forces In Europe . . . . .                             | 280,862                                  | 83,030    | 6,052     | 45,732     | 111      | 323,612                      |
| Caribbean Air Command . . . . .                            | 4,640                                    | 154,091   | 25,243    | 101,175    | 353      | 775,939                      |
| Far East Air Forces . . . . .                              | 1,503,848                                | 164       | -         | 4,367      | 109      | 17,637                       |
| Joint Brazil-US Military Command . . . . .                 | 318                                      | 642,334   | 87,763    | 772,780    | 971      | 4,386,888                    |
| Northeast Air Command . . . . .                            | 21,370                                   | -         | -         | 318        | -        | 728                          |
| Cumulative Since 1 July 1951 . . . . .                     | 23,763,003                               | 7,498,304 | 5,095,298 | 10,505,624 | 663,777  | 67,008                       |
| <b>AIRCRAFT OF RESERVE COMPONENTS-TOTAL</b>                |  |           |           |            |          |                              |
| Air Force Reserve . . . . .                                | 54,601                                   | 12,631    | 125       | 40,767     | 1,078    | 210,663                      |
| Cumulative Since 1 July 1951 . . . . .                     | 7,006                                    | 2,181     | -         | 4,419      | 406      | 31,543                       |

TABLE 2 - ISSUES OF USAF AVIATION FUEL, FY 1952 -- CONTINUED

| RECIPIENT   | GRADE OF FUEL (Barrels of 42 US Gallons) |            |           |            |           | Cumulative Since 1 July 1951 |
|---|--|------------|-----------|------------|-----------|------------------------------|
|   | TOTAL                                    | JET        | 115/145   | 100/130    | 91/98-80  |                              |
| THIRD QUARTER FISCAL YEAR 1952 (JANUARY-MARCH 1952) Continued |  |            |           |            |           |                              |
| AIRCRAFT OF RESERVE COMPONENTS - Continued                    |  |            |           |            |           |                              |
| Air National Guard . . . . .                                  | 45,594                                   | 10,426     | 121       | 34,666     | 381       | 171,946                      |
| Civil Air Patrol . . . . .                                    | 2,001                                    | 24         | 4         | 1,682      | 291       | 7,174                        |
| Cumulative Since 1 July 1951 . . . . .                        | 210,663                                  | 35,130     | 8,291     | 158,775    | 8,467     |                              |
| AIRCRAFT OTHER THAN USAF - TOTAL                              |  |            |           |            |           |                              |
| FOREIGN AIR FORCES - TOTAL . . . . .                          | 407,191                                  | 61,263     | 111,213   | 213,888    | 20,827    | 1,144,488                    |
| Argentine Air Force . . . . .                                 | 58,557                                   | 32,332     | 1,779     | 23,790     | 656       | 125,402                      |
| Belgian Air Force . . . . .                                   | -  | -          | -         | -          | -         | 38                           |
| Bolivian Air Force . . . . .                                  | -  | -          | -         | -          | -         | 13                           |
| Brazilian Air Force . . . . .                                 | 105                                      | -          | -         | 82         | 23        | 110                          |
| Chilean Air Force . . . . .                                   | -  | -          | -         | -          | -         | 22                           |
| Colombian Air Force . . . . .                                 | -  | -          | -         | -          | -         | 13                           |
| Cuban Air Force . . . . .                                     | 6  | -          | -         | 6          | -         | 34                           |
| Danish Air Force . . . . .                                    | 21                                       | -          | -         | 21         | -         | 168                          |
| Ecuadorian Air Force . . . . .                                | -  | -          | -         | -          | -         | 14                           |
| El Salvadoran Air Force . . . . .                             | 5  | -          | -         | 5          | -         | 116                          |
| French Air Force . . . . .                                    | 14                                       | -          | -         | 14         | -         | 66                           |
| Greek Air Force . . . . .                                     | 374                                      | 12         | -         | 357        | 5         | 1,023                        |
| Guatemalan Air Force . . . . .                                | 79                                       | -          | -         | 79         | -         | 1,127                        |
| Italian Air Force . . . . .                                   | -  | -          | -         | -          | -         | 767                          |
| Mexican Air Force . . . . .                                   | 4  | -          | -         | 4          | -         | 106                          |
| New Zealand Royal Air Force . . . . .                         | 57                                       | -          | -         | 57         | -         | 125                          |
| Nicaraguan Air Force . . . . .                                | -  | -          | -         | -          | -         | 148                          |
| Puerto Rican Air Force . . . . .                              | -  | -          | -         | -          | -         | 5                            |
| Republic of Korea Air Force . . . . .                         | -  | -          | -         | -          | -         | 272                          |
| Royal Air Force . . . . .                                     | 1,114                                    | -          | -         | 676        | 438       | 4,411                        |
| Royal Australian Air Force . . . . .                          | 6,111                                    | 300        | 852       | 4,959      | -         | 18,163                       |
| Royal Canadian Air Force . . . . .                            | 32,703                                   | 31,916     | -         | 787        | -         | 48,552                       |
| Royal Netherlands Air Force . . . . .                         | 13,663                                   | 104        | 927       | 12,442     | 190       | 42,491                       |
| Royal Norwegian Air Force . . . . .                           | 47                                       | -          | -         | 47         | -         | 525                          |
| South African Air Force . . . . .                             | 23                                       | -          | -         | 23         | -         | 48                           |
| Swedish Air Force . . . . .                                   | 4,180                                    | -          | -         | 4,180      | -         | 6,875                        |
| Thailand Air Force . . . . .                                  | -  | -          | -         | -          | -         | 43                           |
| Venezuelan Air Force . . . . .                                | 27                                       | -          | -         | 27         | -         | 46                           |
| American Republics Program . . . . .                          | 6  | -          | -         | 6          | -         | 6                            |
| Army Field Forces . . . . .                                   | 2,065                                    | 190        | 129       | 1,229      | 517       | 5,432                        |
| Atomic Energy Commission . . . . .                            | 366                                      | 54         | 140       | 172        | -         | 806                          |
| Civil Aeronautics Authority . . . . .                         | 654                                      | 4          | -         | 650        | -         | 1,152                        |
| Coast Guard . . . . .   | 1,576                                    | -          | 274       | 1,266      | 36        | 4,277                        |
| Commercial . . . . .  | 167,092                                  | 39         | 5,856     | 151,274    | 9,923     | 451,698                      |
| Joint US-Military Advisory Group . . . . .                    | 2,076                                    | -          | -         | 167        | 1,909     | 2,410                        |
| Latin American Branch . . . . .                               | -  | -          | -         | -          | -         | 4                            |
| Military District of Washington . . . . .                     | -  | -          | -         | -          | -         | 14                           |
| National Advisory Committee . . . . .                         | 27,142                                   | 23,567     | -         | 3,505      | 70        | 50,694                       |
| Navy . . . . .  | 142,056                                  | 5,035      | 100,406   | 28,913     | 7,702     | 459,604                      |
| Organized Reserve Corps . . . . .                             | -  | -          | -         | -          | -         | 22                           |
| Other Government Agencies . . . . .                           | 864                                      | 42         | 48        | 760        | 14        | 4,915                        |
| United Nations . . . . .                                      | 4,737                                    | -          | 2,581     | 2,156      | -         | 38,052                       |
| Cumulative Since 1 July 1951 . . . . .                        | 1,144,488                                | 126,412    | 321,961   | 633,476    | 62,639    |                              |
| OTHER THAN AIRCRAFT - TOTAL                                   |  |            |           |            |           |                              |
| Engine Block Testing . . . . .                                | 215,568                                  | 89,640     | 28,723    | 83,346     | 13,859    | 592,400                      |
| Crash Boats . . . . .   | 200,674                                  | 87,651     | 26,844    | 74,991     | 11,188    | 556,085                      |
| Miscellaneous . . . . .                                       | 4,194                                    | -          | 182       | 2,821      | 1,191     | 8,553                        |
| Cumulative Since 1 July 1951 . . . . .                        | 10,700                                   | 1,989      | 1,697     | 5,534      | 1,480     | 27,762                       |
|   | 592,400                                  | 233,998    | 83,715    | 229,641    | 45,046    |                              |
| FOURTH QUARTER FISCAL YEAR 1952 (APRIL-JUNE 1952)             |  |            |           |            |           |                              |
| TOTAL NET ISSUES AND LOSSES: . . . . .                        | 9,807,104                                | 3,626,343  | 2,072,834 | 3,772,657  | 335,270   | 36,114,646                   |
| Cumulative Since 1 Jul '51 . . . . .                          | 36,114,646                               | 11,600,015 | 7,742,155 | 15,645,309 | 1,127,167 |                              |
| TOTAL NET ISSUES: . . . . .                                   | 9,589,855                                | 3,564,875  | 2,014,934 | 3,680,505  | 329,541   | 35,300,409                   |
| Cumulative Since 1 Jul '51 . . . . .                          | 35,300,409                               | 11,458,719 | 7,524,199 | 15,208,021 | 1,109,470 |                              |
| LOSSES: . . . . .   | 217,249                                  | 61,468     | 57,900    | 92,152     | 5,729     | 814,237                      |
| Cumulative Since 1 Jul '51 . . . . .                          | 814,237                                  | 141,296    | 217,956   | 437,288    | 17,697    |                              |
| ISSUED TO:  |  |            |           |            |           |                              |
| AIRCRAFT OF USAF COMMANDS - TOTAL                             |  |            |           |            |           |                              |
| Air Defense Command . . . . .                                 | 8,933,323                                | 3,409,500  | 1,856,675 | 3,377,717  | 289,431   | 32,696,326                   |
| Air Materiel Command . . . . .                                | 515,854                                  | 392,424    | 1,756     | 115,909    | 5,765     | 2,141,619                    |
| Air Proving Ground Command . . . . .                          | 315,666                                  | 181,489    | 24,910    | 103,435    | 5,832     | 1,303,627                    |
| Air Research & Development Command . . . . .                  | 69,178                                   | 31,921     | 8,750     | 28,319     | 188       | 314,330                      |
| Air Training Command . . . . .                                | 138,778                                  | 60,173     | 12,221    | 62,137     | 4,247     | 347,013                      |
| Air University . . . . .                                      | 1,990,939                                | 1,043,545  | 40,775    | 664,152    | 242,467   | 6,536,187                    |
|   | 36,446                                   | 27         | 104       | 27,418     | 8,897     | 128,486                      |

TABLE 2 - ISSUES OF USAF AVIATION FUEL, FY 1952 --CONTINUED

| RECIPIENT   | GRADE OF FUEL (Barrels of 42 US Gallons) |            |           |            |          | Cumulative Since 1 July 1951 |
|---|--|------------|-----------|------------|----------|------------------------------|
|   | TOTAL                                    | JET        | 115/145   | 100/130    | 91/98-80 |                              |
| FOURTH QUARTER FISCAL YEAR 1952 (APRIL-JUNE 1952) Continued |  |            |           |            |          |                              |
| <b>AIRCRAFT OF USAF COMMANDS--Continued</b>                 |  |            |           |            |          |                              |
| Continental Air Command . . . . .                           | 32,984                                   | 744        | 4,179     | 27,066     | 995      | 246,614                      |
| Headquarters Command . . . . .                              | 91,144                                   | 221        | 1,299     | 87,572     | 2,052    | 452,506                      |
| Military Air Transport Service . . . . .                    | 924,716                                  | 9,624      | 420,554   | 493,446    | 1,092    | 3,649,773                    |
| Special Weapons Command . . . . .                           | 4,865                                    | 886        | 1,162     | 2,795      | 22       | 133,554                      |
| Strategic Air Command . . . . .                             | 2,001,363                                | 338,991    | 1,101,826 | 557,662    | 2,924    | 7,331,634                    |
| Tactical Air Command . . . . .                              | 605,062                                  | 236,212    | 96,314    | 259,391    | 13,145   | 2,326,826                    |
| USAF Security Service . . . . .                             | 8,394                                    | 7,090      | 558       | 746        | -        | 14,411                       |
| Alaskan Air Command . . . . .                               | 117,331                                  | 66,073     | 9,216     | 41,961     | 81       | 440,943                      |
| Air Forces In Europe . . . . .                              | 373,526                                  | 249,314    | 18,127    | 105,435    | 650      | 1,149,465                    |
| Caribbean Air Command . . . . .                             | 4,299                                    | -          | -         | 4,177      | 122      | 21,936                       |
| Far East Air Forces . . . . .                               | 1,674,324                                | 790,766    | 87,125    | 795,484    | 949      | 6,061,212                    |
| Joint Brazil-US Military Command . . . . .                  | 164                                      | -          | -         | 164        | -        | 892                          |
| Northeast Air Command . . . . .                             | 28,290                                   | -          | 27,799    | 488        | 3        | 95,298                       |
| Cumulative Since 1 July 1951 . . . . .                      | 32,696,326                               | 10,907,804 | 6,951,973 | 13,883,341 | 953,208  | -                            |
| <b>AIRCRAFT OF RESERVE COMPONENTS--TOTAL</b>                |  |            |           |            |          |                              |
| Air Force Reserve . . . . .                                 | 39,987                                   | 1,459      | 93        | 37,713     | 722      | 250,650                      |
| Air National Guard . . . . .                                | 527                                      | 93         | 27        | 388        | 19       | 32,703                       |
| Civil Air Patrol . . . . .                                  | 37,885                                   | 1,357      | 66        | 36,113     | 349      | 209,831                      |
| Cumulative Since 1 July 1951 . . . . .                      | 1,575                                    | 9          | -         | 1,212      | 354      | 8,749                        |
| 250,650   | 36,589                                   | 8,384      | 196,488   | 9,189      | -        | -                            |
| <b>AIRCRAFT OTHER THAN USAF - TOTAL</b>                     |  |            |           |            |          |                              |
| FOREIGN AIR FORCES - TOTAL . . . . .                        | 387,386                                  | 55,870     | 126,593   | 174,885    | 30,038   | 1,531,874                    |
| Argentine Air Force . . . . .                               | 61,009                                   | 30,446     | 2,723     | 26,524     | 1,316    | 186,411                      |
| Belgian Air Force . . . . .                                 | -  | -          | -         | -          | -        | 38                           |
| Bolivian Air Force . . . . .                                | -  | -          | -         | -          | -        | 13                           |
| Brazilian Air Force . . . . .                               | -  | -          | -         | -          | -        | 110                          |
| Chilean Air Force . . . . .                                 | -  | -          | -         | -          | -        | 22                           |
| Colombian Air Force . . . . .                               | -  | -          | -         | -          | -        | 13                           |
| Cuban Air Force . . . . .                                   | 7  | -          | -         | 7          | -        | 41                           |
| Danish Air Force . . . . .                                  | -  | -          | 12        | -          | -        | 168                          |
| Ecuadorian Air Force . . . . .                              | 12                                       | -          | -         | -          | -        | 26                           |
| El Salvadoran Air Force . . . . .                           | 27                                       | -          | -         | 27         | -        | 143                          |
| French Air Force . . . . .                                  | -  | 34         | -         | -          | -        | 66                           |
| Greek Air Force . . . . .                                   | 110                                      | -          | -         | 75         | 1        | 1,133                        |
| Guatemalan Air Force . . . . .                              | 317                                      | -          | -         | 317        | -        | 1,444                        |
| Italian Air Force . . . . .                                 | -  | -          | -         | -          | -        | 767                          |
| Mexican Air Force . . . . .                                 | -  | -          | -         | 74         | -        | 106                          |
| New Zealand Royal Air Force . . . . .                       | 74                                       | -          | -         | -          | -        | 199                          |
| Nicaraguan Air Force . . . . .                              | -  | -          | -         | -          | -        | 148                          |
| Puerto Rican Air Force . . . . .                            | -  | -          | -         | -          | -        | 5                            |
| Republic of Korea Air Force . . . . .                       | -  | -          | -         | 6,229      | 1,218    | 272                          |
| Royal Air Force . . . . .                                   | 7,447                                    | -          | -         | 2,834      | 7        | 11,858                       |
| Royal Australian Air Force . . . . .                        | 3,005                                    | 32         | 132       | 722        | -        | 21,168                       |
| Royal Canadian Air Force . . . . .                          | 29,450                                   | 28,663     | 65        | 11,170     | 90       | 78,002                       |
| Royal Netherlands Air Force . . . . .                       | 15,491                                   | 1,717      | 2,514     | 14         | -        | 57,982                       |
| Royal Norwegian Air Force . . . . .                         | 14                                       | -          | -         | 34         | -        | 539                          |
| South African Air Force . . . . .                           | 34                                       | -          | -         | -          | -        | 82                           |
| Swedish Air Force . . . . .                                 | 4,984                                    | -          | -         | 4,984      | -        | 11,859                       |
| Thailand Air Force . . . . .                                | -  | -          | -         | -          | -        | 43                           |
| Venezuelan Air Force . . . . .                              | 37                                       | -          | -         | 37         | -        | 46                           |
| American Republics Program . . . . .                        | 16                                       | 16         | -         | -          | -        | 22                           |
| Army Field Forces . . . . .                                 | 1,477                                    | 15         | 160       | 653        | 649      | 6,009                        |
| Atomic Energy Commission . . . . .                          | 223                                      | 8          | -         | 215        | -        | 1,029                        |
| Civil Aeronautics Authority . . . . .                       | 817                                      | -          | -         | 809        | 8        | 1,969                        |
| Coast Guard . . . . .                                       | 3,922                                    | -          | 1,690     | 2,218      | 14       | 8,199                        |
| Commercial . . . . .  | 139,792                                  | 2,344      | 12,862    | 108,911    | 15,675   | 591,490                      |
| Danish Government . . . . .                                 | 241                                      | -          | 241       | -          | -        | 241                          |
| Joint U.S. Military Advisory Group . . . . .                | 236                                      | -          | -         | 277        | 9        | 2,646                        |
| Latin American Branch . . . . .                             | -  | -          | -         | -          | -        | 4                            |
| Military District of Washington . . . . .                   | -  | -          | -         | -          | -        | 14                           |
| National Advisory Committee . . . . .                       | 20,615                                   | 18,911     | 4         | 1,551      | 149      | 71,309                       |
| Navy . . . . .  | 150,530                                  | 4,130      | 107,147   | 27,037     | 12,216   | 610,134                      |
| Organized Reserve Corps . . . . .                           | -  | -          | -         | -          | -        | 22                           |
| Other Government Agencies . . . . .                         | 706                                      | -          | 19        | 686        | 1        | 5,621                        |
| United Nations . . . . .                                    | 7,802                                    | -          | 1,747     | 6,054      | 1        | 45,854                       |
| Cumulative Since 1 July 1951 . . . . .                      | 1,531,874                                | 182,282    | 448,554   | 808,361    | 92,677   | -                            |
| <b>OTHER THAN AIRCRAFT - TOTAL</b>                          |  |            |           |            |          |                              |
| Engine Block Testing . . . . .                              | 229,159                                  | 98,046     | 31,573    | 90,190     | 9,350    | 821,559                      |
| Crash Boats . . . . .                                       | 201,462                                  | 87,185     | 28,823    | 79,133     | 6,321    | 757,547                      |
| Miscellaneous . . . . .                                     | 4,051                                    | 338        | -         | 2,314      | 1,399    | 12,604                       |
| Cumulative Since 1 July 1951 . . . . .                      | 23,646                                   | 10,523     | 2,750     | 8,743      | 1,630    | 51,408                       |
| 821,559   | 332,044                                  | 115,288    | 319,831   | 54,396     | -        | -                            |

SOURCE: Materiel Statistics Division, D/Statistical Services, DCS/c

TABLE 3 - ISSUANCE OF AIRCRAFT FUEL BY GRADE - QUARTERLY, FY 1952

(In thousands of gallons. Includes issues for use by USAF aircraft and Air Reserve - only. Does not include issues for foreign Air Forces or other government agencies, or non-aircraft issues, such as crash boats and block testing. Figures in parentheses are minus quantities.)

| OCTANE RATING                                    | FISCAL YEAR 1952 |                |                |                |                |
|--|------------------|----------------|----------------|----------------|----------------|
|  | TOTAL            | 1st Quarter    | 2nd Quarter    | 3rd Quarter    | 4th Quarter    |
| <u>WORLDWIDE - TOTAL</u> . . . . .               | <u>1,373,099</u> | <u>323,377</u> | <u>317,657</u> | <u>358,470</u> | <u>373,595</u> |
| Jet. . . . .                                     | 458,468          | 94,661         | 97,707         | 123,249        | 142,851        |
| 80 . . . . .                                     | 970              | 235            | 219            | 242            | 274            |
| 91 . . . . .                                     | 39,139           | 8,786          | 8,879          | 9,604          | 11,870         |
| 130. . . . .                                     | 583,605          | 152,252        | 139,396        | 150,227        | 141,730        |
| 145. . . . .                                     | 290,917          | 67,443         | 71,456         | 75,148         | 76,870         |
| <u>CONTINENTAL US (EXCLUDING MATS)</u> . . . . . | <u>835,678</u>   | <u>194,275</u> | <u>189,973</u> | <u>223,171</u> | <u>228,259</u> |
| Jet. . . . .                                     | 297,202          | 59,485         | 60,983         | 83,624         | 93,110         |
| 80 . . . . .                                     | 722              | 165            | 160            | 183            | 214            |
| 91 . . . . .                                     | 38,851           | 8,714          | 8,779          | 9,537          | 11,821         |
| 130. . . . .                                     | 332,640          | 89,301         | 79,137         | 85,823         | 78,379         |
| 145. . . . .                                     | 166,263          | 36,610         | 40,914         | 44,004         | 44,735         |
| <u>OVERSEAS (EXCLUDING MATS)</u> . . . . .       | <u>384,289</u>   | <u>91,570</u>  | <u>90,442</u>  | <u>95,706</u>  | <u>106,571</u> |
| Jet. . . . .                                     | 160,541          | 35,151         | 36,601         | 39,452         | 49,337         |
| 80 . . . . .                                     | 232              | 64             | 51             | 58             | 59             |
| 91 . . . . .                                     | 51               | 4              | 38             | 5              | 4              |
| 130. . . . .                                     | 165,609          | 42,441         | 38,644         | 41,825         | 42,699         |
| 145. . . . .                                     | 57,856           | 13,910         | 15,108         | 14,366         | 14,472         |
| <u>MATS - TOTAL</u> . . . . .                    | <u>153,132</u>   | <u>37,532</u>  | <u>37,242</u>  | <u>39,593</u>  | <u>38,765</u>  |
| Jet. . . . .                                     | 725              | 25             | 123            | 173            | 404            |
| 80 . . . . .                                     | 16               | 6              | 8              | 1              | 1              |
| 91 . . . . .                                     | 237              | 68             | 62             | 62             | 45             |
| 130. . . . .                                     | 85,356           | 20,510         | 21,615         | 22,579         | 20,652         |
| 145. . . . .                                     | 66,798           | 16,923         | 15,434         | 16,778         | 17,663         |
| <u>MATS - CONTINENTAL US</u> . . . . .           | <u>72,258</u>    | <u>18,769</u>  | <u>16,744</u>  | <u>18,832</u>  | <u>17,913</u>  |
| Jet. . . . .                                     | 720              | 25             | 122            | 173            | 400            |
| 80 . . . . .                                     | 13               | 5              | 8              | 0              | 0              |
| 91 . . . . .                                     | 234              | 67             | 60             | 62             | 45             |
| 130. . . . .                                     | 42,184           | 10,700         | 10,269         | 11,010         | 10,205         |
| 145. . . . .                                     | 29,107           | 7,972          | 6,285          | 7,587          | 7,263          |
| <u>MATS - OVERSEAS</u> . . . . .                 | <u>80,874</u>    | <u>18,763</u>  | <u>20,498</u>  | <u>20,761</u>  | <u>20,852</u>  |
| Jet. . . . .                                     | 5                | -              | 1              | -              | 4              |
| 80 . . . . .                                     | 3                | 1              | (4)            | 1              | 1              |
| 91 . . . . .                                     | 3                | 1              | 2              | (1)            | (4)            |
| 130. . . . .                                     | 43,172           | 9,810          | 11,346         | 11,569         | 10,447         |
| 145. . . . .                                     | 37,691           | 8,951          | 9,149          | 9,191          | 10,400         |

TABLE 4 - AVIATION FUEL STORAGE - EXISTING CAPACITY AT AIR FORCE BASES - 30 JUNE 1952

| AIR FORCE BASE                    | EXISTING CAPACITY (BARRELS OF 42 US GALLONS) |                  |                  |                | AIR FORCE BASE  | EXISTING CAPACITY (BARRELS OF 42 US GALLONS) |         |          |        |
|-----------------------------------|--|------------------|------------------|----------------|---|--|---------|----------|--------|
|                                   | TOTAL  | AVGAS            | JET FUEL         | EMPTY          |   | TOTAL  | AVGAS   | JET FUEL | EMPTY  |
| <b>WORLDWIDE TOTAL</b> . . . . .  | <b>6,006,062</b>                             | <b>4,327,686</b> | <b>1,525,759</b> | <b>152,617</b> |   |  |         |          |        |
| <b>ZONE OF INTERIOR</b> . . . . . | <b>1,723,412</b>                             | <b>1,144,699</b> | <b>470,297</b>   | <b>108,456</b> |   |  |         |          |        |
| <b>OVERSEAS</b> . . . . .         | <b>4,282,650</b>                             | <b>3,183,027</b> | <b>1,055,462</b> | <b>44,161</b>  |   |  |         |          |        |
|                                   |  |                  |                  |                | <b>ZONE OF INTERIOR (Continued)</b>                   |  |         |          |        |
|                                   |  |                  |                  |                | <b>FLORIDA (Continued):</b>                           |  |         |          |        |
|                                   |  |                  |                  |                | Patrick Air Force Base . . . . .                      | 18,445                                       | 14,280  | 4,165    | -      |
|                                   |  |                  |                  |                | Pinecastle Air Force Base . . . . .                   | 1,190  | 1,190   | -        | -      |
|                                   |  |                  |                  |                | Tyndall Air Force Base . . . . .                      | 11,296                                       | 4,760   | 6,536    | -      |
|                                   |  |                  |                  |                | <b>GEORGIA:</b> . . . . .                             | 53,518                                       | 34,414  | 17,319   | 1,785  |
|                                   |  |                  |                  |                | Bainbridge Air Force Base . . . . .                   | 2,380  | 2,380   | -        | -      |
|                                   |  |                  |                  |                | Dobbins Air Force Base . . . . .                      | -  | -       | -        | -      |
|                                   |  |                  |                  |                | Hunter Air Force Base . . . . .                       | 14,400                                       | 13,200  | 2,000    | -      |
|                                   |  |                  |                  |                | Lawson Air Force Base . . . . .                       | 4,206  | 3,674   | 532      | -      |
|                                   |  |                  |                  |                | Moody Air Force Base . . . . .                        | 10,115                                       | 1,785   | 8,330    | -      |
|                                   |  |                  |                  |                | Robins Air Force Base . . . . .                       | 8,302  | 7,425   | 877      | -      |
|                                   |  |                  |                  |                | Spence Field . . . . .                                | 5,355  | -       | -        | 1,785  |
|                                   |  |                  |                  |                | Turner Air Force Base . . . . .                       | 8,760  | 2,380   | 6,380    | -      |
|                                   |  |                  |                  |                | <b>IDAHO:</b> . . . . .                               | 4,384  | 4,384   | -        | -      |
|                                   |  |                  |                  |                | Mountain Home Air Force Base . . . . .                | 4,384  | -       | -        | -      |
|                                   |  |                  |                  |                | <b>ILLINOIS:</b> . . . . .                            | 23,024                                       | 8,008   | 15,016   | -      |
|                                   |  |                  |                  |                | Chanute Air Force Base . . . . .                      | 5,355  | 2,975   | 2,380    | -      |
|                                   |  |                  |                  |                | O'Hare International Airport . . . . .                | 14,099                                       | 1,463   | 12,636   | -      |
|                                   |  |                  |                  |                | Scott Air Force Base . . . . .                        | 3,570  | -       | -        | -      |
|                                   |  |                  |                  |                | <b>INDIANA:</b> . . . . .                             | 43,449                                       | 43,449  | -        | -      |
|                                   |  |                  |                  |                | Atterbury Air Force Base . . . . .                    | 7,151  | 7,151   | -        | -      |
|                                   |  |                  |                  |                | Bunker Hill - NAS . . . . .                           | 36,298                                       | 36,298  | -        | -      |
|                                   |  |                  |                  |                | <b>IOWA:</b> . . . . .                                | 11,305                                       | 1,785   | -        | 9,520  |
|                                   |  |                  |                  |                | Sioux City Municipal Airport . . . . .                | 11,305                                       | 1,785   | -        | 9,520  |
|                                   |  |                  |                  |                | <b>KANSAS:</b> . . . . .                              | 68,870                                       | 5,950   | 59,560   | 3,360  |
|                                   |  |                  |                  |                | Forbes Air Force Base . . . . .                       | 5,950  | 4,760   | 1,190    | -      |
|                                   |  |                  |                  |                | Sherman Air Force Base . . . . .                      | 1,190  | -       | -        | -      |
|                                   |  |                  |                  |                | Wichita Municipal Airport . . . . .                   | 61,730                                       | -       | 58,370   | 3,360  |
|                                   |  |                  |                  |                | <b>KENTUCKY:</b> . . . . .                            | 111,211                                      | 104,071 | -        | 7,140  |
|                                   |  |                  |                  |                | Bowman Field . . . . .                                | 7,140  | -       | -        | 7,140  |
|                                   |  |                  |                  |                | Campbell Air Force Base . . . . .                     | 4,071  | -       | -        | -      |
|                                   |  |                  |                  |                | Godman Air Force Base . . . . .                       | 100,000                                      | 100,000 | -        | -      |
|                                   |  |                  |                  |                | <b>LOUISIANA:</b> . . . . .                           | 88,570                                       | 47,858  | 10,712   | 30,000 |
|                                   |  |                  |                  |                | Alexandria Air Force Base . . . . .                   | 7,150  | 1,198   | 5,952    | -      |
|                                   |  |                  |                  |                | Barksdale Air Force Base . . . . .                    | 75,470                                       | 43,090  | 2,380    | 30,000 |
|                                   |  |                  |                  |                | Lake Charles Air Force Base . . . . .                 | 5,950  | 3,570   | 2,380    | -      |
|                                   |  |                  |                  |                | <b>MAINE:</b> . . . . .                               | 129,040                                      | 121,900 | 7,140    | -      |
|                                   |  |                  |                  |                | Limestone Air Force Base . . . . .                    | 117,140                                      | 117,140 | -        | -      |
|                                   |  |                  |                  |                | Presque Isle Air Force Base . . . . .                 | 11,900                                       | 4,760   | 7,140    | -      |
|                                   |  |                  |                  |                | <b>ALABAMA:</b> . . . . .                             | 46,946                                       | 40,486  | 6,460    | -      |
|                                   |  |                  |                  |                | Birmingham Municipal Airport . . . . .                | 3,838  | 3,838   | -        | -      |
|                                   |  |                  |                  |                | Brookley Air Force Base . . . . .                     | 9,267  | 7,567   | 1,700    | -      |
|                                   |  |                  |                  |                | Craig Air Force Base . . . . .                        | 3,570  | 3,570   | -        | -      |
|                                   |  |                  |                  |                | Gunter Air Force Base . . . . .                       | 7,570  | 7,570   | -        | -      |
|                                   |  |                  |                  |                | Maxwell Air Force Base . . . . .                      | 22,701                                       | 17,941  | 4,760    | -      |
|                                   |  |                  |                  |                | <b>ARIZONA:</b> . . . . .                             | 60,075                                       | 28,655  | 31,420   | -      |
|                                   |  |                  |                  |                | Davis-Monthan Air Force Base . . . . .                | 16,065                                       | 14,875  | 1,190    | -      |
|                                   |  |                  |                  |                | Luke Air Force Base . . . . .                         | 15,279                                       | 3,974   | 11,305   | -      |
|                                   |  |                  |                  |                | Williams Air Force Base . . . . .                     | 19,520                                       | 5,950   | 13,570   | -      |
|                                   |  |                  |                  |                | Yuma County Municipal Airport . . . . .               | 9,211  | 3,856   | 5,355    | -      |
|                                   |  |                  |                  |                | <b>CALIFORNIA:</b> . . . . .                          | 113,567                                      | 80,890  | 32,677   | -      |
|                                   |  |                  |                  |                | Castle Air Force Base . . . . .                       | 8,330  | 7,735   | 595      | -      |
|                                   |  |                  |                  |                | Edwards Air Force Base . . . . .                      | 12,495                                       | 6,545   | 5,950    | -      |
|                                   |  |                  |                  |                | George Air Force Base . . . . .                       | 11,900                                       | 5,950   | 5,950    | -      |
|                                   |  |                  |                  |                | Hamilton Air Force Base . . . . .                     | 20,470                                       | 8,570   | 11,900   | -      |
|                                   |  |                  |                  |                | Long Beach Municipal Airport . . . . .                | 3,570  | 3,570   | -        | -      |
|                                   |  |                  |                  |                | March Air Force Base . . . . .                        | 8,949  | 7,759   | 1,190    | -      |
|                                   |  |                  |                  |                | Mather Air Force Base . . . . .                       | 14,400                                       | 14,400  | -        | -      |
|                                   |  |                  |                  |                | McClellan Air Force Base . . . . .                    | 10,685                                       | 8,330   | 2,355    | -      |
|                                   |  |                  |                  |                | Morton Air Force Base . . . . .                       | 8,284  | 3,547   | 4,737    | -      |
|                                   |  |                  |                  |                | Parks Air Force Base . . . . .                        | 561  | 561     | -        | -      |
|                                   |  |                  |                  |                | Travis Air Force Base . . . . .                       | 13,923                                       | 13,923  | -        | -      |
|                                   |  |                  |                  |                | <b>COLORADO:</b> . . . . .                            | 8,305  | 7,735   | 570      | -      |
|                                   |  |                  |                  |                | Ent Air Force Base . . . . .                          | 4,735  | 4,165   | 570      | -      |
|                                   |  |                  |                  |                | Lowrey Air Force Base . . . . .                       | 3,570  | 3,570   | -        | -      |
|                                   |  |                  |                  |                | <b>DELAWARE:</b> . . . . .                            | 10,770                                       | 1,705   | 8,975    | -      |
|                                   |  |                  |                  |                | Dover Air Force Base . . . . .                        | 3,630  | 605     | 3,025    | -      |
|                                   |  |                  |                  |                | New Castle County Airport . . . . .                   | 7,140  | 1,190   | 5,950    | -      |
|                                   |  |                  |                  |                | <b>DISTRICT OF COLUMBIA:</b> . . . . .                | 4,760  | 4,760   | -        | -      |
|                                   |  |                  |                  |                | Bolling Air Force Base . . . . .                      | 4,760  | -       | -        | -      |
|                                   |  |                  |                  |                | <b>FLORIDA:</b> . . . . .                             | 111,754                                      | 62,340  | 28,146   | 21,268 |
|                                   |  |                  |                  |                | Avon Park Air Force Base . . . . .                    | 14,128                                       | -       | -        | 14,128 |
|                                   |  |                  |                  |                | Barlow Field . . . . .                                | 1,785  | 1,785   | -        | -      |
|                                   |  |                  |                  |                | Eglin Air Force Base . . . . .                        | 41,420                                       | 28,140  | 12,685   | 595    |
|                                   |  |                  |                  |                | MacDill Air Force Base . . . . .                      | 11,900                                       | 7,140   | 4,760    | -      |
|                                   |  |                  |                  |                | Miami Municipal Airport . . . . .                     | 5,045  | 5,045   | -        | -      |
|                                   |  |                  |                  |                | Orlando Air Force Base . . . . .                      | 6,545  | -       | -        | 6,545  |
|                                   |  |                  |                  |                | Palm Beach International Airport (Morrison) . . . . . | -  | -       | -        | -      |



TABLE 4 - AVIATION FUEL STORAGE - EXISTING CAPACITY AT AIR FORCE BASES - 30 JUNE 1952 - CONTINUED

| AIR FORCE BASE                         | EXISTING CAPACITY (BARRELS OF 42 US GALLONS) |        |          |       | AIR FORCE BASE                       | EXISTING CAPACITY (BARRELS OF 42 US GALLONS) |         |          |        |
|--|--|--------|----------|-------|--------------------------------------|--|---------|----------|--------|
|  | TOTAL  | AVGAS  | JET FUEL | EMPTY |                                      | TOTAL  | AVGAS   | JET FUEL | EMPTY  |
| <u>ZONE OF INTERIOR (Continued)</u>    |  |        |          |       | <u>ZONE OF INTERIOR (Continued)</u>  |  |         |          |        |
| MARYLAND: . . . . .                    | 4,740  | 2,380  | 2,360    | -     | NEW YORK (Continued):                |  |         |          |        |
| Andrews Air Force Base . . . . .       | 4,740  | 2,380  | 2,360    | -     | Mitchel Air Force Base . . . . .     | 10,115                                       | 8,330   | 1,785    | -      |
| MASSACHUSETTS: . . . . .               | 29,120                                       | 19,570 | 9,550    | -     | Stewart Air Force Base . . . . .     | 6,545  | 5,950   | 595      | -      |
| Lawrence G. Hanscom Field . . . . .    | 3,570  | 2,975  | 595      | -     | NORTH CAROLINA: . . . . .            | 4,760  | 3,570   | 1,190    | -      |
| Otis Air Force Base . . . . .          | 5,950  | 595    | 5,355    | -     | Pope Air Force Base . . . . .        | 4,760  | 3,570   | 1,190    | -      |
| Westover Air Force Base . . . . .      | 19,600                                       | 16,000 | 3,600    | -     | OHIO: . . . . .                      | 91,285                                       | 50,622  | 37,069   | 3,594  |
| MICHIGAN: . . . . .                    | 21,016                                       | 8,066  | 12,950   | -     | Clinton County Air Force Base . .    | 1,190  | 1,190   | -        | -      |
| Cascade Air Force Base . . . . .       | 5,500  | 880    | 4,620    | -     | Lockbourne Air Force Base . . . . .  | 56,545                                       | 27,975  | 28,870   | -      |
| Raco Air Force Auxiliary Field . . . . | 3,616  | 3,616  | -        | -     | Wright-Patterson Air Force Base:     |  |         |          |        |
| Selfridge Air Force Base . . . . .     | 11,900                                       | 3,570  | 8,330    | -     | Area "A" & "C" . . . . .             | 7,748  | 6,556   | 1,192    | -      |
| MINNESOTA: . . . . .                   | 2,380  | 595    | -        | 1,785 | Area "B" . . . . .                   | 25,802                                       | 14,901  | 7,307    | 3,594  |
| Holman Field . . . . .                 | 1,785  | -      | -        | 1,785 | OKLAHOMA: . . . . .                  | 21,468                                       | 17,898  | 3,570    | -      |
| Williamson-Johnson Airport . . . . .   | 595  | 595    | -        | -     | Tinker Air Force Base . . . . .      | 15,518                                       | 11,948  | 3,570    | -      |
| MISSISSIPPI: . . . . .                 | 26,662                                       | 23,588 | -        | 3,074 | Vance Air Force Base . . . . .       | 5,950  | 5,950   | -        | -      |
| Columbus Air Force Base . . . . .      | 5,950  | 5,950  | -        | -     | OREGON: . . . . .                    | 8,925  | 2,380   | 6,545    | -      |
| Greenville Air Force Base . . . . .    | 5,142  | 2,068  | -        | 3,074 | Medford Municipal Airport . . . . .  | 1,785  | 1,190   | 595      | -      |
| Kessler Air Force Base . . . . .       | 15,570                                       | 15,570 | -        | -     | Portland International Airport . . . | 7,140  | 1,190   | 5,950    | -      |
| MISSOURI: . . . . .                    | 6,553  | -      | -        | 6,553 | PENNSYLVANIA: . . . . .              | 7,854  | 4,284   | 3,570    | -      |
| Sedalia Air Force Base . . . . .       | 6,553  | -      | -        | 6,553 | Greater Pittsburgh Airport . . . . . | 1,904  | 714     | 1,190    | -      |
| MONTANA: . . . . .                     | 16,545                                       | 15,355 | 1,190    | -     | Olmsted Air Force Base . . . . .     | 5,950  | 3,570   | 2,380    | -      |
| Great Falls Air Force Base . . . . .   | 16,545                                       | 15,355 | 1,190    | -     | SOUTH CAROLINA: . . . . .            | 23,922                                       | 15,592  | 8,330    | -      |
| NEBRASKA: . . . . .                    | 1,190  | 1,190  | -        | -     | Donaldson Air Force Base . . . . .   | 12,022                                       | 12,022  | -        | -      |
| Offutt Air Force Base . . . . .        | 1,190  | 1,190  | -        | -     | Shaw Air Force Base . . . . .        | 11,900                                       | 3,570   | 8,330    | -      |
| NEVADA: . . . . .                      | 39,040                                       | 11,900 | 27,140   | -     | SOUTH DAKOTA: . . . . .              | 39,997                                       | 39,420  | 577      | -      |
| Indian Springs Air Force Base . . . .  | 4,760  | 3,570  | 1,190    | -     | Rapid City Air Force Base . . . . .  | 39,997                                       | 39,420  | 577      | -      |
| Hollis Air Force Base . . . . .        | 29,520                                       | 3,570  | 25,950   | -     | TENNESSEE: . . . . .                 | 26,640                                       | 26,045  | 595      | -      |
| Stead Air Force Base . . . . .         | 4,760  | 4,760  | -        | -     | Berry Field . . . . .                | 2,380  | 2,380   | -        | -      |
| NEW HAMPSHIRE: . . . . .               | 8,120  | 6,960  | 1,160    | -     | Sewart Field . . . . .               | 24,260                                       | 23,665  | 595      | -      |
| Grenier Air Force Base . . . . .       | 8,120  | 6,960  | 1,160    | -     | TEXAS: . . . . .                     | 280,070                                      | 181,422 | 88,648   | 10,000 |
| NEW JERSEY: . . . . .                  | 2,380  | 595    | 1,785    | -     | Amarillo Air Force Base . . . . .    | 10,000                                       | -       | -        | 10,000 |
| McGuire Air Force Base . . . . .       | 2,380  | 595    | 1,785    | -     | Bergstrom Air Force Base . . . . .   | 7,140  | 1,785   | 5,355    | -      |
| NEW MEXICO: . . . . .                  | 44,529                                       | 34,403 | 10,126   | -     | Biggs Air Force Base . . . . .       | 14,972                                       | 13,782  | 1,190    | -      |
| Clovis Air Force Base . . . . .        | 15,130                                       | 11,375 | 3,755    | -     | Big Spring Air Force Base (Webb)     | 28,095                                       | 4,165   | 23,930   | -      |
| Kirtland Air Force Base . . . . .      | 16,486                                       | 10,115 | 6,371    | -     | Brooks Air Force Base . . . . .      | 4,760  | 4,760   | -        | -      |
| Walker Air Force Base . . . . .        | 12,913                                       | 12,913 | -        | -     | Bryan Air Force Base . . . . .       | 28,570                                       | -       | 28,570   | -      |
| NEW YORK: . . . . .                    | 43,800                                       | 30,825 | 12,975   | -     | Carswell Air Force Base . . . . .    | 38,000                                       | 38,000  | -        | -      |
| Griffiss Air Force Base . . . . .      | 27,140                                       | 16,545 | 10,595   | -     | Ellington Air Force Base . . . . .   | 9,520  | 9,520   | -        | -      |
|  |  |        |          |       | Goodfellow Air Force Base . . . . .  | 5,355  | 4,760   | 595      | -      |
|  |  |        |          |       | Gray Air Force Base . . . . .        | 1,785  | 1,785   | -        | -      |
|  |  |        |          |       | James Connally Air Force Base . . .  | 15,950                                       | 14,760  | 1,190    | -      |

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TABLE 4 - AVIATION FUEL STORAGE - EXISTING CAPACITY AT AIR FORCE BASES - 30 JUNE 1952 -- CONTINUED

| AIR FORCE BASE                                | EXISTING CAPACITY (BARRELS OF 42 US GALLONS) |           |           |        | AIR FORCE BASE                               | EXISTING CAPACITY (BARRELS OF 42 US GALLONS) |         |          |        |
|---|--|-----------|-----------|--------|--|--|---------|----------|--------|
|   | TOTAL  | AVGAS     | JET FUEL  | EMPTY  |  | TOTAL  | AVGAS   | JET FUEL | EMPTY  |
| <u>ZONE OF INTERIOR (Continued)</u>           |  |           |           |        | <u>OVERSEAS (Continued)</u>                  |  |         |          |        |
| <u>TEXAS (Continued):</u>                     |  |           |           |        | <u>FAR EAST AIR FORCE (Continued) . . .</u>  |  |         |          |        |
| Kelly Air Force Base . . . . .                | 30,134                                       | 28,336    | 1,798     | -      | Brady Air Base, Japan . . . . .              | 2,000  | 2,000   | -        | -      |
| Laredo Air Force Base . . . . .               | 6,000  | -         | 6,000     | -      | Central Air Base, Iwo Jima . . . . .         | 20,000                                       | 20,000  | -        | -      |
| Laughlin Air Force Base . . . . .             | 13,570                                       | -         | 13,570    | -      | Chitose Auxiliary Air Base, Japan . . . . .  | 14,800                                       | 800     | 13,500   | 500    |
| Matagorda Island B & GR. . . . .              | 5,618  | 858       | 4,760     | -      | Clark Air Force Base, Luzon, P. I. . . . .   | 50,000                                       | 30,000  | 20,000   | -      |
| Perrin Air Force Base . . . . .               | 5,950  | 5,950     | -         | -      | Putema Auxiliary Air Base, Okinawa . . . . . | 10,000                                       | 10,000  | -        | -      |
| Pyote Air Force Base . . . . .                | 16,136                                       | 16,136    | -         | -      | Haneda Air Base, Tokyo, Japan . . . . .      | 22,500                                       | 22,500  | -        | -      |
| Randolph Air Force Base . . . . .             | 15,355                                       | 15,355    | -         | -      | Harmon Air Force Base, Guam, M. I. . . . .   | 50,000                                       | 50,000  | -        | -      |
| Reese Air Force Base . . . . .                | 11,855                                       | 11,355    | 500       | -      | Itami Air Base, Japan . . . . .              | 2,700  | 2,700   | -        | -      |
| San Marcos Air Force Base . . . . .           | 6,545  | 6,545     | -         | -      | Itasuki Air Base, Japan . . . . .            | 27,000                                       | 14,500  | 12,500   | -      |
| Sheppard Air Force Base . . . . .             | 4,760  | 3,570     | 1,190     | -      | Iwakuni Air Base, Japan . . . . .            | 3,900  | 3,900   | -        | -      |
| UTAH . . . . .                                | 17,723                                       | 5,950     | 1,396     | 10,377 | Johnson Air Base, Japan . . . . .            | 17,570                                       | 6,000   | 11,570   | -      |
| Hill Air Force Base . . . . .                 | 7,346  | 5,950     | 1,396     | -      | K-1 Air Base, Kupo-ri, Korea . . . . .       | 13,000                                       | -       | -        | 13,000 |
| Wendover Air Force Base . . . . .             | 10,377                                       | -         | -         | 10,377 | K-2 Air Base, Korea . . . . .                | 46,000                                       | 2,000   | 44,000   | -      |
| VERMONT . . . . .                             | 1,190  | 1,190     | -         | -      | K-3 Air Base, Pohang, Korea . . . . .        | 26,000                                       | 6,000   | 20,000   | -      |
| Burlington Municipal Airport . . . . .        | 1,190  | 1,190     | -         | -      | K-6 Air Base, Pyongtaek, Korea . . . . .     | 6,000  | 6,000   | -        | -      |
| VIRGINIA . . . . .                            | 19,635                                       | 12,495    | 7,140     | -      | K-8 Air Base, Kunsan, Korea . . . . .        | 46,000                                       | 46,000  | -        | -      |
| Langley Air Force Base . . . . .              | 19,635                                       | 12,495    | 7,140     | -      | K-9 Air Base, Pusan, Korea . . . . .         | 3,000  | 3,000   | -        | -      |
| WASHINGTON . . . . .                          | 41,440                                       | 29,384    | 12,056    | -      | K-10 Air Base, Chinhae, Korea . . . . .      | 13,000                                       | 13,000  | -        | -      |
| Fairchild Air Force Base . . . . .            | 9,520  | 8,925     | 595       | -      | K-13 Air Base, Suyong, Korea . . . . .       | 23,000                                       | 2,000   | 21,000   | -      |
| Geiger Field . . . . .                        | 9,520  | 3,570     | 5,950     | -      | K-14 Air Base, Kimpo, Korea . . . . .        | 26,000                                       | 6,000   | 20,000   | -      |
| Larson Air Force Base . . . . .               | 15,260                                       | 9,749     | 5,511     | -      | K-16 Air Base, Seoul, Korea . . . . .        | 2,000  | 2,000   | -        | -      |
| Paine Air Force Base . . . . .                | 7,140  | 7,140     | -         | -      | K-18 Air Base, Konghuni, Korea . . . . .     | 2,000  | -       | -        | 2,000  |
| WISCONSIN . . . . .                           | 2,880  | 500       | 2,380     | -      | K-46 Air Base, Hoengsong, Korea . . . . .    | 2,000  | 2,000   | -        | -      |
| Madison Municipal Airport (Truax) . . . . .   | 2,880  | 500       | 2,380     | -      | Kadena Air Base, Okinawa . . . . .           | 30,000                                       | 30,000  | -        | -      |
| OVERSEAS . . . . .                            | 4,282,650                                    | 3,183,027 | 1,055,462 | 44,161 | Kizaresu Air Base, Japan . . . . .           | 13,100                                       | 21,000  | 11,000   | -      |
| ALASKAN AIR COMMAND . . . . .                 | 402,830                                      | 383,620   | 68,210    | 6,000  | Komaki Air Base-(Nagoya) Japan . . . . .     | 34,500                                       | 24,000  | 10,500   | -      |
| Eilson Air Force Base, Fairbanks . . . . .    | 81,190                                       | 81,190    | -         | -      | Matsushima Auxiliary AB, Japan . . . . .     | -  | -       | -        | -      |
| Elmendorf, Anchorage . . . . .                | 47,600                                       | 44,030    | 3,570     | -      | Miho Air Base, Japan . . . . .               | 5,740  | 5,740   | -        | -      |
| Ladd Air Force Base, Fairbanks . . . . .      | 138,670                                      | 74,030    | 64,640    | -      | Misawa Air Base, Japan . . . . .             | 61,500                                       | 20,500  | 41,000   | -      |
| Nome Airport (Harka Air Force Base) . . . . . | 27,570                                       | 27,570    | -         | -      | Naha Air Base, Okinawa . . . . .             | 64,000                                       | 30,000  | 34,000   | -      |
| Shemya Air Force Base . . . . .               | 92,800                                       | 92,800    | -         | -      | Niigata Air Base, Japan . . . . .            | 11,000                                       | -       | 11,000   | -      |
| Thornbrough AFB, (Cold Bay) . . . . .         | 15,000                                       | 9,000     | -         | 6,000  | Tachikawa Air Base, Japan . . . . .          | 12,500                                       | 12,500  | -        | -      |
| CARIBBEAN AIR COMMAND . . . . .               | 243,020                                      | 241,830   | -         | 1,190  | Tsuiki Air Base, Japan . . . . .             | 16,000                                       | 1,000   | 15,000   | -      |
| Albrook AFB, Balboa, Canal Zone . . . . .     | 183,420                                      | 182,230   | -         | 1,190  | Yakumo Auxiliary Air Base, Japan . . . . .   | 11,000                                       | -       | 11,000   | -      |
| France Air Force Base, Canal Zone . . . . .   | 59,600                                       | 59,600    | -         | -      | Yokota Air Base, Japan . . . . .             | 76,990                                       | 51,370  | 24,360   | 1,260  |
| FAR EAST AIR FORCE . . . . .                  | 866,300                                      | 522,210   | 327,330   | 16,760 | Yontan Air Base, Japan . . . . .             | 3,000  | 3,000   | -        | -      |
| Andersen Air Force Base, Guam, M. I. . . . .  | 92,000                                       | 92,000    | -         | -      | MILITARY AIRTRANSPORT SERVICE . . . . .      | 532,421                                      | 492,810 | 20,000   | 19,611 |
| Ashiya Air Base, Japan . . . . .              | 6,500  | 6,500     | -         | -      | Dhahran Airfield, Saudi Arabia . . . . .     | 110,000                                      | 110,000 | -        | -      |
|   |  |           |           |        | Hickam Air Force Base, Hawaii . . . . .      | 58,905                                       | 56,525  | -        | 2,380  |
|   |  |           |           |        | Johnston Island, Air Force Base . . . . .    | 70,950                                       | 67,975  | -        | 2,975  |
|   |  |           |           |        | Keflavik Airport, Iceland . . . . .          | 100,000                                      | 90,000  | 10,000   | -      |
|   |  |           |           |        | Kindley Air Force Base, Bermuda . . . . .    | 10,656                                       | 5,920   | -        | 4,736  |
|   |  |           |           |        | Kipapa Air Strip, Hawaii . . . . .           | 9,520  | -       | -        | 9,520  |
|   |  |           |           |        | Lages Field, Terceira, Azores . . . . .      | 120,000                                      | 120,000 | -        | -      |
|   |  |           |           |        | Wake Island Air Force Base . . . . .         | 32,390                                       | 32,390  | -        | -      |
|   |  |           |           |        | Wheelus Field, Libya, Africa . . . . .       | 20,000                                       | 10,000  | 10,000   | -      |

TABLE 4 - AVIATION FUEL STORAGE - EXISTING CAPACITY AT AIR FORCE BASES - 30 JUNE 1952 - CONTINUED

| AIR FORCE BASE                          | EXISTING CAPACITY (BARRELS OF 42 US GALLONS) |                  |                |            | AIR FORCE BASE                         | EXISTING CAPACITY (BARRELS OF 42 US GALLONS) |         |          |       |
|---|--|------------------|----------------|------------|--|--|---------|----------|-------|
|   | TOTAL  | AVGAS            | JET FUEL       | EMPTY      |  | TOTAL  | AVGAS   | JET FUEL | EMPTY |
| <u>OVERSEAS (Continued)</u>             |  |                  |                |            | <u>OVERSEAS (Continued)</u>            |  |         |          |       |
| <u>NORTHEAST AIR COMMAND</u> . . . . .  | <u>1,793,768</u>                             | <u>1,216,667</u> | <u>576,501</u> | <u>600</u> | <u>USAF IN EUROPE (Continued)</u>      |  |         |          |       |
| Ernest Harmon AFB, Newfoundland. . .    | 104,419                                      | 92,353           | 12,066         | -          | Bentwaters RAF Station, England. . .   | 4,760  | 357     | 4,403    | -     |
| Goose Bay Airport, Newfoundland. . .    | 313,600                                      | 263,600          | 50,000         | -          | Bovingdon RAF Station, England. . .    | 4,120  | 4,120   | -        | -     |
| McAndrew Air Base, Newfoundland. . .    | 5,265  | -                | 5,265          | -          | Brize Norton RAF Station, England. . . | 5,000  | 5,000   | -        | -     |
| Narsarsuaq AB (BW-1), Greenland. . .    | 56,176                                       | 40,468           | 15,708         | -          | Burtonwood RAF Station, England. . .   | 3,580  | 3,580   | -        | -     |
| Pepperrell Air Base, Newfoundland. . .  | 5,000  | 5,000            | -              | -          | Chaumont Air Base, France. . . . .     | 3,830  | 380     | 3,450    | -     |
| Sonderstromfjord AB(BW-8),Greenld. . .  | 47,308                                       | 44,046           | 3,262          | -          | Erding Air Depot, Germany. . . . .     | 953  | 953     | -        | -     |
| Thule Air Base, Greenland. . . . .      | 1,262,000                                    | 771,200          | 490,200        | 600        | Fairford RAF Station, England. . . .   | 4,114  | 4,114   | -        | -     |
| <u>STRATEGIC AIR COMMAND</u> . . . . .  | <u>92,856</u>                                | <u>90,786</u>    | <u>2,070</u>   | <u>-</u>   | Furstenfeldbruck Air Base, Germany . . | 6,250  | 1,240   | 5,010    | -     |
| Basingsbourne RAF Station, England. . . | 4,120  | 4,120            | -              | -          | Giebelstadt Air Base, Germany. . . .   | 3,350  | 2,000   | 1,350    | -     |
| Lakenheath RAF Station, England. . .    | 4,140  | -                | -              | -          | Landsberg Air Base, Germany. . . . .   | 1,880  | 1,880   | -        | -     |
| Lindholm RAF Station, England. . . .    | 4,120  | 4,120            | -              | -          | Leon/Courvon Air Base, France. . . .   | 3,810  | 3,415   | 395      | -     |
| Manstan Royal AF Station, England. . .  | 2,730  | 660              | 2,070          | -          | Neubiberg, Germany . . . . .           | 7,150  | 1,220   | 5,930    | -     |
| Mildenhall RAF Station; England. . . .  | 4,100  | 4,100            | -              | -          | Nomasseur Air Base, Morocco. . . . .   | 132,310                                      | 122,110 | 10,200   | -     |
| Oakington Royal AF Station, England . . | 4,100  | 4,100            | -              | -          | Rhein/Main Air Base, Germany. . . . .  | 12,000                                       | 10,000  | 2,000    | -     |
| Remy Air Force Base, Puerto Rico . . .  | 51,170                                       | 51,170           | -              | -          | Rothwestern Air Base, Germany. . . . . | 620  | 620     | -        | -     |
| Southampton RAF Station, England. . .   | 4,540  | 4,540            | -              | -          | Sculthorpe RAF Station, England. . . . | 4,114  | 1,474   | 2,640    | -     |
| Upper Heyford RAF Station, England. . . | 4,116  | 4,116            | -              | -          | Sealand RAF Station, England. . . . .  | 850  | 850     | -        | -     |
| Waddington RAF Station, England. . . .  | 4,120  | 4,120            | -              | -          | Shepherds Grove RAF Station, Eng. . .  | 4,760  | 457     | 4,303    | -     |
| Wyton Royal Air Force Sta., England . . | 5,600  | 5,600            | -              | -          | Sidi Slimane Airfield, Morocco . . .   | 131,310                                      | 110,910 | 20,400   | -     |
| <u>USAF IN EUROPE</u> . . . . .         | <u>351,455</u>                               | <u>290,104</u>   | <u>61,351</u>  | <u>-</u>   | Templehof Air Base, Germany. . . . .   | 3,140  | 3,140   | -        | -     |
| Abu Sueir Airfield, Egypt. . . . .      | -  | -                | -              | -          | Toule/Rosiere Air Base, France . . . . | 1,090  | 1,090   | -        | -     |
|   |  |                  |                |            | Tulln Air Base, Austria. . . . .       | 930  | 930     | -        | -     |
|   |  |                  |                |            | Wethersfield RAF Station, England. . . | 4,114  | 4,114   | -        | -     |
|   |  |                  |                |            | Wiesbaden Air Base, Germany. . . . .   | 7,420  | 6,150   | 1,270    | -     |

SOURCE: Munitions Board Report Form 273 through Fuels & Materials Division, D/S&S, DCS/M

TABLE 5 - AVIATION FUEL STORAGE CAPACITY, UNDER CONSTRUCTION AND AUTHORIZED AND APPROVED FOR CONSTRUCTION  
AT AF BASES WORLD-WIDE

| AIR FORCE BASE                                     | LOCATION      | UNDER CONSTRUCTION - 30 JUNE 1952 |           |          | AUTHORIZED AND APPROVED FOR CONSTRUCTION - 31 MAY 1952 |           |              |                |
|--|---------------|-----------------------------------|-----------|----------|--|-----------|--------------|----------------|
|  |               | TOTAL                             | AVGAS     | JET FUEL | TOTAL  | BULK FUEL | OPNL STORAGE | (OPNL STORAGE) |
|  |               | BBLS.                             | BBLS.     | BBLS.    | BBLS.  | BBLS.     | BBLS.        | (GALS)         |
| <u>WORLDWIDE TOTAL</u> . . . . .                   |               | 2,162,951                         | 1,372,960 | 828,571  | 8,154,235  | 6,917,200 | 1,237,035    | (51,955,500)   |
| <u>ZONE OF INTERIOR</u> . . . . .                  |               | 1,045,566 a/                      | 444,015   | 580,131  | 2,293,530  | 2,293,530 | 633,130      | (26,591,500)   |
| <u>OVERSEAS</u> . . . . .                          |               | 1,117,385                         | 928,945   | 248,440  | 5,860,705  | 5,256,300 | 603,905      | (25,364,000)   |
| <u>ZONE OF INTERIOR</u> . . . . .                  |               | 1,045,566 a/                      | 444,015   | 580,131  | 2,293,530  | 1,660,400 | 633,130      | (26,591,500)   |
| Alexandria Air Force Base . . . . .                | Louisiana     | -                                 | -         | -        | 5,000  | 5,000     | -            | ( - )          |
| Altus Municipal Airport . . . . .                  | Oklahoma      | -                                 | -         | -        | 15,143   | 8,000     | 7,143        | ( 300,000)     |
| Andrews Air Force Base . . . . .                   | Maryland      | 3,570                             | -         | 3,570    | 1,190  | -         | 1,190        | ( 50,000)      |
| Ardmore Air Force Base . . . . .                   | Oklahoma      | -                                 | -         | -        | 21,514   | 10,800    | 10,714       | ( 450,000)     |
| Barkdale Air Force Base . . . . .                  | Louisiana     | 21,420 a/                         | -         | -        | 108,571  | 80,000    | 28,571       | ( 1,200,000)   |
| Bergstrom Air Force Base . . . . .                 | Texas         | 27,140                            | -         | 27,140   | 12,381   | 10,000    | 2,381        | ( 100,000)     |
| Biggs Air Force Base . . . . .                     | Texas         | 27,000                            | 27,000    | -        | -  | -         | -            | ( - )          |
| Burlington Municipal Airport . . . . .             | Vermont       | 5,030                             | -         | 5,030    | 5,000  | 5,000     | -            | ( - )          |
| Campbell Air Force Base . . . . .                  | Kentucky      | 34,400                            | 17,200    | 17,200   | 22,381   | 20,000    | 2,381        | ( 100,000)     |
| Carswell Air Force Base . . . . .                  | Texas         | 10,710                            | 10,710    | -        | 14,286   | -         | 14,286       | ( 600,000)     |
| Castle Air Force Base . . . . .                    | California    | 17,617                            | 17,617    | -        | 20,000   | 20,000    | -            | ( - )          |
| Charleston Air Force Base . . . . .                | S. Carolina   | -                                 | -         | -        | 27,552   | 21,600    | 5,952        | ( 250,000)     |
| Clovis Air Force Base . . . . .                    | New Mexico    | -                                 | -         | -        | 13,571   | 10,000    | 3,571        | ( 150,000)     |
| Donaldson Air Force Base . . . . .                 | S. Carolina   | 52,660                            | 52,660    | -        | -  | -         | -            | ( - )          |
| Davis-Monthan Air Force Base . . . . .             | Arizona       | -                                 | -         | -        | 23,810   | -         | 23,810       | ( 1,000,000)   |
| Dover Air Force Base . . . . .                     | Delaware      | 2,380                             | -         | 2,380    | 44,457   | 26,600    | 17,857       | ( 750,000)     |
| Elgin Air Force Auxiliary Field Number 9 . . . . . | Florida       | -                                 | -         | -        | 23,571   | 20,000    | 3,571        | ( 150,000)     |
| Fairchild Air Force Base . . . . .                 | Washington    | -                                 | -         | -        | 14,929   | -         | 14,929       | ( 627,000)     |
| Forbes Air Force Base . . . . .                    | Kansas        | -                                 | -         | -        | 161,667  | 145,000   | 16,667       | ( 700,000)     |
| Foster Air Force Base . . . . .                    | Texas         | -                                 | -         | -        | 3,571  | -         | 3,571        | ( 150,000)     |
| Griffiss Air Force Base . . . . .                  | New York      | 2,300                             | -         | 2,300    | -  | -         | -            | ( - )          |
| Great Falls Air Force Base . . . . .               | Montana       | 17,143                            | 17,143    | -        | -  | -         | -            | ( - )          |
| Geiger Field . . . . .                             | Washington    | -                                 | -         | -        | 2,381  | -         | 2,381        | ( 100,000)     |
| Grandview Airport . . . . .                        | Missouri      | -                                 | -         | -        | 6,881  | 4,500     | 2,381        | ( 100,000)     |
| Gray Air Force Base . . . . .                      | Texas         | -                                 | -         | -        | 24,286   | 10,000    | 14,286       | ( 600,000)     |
| George Air Force Base . . . . .                    | California    | 7,378                             | -         | 7,378    | -  | -         | -            | ( - )          |
| Harlingen Air Force Base . . . . .                 | Texas         | -                                 | -         | -        | 15,000   | 15,000    | -            | ( - )          |
| Hunter Air Force Base . . . . .                    | Georgia       | 148,597                           | 48,119    | 100,478  | 147,620  | 100,000   | 47,620       | ( 2,000,000)   |
| Kinross Air Force Base . . . . .                   | Michigan      | -                                 | -         | -        | 2,381  | -         | 2,381        | ( 100,000)     |
| Kirtland Air Force Base . . . . .                  | New Mexico    | -                                 | -         | -        | 2,381  | -         | 2,381        | ( 100,000)     |
| Lake Charles Air Force Base . . . . .              | Louisiana     | -                                 | -         | -        | 68,000   | 68,000    | -            | ( - )          |
| Langley Air Force Base . . . . .                   | Virginia      | 40,000                            | 30,000    | 10,000   | 39,524   | 30,000    | 9,524        | ( 400,000)     |
| Laredo Municipal Airport . . . . .                 | Texas         | 31,902                            | 10,476    | 21,426   | 9,571  | 6,000     | 3,571        | ( 150,000)     |
| Lawrence G. Hanscom Field . . . . .                | Massachusetts | -                                 | -         | -        | 2,381  | -         | 2,381        | ( 100,000)     |
| Lawson Air Force Base . . . . .                    | Georgia       | -                                 | -         | -        | 50,952   | 45,000    | 5,952        | ( 250,000)     |
| Limestone Air Force Base . . . . .                 | Missouri      | -                                 | -         | -        | 10,714   | -         | 10,714       | ( 450,000)     |
| Lincoln Municipal Airport . . . . .                | Nebraska      | -                                 | -         | -        | 101,476  | 61,000    | 40,476       | ( 1,700,000)   |
| Lockbourne Air Force Base . . . . .                | Ohio          | -                                 | -         | -        | 116,667  | 100,000   | 16,667       | ( 700,000)     |

TABLE 5 - AVIATION FUEL STORAGE CAPACITY, UNDER CONSTRUCTION AND AUTHORIZED AND APPROVED FOR CONSTRUCTION  
AT AF BASES WORLD-WIDE -- CONTINUED

| AIR FORCE BASE                             | LOCATION      | UNDER CONSTRUCTION - 30 JUNE 1952 |          |          | AUTHORIZED AND APPROVED FOR CONSTRUCTION - 31 MAY 1952 |           |              |                |
|--|---------------|-----------------------------------|----------|----------|--|-----------|--------------|----------------|
|  |               | TOTAL                             | AVIATION | JET FUEL | TOTAL  | BULK FUEL | OPNL STORAGE | (OPNL STORAGE) |
|  |               | BBLs.                             | BBLs.    | BBLs.    | BBLs.  | BBLs.     | BBLs.        | (GALS)         |
| ZONE OF INTERIOR (Continued)               |               |                                   |          |          |  |           |              |                |
| Lowrey Air Force Base . . . . .            | Colorado      | -                                 | -        | -        | 6,000  | 6,000     | -            | ( - )          |
| Luke Air Force Base . . . . .              | Arizona       | -                                 | -        | -        | 10,000   | 10,000    | -            | ( - )          |
| Laughlin Air Force Base . . . . .          | Texas         | -                                 | -        | -        | 13,571   | 10,000    | 3,571        | ( 150,000 )    |
| Madison Municipal Airport . . . . .        | Wisconsin     | 60,000                            | -        | 60,000   | -  | -         | -            | ( - )          |
| MacDill Air Force Base . . . . .           | Florida       | -                                 | -        | -        | 29,762   | -         | 29,762       | ( 1,250,000 )  |
| March Air Force Base . . . . .             | California    | 47,760                            | -        | 47,760   | 150,714  | 140,000   | 10,714       | ( 450,000 )    |
| Mather Air Force Base . . . . .            | California    | -                                 | -        | -        | 10,000   | 10,000    | -            | ( - )          |
| McChord Air Force Base . . . . .           | Washington    | 19,040                            | 14,280   | 4,760    | 37,000   | 37,000    | -            | ( - )          |
| McGuire Air Force Base . . . . .           | New Jersey    | -                                 | -        | -        | 27,500   | -         | 27,500       | ( 1,155,000 )  |
| Moody Air Force Base . . . . .             | Georgia       | -                                 | -        | -        | 10,000   | 10,000    | -            | ( - )          |
| Mountain Home Air Force Base . . . . .     | Idaho         | -                                 | -        | -        | 15,000   | 15,000    | -            | ( - )          |
| New Castle Air Force Base . . . . .        | Delaware      | 37,500                            | -        | 37,500   | -  | -         | -            | ( - )          |
| Oscoda Air Force Base . . . . .            | Michigan      | 2,380                             | -        | 2,380    | -  | -         | -            | ( - )          |
| Otis Air Force Base . . . . .              | Massachusetts | -                                 | -        | -        | 12,762   | 8,000     | 4,762        | ( 200,000 )    |
| Offutt Air Force Base . . . . .            | Nebraska      | 7,140                             | 7,140    | -        | -  | -         | -            | ( - )          |
| Patrick Air Force Base . . . . .           | Florida       | 3,570                             | 3,570    | -        | -  | -         | -            | ( - )          |
| Pinecastle Air Force Base . . . . .        | Florida       | 52,380                            | -        | 52,380   | -  | -         | -            | ( - )          |
| Paine Air Force Base . . . . .             | Washington    | -                                 | -        | -        | 2,381  | -         | 2,381        | ( 100,000 )    |
| Palm Beach International Airport . . . . . | Florida       | -                                 | -        | -        | 595  | -         | 595          | ( 25,000 )     |
| Perrin Air Force Base . . . . .            | Texas         | -                                 | -        | -        | 13,571   | 10,000    | 3,571        | ( 150,000 )    |
| Pope Air Force Base . . . . .              | N. Carolina   | -                                 | -        | -        | 59,762   | 55,000    | 4,762        | ( 200,000 )    |
| Portland International Airport . . . . .   | Oregon        | -                                 | -        | -        | 2,381  | -         | 2,381        | ( 100,000 )    |
| Portsmouth Municipal Airport . . . . .     | N. Hampshire  | -                                 | -        | -        | 209,524  | 150,000   | 59,524       | ( 2,500,000 )  |
| Presque Isle Air Force Base . . . . .      | Maine         | -                                 | -        | -        | 2,381  | -         | 2,381        | ( 100,000 )    |
| Randolph Air Force Base . . . . .          | Texas         | 44,280                            | 44,280   | -        | 3,571  | -         | 3,571        | ( 150,000 )    |
| Rapid City Air Force Base . . . . .        | South Dakota  | 17,850                            | 17,850   | -        | -  | 20,000    | 16,667       | ( 700,000 )    |
| Sampson Air Force Base . . . . .           | New York      | -                                 | -        | -        | 1,000  | 1,000     | -            | ( - )          |
| Sedalia Air Force Base . . . . .           | Missouri      | -                                 | -        | -        | 98,571   | 70,000    | 28,571       | ( 1,200,000 )  |
| Suffolk Company Air Force Base . . . . .   | New York      | 4,360                             | -        | 4,360    | -  | -         | -            | ( - )          |
| Selfridge Air Force Base . . . . .         | Michigan      | 2,380                             | -        | 2,380    | -  | -         | -            | ( - )          |
| Severt Air Force Base . . . . .            | Tennessee     | -                                 | -        | -        | 26,191   | 25,000    | 1,191        | ( 50,000 )     |
| Shaw Air Force Base . . . . .              | S. Carolina   | -                                 | -        | -        | 10,714   | -         | 10,714       | ( 450,000 )    |
| Smoky Hill Air Force Base . . . . .        | Kansas        | -                                 | -        | -        | 196,924  | 137,400   | 59,524       | ( 2,500,000 )  |
| Travis Air Force Base . . . . .            | California    | 68,090                            | 68,090   | -        | 40,238   | 20,000    | 20,238       | ( 850,000 )    |
| Turner Air Force Base . . . . .            | Florida       | 32,139                            | -        | 32,139   | 27,012   | 25,000    | 2,012        | ( 84,500 )     |
| Truxav Air Force Base (Madison) . . . . .  | Wisconsin     | -                                 | -        | -        | 2,381  | -         | 2,381        | ( 100,000 )    |
| Tyndall Air Force Base . . . . .           | Florida       | 40,000                            | 20,000   | 20,000   | 50,000   | 50,000    | -            | ( - )          |
| Westover Air Force Base . . . . .          | Massachusetts | -                                 | -        | -        | 42,857   | 25,000    | 17,857       | ( 750,000 )    |
| William Johnson Airport . . . . .          | Minnesota     | 5,000                             | -        | 5,000    | -  | -         | -            | ( - )          |
| Walker Air Force Base . . . . .            | New Mexico    | 37,880                            | 37,880   | -        | -  | -         | -            | ( - )          |
| Wright Patterson Area "A" "C" . . . . .    | Michigan      | 102,670                           | -        | 102,670  | -  | -         | -            | ( - )          |
| Wright Patterson Area "B" . . . . .        | Michigan      | 11,900                            | -        | 11,900   | -  | -         | -            | ( - )          |
| World Chamberlain Air Force Base . . . . . | Minnesota     | -                                 | -        | -        | 5,691  | 4,500     | 1,191        | ( 50,000 )     |

TABLE 5 - AVIATION FUEL STORAGE CAPACITY, UNDER CONSTRUCTION AND AUTHORIZED AND APPROVED FOR CONSTRUCTION  
AT AF BASES WORLD-WIDE -- CONTINUED

| AIR FORCE BASE                               | LOCATION      | UNDER CONSTRUCTION - 30 JUNE 1952 |                |                | AUTHORIZED AND APPROVED FOR CONSTRUCTION - 31 MAY 1952 |                  |                |                     |
|--|---------------|-----------------------------------|----------------|----------------|--|------------------|----------------|---------------------|
|  |               | TOTAL                             | AVGAS          | JET FUEL       | TOTAL  | BULK FUEL        | OPNL STORAGE   | (OPNL STORAGE)      |
|  |               | BBLS.                             | BBLS.          | BBLS.          | BBLS.  | BBLS.            | BBLS.          | (GALS)              |
| <b>OVERSEAS</b>                              |               | <b>1,117,385</b>                  | <b>928,945</b> | <b>248,440</b> | <b>5,860,705</b>                                       | <b>5,256,800</b> | <b>603,905</b> | <b>(25,364,000)</b> |
| Andersen Air Force Base . . . . .            | Guam, Misland | 100,000                           | 100,000        | -              | 244,048  | 200,000          | 44,048         | ( 1,850,000)        |
| Ashiya Air Base . . . . .                    | Japan         | 35,000                            | 35,000         | -              | -  | -                | -              | -                   |
| Abu Sueir Air Field . . . . .                | Egypt         | 21,500                            | 21,500         | -              | -  | -                | -              | -                   |
| Ben Guerir Air Field . . . . .               | Morocco       | -                                 | -              | -              | 160,762  | 106,000          | 54,762         | ( 2,300,000)        |
| Boulhaut Air Field . . . . .                 | Morocco       | -                                 | -              | -              | 45,343   | 38,200           | 7,143          | ( 300,000)          |
| Castel Benita Airport . . . . .              | Morocco       | -                                 | -              | -              | 169,048  | 150,000          | 19,048         | ( 800,000)          |
| Chambley Air Base . . . . .                  | France        | -                                 | -              | -              | 20,000   | 20,000           | -              | ( - )               |
| Charleauroux/Deols Department . . . . .      | France        | -                                 | -              | -              | 36,000   | 36,000           | -              | ( - )               |
| Chaumont Air Base . . . . .                  | France        | -                                 | -              | -              | 20,200   | 20,200           | -              | ( - )               |
| Chitose Auxiliary Air Base . . . . .         | Japan         | 32,000                            | -              | 32,000         | -  | -                | -              | ( - )               |
| Dharhau Air Field . . . . .                  | Saudi Arabia  | 117,140                           | 117,140        | -              | 91,429   | 70,000           | 21,429         | ( 900,000)          |
| Droux Air Base . . . . .                     | France        | -                                 | -              | -              | 20,200   | 20,000           | -              | ( - )               |
| Eilson Air Force Base - Fairbanks . . . . .  | Alaska        | 69,835                            | 69,835         | -              | -  | -                | -              | ( - )               |
| Ernest Harmon Air Force Base . . . . .       | Newfoundland  | -                                 | -              | -              | 985,714  | 950,000          | 35,714         | ( 1,500,000)        |
| El Djema Sahim Air Field . . . . .           | Morocco       | -                                 | -              | -              | 106,900  | 106,900          | -              | ( - )               |
| Etain Air Base . . . . .                     | France        | -                                 | -              | -              | 20,200   | 20,200           | -              | ( - )               |
| Evreux Air Base . . . . .                    | France        | -                                 | -              | -              | 32,000   | 32,000           | -              | ( - )               |
| Futenz Auxiliary Air Base . . . . .          | Okinawa       | 34,400                            | 34,400         | -              | -  | -                | -              | ( - )               |
| Goose Bay Airport (Labrador) . . . . .       | Newfoundland  | -                                 | -              | -              | 671,476  | 656,000          | 15,476         | ( 650,000)          |
| Gardermoen Air Base . . . . .                | Norway        | -                                 | -              | -              | 17,143   | 10,000           | 7,143          | ( 300,000)          |
| Hickam Air Force Base (Hawaii) . . . . .     | Philippin I.  | -                                 | -              | -              | 2,380  | -                | 2,380          | ( 100,000)          |
| Itami Air Base . . . . .                     | Japan         | 22,000                            | 22,000         | -              | -  | -                | -              | ( - )               |
| Itazuke Air Base . . . . .                   | Japan         | 50,000                            | 50,000         | -              | -  | -                | -              | ( - )               |
| Iwakuni Air Base . . . . .                   | Japan         | -                                 | -              | -              | 7,143  | -                | 7,143          | ( 300,000)          |
| Johnson Air Base . . . . .                   | Japan         | 50,000                            | -              | 50,000         | -  | -                | -              | ( - )               |
| K-9 Air Base - Pusan . . . . .               | Korea         | 6,000                             | 6,000          | -              | -  | -                | -              | ( - )               |
| K-13 Air Base - Suoyong . . . . .            | Korea         | 10,000                            | -              | 10,000         | -  | -                | -              | ( - )               |
| Kadena Air Base . . . . .                    | Okinawa       | -                                 | -              | -              | 71,429   | -                | 71,429         | ( 3,000,000)        |
| Komaki Air Base - Nagoya . . . . .           | Japan         | 570                               | 570            | -              | -  | -                | -              | ( - )               |
| Keflavik Airport . . . . .                   | Iceland       | -                                 | -              | -              | 95,951   | 80,000           | 15,951         | ( 670,000)          |
| Kindley Air Force Base . . . . .             | Bermuda       | -                                 | -              | -              | 252,143  | 245,000          | 7,143          | ( 300,000)          |
| Ladd Air Force Base - Fairbanks . . . . .    | Alaska        | -                                 | -              | -              | 21,429   | -                | 21,429         | ( 900,000)          |
| Lages Terceira . . . . .                     | Azores        | 230,000                           | 230,000        | -              | 509,048  | 465,000          | 44,048         | ( 1,850,000)        |
| Lakenheath Royal Air Force Station . . . . . | England       | 6,210                             | 6,210          | -              | -  | -                | -              | ( - )               |
| Leon/Courvon Air Base . . . . .              | France        | -                                 | -              | -              | 20,000   | 20,000           | -              | ( - )               |
| Matsushima Auxiliary Air Base . . . . .      | Japan         | 41,000                            | 41,000         | -              | -  | -                | -              | ( - )               |
| Misawa Air Base . . . . .                    | Japan         | 105,000                           | -              | 105,000        | -  | -                | -              | ( - )               |
| Naha Air Base . . . . .                      | Okinawa       | 10,000                            | 10,000         | -              | -  | -                | -              | ( - )               |
| Narsarsuaq Air Base (BW-1) . . . . .         | Greenland     | -                                 | -              | -              | 42,143   | 35,000           | 7,143          | ( 300,000)          |
| Nouasseur Air Base . . . . .                 | Morocco       | -                                 | -              | -              | 201,362  | 146,600          | 54,762         | ( 2,300,000)        |
| Nicosia Air Field . . . . .                  | Cyprus        | -                                 | -              | -              | 60,000   | 60,000           | -              | ( - )               |
| Phalsbourg Air Base . . . . .                | France        | -                                 | -              | -              | 20,200   | 20,200           | -              | ( - )               |

TABLE 5 - AVIATION FUEL STORAGE CAPACITY, UNDER CONSTRUCTION AND AUTHORIZED AND APPROVED FOR CONSTRUCTION  
AT AF BASES WORLD-WIDE -- CONTINUED

| AIR FORCE BASE                                  | LOCATION     | UNDER CONSTRUCTION - 30 JUNE 1952 |         |          | AUTHORIZED AND APPROVED FOR CONSTRUCTION - 31 MAY 1952 |           |              |                |
|---|--------------|-----------------------------------|---------|----------|--|-----------|--------------|----------------|
|   |              | T O T A L                         | AVGAS   | JET FUEL | T O T A L  | BULK FUEL | OPNL STORAGE | (OPNL STORAGE) |
|   |              | BBLS.                             | BBLS.   | BBLS.    | BBLS.  | BBLS.     | BBLS.        | (GALS)         |
| <u>OVERSEAS - (Continued)</u>                   |              |                                   |         |          |  |           |              |                |
| Ramey Air Force Base . . . . .                  | Puerto Rico  | -                                 | -       | -        | 55,286   | 41,000    | 14,286       | ( 600,000)     |
| Sonderstrom/Joed Air Base (BW-8) . . . . .      | Greenland    | -                                 | -       | -        | 79,524   | 70,000    | 9,524        | ( 400,000)     |
| Sidi Slimane Air Field . . . . .                | Morocco      | -                                 | -       | -        | 717,662  | 662,900   | 54,762       | ( 2,300,000)   |
| Sela/Stavenger Air Field . . . . .              | Norway       | -                                 | -       | -        | 109,619  | 80,000    | 29,619       | ( 1,244,000)   |
| Santa Maria Air Field . . . . .                 | Azores       | -                                 | -       | -        | 597,857  | 555,000   | 42,857       | ( 1,800,000)   |
| Tachikawa Air Base . . . . .                    | Japan        | 60,000                            | 60,000  | -        | -  | -         | -            | ( - )          |
| Toul/Rosiere Air Base . . . . .                 | France       | -                                 | -       | -        | 20,200   | 20,200    | -            | ( - )          |
| Torbay Air Field . . . . .                      | Newfoundland | -                                 | -       | -        | 84,286   | 70,000    | 14,286       | ( 600,000)     |
| Upper Heyford Royal Air Force Station . . . . . | England      | 10,290                            | 10,290  | -        | -  | -         | -            | ( - )          |
| Whealus Field . . . . .                         | Libya        | 27,140                            | 10,000  | 17,140   | 252,380  | 250,000   | 2,380        | ( 100,000)     |
| Yokota Air Base . . . . .                       | Japan        | 105,000                           | 105,000 | -        | -  | -         | -            | ( - )          |
| Yontan Air Base . . . . .                       | Japan        | 34,300                            | -       | 34,300   | -  | -         | -            | ( - )          |

a/ Includes capacity for 21,420 barrels at Barkadale, Louisiana - product not designated.

SOURCE: Director of Installations, Engineering Service Branch.

TABLE 6 - AVIATION FUEL STORAGE - USAF OWNED TERMINALS CONTINENTAL US - 30 JUNE 1952

| AIR FORCE STATION                       | LOCATION            | BARRELS - 42 US GALLONS |                   |                             |
|---|---------------------|-------------------------|-------------------|-----------------------------|
|   |                     | TOTAL                   | Existing Capacity | Capacity Under Construction |
| <u>CONTINENTAL US - TOTAL . . .</u>     |                     | <u>7,639,000</u>        | <u>4,155,000</u>  | <u>3,484,000</u>            |
| Alberquerque . . . . .                  | New Mexico          | 150,000                 | -                 | 150,000                     |
| Beaumont . . . . .                      | Texas               | -                       | -                 | -                           |
| Carlsbad . . . . .                      | New Mexico          | 220,000                 | -                 | 220,000                     |
| Charleston . . . . .                    | South Carolina      | 560,000                 | -                 | 560,000                     |
| Cincinnati . . . . .                    | Ohio                | 501,000                 | 501,000           | -                           |
| Hastings . . . . .                      | Minnesota           | 655,000                 | 655,000           | -                           |
| Kansas City . . . . .                   | Missouri            | 500,000                 | -                 | 500,000                     |
| Lynn Haven (USAF Staging Depot) . . . . | Florida             | 575,000                 | 575,000           | -                           |
| MacDill Air Force Base . . . . .        | Florida             | 339,000                 | 200,000           | 139,000                     |
| Mukilteo . . . . .                      | Seattle, Washington | 110,000                 | -                 | 110,000                     |
| Mukilteo . . . . .                      | Seattle, Washington | 640,000                 | -                 | 640,000                     |
| Norwalk Air Force Tank Farm #1 . . . .  | California          | 240,000                 | 240,000           | -                           |
| Norwalk Air Force Tank Farm #2 . . . .  | California          | 920,000                 | 920,000           | -                           |
| Point Molate . . . . .                  | California          | -                       | -                 | -                           |
| San Pedro Naval Fuel Annex . . . . .    | California          | 165,000                 | -                 | 165,000                     |
| Searsport . . . . .                     | Maine               | 650,000                 | 650,000           | -                           |
| USAF Pet. Staging Depot . . . . .       | Tacoma, Washington  | 105,000                 | 105,000           | -                           |
| Tiverton . . . . .                      | Rhode Island        | 1,000,000               | -                 | 1,000,000                   |
| Tucson . . . . .                        | Arizona             | 309,000                 | 309,000           | -                           |



TABLE 7 - AVIATION FUEL STORAGE - USAF LEASED TERMINALS CONTINENTAL US - 30 JUNE 1952

| CONTRACTOR                                   | LOCATION              | TANK CAPACITY<br>IN USE<br>(BBLS - 42 US GALS) | UNDER<br>CONSTRUCTION<br>(BBLS - 42 US GALS) |
|--|-----------------------|--|--|
| <u>TOTAL</u> . . . . .                       |                       | <u>6,017,800</u>                               | <u>2,760,000</u>                             |
| Allied Oil Company . . . . .                 | Memphis, Tennessee    | 201,000  | -  |
| Allied Terminal Company . . . . .            | Gale, Illinois        | 280,000  | -  |
| American Bitumen & Asphalt Company . . . . . | Wilmington, Calif.    | 135,000  | -  |
| Atlantic Coast Terminal . . . . .            | Newark, New Jersey    | 409,500  | -  |
| Bay Oil Company . . . . .                    | Tiverton, New Jersey  | 479,500  | -  |
| Belcher Oil Company . . . . .                | Miami, Florida        | 25,000   | -  |
| Cities Service Oil Company . . . . .         | Zug Island, Mich.     | 50,000   | -  |
| Coastal Petroleum Company . . . . .          | Mobile, Alabama       | 77,000   | -  |
| Colonial Oil Company . . . . .               | Savannah, Georgia     | -  | -  |
| Contra Coastal Oil Company . . . . .         | Martinez, Calif.      | -  | 1,500,000                                    |
| GATX . . . . .                               | Cartaret, New Jersey  | 261,000  | -  |
| GATX . . . . .                               | Chicago, Illinois     | 97,000   | -  |
| GATX . . . . .                               | Good Hope, Louisiana  | 165,000  | 390,000                                      |
| GATX . . . . .                               | Houston, Texas        | 333,000  | 390,000                                      |
| Hartol Oil Company . . . . .                 | Baltimore, Maryland   | -  | 400,000                                      |
| Hess Terminals . . . . .                     | Houston, Texas        | 690,000  | -  |
| Inwood Oil Terminal Incorporated . . . . .   | Inwood, Long Island   | 22,000   | -  |
| Maryland Terminal Corporation . . . . .      | Baltimore, Maryland   | 110,000  | -  |
| New Haven Terminal Company . . . . .         | New Haven, Conn.      | 390,000  | 80,000                                       |
| Oil Merchants . . . . .                      | Lemont, Illinois      | 81,000   | -  |
| Patterson Oil Terminal Company . . . . .     | Paulsboro, N. J.      | 667,000  | -  |
| Pure Oil Company . . . . .                   | Mobile, Alabama       | 55,000   | -  |
| Republic Oil Company . . . . .               | Tampa, Florida        | 30,000   | -  |
| Republic Terminal Company Inc . . . . .      | Greenville, Miss.     | 33,000   | -  |
| Richfield Oil Company . . . . .              | Watson, California    | -  | -  |
| Southland Oil Corporation . . . . .          | Savannah, Georgia     | 460,000  | -  |
| Southern States Oil Company . . . . .        | Ft. Everglades, Fla.  | 142,500  | -  |
| Standard Oil Company (Kentucky) . . . . .    | Ft. Tampa, Florida    | -  | -  |
| Standard Oil Company (Kentucky) . . . . .    | Panama City, Fla.     | 22,800   | -  |
| Sunset Oil Company . . . . .                 | Wilmington, Calif.    | 200,000  | -  |
| Sunset Oil Company . . . . .                 | Torrance, Calif.      | 270,000  | -  |
| Time Oil Company . . . . .                   | Richmond, Calif.      | 45,500   | -  |
| Time Oil Company . . . . .                   | Sacramento, Calif.    | 32,000   | -  |
| Time Oil Company . . . . .                   | Stockton, California  | 17,700   | -  |
| Time Oil Company . . . . .                   | Seattle, Washington   | 61,500   | -  |
| Time Oil Company . . . . .                   | Tacoma, Washington    | 40,000   | -  |
| Western Hyway Oil Company . . . . .          | W. Sacramento, Calif. | 40,000   | -  |
| Wilshire Oil Company . . . . .               | Richmond, Calif.      | 95,000   | -  |

SOURCE: Fuels & Materials Division, D/SCS - DCS/M Through Materiel Statistics Division, D/Stat. Services, DCS/C

TABLE 8 - AVIATION FUEL STORAGE - USAF OWNED TERMINALS OVERSEAS - 30 JUNE 1952

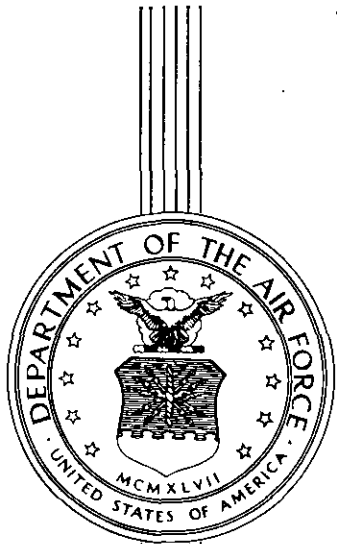
| AIR<br>FORCE<br>STATION | LOCATION              | BARRELS OF 42 US GALLONS |                |               |               |                             |                  |     |
|-------------------------|-----------------------|--------------------------|----------------|---------------|---------------|-----------------------------|------------------|-----|
|                         |                       | EXISTING CAPACITY        |                |               |               | CAPACITY UNDER CONSTRUCTION |                  |     |
|                         |                       | TOTAL                    | AVGAS          | JET           | EMPTY         | TOTAL                       | AVGAS            | JET |
| <u>OVERSEAS - TOTAL</u> |                       | <u>1,936,800</u>         | <u>936,800</u> | <u>80,000</u> | <u>20,000</u> | <u>1,000,000</u>            | <u>1,000,000</u> | -   |
| Bataan POL Terminal . . | Philippine Island     | 240,000                  | 160,000        | 80,000        | -             | -                           | -                | -   |
| Bolo Tank Farm . . . .  | Okinawa               | 20,000                   | -              | -             | 20,000        | -                           | -                | -   |
| El Djema Sahim . . . .  | Morocco               | -                        | -              | -             | -             | 500,000                     | 500,000          | -   |
| Kadena Tank Farm . . .  | Okinawa               | 120,000                  | 120,000        | -             | -             | -                           | -                | -   |
| Kipapa Gulch . . . . .  | Oahu, Hawaii          | 238,100                  | 238,100        | -             | -             | -                           | -                | -   |
| Mouasseur Air Depot .   | Morocco               | -                        | -              | -             | -             | 500,000                     | 500,000          | -   |
| San Patricio War Res .  | San Juan, Puerto Rico | 168,718                  | 168,718        | -             | -             | -                           | -                | -   |
| Waikā Kalua Tank Farm   | Hawaii                | 249,990                  | 249,900        | -             | -             | -                           | -                | -   |

TABLE 9 - AVIATION FUEL STORAGE - USAF LEASED TERMINALS OVERSEAS - 30 JUNE 1952

| AIR FORCE TERMINAL<br>(ASPPA Contracts)    | LOCATION            | LESSOR              | AVAILABLE CAPACITY<br>(BBLS of 42 US GALS) |
|--|---------------------|---------------------|--|
| <b>TOTAL . . . . .</b>                     |                     |                     | <b>3,697,188</b>                           |
| Casablanca . . . . .                       | French Morocco      | Sacony Vacuum       | 85,750                                     |
| Goose Bay . . . . .                        | Labrador            | RCAF (Dep Min. Def) | 74,000                                     |
| Larnaca . . . . .                          | Cyprus              | Shell Oil Company   | 12,600                                     |
| Nicosia . . . . .                          | Cyprus              | Shell Oil Company   | 357  |
| Port St. Louis du Rhone . . . . .          | Marseilles - France | Esso Esport Company | 42,381                                     |
| Reykjavik (Hvalfjordur Terminal) . . . . . | Iceland             | Esso Export Company | 180,000                                    |
| Tripoli . . . . .                          | Libya               | Shell Oil Company   | 9,000                                      |
| Aldermanston Depot . . . . .               | England             | Royal Air Force     | 900,000 (Avgas)                            |
| Avonmouth Terminal . . . . .               | England             | Royal Air Force     | 540,000 (Avgas)                            |
| Brampton . . . . .                         | England             | Royal Air Force     | 58,500 (Avgas)                             |
| Caernarvon Depot . . . . .                 | England             | Royal Air Force     | 4,900 (Avgas)                              |
| Chappel Depot . . . . .                    | England             | Royal Air Force     | 8,400 (Jet)                                |
| Claydon Depot . . . . .                    | England             | Royal Air Force     | 54,000 (Jet)                               |
| Hamble Terminal . . . . .                  | England             | Royal Air Force     | 138,200 (Jet)                              |
| Islip Depot . . . . .                      | England             | Royal Air Force     | 30,400 (Avgas)                             |
| Massingham Depot . . . . .                 | England             | Royal Air Force     | 54,000 (Avgas)                             |
| Milford Haven Terminal . . . . .           | England             | Royal Air Force     | 180 00 (Jet)                               |
| Misterton Depot . . . . .                  | England             | Royal Air Force     | 108,000 (Avgas)                            |
| Poole Depot . . . . .                      | England             | Royal Air Force     | 108,000 (Jet)                              |
| Furton Depot . . . . .                     | England             | Royal Air Force     | 228,000 (Avgas)                            |
| Rawfant Depot . . . . .                    | England             | Royal Air Force     | 198,000 (Jet)                              |
| Sandy Depot . . . . .                      | England             | Royal Air Force     | 373,000 (Avgas)                            |
| South Haresfield Depot . . . . .           | England             | Royal Air Force     | 2,000 (Empty)                              |
| Stanlow Depot . . . . .                    | England             | Royal Air Force     | 90,900 (Avgas)                             |
| Thetford Depot . . . . .                   | England             | Royal Air Force     | 76,500 (Avgas)                             |
|  |                     |                     | 81,000 (Jet)                               |
| Walton Depot . . . . .                     | England             | Royal Air Force     | 36,000 (Jet)                               |
| Wilton Depot . . . . .                     | England             | Royal Air Force     | 9,800 (Avgas)                              |
| Wye Depot . . . . .                        | England             | Royal Air Force     | 13,500 (Jet)                               |

SOURCE: (Petroleum Tankage Reports - MB Form 273) through Fuel & Materials Division, D/S & S, DCS/M





## **Stockpiling**

## **Part VIII**



**TABLE I - USAF STRATEGIC MATERIALS STOCKPILING**

The Fiscal Year 1951 "USAF Statistical Digest" - (Sixth Edition), made available a continuation of the January 1949 - June 1950 summarized report of the status of Strategic Materials stockpiled in USAF storage facilities under Public Law 520 - 79th Congress.

This edition of the "USAF Statistical Digest" contains data for Fiscal Years 1949-1952 and is shown as follows: summary of the utilization of storage space by depot; total storage requirement apportioned to the Air Force; storage space allocated; storage space occupied; storage space earmarked; total tons on hand.





[REDACTED]

**TABLE I - STATUS OF THE STRATEGIC MATERIALS STOCKPILING PROGRAM  
FY 1952**

| MATERIAL             | DEPOT       | TOTAL TONS ON HAND |                   |                   |                   |
|----------------------|-------------|--------------------|-------------------|-------------------|-------------------|
|                      |             | 30 JUNE 1949       | 30 JUNE 1950      | 30 JUNE 1951      | 30 JUNE 1952      |
| <u>TOTAL</u>         |             | <u>129,077.59</u>  | <u>226,344.06</u> | <u>289,862.90</u> | <u>289,901.58</u> |
| Aluminum . . . . .   | Maywood     | -                  | -                 | -                 | 111.83            |
| Antimony . . . . .   | Rome        | -                  | 3,169.10          | 3,193.05          | 3,235.75          |
|                      | San Antonio | -                  | 943.07            | 943.07            | 943.07            |
| Asbestos . . . . .   | San Antonio | -                  | -                 | -                 | -                 |
| Bismuth. . . . .     | Rome        | -                  | -                 | -                 | -                 |
| Berylli m. . . . .   | Rome        | -                  | -                 | -                 | -                 |
| Copper . . . . .     | Binghamton  | -                  | -                 | -                 | -                 |
|                      | Rome        | 29,838.29          | 63,877.98         | 107,591.31        | 109,979.92        |
|                      | Maywood     | 373.66             | 5,344.35          | 6,188.17          | 6,188.17          |
| Cardage Fiber. . . . | Binghamton  | 11,065.00          | 14,692.50         | -                 | -                 |
| Graphite . . . . .   | Rome        | 98.09              | 1,462.09          | 1,789.04          | 1,789.04          |
| Hog Bristles . . . . | Rome        | -                  | -                 | 44.02             | 318.92            |
| Kyanite. . . . .     | Rome        | -                  | -                 | -                 | -                 |
| Lead . . . . .       | Rome        | 9,755.10           | 12,617.28         | 12,634.04         | 10,088.41         |
|                      | Maywood     | -                  | 9,231.63          | 13,406.06         | 13,087.50         |
| Magnesium. . . . .   | San Antonio | 2,396.55           | 2,396.55          | 2,396.55          | 2,396.55          |
| Manganese. . . . .   | Rome        | -                  | -                 | -                 | -                 |
| Mercury. . . . .     | Rome        | 1,748.22           | 1,748.22          | 1,748.22          | 1,748.22          |
|                      | Binghamton  | -                  | 1,700.00          | -                 | -                 |
| Mica . . . . .       | Middletown  | 2,555.36           | 2,555.36          | 2,272.82          | 2,272.82          |
|                      | Rome        | 2,945.27           | 3,963.26          | 5,286.60          | 5,407.82          |
|                      | Binghamton  | 2,935.00           | 5,157.00          | -                 | -                 |
| Molybdenum . . . . . | Middletown  | 248.50             | 248.50            | 248.50            | 248.50            |
| Narcotics. . . . .   | Binghamton  | -                  | 129.00            | -                 | -                 |
| Nickel Oxide . . . . | Middletown  | 1,894.69           | 1,894.69          | 1,894.69          | 1,894.69          |
|                      | Rome        | 2,269.48           | 2,269.48          | 2,269.84          | 2,269.84          |
| Pepper . . . . .     | Rome        | 82.80              | 82.80             | 82.80             | 82.80             |
| Quartz Crystals. . . | Dayton      | 302.00             | 195.81            | 200.97            | 200.97            |
| Quebracho. . . . .   | Rome        | -                  | -                 | -                 | -                 |
| Quinine. . . . .     | Binghamton  | 310.00             | 323.00            | -                 | -                 |
| Rubber . . . . .     | Binghamton  | 27,103.00          | 35,614.00         | -                 | -                 |
|                      | Rome        | 2,819.74           | 16,683.29         | 16,663.31         | 16,663.31         |
|                      | Maywood     | -                  | 8,751.81          | 14,627.48         | 14,348.89         |
|                      | Shreveport  | 1,476.73           | 1,476.73          | -                 | -                 |
|                      | Topeka      | -                  | 482.30            | 13,697.04         | 14,496.29         |
|                      | Shelby      | 13,067.09          | 13,067.09         | 7,947.23          | 6,434.87          |
| Shellac. . . . .     | Binghamton  | 310.85             | 783.00            | -                 | -                 |
| Tin. . . . .         | Rome        | -                  | -                 | -                 | -                 |
|                      | Shreveport  | 6,008.48           | 6,008.48          | 6,008.48          | 6,008.48          |
| Tungsten . . . . .   | Rome        | 9,484.69           | 9,484.69          | 10,340.11         | 11,295.42         |
| General. . . . .     | Shreveport  | -                  | -                 | 58,389.50         | 58,389.50         |
|                      | Binghamton  | -                  | -                 | -                 | -                 |

a/ The Binghamton AFSPF was transferred on 1 July 1950 to GSA for operation as a stockpile depot exclusively and the commodities are classified herein under "General" - as of that date.

b/ Certain of this space is occupied by Brass.

SOURCE: D/Maintenance, Supply and Services - DCS/M

TABLE I - STATUS OF THE STRATEGIC MATERIALS STOCKPILING PROGRAM  
FY 1952

| MATERIAL           | DEPOT      | STORAGE SPACE EARMARKED - SQ. FT. |                |                |                |               |               |                |           |
|--------------------|------------|-----------------------------------|----------------|----------------|----------------|---------------|---------------|----------------|-----------|
|                    |            | 30 JUNE 1949                      |                | 30 JUNE 1950   |                | 30 JUNE 1951  |               | 30 JUNE 1952   |           |
|                    |            | Open                              | Warehouse      | Open           | Warehouse      | Open          | Warehouse     | Open           | Warehouse |
| <u>TOTAL</u>       |            | <u>969,600</u>                    | <u>454,200</u> | <u>222,600</u> | <u>202,200</u> | <u>10,000</u> | <u>77,200</u> | <u>100,000</u> | <u>-</u>  |
| Antimony . . . .   | Rome       | -                                 | 5,000          | -              | -              | -             | -             | -              | -         |
| Bismuth . . . . .  | Rome       | -                                 | 1,100          | -              | -              | -             | -             | -              | -         |
| Copper . . . . .   | Binghamton | 100,000                           | -              | -              | -              | -             | -             | -              | -         |
|                    | Rome       | 268,000                           | -              | 168,000        | -              | 100,000       | -             | 100,000        | -         |
| Cordage Fiber . .  | Binghamton | -                                 | 20,000         | -              | -              | -             | -             | -              | -         |
| Graphite . . . . . | Rome       | -                                 | 3,000          | -              | -              | -             | -             | -              | -         |
| Kyanite . . . . .  | Rome       | 12,600                            | -              | 12,600         | -              | -             | -             | -              | -         |
| Lead . . . . .     | Rome       | 77,000                            | -              | 42,000         | -              | -             | -             | -              | -         |
| Manganese . . . .  | Rome       | 512,000                           | -              | -              | -              | -             | -             | -              | -         |
| Mercury . . . . .  | Binghamton | -                                 | 5,000          | -              | -              | -             | -             | -              | -         |
| Mica . . . . .     | Rome       | -                                 | 12,400         | -              | -              | -             | -             | -              | -         |
| Narcotics . . . .  | Binghamton | -                                 | 5,500          | -              | -              | -             | -             | -              | -         |
| Nickel Oxide . . . | Rome       | -                                 | 6,000          | -              | -              | -             | -             | -              | -         |
| Pepper . . . . .   | Rome       | -                                 | 23,000         | -              | -              | -             | -             | -              | -         |
| Quebracho . . . .  | Rome       | -                                 | 6,000          | -              | -              | -             | -             | -              | -         |
| Rubber . . . . .   | Binghamton | -                                 | 100,000        | -              | -              | -             | -             | -              | -         |
|                    | Rome       | -                                 | 47,200         | -              | -              | -             | -             | -              | -         |
|                    | Maywood    | -                                 | 25,000         | -              | 35,000         | -             | -             | -              | -         |
|                    | Topeka     | -                                 | -              | -              | 90,000         | -             | -             | -              | -         |
| Shellac . . . . .  | Binghamton | -                                 | 10,000         | -              | -              | -             | -             | -              | -         |
| Tin . . . . .      | Rome       | -                                 | 60,000         | -              | -              | -             | -             | -              | -         |
| General . . . . .  | Shreveport | -                                 | 125,000        | -              | 77,200         | -             | 77,200        | -              | -         |

TABLE I—STATUS OF THE STRATEGIC MATERIALS STOCKPILING PROGRAM  
FY 1952

| MATERIAL            | DEPOT       | STORAGE SPACE OCCUPIED - SQ. FT. |                |                |                  |                |                  |                |                  |
|---------------------|-------------|----------------------------------|----------------|----------------|------------------|----------------|------------------|----------------|------------------|
|                     |             | 30 JUNE 1949                     |                | 30 JUNE 1950   |                  | 30 JUNE 1951   |                  | 30 JUNE 1952   |                  |
|                     |             | Open                             | Warehouse      | Open           | Warehouse        | Open           | Warehouse        | Open           | Warehouse        |
| <b>TOTAL</b>        |             | <b>155,130</b>                   | <b>825,263</b> | <b>286,200</b> | <b>1,317,200</b> | <b>333,700</b> | <b>1,521,718</b> | <b>342,000</b> | <b>1,506,849</b> |
| Aluminum . . . .    | Maywood     | -                                | -              | -              | -                | -              | -                | 400            | -                |
| Antimony . . . .    | Rome        | -                                | -              | -              | 17,000           | -              | 15,840           | -              | 16,000           |
|                     | San Antonio | -                                | -              | -              | 4,000            | -              | 4,000            | -              | 4,000            |
| Asbestos . . . .    | San Antonio | -                                | -              | -              | -                | -              | -                | -              | -                |
| Bismuth . . . . .   | Rome        | -                                | -              | -              | -                | -              | -                | -              | -                |
| Beryllium . . . .   | Rome        | -                                | -              | -              | -                | -              | -                | -              | 240              |
| Copper . . . . .    | Binghamton  | -                                | -              | -              | -                | -              | -                | -              | -                |
|                     | Rome        | 114,000                          | 500            | 182,600        | 500              | 221,200        | 500              | 232,700        | 500              |
|                     | Maywood     | 330                              | -              | 23,500         | -                | 25,500         | -                | 25,500         | -                |
| Cordage Fibers.     | Binghamton  | -                                | 128,065        | -              | 172,320          | -              | -                | -              | -                |
| Graphite . . . . .  | Rome        | -                                | 1,200          | -              | 15,000           | -              | 20,300           | -              | 20,300           |
| Hog Bristles . . .  | Rome        | -                                | -              | -              | -                | -              | 1,500            | -              | 4,000            |
| Kyanite . . . . .   | Rome        | -                                | -              | -              | -                | -              | -                | -              | -                |
| Lead . . . . .      | Rome        | 40,800                           | -              | 51,700         | -                | 51,900         | -                | 48,300         | -                |
|                     | Maywood     | -                                | -              | 28,400         | -                | 35,100         | -                | 35,100         | -                |
| Magnesium . . . .   | San Antonio | -                                | 29,000         | -              | 29,000           | -              | 29,000           | -              | 29,000           |
| Manganese . . . .   | Rome        | -                                | -              | -              | -                | -              | -                | -              | -                |
| Mercury . . . . .   | Rome        | -                                | 4,500          | -              | 11,700           | -              | 23,400           | -              | 23,400           |
|                     | Binghamton  | -                                | -              | -              | 5,000            | -              | -                | -              | -                |
| Mica . . . . .      | Middletown  | -                                | 25,000         | -              | 25,000           | -              | 25,000           | -              | 25,000           |
|                     | Rome        | -                                | 31,600         | -              | 43,400           | -              | 52,400           | -              | 53,000           |
|                     | Binghamton  | -                                | 17,818         | -              | 31,000           | -              | -                | -              | -                |
| Molybdenum . . . .  | Middletown  | -                                | 1,000          | -              | 1,000            | -              | 1,000            | -              | 1,000            |
| Narcotics . . . . . | Binghamton  | -                                | -              | -              | 1,600            | -              | -                | -              | -                |
| Nickel Oxide . . .  | Middletown  | -                                | 8,100          | -              | 8,100            | -              | 8,100            | -              | 8,100            |
|                     | Rome        | -                                | 10,000         | -              | 10,000           | -              | 15,500           | -              | 15,500           |
| Pepper . . . . .    | Rome        | -                                | 1,600          | -              | 1,400            | -              | 1,400            | -              | 1,400            |
| Quartz Crystals     | Dayton      | -                                | 2,000          | -              | 1,700            | -              | 3,608            | -              | 3,608            |
| Quebracho . . . .   | Rome        | -                                | -              | -              | -                | -              | -                | -              | -                |
| Quinine . . . . .   | Binghamton  | -                                | 6,000          | -              | 6,100            | -              | -                | -              | -                |
| Rubber . . . . .    | Binghamton  | -                                | 303,200        | -              | 385,900          | -              | -                | -              | -                |
|                     | Rome        | -                                | 44,200         | -              | 199,500          | -              | 199,700          | -              | 199,700          |
|                     | Maywood     | -                                | -              | -              | 116,700          | -              | 220,600          | -              | 185,000          |
|                     | Shreveport  | -                                | 17,800         | -              | 17,800           | -              | -                | -              | -                |
|                     | Topeka      | -                                | -              | -              | 4,400            | -              | 129,300          | -              | 133,531          |
|                     | Shelby      | -                                | 129,600        | -              | 129,600          | -              | 78,100           | -              | 89,000           |
| Shellac . . . . .   | Binghamton  | -                                | 7,230          | -              | 13,900           | -              | -                | -              | -                |
| Tin . . . . .       | Rome        | -                                | -              | -              | -                | -              | -                | -              | -                |
|                     | Shreveport  | -                                | 15,000         | -              | 25,000           | -              | 25,000           | -              | 25,000           |
| Tungsten . . . . .  | Rome        | -                                | 41,850         | -              | 40,580           | -              | 43,300           | -              | 45,000           |
| General . . . . .   | Shreveport  | -                                | -              | -              | -                | -              | -                | -              | -                |
|                     | Binghamton  | -                                | -              | -              | -                | -              | 624,570          | -              | 624,570          |

TABLE I—STATUS OF THE STRATEGIC MATERIALS STOCKPIILING PROGRAM  
FY 1952

| MATERIAL          | DEPOT       | STORAGE SPACE ALLOCATED - SQ. FT. |                |                |                  |                |                  |                |                  |
|-------------------|-------------|-----------------------------------|----------------|----------------|------------------|----------------|------------------|----------------|------------------|
|                   |             | 30 JUNE 1949                      |                | 30 JUNE 1950   |                  | 30 JUNE 1951   |                  | 30 JUNE 1952   |                  |
|                   |             | Open                              | Warehouse      | Open           | Warehouse        | Open           | Warehouse        | Open           | Warehouse        |
| <b>TOTAL</b>      |             | <b>150,000</b>                    | <b>915,300</b> | <b>310,000</b> | <b>1,428,150</b> | <b>435,500</b> | <b>1,633,149</b> | <b>435,600</b> | <b>1,596,889</b> |
| Aluminum. . . .   | Maywood     | -                                 | -              | -              | -                | -              | -                | 5,000          | -                |
| Antimony. . . .   | Rome        | -                                 | -              | -              | 17,000           | -              | 17,000           | -              | 16,760           |
|                   | San Antonio | -                                 | -              | -              | 4,000            | -              | 4,000            | -              | 4,000            |
| Asbestos. . . .   | San Antonio | -                                 | -              | -              | -                | -              | 32,000           | -              | 32,000           |
| Bismuth. . . . .  | Rome        | -                                 | -              | -              | -                | -              | -                | -              | -                |
| Beryllium. . . .  | Rome        | -                                 | -              | -              | -                | -              | 1,160            | -              | 240              |
| Copper. . . . .   | Binghamton  | -                                 | -              | -              | -                | -              | -                | -              | -                |
|                   | Rome        | 100,000                           | -              | 200,000        | -                | 318,100        | -                | 318,100        | -                |
|                   | Maywood     | 25,000                            | -              | 22,500         | -                | 25,500         | -                | 25,000         | -                |
| Cordage Fibers.   | Binghamton  | -                                 | 132,000        | -              | 172,320          | -              | -                | -              | -                |
| Graphite. . . .   | Rome        | -                                 | 20,000         | -              | 20,000           | -              | 20,000           | -              | 20,300           |
| Hog Bristles. . . | Rome        | -                                 | -              | -              | -                | -              | 2,000            | -              | 4,000            |
| Kyanite. . . . .  | Rome        | -                                 | -              | -              | -                | -              | -                | -              | -                |
| Lead. . . . .     | Rome        | 25,000                            | -              | 60,000         | -                | 51,900         | -                | 51,900         | -                |
|                   | Maywood     | -                                 | -              | 27,500         | -                | 40,000         | -                | 35,100         | -                |
| Magnesium. . . .  | San Antonio | -                                 | 65,000         | -              | 61,000           | -              | 29,000           | -              | 29,000           |
| Manganese. . . .  | Rome        | -                                 | -              | -              | -                | -              | -                | -              | -                |
| Mercury. . . . .  | Rome        | -                                 | 5,000          | -              | 5,000            | -              | 23,400           | -              | 23,400           |
|                   | Binghamton  | -                                 | -              | -              | 5,000            | -              | -                | -              | -                |
| Mica. . . . .     | Middletown  | -                                 | 25,000         | -              | 25,000           | -              | 25,000           | -              | 25,000           |
|                   | Rome        | -                                 | 31,600         | -              | 44,000           | -              | 59,000           | -              | 57,000           |
|                   | Binghamton  | -                                 | 33,500         | -              | 33,500           | -              | -                | -              | -                |
| Molybdenum. . .   | Middletown  | -                                 | 10,000         | -              | 10,000           | -              | 10,000           | -              | 10,000           |
| Narcotics. . . .  | Binghamton  | -                                 | -              | -              | 5,200            | -              | -                | -              | -                |
| Nickel Oxide. . . | Middletown  | -                                 | 8,100          | -              | 8,100            | -              | 8,100            | -              | 8,100            |
|                   | Rome        | -                                 | 10,000         | -              | 10,000           | -              | 15,500           | -              | 15,500           |
| Pepper. . . . .   | Rome        | -                                 | 10,000         | -              | 1,400            | -              | 1,400            | -              | 1,400            |
| Quartz Crystals   | Dayton      | -                                 | 2,000          | -              | 2,000            | -              | 3,608            | -              | 3,608            |
| Quebracho. . . .  | Rome        | -                                 | -              | -              | -                | -              | -                | -              | -                |
| Quinine. . . . .  | Binghamton  | -                                 | 7,500          | -              | 7,500            | -              | -                | -              | -                |
| Rubber. . . . .   | Binghamton  | -                                 | 300,000        | -              | 386,050          | -              | -                | -              | -                |
|                   | Rome        | -                                 | 44,200         | -              | 199,500          | -              | 199,500          | -              | 199,700          |
|                   | Maywood     | -                                 | -              | -              | 150,000          | -              | 220,600          | -              | 185,000          |
|                   | Shreveport  | -                                 | 10,000         | -              | 17,800           | -              | -                | -              | -                |
|                   | Topeka      | -                                 | -              | -              | 25,000           | -              | 133,531          | -              | 133,531          |
|                   | Shelby      | -                                 | 129,600        | -              | 129,600          | -              | 129,600          | -              | 129,600          |
| Shellac. . . . .  | Binghamton  | -                                 | 15,000         | -              | 15,000           | -              | -                | -              | -                |
| Tin. . . . .      | Rome        | -                                 | -              | -              | -                | -              | -                | -              | -                |
|                   | Shreveport  | -                                 | 15,000         | -              | 25,000           | -              | 25,00            | -              | 25,000           |
| Tungsten. . . .   | Rome        | -                                 | 41,850         | -              | 49,180           | -              | 49,180           | -              | 49,180           |
| General. . . . .  | Shreveport  | -                                 | -              | -              | -                | -              | -                | -              | -                |
|                   | Binghamton  | -                                 | -              | -              | -                | -              | 624,570          | -              | 624,570          |

TABLE I - STATUS OF THE STRATEGIC MATERIALS STOCKPILING PROGRAM  
FY 1952

| MATERIAL        | TOTAL STORAGE REQUIREMENT APPORTIONED TO DEPARTMENT OF AIR FORCE |                  |                |                  |                |                  |                |                  | STORAGE SPACE OCCUPIED AS OF 30 JUNE 1952 |                  | BALANCE OF SPACE AVAILABLE FOR STORAGE AS OF 30 JUNE 1952 |               | EST. TONNAGE WHICH CAN BE ACCOM. IN AVAIL. SPACE-AS OF 30 JUN'52 |               |
|-----------------|--|------------------|----------------|------------------|----------------|------------------|----------------|------------------|---|------------------|---|---------------|--|---------------|
|                 | 30 JUNE 1949   |                  | 30 JUNE 1950   |                  | 30 JUNE 1951   |                  | 30 JUNE 1952   |                  | Open                                      | Warehouse        | Open  | Warehouse     | Open   | Warehouse     |
|                 | Open   | Warehouse        | Open           | Warehouse        | Open           | Warehouse        | Open           | Warehouse        | Open                                      | Warehouse        | Open  | Warehouse     | Open   | Warehouse     |
| <b>TOTAL</b>    | <b>1,119,600</b>   | <b>1,369,550</b> | <b>532,600</b> | <b>1,630,350</b> | <b>535,500</b> | <b>1,704,849</b> | <b>535,600</b> | <b>1,596,889</b> | <b>342,000</b>                            | <b>1,506,849</b> | <b>243,000</b>  | <b>58,540</b> | <b>7995.7</b>  | <b>3900.6</b> |
| Aluminum        | -  | -                | -              | -                | -              | -                | 5,000          | -                | 400                                       | -                | 4,600   | -             | 127.7  | -             |
| Antimony        | -  | 5,000            | -              | 21,000           | -              | 21,000           | -              | 20,760           | -   | 20,000           | -   | -             | -  | -             |
| Asbestos        | -  | -                | -              | -                | -              | 32,000           | -              | 32,000           | Storage Program Cancelled                 |                  | -   | 760           | -  | 152.0         |
| Bismuth         | -  | 1,100            | -              | -                | -              | -                | -              | -                | -   | -                | -   | -             | -  | -             |
| Beryllium       | -  | -                | -              | -                | -              | 1,160            | -              | 240              | -   | 240              | -   | -             | -  | -             |
| Copper          | 493,000  | -                | 390,500        | -                | 443,600        | -                | 443,600        | -                | b/258,200                                 | b/               | 500   | 234,800       | -  | 7796.0        |
| Cordage Fibers  | -  | 152,000          | -              | 172,320          | -              | a/               | -              | a/               | -   | -                | -   | -             | -  | -             |
| Graphite        | -  | 23,000           | -              | 20,000           | -              | 20,000           | -              | 20,300           | -   | 20,300           | -   | -             | -  | -             |
| Hog Bristles    | -  | -                | -              | -                | -              | 2,000            | -              | 4,000            | -   | 4,000            | -   | -             | -  | -             |
| Kyanite         | 12,600   | -                | 12,600         | -                | -              | -                | -              | -                | -   | -                | -   | -             | -  | -             |
| Lead            | 102,000  | -                | 129,500        | -                | 91,900         | -                | 87,000         | -                | 83,400                                    | -                | 3,600   | -             | 72.0   | -             |
| Magnesium       | -  | 65,000           | -              | 61,000           | -              | 29,000           | -              | 29,000           | -   | 29,000           | -   | -             | -  | -             |
| Manganese       | 512,000  | -                | -              | -                | -              | -                | -              | -                | -   | -                | -   | -             | -  | -             |
| Mercury         | -  | 10,000           | -              | 10,000           | -              | 23,400           | -              | 23,400           | -   | 23,400           | -   | -             | -  | -             |
| Mica            | -  | 102,500          | -              | 102,500          | -              | 84,000           | -              | 82,000           | -   | 78,000           | -   | 4,000         | -  | 40.8          |
| Molybdenum      | -  | 10,000           | -              | 10,000           | -              | 10,000           | -              | 10,000           | -   | 1,000            | -   | 9,000         | -  | 225.0         |
| Narcotics       | -  | 5,500            | -              | 5,200            | -              | a/               | -              | a/               | -   | a/               | -   | -             | -  | -             |
| Nickel Oxide    | -  | 24,100           | -              | 18,100           | -              | 18,100           | -              | 23,600           | -   | 23,600           | -   | -             | -  | -             |
| Pepper          | -  | 33,000           | -              | 1,400            | -              | 1,400            | -              | 1,400            | -   | 1,400            | -   | -             | -  | -             |
| Quartz Crystals | -  | 2,000            | -              | 2,000            | -              | 3,608            | -              | 3,608            | -   | 3,608            | -   | -             | -  | -             |
| Quebracho       | -  | 6,000            | -              | -                | -              | a/               | -              | a/               | -   | a/               | -   | -             | -  | -             |
| Quinine         | -  | 7,500            | -              | 7,500            | -              | a/               | -              | a/               | -   | a/               | -   | -             | -  | -             |
| Rubber          | -  | 656,000          | -              | 1,032,950        | -              | 683,231          | -              | 647,831          | -   | 607,231          | -   | 40,600        | -  | 3383.3        |
| Shellac         | -  | 25,000           | -              | 15,000           | -              | -                | -              | -                | -   | -                | -   | -             | -  | -             |
| Tin             | -  | 75,000           | -              | 25,000           | -              | 25,000           | -              | 25,000           | -   | 25,000           | -   | -             | -  | -             |
| Tungsten        | -  | 41,850           | -              | 49,180           | -              | 49,180           | -              | 49,180           | -   | 45,000           | -   | 4,180         | -  | 99.5          |
| General         | -  | 125,000          | -              | 77,200           | -              | 701,770          | -              | a/624,570        | -   | a/624,570        | -   | -             | -  | -             |

TABLE I - STATUS OF STRATEGIC MATERIALS STOCKPILING PROGRAM  
FY 1952

| DATE and ACTION      | SUMMARY - UTILIZATION OF DEPOT STORAGE SPACE |           |           |           |            |           |             |           |            |           |           |           |
|----------------------|--|-----------|-----------|-----------|------------|-----------|-------------|-----------|------------|-----------|-----------|-----------|
|                      | TOTAL  |           | MAYWOOD   |           | ROME       |           | SAN ANTONIO |           | BINGHAMTON |           |           |           |
|                      | Open   | Warehouse | Open      | Warehouse | Open       | Warehouse | Open        | Warehouse | Open       | Warehouse |           |           |
| <u>30 JUNE 1949.</u> |  |           |           |           |            |           |             |           |            |           |           |           |
| Allocated . . .      | 150,000                                      | 915,300   | 25,000    | -         | 125,000    | 162,600   | -           | 65,000    | -          | 488,000   |           |           |
| Occupied . . .       | 155,130                                      | 825,623   | 300       | -         | 154,800    | 135,450   | -           | 29,000    | -          | 462,313   |           |           |
| Earmarked . . .      | 969,600                                      | 454,200   | -         | 25,000    | 896,600    | 163,700   | -           | -         | 100,000    | 140,500   |           |           |
| TONS . . .           | 129,079.59                                   |           | 373.66    |           | 59,045.68  |           | 2,396.55    |           | 41,714.85  |           |           |           |
| <u>30 JUNE 1950</u>  |  |           |           |           |            |           |             |           |            |           |           |           |
| Allocated . . .      | 310,000                                      | 1,428,150 | 50,000    | 150,000   | 260,000    | 346,080   | -           | 65,000    | -          | 624,750   |           |           |
| Occupied . . .       | 286,200                                      | 1,317,200 | 51,900    | 116,700   | 234,300    | 339,080   | -           | 33,000    | -          | 615,820   |           |           |
| Earmarked . . .      | 222,600                                      | 202,200   | -         | 35,000    | 222,600    | -         | -           | -         | -          | -         |           |           |
| TONS . . .           | 226,344.06                                   |           | 23,327.79 |           | 115,358.19 |           | 3,339.62    |           | 58,839.50  |           |           |           |
| <u>30 JUNE 1951</u>  |  |           |           |           |            |           |             |           |            |           |           |           |
| Allocated . . .      | 435,500                                      | 1,633,149 | 370,000   | 220,600   | 65,500     | 388,140   | -           | 65,000    | -          | -         |           |           |
| Occupied . . .       | 333,700                                      | 1,522,118 | 35,100    | 220,600   | 298,600    | 373,840   | -           | 33,000    | -          | -         |           |           |
| Earmarked . . .      | 100,000                                      | -         | -         | -         | 100,000    | -         | -           | -         | -          | -         |           |           |
| TONS . . .           | 289,862.90                                   |           | 34,221.71 |           | 161,642.32 |           | 3,339.62    |           | -          |           |           |           |
| <u>30 JUNE 1952</u>  |  |           |           |           |            |           |             |           |            |           |           |           |
| Allocated . . .      | 435,600                                      | 1,596,889 | 65,600    | 185,000   | 370,000    | 387,480   | -           | 65,000    | a/         | a/        |           |           |
| Occupied . . .       | 342,000                                      | 1,506,849 | 61,000    | 185,000   | 281,000    | 379,040   | -           | 33,000    | a/         | a/        |           |           |
| Earmarked . . .      | 100,000                                      | -         | -         | -         | 100,000    | -         | -           | -         | a/         | a/        |           |           |
| TONS . . .           | 289,901.58                                   |           | 33,736.39 |           | 162,879.45 |           | 3,339.62    |           | a/         |           |           |           |
|                      | MIDDLETOWN                                   |           | DAYTON    |           | SHREVEPORT |           | TOPEKA      |           | SHELBY     |           | GENERAL   |           |
|                      | Open   | Warehouse | Open      | Warehouse | Open       | Warehouse | Open        | Warehouse | Open       | Warehouse | Open      | Warehouse |
| <u>30 JUNE 1949</u>  |  |           |           |           |            |           |             |           |            |           |           |           |
| Allocated . . .      | -  | 43,100    | -         | 2,000     | -          | 25,000    | -           | -         | -          | 129,600   | -         | -         |
| Occupied . . .       | -  | 34,100    | -         | 2,000     | -          | 32,800    | -           | -         | -          | 129,600   | -         | -         |
| Earmarked . . .      | -  | -         | -         | -         | -          | 125,000   | -           | -         | -          | -         | -         | -         |
| TONS . . .           | 4,698.55                                     |           | 302.00    |           | 7,485.21   |           | -           |           | 13,067.09  |           | -         |           |
| <u>30 JUNE 1950</u>  |  |           |           |           |            |           |             |           |            |           |           |           |
| Allocated . . .      | -  | 43,100    | -         | 2,000     | -          | 42,800    | -           | 25,000    | -          | 129,600   | -         | -         |
| Occupied . . .       | -  | 34,100    | -         | 1,700     | -          | 42,800    | -           | 4,400     | -          | 129,600   | -         | -         |
| Earmarked . . .      | -  | -         | -         | -         | -          | 77,200    | -           | 90,000    | -          | -         | -         | -         |
| TONS . . .           | 4,698.55                                     |           | 195.81    |           | 7,485.21   |           | 482.30      |           | 13,067.09  |           | -         |           |
| <u>30 JUNE 1951</u>  |  |           |           |           |            |           |             |           |            |           |           |           |
| Allocated . . .      | -  | 43,300    | -         | 3,608     | -          | 25,000    | -           | 133,531   | -          | 129,600   | -         | 624,570   |
| Occupied . . .       | -  | 34,100    | -         | 3,608     | -          | 25,000    | -           | 129,300   | -          | 78,100    | -         | 624,570   |
| Earmarked . . .      | -  | -         | -         | -         | -          | -         | -           | -         | -          | -         | -         | 77,200    |
| TONS . . .           | 4,416.01                                     |           | 200.97    |           | 6,008.48   |           | 13,697.04   |           | 7,947.23   |           | 58,389.50 |           |
| <u>30 JUNE 1952</u>  |  |           |           |           |            |           |             |           |            |           |           |           |
| Allocated . . .      | -  | 43,100    | -         | 3,608     | -          | 25,000    | -           | 13,531    | -          | 129,600   | -         | 624,570   |
| Occupied . . .       | -  | 34,100    | -         | 3,608     | -          | 25,000    | -           | 133,531   | -          | 89,000    | -         | 624,570   |
| Earmarked . . .      | -  | -         | -         | -         | -          | -         | -           | -         | -          | -         | -         | -         |
| TONS . . .           | 4,416.01                                     |           | 200.97    |           | 6,008.48   |           | 14,496.29   |           | 6,434.87   |           | 58,389.50 |           |

a/ The Binghamton AFSP was transferred on 1 July 1950 to GSA for operation as a stockpile depot exclusively and is classified herein under "General" as of that date.



**U S A F Industrial Reserve**

**Part IX**





## USAF INDUSTRIAL RESERVE

This part of the USAF Statistical Digest on the USAF Industrial Reserve includes two tables. The first table titled - "USAF Departmental Industrial Reserve", includes information on industrial facilities for which the Air Force has custody, jurisdiction and accountability. These facilities are listed in order of plant number and show the location, product and any appropriate remarks regarding the present status of the plant.

Table number 2 - "USAF Industrial Facilities Expansion of Productive Capacity and Supply", includes all facilities in the USAF Industrial Reserve - Real and Personal Property - to which the Air Force has either whole or part title. The following information is shown for each facility: floor area (sq. ft.) acquisition cost of facility; type of expansion; additional funds cumulative authorized and allocated since 30 June 1950; major product; appropriate remarks.



TABLE 1 - USAF DEPARTMENTAL INDUSTRIAL RESERVE

| AFP NUMBER | OPERATOR                      | LOCATION                  | PRODUCT                 | REMARKS   |
|------------|-------------------------------|---------------------------|-------------------------|---|
| 1          |                               | Omaha, Nebraska           |                         | Inactive - Used by Hq SAC also Machine Tool Storage   |
| 2          | BOP, GM                       | Kansas City, Kansas       | F-84F                   | GM has notified USAF of intention to exercise option to purchase. Plant is currently leased |
| 3          | Douglas Aircraft Co.          | Tulsa, Oklahoma           | B-47                    |   |
| 4          | Convair                       | Ft. Worth, Texas          | B-36, B-58              | Planned 2nd source F-102  |
| 6          | Lockheed Aircraft Corp.       | Marietta, Georgia         | B-47                    |   |
| 8          |                               | Orchard Place, Illinois   |                         | Inactive - Storage, ANG, ADC  |
| 9          | North American Aviation, Inc. | Inglewood, California     | F-86, F-100             | Sale to NAA, Inc. pending   |
| 10         | Northrop Aircraft, Inc.       | Hawthorne, California     | F-89 - Shark            | Scrambled Facility  |
| 11         | Fairchild Airplane & Eng. Co. | Hagerstown, Maryland      | C-119                   | Scrambled Facility  |
| 13         | Boeing Aircraft Corp.         | Wichita, Kansas           | B-47                    |   |
| 14         | Lockheed Aircraft Corp.       | Burbank, California       | C-121, T-33, F-94       |   |
| 15         | Douglas Aircraft Corp.        | Long Beach, California    | C-124, RB-66            | Scrambled Facility  |
| 16         | North American Aviation, Inc. | Downey, California        | T-28 Navaho Missile     | Will be completely AF on sale of Plant 9  |
| 17         | Boeing Aircraft Co.           | Seattle, Washington       | B-52, KC-97             | Scrambled Facility  |
| 18         | Bell Aircraft Corp.           | Kenmore, New York         | B-47 Power Packs        |   |
| 26         | Allison Division, GMC         | Indianapolis, Indiana     | J-33-35-71 Engines      | Scrambled Facility  |
| 27         | A. O. Smith                   | Toledo, Ohio              | B-47 Landing Gear       | Part leased to Fredric Flader, Inc.   |
| 28         | General Electric              | Everett, Mass.            | J-47 Components         |   |
| 29         | General Electric              | West Lynn, Mass.          | J-47                    |   |
| 30         | Allison Division, GMC         | Indianapolis, Indiana     | Engine Flight Testing   | Consists of a hanger and office   |
| 31         | Smith-Hinchman & Gryllis      | Willow Run, Michigan      | R & D                   | Consists of hangar, boiler room, 3 story administration bldg.                               |
| 32         | Lycoming Division, AVCO       | Williamsport, Pa.         | J-47 Components         | Scrambled Facility  |
| 33         | Wright-Aero                   | Woodridge, New Jersey     | J-65, R-3350            | Scrambled Facility  |
| 35         | Emerson Electric Co.          | Washington Park, Illinois | A-2 Fire Control System |   |
| 36         | General Electric              | Evendale, Ohio            | J-47                    | Formerly called Lockland, Ohio  |
| 38         | Bell Aircraft Co.             | Modeltown, New York       | Missile Test            | Parts of the premises occupied by AEC, ADC & Navy   |

TABLE I. - USAF DEPARTMENTAL INDUSTRIAL RESERVE

| AFP NUMBER | OPERATOR                           | LOCATION               | PRODUCT                  | REMARKS   |
|------------|------------------------------------|------------------------|--------------------------|---|
| 39         | Ford Motor Co.                     | Chicago, Illinois      | J-57, R-4360 Engines     |   |
| 40         | Chevrolet Division, GMC            | Tonawanda, New York    | R-3350 Engines           |   |
| 41         | Champion Machine & Forging         | Cleveland, Ohio        | Forgings                 | Scrambled   |
| 42         | NAA-Lockheed-Northrop              | Palmdale, California   | Flight Test              |   |
| 43         | Bridgeport-Lycoming Div., AVCO     | Stratford, Connecticut | R-1820 Engines           | Price to be paid - Now in Courts                                  |
| 44         | Hughes Tool Company                | Tucson, Arizona        | Missiles                 |   |
| 45         | Heppenstall-Eddystone Corp.        | Eddystone, Pa.         | Storage Site             |   |
| 46         | Haynes-Stellite                    | Alexandria, Ind        | Buckets & Blades         |   |
| 47         | ALCOA                              | Cleveland, Ohio        | Heavy Press              | Under construction  |
| 48         | Kaiser Aluminum Co.                | Newark, Ohio           | Storage                  | Heavy Press site - To be inactive                                 |
| 49         | Curtiss-Wright (Metals Proc. Div.) | Buffalo, New York      | Heavy Press              | Under construction  |
| 50         | Kaiser Aluminum Co.                | Halethorpe, Md         | Heavy Press              | Under construction  |
| 51         | A. O. Smith                        | Greece, New York       | B-52 Weldments           |   |
| 66         | Phillips Petroleum Co.             | McGregor, Texas        | ATO Units                | Under Construction  |
|            | General Electric                   | Johnson City, New York | Fire Control Systems     | In process of transfer to AF from GSA                             |
|            | A. C. Spark Plug Div, GM.          | Milwaukee, Wisconsin   | Gun Sights - Nav Systems | In process of transfer to AF from GSA                             |
|            | Bohn-Aluminum                      | Adrian, Michigan       | Forgings - Extrusions    | In process of transfer to AF from GSA                             |
|            | Wyman-Gordon                       | N. Grafton, Mass.      | Heavy Press              | In process of transfer to AF from GSA                             |
|            | Studebaker Co.                     | Chicago, Illinois      | J-47 Engines             | Plancor 40 now on Lease from National Tea Co. -<br>To be acquired |

TYPE OF EXPANSION:

- C - Construction of Real Property
- R - Conversion or Rehabilitation of Existing Real Property
- P - Purchase of Machinery and Equip &/or Ind Res Equipment
- I - 100% Industrial Reserve Expansion

TABLE 2 - USAF INDUSTRIAL FACILITIES EXPANSION OF PRODUCTIVE CAPACITY AND SUPPLY

| SPECIAL FACILITY CONTRACTOR  | FLOOR AREA (Sq. Ft.)   |                               | ACQUISITION COST OF FACILITIES |                         | TYPE OF EXPANSION | ADDITIONAL FUNDS CUMULATIVE AUTHORIZED & ALLOCATED SINCE 30 JUN 1950 | MAJOR PRODUCT                                | REMARKS               |
|--|------------------------|-------------------------------|--------------------------------|-------------------------|-------------------|--|--|-----------------------|
|  | TOTAL Available        | Air Force Owned Or Controlled | Land and Buildings             | Machinery and Equipment |                   |  |  |                       |
| (1)  | (2)                    | (3)                           | (4)                            | (5)                     | (6)               | (7)  | (8)  | (9)                   |
| TOTAL - 30 JUNE 1952 . . . .   | 264,952,101            | 50,508,647                    | \$ 343,254,983                 | \$ 475,265,993          |                   | \$ 1,859,236,306   |  |                       |
| Airframes . . . . .  | 53,975,000             | 30,742,000                    | 180,806,619                    | 96,307,510              |                   | 264,304,395  |  |                       |
| Engines . . . . .  | 44,898,945             | 12,325,647                    | 136,155,962                    | 238,460,953             |                   | 748,268,652  |  |                       |
| Propellers . . . . .   | 2,476,000              | None                          | None                           | 4,496,877               |                   | 24,770,000   |  |                       |
| Missiles . . . . .   | 8,089,995              | 838,000                       | 3,072,367                      | 4,702,362               |                   | 29,392,000   |  |                       |
| Components . . . . .   | 155,512,161            | 6,603,000                     | 23,220,035                     | 131,298,291             |                   | 792,501,259  |  |                       |
| AIR FRAMES   |                        |                               |                                |                         |                   |  |  |                       |
| TOTAL . . . . .  | 53,975,000             | 30,742,000                    | \$ 180,806,619                 | \$ 96,307,510           |                   | \$ 264,304,395   |  |                       |
| Beech Aircraft Corporation,<br>Wichita, Kansas                             | 1,071,000              | 0                             | 0                              | 837,274                 | P                 | 1,750,000  | T-36 Aircraft                                |                       |
| Bell Aircraft Corporation<br>Kenmore, New York                             | 403,000                | * 403,000                     | 178,196                        | 1,299,009               | R & P             | 2,470,000  | Helicopter & Power Packs for<br>B-36, B-47   | * GSA has title       |
| Boeing Airplane Company<br>Seattle, Washington<br>Renton Plant, Washington | 3,517,000<br>2,111,000 | 397,000<br>2,111,000          | 556,794                        | 6,542,805               | C,R&P             | 26,317,050   | RB-52, KC-97<br>Bomarc Mfg. Eng. Development |                       |
| Boeing Airplane Company<br>Wichita, Kansas                                 | 3,218,000              | 2,834,000                     | 25,970,471                     | 16,282,884              | C,R&P             | 22,952,145   | RB-47, B-47B                                 |                       |
| Consolidated Vultee Aircraft Corp.<br>Fort Worth, Texas                    | 4,186,000              | 4,186,000                     | 38,086,233                     | 18,527,357              | R & P             | 9,371,000  | B-36, RB-36                                  |                       |
| Consolidated Vultee Aircraft Corp.<br>Fort Worth, Texas                    | 0*                     | 0*                            | -                              | -                       | C & P             | 1,000,000  | (Project MX 1589) B-68                       | * Not yet constructed |
| Consolidated Vultee Aircraft Corp.<br>San Diego, California                | 4,316,000              | 0                             | 0                              | 86,101                  | R & P             | 3,650,000  | T-29-B                                       |                       |
| Consolidated Vultee Aircraft Corp.<br>San Diego, California                | See Above              |                               | 0                              | 0                       | R & P             | 4,220,000  | F-102 Interceptors                           |                       |
| Douglas Aircraft Company<br>Long Beach, California                         | 1,731,000              | 1,589,000                     | 6,761,560                      | 10,703,642              | R & P             | 22,000,000   | C-124  |                       |
| Douglas Aircraft Company<br>Tulsa, Oklahoma                                | 2,041,000              | 2,041,000                     | 34,584,390                     | 9,711,858               | C,R&P             | 36,000,000   | B-47   |                       |
| Fairchild Aircraft Division<br>Hagerstown, Maryland                        | 965,000                | 646,000                       | 6,940,915                      | 3,057,068               | C,R&P             | 7,343,500  | C-119  |                       |

TABLE 2 - USAF INDUSTRIAL FACILITIES EXPANSION OF PRODUCTIVE CAPACITY AND SUPPLY

| SPECIAL FACILITY CONTRACTOR                              | FLOOR AREA (SQ. FT.) |                               | ACQUISITION COST OF FACILITIES |                         | TYPE OF EXPANSION | ADDITIONAL FUNDS CUMULATIVE AUTHORIZED & ALLOCATED SINCE 30 JUN 1950 | MAJOR PRODUCT                              | REMARKS  |
|--|----------------------|-------------------------------|--------------------------------|-------------------------|-------------------|--|--|--|
|  | TOTAL Available      | Air Force Owned Or Controlled | Land and Buildings             | Machinery and Equipment |                   |  |  |  |
| (1)  | (2)                  | (3)                           | (4)                            | (5)                     | (6)               | (7)  | (8)  | (9)  |
| AIRFRAMES - Continued                                    |                      |                               |                                |                         |                   |  |  |  |
| Fairchild Aircraft Division<br>Chicago, Illinois         | 2,250,000            | 2,250,000                     | \$ 44,756                      | \$ 43,089               | C,R&P             | \$ 8,030,000   | C-119                                      |  |
| General Motors, BOP Division<br>Kansas City, Kansas      | 1,725,000            | 1,725,000                     | 18,261,695                     | 2,845,622               | C,R&P             | 10,800,000   | F-84F                                      | * Plus \$12,480,000 MDAP   |
| Grand Central Aircraft Company<br>Tucson, Arizona        | 789,000              | 0                             | 0                              | 0                       | C & P             | 5,100,000  | B-47 Refinement                            |  |
| Hayes Aircraft Corporation<br>Birmingham, Alabama        | 1,740,000            | 1,740,000                     | 908,360                        | 1,060,738               | C,R&P             | 3,300,000  | TB-25L Modification                        |  |
| Kaiser Manufacturing Corporation<br>Willow Run, Michigan | 4,548,000            | 0                             | 0                              | 0                       | P                 | 1,355,000  | C-123                                      |  |
| Kaiser Manufacturing Corporation<br>Willow Run, Michigan | See                  | Above                         | 0                              | 5,767,100               | R & P             | 5,250,000*   | C-119                                      | * Plus \$7,200,000 MDAP  |
| Lockheed Aircraft Corporation<br>Burbank, California     | 1,820,000            | 1,477,000                     | 7,974,578                      | 267,697                 | C,R&P             | 5,000,000*   | T-33<br>F-94C<br>C-121<br>F-2V-5<br>P-2V-6 | * Plus \$411,400 MDAP<br>* Plus \$10,284,423 NAVY<br>* \$1,000,000 transferred to Corps Of Engineers |
| Lockheed Aircraft Corporation<br>Marietta, Georgia       | 8,850,000            | 8,850,000                     | 29,728,456                     | 12,691,213              | C,R&P             | 40,710,000   | B-29 Modification                          |  |
| Lockheed Aircraft Corporation<br>Palmdale, California    | 0*                   | 0*                            | -                              | 35,360                  | C & P             | 12,203,400   | T-33, F-94C, F-94D                         | * Will be all Air Force owned when completed.  |
| Martin, Glen L.<br>Baltimore, Maryland                   | 3,400,000            | 0                             | 8,258,788                      | -                       | R & P             | 10,000,000*  | B-57                                       | *Transferred to Navy BUAEF   |
| North American Aviation, Inc.<br>Los Angeles, California | 3,034,000            | 0                             | -                              | 4,462,136               | P                 | 8,058,000  | T-28, F-86D, F-86E,<br>F-86H, F-100F       |  |
| North American Aviation, Inc.<br>Palmdale, California    | *                    | 0                             | -                              | -                       | C                 | 2,100,000  | T-28, F-86 Flight Test<br>Modification     | * Under Construction   |
| Northrop Aircraft, Inc.<br>Ontario, California           | Unknown*             | -                             | -                              | -                       | R                 | 180,000  | F-89                                       | * National Airport only, leased until Palmdale is ready for occupancy                                |

TABLE 2 - USAF INDUSTRIAL FACILITIES EXPANSION OF PRODUCTIVE CAPACITY AND SUPPLY

| SPECIAL FACILITY CONTRACTOR                                     | FLOOR AREA (SQ. FT.) |                               | ACQUISITION COST OF FACILITIES |                         | TYPE OF EXPANSION | ADDITIONAL FUNDS CUMULATIVE AUTHORIZED & ALLOCATED SINCE 30 JUN 1950 | MAJOR PRODUCT                              | REMARKS  |
|---|----------------------|-------------------------------|--------------------------------|-------------------------|-------------------|--|--|--|
|   | TOTAL Available      | Air Force Owned Or Controlled | Land and Buildings             | Machinery and Equipment |                   |  |  |  |
| (1)   | (2)                  | (3)                           | (4)                            | (5)                     | (6)               | (7)  | (8)  | (9)  |
| A I R F R A M E S - Continued                                   |                      |                               |                                |                         |                   |  |  |  |
| Northrop Aircraft, Inc.<br>Hawthorne, California                | 550,000              | 493,000                       | \$ 2,151,427                   | \$ 1,365,748            | C,R&P             | \$ 2,000,000*  | F-89                                       | * Plus \$1,500,000 - 1948 Funds                      |
| Northrop Aircraft, Inc.<br>Palmdale, California                 | 0*                   | 0*                            | -                              | -                       | C & P             | 3,400,000  | F-89 (Flight Test Modification)            | * Under Construction                                 |
| Republic Aviation Corporation<br>Farmingdale Long Island, N. Y. | 1,710,000            | 0                             | -                              | 720,809                 | P                 | 9,754,300*   | F-84G, F-84F, RF-84F                       | * Plus \$507,000 MDAP                                |
| E N G I N E S   |                      |                               |                                |                         |                   |  |  |  |
| <u>TOTAL . . . . .</u>  | <u>44,898,945</u>    | <u>12,325,647</u>             | <u>\$136,155,962</u>           | <u>\$248,440,638</u>    |                   | <u>\$ 748,268,652</u>  |  |  |
| Air Cooled Motors, Incorporated<br>Syracuse, New York           | 126,000              | 0                             | -                              | 601,972                 | P                 | 900,000  | O-335-4-5 Engines<br>O-425-1 Engines       |  |
| Allison Division (GMC)<br>Indianapolis, Indiana                 | 2,195,000            | 2,195,000                     | 18,344,807                     | 34,831,428              | C,R&P             | 19,500,000*  | J-33 Engines, J-35 Engines<br>T-40 Engines | * Plus \$26,500,000 MDAP<br>* Plus \$28,715,412 NAVY |
| Allison Division (GMC)<br>Indianapolis, Indiana                 |                      | See Above                     |                                |                         | C,R&P             | 3,500,000  | T-38 Engines                               |  |
| Allison Division (GMC)<br>Indianapolis, Indiana                 |                      | See Above                     | 0                              | 0                       | C & P             | 5,800,000  | J-71 Engines                               |  |
| Bridgeport - Lycoming Division<br>Stratford, Connecticut        | 1,500,000            | 1,500,000                     | 16,529,294                     | 4,898,323               | C,R&P             | 25,116,952*  | R-1820 Engines                             | * \$115,000 Transferred to Corps of Engineers        |
| Buick Motor Division (GMC)<br>Flint, Michigan                   | 7,500,000            | 0                             | -                              | 6,786,540               | C & P             | 122,000,000  | J-65 Engines                               |  |
| Chevrolet Division (GMC)<br>Tonawanda, New York                 | 650,000              | 650,000                       | 17,235,353                     | 19,422,414              | C,R&P             | 70,000,000   | R-3350 Engines                             |  |
| Continental Motors Corporation<br>Muskegon, Michigan            | 1,226,823            | 0                             | -                              | 1,833,497               | C & P             | 2,885,000  | O-470-11 Engines<br>R-975-34 Engines       |  |
| Fairchild Engine Division<br>Farmingdale, Long Island, N.Y.     |                      | Included in Engine Components |                                |                         | P                 | 520,000  | V32-D2 Andover Engines                     |  |
| Ford Motor Company<br>Chicago, Illinois                         | 6,460,000            | 6,460,000                     | 69,946,619                     | 73,421,098              | C,R&P             | 95,500,000   | R-4360 Engines                             |  |

TABLE 2 - USAF INDUSTRIAL FACILITIES EXPANSION OF PRODUCTIVE CAPACITY AND SUPPLY

| SPECIAL FACILITY CONTRACTOR   | FLOOR AREA (SQ. FT.) |                               | ACQUISITION COST OF FACILITIES |                         | TYPE OF EXPANSION | ADDITIONAL FUNDS CUMULATIVE AUTHORIZED & ALLOCATED SINCE 30 JUN 1950 | MAJOR PRODUCT                  | REMARKS   |
|---|----------------------|-------------------------------|--------------------------------|-------------------------|-------------------|--|--------------------------------|---|
|   | TOTAL Available      | Air Force Owned Or Controlled | Land and Buildings             | Machinery and Equipment |                   |  |                                |   |
| (1)   | (2)                  | (3)                           | (4)                            | (5)                     | (6)               | (7)  | (8)                            | (9)   |
| E N G I N E S - Continued   |                      |                               |                                |                         |                   |  |                                |   |
| Ford Motor Company<br>Chicago, Illinois                                   |                      |                               | See Above                      |                         |                   | \$ 20,000,000  | J-57 Engines                   |   |
| General Electric Company<br>Lockland, Ohio                                | 3,457,122            | 674,500                       | \$ 8,700,826                   | \$ 24,706,631           | C,R&P             | 77,500,000   | J-47 Engines                   |   |
| General Electric Company<br>Lockland, Ohio                                | 383,000              | 383,000                       | 2,112,270                      | 3,146                   | R & P             | 5,000,000  | MX 1589                        |   |
| General Electric Company<br>West Lynn, Massachusetts                      | 4,860,000            | 440,000                       | -                              | 75,000                  | P                 | 406,700  | J-47 Engines                   |   |
| Kaiser Manufacturing Corporation<br>Engine Division<br>Detroit, Michigan  | 3,000,000            | 0                             | 2,386,419                      | 15,819,566              | C & P             | 15,140,000   | R-1300 Engines                 |   |
| Nash - Kelvinator<br>Milwaukee, Wisconsin                                 | 3,100,000            | 0                             | 405,978                        | 6,941,203               | C & P             | 76,500,000   | R-2800 Engines                 | * Kenosha Plant only  |
| Packard Motor Car Company<br>Detroit, Michigan                            | 4,555,000            | 0                             | 166,901                        | 8,576,142               | C & P             | 48,000,000   | J-47 Engines                   |   |
| Pratt & Whitney Aircraft Division<br>East Hartford, Connecticut           | 680,000              | 0                             | -                              | -                       | P                 | 26,000,000*  | R-4360 Engines                 | *Transferred to Navy<br>BUAER   |
| Studebaker Corporation<br>South Bend, Indiana                             | 486,000              | 0                             | 327,495                        | 13,894,656              | C,R&P             | 60,150,000   |                                |   |
| Chicago, Illinois   | 852,000              | 0                             | -                              | -                       | R & P             |  | J-47 Engines                   |   |
| New Brunswick, New Jersey   | 404,000              | 0                             | -                              | -                       |                   |  |                                |   |
| Wright Aeronautical Corporation<br>Woodridge, New Jersey                  | 3,464,000            | 23,147                        | 0                              | 35,629,023              | C,R&P             | 73,850,000*  | R-3350 Engines<br>J-65 Engines | *Plus \$41,150,000 MDAP<br>*Includes \$150,000 for<br>Allis-Chalmers, Terre<br>Haute, Indiana |
| P R O P E L L E R S   |                      |                               |                                |                         |                   |  |                                |   |
| TOTAL . . . . .   | \$ 2,476,000         | 0                             | 0                              | \$ 4,496,877            |                   | \$ 25,770,000  |                                |   |
| Aeroproducts, Division, GMC<br>Vandalia, Ohio                             | 642,000              | 0                             | 0                              | 2,702,646               | P                 | 2,735,000*   | C-119 Propellers               | *Plus \$3,915,000 MDAP<br>*Plus \$1,782,734 NAVY  |
| Canton Drop Forging & Mfg. Co.<br>Canton, Ohio<br>(Sub to Curtiss-Wright) | 155,000              | 0                             | -                              | 63,106                  | P                 | 775,000  | Extruded Propeller Blades      | *Under Curtiss-Wright Su-<br>pervision in experimental<br>stage                               |

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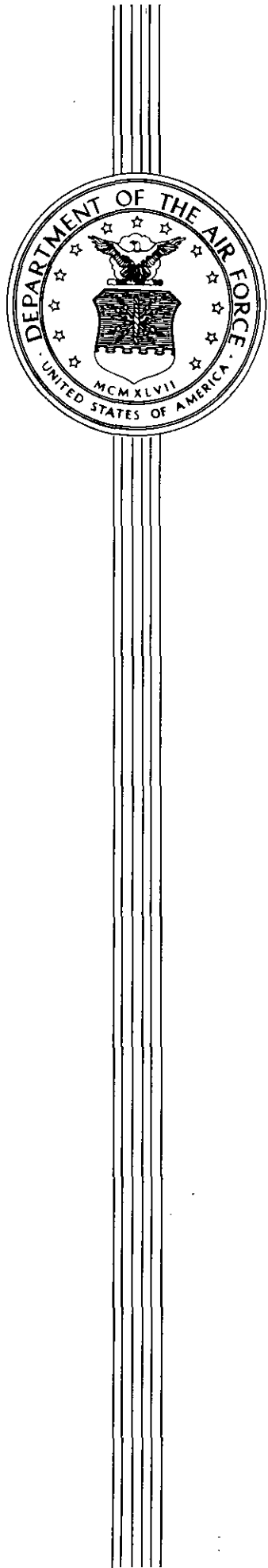


TABLE 2 - USAF INDUSTRIAL FACILITIES EXPANSION OF PRODUCTIVE CAPACITY AND SUPPLY

| SPECIAL FACILITY CONTRACTOR   | FLOOR AREA (SQ. FT.) |                               | ACQUISITION COST OF FACILITIES |                         | TYPE OF EXPANSION | ADDITIONAL FUNDS CUMULATIVE AUTHORIZED & ALLOCATED SINCE 30 JUN 1950 | MAJOR PRODUCT                                    | REMARKS  |
|---|----------------------|-------------------------------|--------------------------------|-------------------------|-------------------|--|--|--|
|   | TOTAL Available      | Air Force Owned Or Controlled | Land and Buildings             | Machinery and Equipment |                   |  |  |  |
| (1)   | (2)                  | (3)                           | (4)                            | (5)                     | (6)               | (7)  | (8)  | (9)  |
| PROPELLERS - Continued  |                      |                               |                                |                         |                   |  |  |  |
| Curtis-Wright Corporation<br>Caldwell, New Jersey                                 | 860,000              | 0                             | \$ -                           | \$1,731,125             | P                 | \$ 1,110,000   | Propeller Blades for B-29, B-36, B-50, and C-124 |  |
| Frigidaire Division (GMC)<br>Dayton, Ohio<br>(Sub to AeroProducts)                |                      | Refer to Engine Components    |                                |                         | P                 | 20,000,000   | C-119 Propellers                                 |  |
| Smith, A.O. Corporation<br>Milwaukee, Wisconsin                                   | 819,000              | 0                             | 0                              | 0                       | C & P             | 1,150,000  | B-36 Propellers                                  |  |
| MISSILES  |                      |                               |                                |                         |                   |  |  |  |
| <u>TOTAL . . . . .</u>  | <u>8,089,995</u>     | <u>838,000</u>                | <u>\$3,072,367</u>             | <u>\$4,702,362</u>      |                   | <u>\$ 29,392,000</u>   |  |  |
| Bell Aircraft Corporation<br>Niagara Falls, New York<br>(Wheatfield)              | 1,174,000            | 0                             | -                              | 613,425                 | C,R&P             | 2,883,000  | Rascal Missiles                                  | * \$2,100,000 Project 51-153A-2 Funds. \$783,000 Project 52-153A-1 Funds.  |
| Bell Aircraft Corporation<br>Modeltown, New York, AP Plant<br>Air Force Plant #38 | 102,000              | 102,000                       | 469,230                        | 611,038                 | C,R P             | 1,065,000  | Missile Project MX 776                           | Project 51-155A-38 Funds   |
| Boeing Airplane Company<br>Seattle, Washington                                    |                      |                               | Refer to Airframes Category    |                         |                   |  | Bomarc Missiles                                  |  |
| Hughes Aircraft Company<br>Culver City, California                                | 1,295,995            | 0                             | -                              | 1,525,534               | P                 | 1,411,000  | Guided Missiles                                  | Project 51-153A-1 Funds  |
| Hughes Aircraft Company<br>Tucson, Arizona  | 550,000*             | 0                             | 0                              | 1,370,000               | C & P             | 18,142,000**   | Guided Missiles                                  | *Under Construction<br>**\$5,000,000 Project 51-153A-5 Funds. \$535,000 Project 51-153A-1 funds \$12,000,000 Project 52-131 A-97 funds. \$607,000 Proj. 51-153A-4 funds. |
| Martin, Glen L.<br>Baltimore, Maryland  | 3,970,000            | 88,000                        | -                              | 330,009                 | P                 | 3,391,000*   | Guided Missiles<br>Missile Spares                | **\$2,500,000 Proj. 51-153A-4 funds. \$600,000 Proj. 52-153A-5 funds. \$291,000 Proj. 51-153A-4 funds.   |

TABLE 2 - USAF INDUSTRIAL FACILITIES EXPANSION OF PRODUCTIVE CAPACITY AND SUPPLY

| SPECIAL FACILITY CONTRACTOR                         | FLOOR AREA (SQ. FT.)               |                               | ACQUISITION COST OF FACILITIES |                         | TYPE OF EXPANSION | ADDITIONAL FUNDS CUMULATIVE AUTHORIZED & ALLOCATED SINCE 30 JUN 1950 | MAJOR PRODUCT   | REMARKS   |
|---|------------------------------------|-------------------------------|--------------------------------|-------------------------|-------------------|--|-----------------|---|
|   | TOTAL Available                    | Air Force Owned Or Controlled | Land and Buildings             | Machinery and Equipment |                   |  |                 |   |
| (1)   | (2)                                | (3)                           | (4)                            | (5)                     | (6)               | (7)  | (8)             | (9)   |
| M I S S I L E S - Continued                         |                                    |                               |                                |                         |                   |  |                 |   |
| North American Aviation, Inc.<br>Downey, California | 998,000                            | 603,000                       | \$2,603,137                    | \$ 168,879              | P                 | \$ 1,000,000*  | Guided Missiles | *Plus \$299,886 Research Project 51-155A-10 Funds                               |
| Northrop Aircraft, Inc.<br>Hawthorne, California    | 45,000 Sq. Ft. incl. in Airframes. |                               | 0                              | 81,477                  | P                 | 1,500,000  | Snark Missiles  | \$830,000 51-153A-3 Funds<br>\$670,000 51-155A-11 Funds                         |
| C O M P O N E N T S                                 |                                    |                               |                                |                         |                   |  |                 |   |
| <b>TOTAL . . . . .</b>                              | <u>155,512,161</u>                 | <u>6,603,000</u>              | <u>\$ 23,220,035</u>           | <u>\$ 131,298,291</u>   |                   | <u>\$ 792,501,259</u>  |                 |   |
| Airframe Sub-Assemblies                             | 34,633,500                         | 858,000                       | 1,962,644                      | 13,450,619              | P                 | 76,244,150*  |                 | *Plus \$2,790,000 MDAP - \$900,000 transferred to Corps of Engineers            |
| Airframe Accessories                                | 4,734,700                          | 216,000                       | 452,000                        | 4,406,834               | P                 | 11,803,400*  |                 | *Plus \$486,640 MDAP  |
| Engine Components                                   | 26,091,211                         | 355,000                       | 4,707,582                      | 33,642,845              | P,R&C             | 194,796,200  |                 |   |
| Engine Accessories                                  | 9,619,000                          | N o n e                       | 90,905                         | 19,390,181              | P & R             | 45,044,000   |                 |   |
| Landing Gears, Wheels & Brakes                      | 13,457,000                         | 615,000                       | 5,635,884                      | 20,734,996              | P,R&C             | 45,256,500*  |                 | *Plus \$872,000 MDAP  |
| Electronics   | 9,815,200                          | 585,000                       | 106,213                        | 6,011,611               | P,R&C             | 14,836,500*  |                 | *Plus \$1,900,000 NAVY  |
| Armament  | 14,894,250                         | 720,000                       | 4,563,764                      | 18,322,016              | P,R&C             | 30,062,000   |                 |   |
| Instruments   | 7,402,500                          | N o n e                       | N o n e                        | 2,823,430               | P,R&C             | 8,498,150  |                 |   |
| Forgings  | 16,422,800                         | 3,231,000                     | 5,426,043                      | 7,972,664               | C,R,P&I           | 237,907,500*   |                 | *\$1,000,000 Transferred to Navy on MIR. \$600,000 Transferred to BUORD by MIPR |
| Castings  | 2,548,000                          | N o n e                       | N o n e                        | 1,835,163               | P & I             | 5,499,400  |                 |   |
| Miscellaneous                                       | 15,894,000                         | 23,000                        | 275,000                        | 3,337,932               | P & I             | 122,553,459*   |                 | *\$250,000 Transferred to BUAER   |



## **Transportation**

# **Part X**



TABLE I - MOVEMENT OF AIR FORCE CARGO - BY OCEAN TRANSPORTATION  
FISCAL YEAR 1952

| SHIPPING POINT AND DESTINATION                    | CARGO - OUTBOUND (MEASUREMENT TON) |                |                |                                   |                |
|---|------------------------------------|----------------|----------------|-----------------------------------|----------------|
|   | TOTAL                              | 1st Quarter    | 2nd Quarter    | 3rd Quarter                       | 4th Quarter    |
| <u>TOTAL OUTBOUND - ALL PORTS . . . . .</u>       | <u>2,076,545</u>                   | <u>459,792</u> | <u>433,753</u> | <u>589,100</u>                    | <u>593,900</u> |
| <u>NEW YORK - OUTBOUND - TOTAL . . . . .</u>      | <u>927,120</u>                     | <u>194,410</u> | <u>155,210</u> | <u>286,600</u>                    | <u>290,900</u> |
| North Atlantic . . . . .                          | 159,730                            | 31,909         | 36,321         | 31,600                            | 59,900         |
| Great Britain . . . . .                           | 325,544                            | 60,435         | 48,609         | 122,000                           | 94,500         |
| Europe . . . . .                                  | 25,011                             | 66,172         | 48,039         | 63,300                            | 78,500         |
| Africa-Near East-Mediterranean . . . . .          | 215,835                            | 35,894         | 22,241         | 69,700                            | 58,000         |
| <u>GULF COAST - OUTBOUND - TOTAL . . . . .</u>    | <u>54,224</u>                      | <u>12,910</u>  | <u>11,914</u>  | <u>14,500</u>                     | <u>14,900</u>  |
| Caribbean & South America . . . . .               | 54,224                             | 12,910         | 11,914         | 14,500                            | 14,900         |
| <u>SAN FRANCISCO - OUTBOUND - TOTAL . . . . .</u> | <u>972,788</u>                     | <u>216,401</u> | <u>241,887</u> | <u>269,100</u>                    | <u>245,400</u> |
| Hawaii . . . . .                                  | 36,293                             | 11,123         | 7,370          | 9,500                             | 8,300          |
| Far East . . . . .                                | 936,495                            | 205,278        | 234,517        | 259,600                           | 237,100        |
| <u>SEATTLE - OUTBOUND - TOTAL . . . . .</u>       | <u>122,413</u>                     | <u>36,071</u>  | <u>24,742</u>  | <u>18,900</u>                     | <u>42,700</u>  |
| Alaska . . . . .                                  | 122,413                            | 36,071         | 24,742         | 18,900                            | 42,700         |
|   |                                    |                |                | CARGO - INBOUND (MEASUREMENT TON) |                |
| <u>TOTAL INBOUND - ALL PORTS . . . . .</u>        | <u>303,320</u>                     | <u>50,564</u>  | <u>83,616</u>  | <u>76,740</u>                     | <u>92,400</u>  |
| <u>NEW YORK - INBOUND - TOTAL . . . . .</u>       | <u>97,762</u>                      | <u>16,481</u>  | <u>28,541</u>  | <u>27,140</u>                     | <u>25,600</u>  |
| North Atlantic . . . . .                          | 15,862                             | 3,273          | 6,189          | 3,100                             | 3,300          |
| Great Britain . . . . .                           | 28,035                             | 4,285          | 6,850          | 9,100                             | 7,800          |
| Europe . . . . .                                  | 51,428                             | 8,600          | 15,088         | 14,041                            | 13,700         |
| Africa-Near East-Mediterranean . . . . .          | 2,437                              | 323            | 414            | 900                               | 800            |
| <u>GULF COAST - INBOUND - TOTAL . . . . .</u>     | <u>12,104</u>                      | <u>3,073</u>   | <u>1,931</u>   | <u>3,900</u>                      | <u>3,200</u>   |
| Caribbean & South America . . . . .               | 12,104                             | 3,073          | 1,931          | 3,900                             | 3,200          |
| <u>SAN FRANCISCO - INBOUND - TOTAL . . . . .</u>  | <u>172,722</u>                     | <u>29,447</u>  | <u>49,375</u>  | <u>42,700</u>                     | <u>51,200</u>  |
| Hawaii . . . . .                                  | 32,667                             | 3,483          | 9,484          | 10,100                            | 9,600          |
| Far East . . . . .                                | 140,055                            | 25,964         | 39,891         | 32,600                            | 41,600         |
| <u>SEATTLE - INBOUND - TOTAL . . . . .</u>        | <u>20,732</u>                      | <u>1,563</u>   | <u>3,769</u>   | <u>3,000</u>                      | <u>12,400</u>  |
| Alaska . . . . .                                  | 20,732                             | 1,563          | 3,769          | 3,000                             | 12,400         |

SOURCE: Plans and Requirements Group, D/Transportation, DCS/M

TABLE 2 - MOVEMENT OF USAF SPONSORED PASSENGERS - BY OCEAN TRANSPORTATION  
QUARTERLY - FISCAL YEAR 1952

| SHIPPING POINT<br>AND<br>DESTINATION       | NUMBER OF PASSENGERS - OUTBOUND |                |              |               |              |               |              |               |              |               |
|--|---------------------------------|----------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|
|  | TOTAL                           |                | 1st Quarter  |               | 2nd Quarter  |               | 3rd Quarter  |               | 4th Quarter  |               |
|  | Officer                         | Enlisted       | Officer      | Enlisted      | Officer      | Enlisted      | Officer      | Enlisted      | Officer      | Enlisted      |
| <u>OUTBOUND-ALL PORTS- TOTAL . . . . .</u> | <u>12,716</u>                   | <u>160,960</u> | <u>3,582</u> | <u>38,266</u> | <u>3,212</u> | <u>44,752</u> | <u>3,088</u> | <u>36,567</u> | <u>2,834</u> | <u>41,375</u> |
| <u>EAST COAST - TOTAL . . . . .</u>        | <u>5,472</u>                    | <u>62,910</u>  | <u>1,641</u> | <u>19,328</u> | <u>1,411</u> | <u>13,260</u> | <u>1,181</u> | <u>14,012</u> | <u>1,239</u> | <u>16,310</u> |
| <u>NEW YORK - OUTBOUND</u>                 |                                 |                |              |               |              |               |              |               |              |               |
| North Atlantic . . . . .                   | 562                             | 5,707          | 162          | 1,155         | 49           | 1,008         | 278          | 2,622         | 73           | 922           |
| Caribbean & South America . . . . .        | 285                             | 1,101          | 73           | 542           | 64           | 191           | 74           | 233           | 74           | 135           |
| Great Britain . . . . .                    | 873                             | 21,149         | 158          | 4,878         | 241          | 4,736         | 137          | 3,732         | 337          | 7,803         |
| Europe . . . . .                           | 3,158                           | 29,062         | 1,013        | 10,051        | 944          | 6,023         | 604          | 7,055         | 597          | 5,933         |
| Africa-Near East-Mediterranean . . . . .   | 594                             | 5,891          | 235          | 2,702         | 113          | 1,302         | 88           | 370           | 158          | 1,517         |
| <u>WEST COAST - TOTAL . . . . .</u>        | <u>7,244</u>                    | <u>98,050</u>  | <u>1,941</u> | <u>18,938</u> | <u>1,801</u> | <u>31,492</u> | <u>1,907</u> | <u>22,555</u> | <u>1,595</u> | <u>25,065</u> |
| <u>SAN FRANCISCO - OUTBOUND</u>            |                                 |                |              |               |              |               |              |               |              |               |
| Alaska . . . . .                           | 635                             | 13,858         | 215          | 4,120         | 186          | 3,453         | 95           | 3,088         | 139          | 3,197         |
| Hawaii . . . . .                           | 382                             | 3,425          | 157          | 1,011         | 81           | 1,302         | 86           | 701           | 58           | 411           |
| Marianas-Bonins . . . . .                  | 210                             | 3,331          | 30           | 408           | 83           | 1,581         | 48           | 913           | 49           | 429           |
| Philippines . . . . .                      | 245                             | 2,839          | 23           | 417           | 82           | 1,118         | 82           | 501           | 58           | 803           |
| Ryukyus . . . . .                          | 449                             | 10,564         | 113          | 1,469         | 116          | 3,970         | 116          | 3,034         | 143          | 2,091         |
| Japan/Korea . . . . .                      | 5,323                           | 64,033         | 1,403        | 11,513        | 1,292        | 20,068        | 1,480        | 14,318        | 1,148        | 18,134        |
| NUMBER OF PASSENGERS - INBOUND             |                                 |                |              |               |              |               |              |               |              |               |
| <u>INBOUND-ALL PORTS- TOTAL . . . . .</u>  | <u>7,330</u>                    | <u>71,349</u>  | <u>1,337</u> | <u>10,753</u> | <u>1,954</u> | <u>13,179</u> | <u>1,860</u> | <u>25,004</u> | <u>2,179</u> | <u>18,413</u> |
| <u>EAST COAST - TOTAL . . . . .</u>        | <u>2,601</u>                    | <u>18,547</u>  | <u>396</u>   | <u>3,267</u>  | <u>756</u>   | <u>4,270</u>  | <u>575</u>   | <u>6,030</u>  | <u>874</u>   | <u>4,980</u>  |
| <u>NEW YORK - INBOUND</u>                  |                                 |                |              |               |              |               |              |               |              |               |
| North Atlantic . . . . .                   | 98                              | 653            | 23           | 132           | 29           | 215           | 23           | 145           | 23           | 161           |
| Caribbean & South America . . . . .        | 192                             | 421            | 43           | 145           | 50           | 94            | 38           | 77            | 61           | 105           |
| Great Britain . . . . .                    | 558                             | 4,243          | 103          | 1,016         | 192          | 1,156         | 116          | 1,143         | 147          | 928           |
| Europe . . . . .                           | 1,668                           | 12,723         | 221          | 1,964         | 475          | 2,777         | 373          | 4,606         | 599          | 3,376         |
| Africa-Near East-Mediterranean . . . . .   | 85                              | 507            | 6            | 10            | 10           | 28            | 25           | 59            | 44           | 410           |
| <u>WEST COAST - TOTAL . . . . .</u>        | <u>4,729</u>                    | <u>52,802</u>  | <u>941</u>   | <u>7,486</u>  | <u>1,198</u> | <u>12,909</u> | <u>1,285</u> | <u>18,974</u> | <u>1,305</u> | <u>13,433</u> |
| <u>SAN FRANCISCO - INBOUND</u>             |                                 |                |              |               |              |               |              |               |              |               |
| Alaska . . . . .                           | 452                             | 1,025          | 31           | 273           | 76           | 223           | 160          | 323           | 185          | 206           |
| Hawaii . . . . .                           | 269                             | 2,520          | 41           | 519           | 113          | 1,019         | 86           | 647           | 29           | 335           |
| Marianas-Bonins . . . . .                  | 241                             | 3,007          | 36           | 406           | 69           | 1,532         | 57           | 663           | 79           | 406           |
| Philippines . . . . .                      | 334                             | 3,065          | 35           | 275           | 87           | 660           | 119          | 1,492         | 93           | 638           |
| Ryukyus . . . . .                          | 334                             | 6,295          | 36           | 655           | 58           | 3,005         | 157          | 1,622         | 83           | 1,013         |
| Japan/Korea . . . . .                      | 3,099                           | 36,890         | 762          | 5,358         | 795          | 6,470         | 706          | 14,227        | 836          | 10,835        |

SOURCE: Plans and Requirements Group, D/Transportation, DCS/M

TABLE 3 - TRAFFIC MOVED BY MATS BETWEEN THE U.S. AND OVERSEAS AREAS DURING FISCAL YEAR 1952

| ORIGIN AND DESTINATION                             | Number of Passengers | TONS PASSENGER WEIGHT | TONS OF CARGO   | TONS OF MAIL    | TOTAL TONS       |
|--|----------------------|-----------------------|-----------------|-----------------|------------------|
| <u>TOTAL</u> . . . . .                             | <u>373,688</u>       | <u>41,438.4</u>       | <u>50,316.6</u> | <u>18,204.1</u> | <u>109,959.1</u> |
| OUTBOUND . . . . .                                 | 156,256              | 17,968.4              | 37,014.2        | 10,788.9        | 65,771.5         |
| INBOUND . . . . .                                  | 217,432              | 23,470.0              | 13,302.4        | 7,415.2         | 44,187.6         |
| <u>TOTAL OUTBOUND</u> . . . . .                    | <u>156,256</u>       | <u>17,968.4</u>       | <u>37,014.2</u> | <u>10,788.9</u> | <u>65,771.5</u>  |
| TRANS-ATLANTIC - (Including Iceland and Bermuda) . | 44,206               | 5,093.7               | 7,021.0         | 2,428.2         | 14,542.9         |
| US - Arctic . . . . .                              | 18,540               | 2,088.8               | 9,912.9         | 954.5           | 12,956.2         |
| US - Pacific . . . . .                             | 10,366               | 8,236.2               | 13,463.9        | 6,762.4         | 28,462.5         |
| US - Alaska/Aleutians . . . . .                    | 14,614               | 1,666.5               | 4,660.7         | 625.0           | 6,952.2          |
| US - Caribbean . . . . .                           | 8,530                | 883.2                 | 1,955.7         | 18.8            | 2,857.7          |
| <u>TOTAL INBOUND</u> . . . . .                     | <u>217,432</u>       | <u>23,470.0</u>       | <u>13,302.4</u> | <u>7,415.2</u>  | <u>44,187.6</u>  |
| TRANS-ATLANTIC - (Including Iceland and Bermuda) . | 43,275               | 4,813.4               | 3,730.6         | 2,062.5         | 10,606.5         |
| US - Arctic . . . . .                              | 17,247               | 1,956.8               | 806.3           | 281.1           | 3,044.2          |
| US - Pacific . . . . .                             | 115,636              | 12,547.7              | 7,255.9         | 4,466.5         | 24,270.1         |
| US - Alaska/Aleutians . . . . .                    | 31,520               | 3,183.4               | 633.8           | 524.3           | 4,341.5          |
| US - Caribbean . . . . .                           | 9,754                | 968.7                 | 875.8           | 80.8            | 1,925.3          |

SOURCE: Plans and Requirements Group, D/Transportation, DCS/M

TABLE 4 - RAILROAD EQUIPMENT ASSIGNED TO AIR FORCE INSTALLATIONS - WORLDWIDE

| FISCAL YEAR 1952         | LOCOMOTIVES |     |          | CRANES |     |          | ROLLING STOCK |     |          |
|--------------------------|-------------|-----|----------|--------|-----|----------|---------------|-----|----------|
|                          | TOTAL       | Z/I | Overseas | TOTAL  | Z/I | Overseas | TOTAL         | Z/I | Overseas |
| 1 July 1951 . . . . .    | 124         | 115 | 9        | 40     | 39  | 1        | 338           | 197 | 141      |
| 1 August . . . . .       | 127         | 118 | 9        | 41     | 40  | 1        | 341           | 201 | 140      |
| 1 September . . . . .    | 130         | 121 | 9        | 41     | 40  | 1        | 352           | 212 | 140      |
| 1 October . . . . .      | 134         | 123 | 11       | 40     | 39  | 1        | 354           | 213 | 141      |
| 1 November . . . . .     | 138         | 127 | 11       | 41     | 40  | 1        | 355           | 215 | 140      |
| 1 December . . . . .     | 137         | 126 | 11       | 43     | 42  | 1        | 356           | 216 | 140      |
| 1 January 1952 . . . . . | 136         | 125 | 11       | 41     | 40  | 1        | 358           | 218 | 140      |
| 1 February . . . . .     | 136         | 125 | 11       | 40     | 39  | 1        | 355           | 217 | 138      |
| 1 March . . . . .        | 139         | 128 | 11       | 40     | 39  | 1        | 360           | 219 | 141      |
| 1 April . . . . .        | 141         | 131 | 10       | 41     | 40  | 1        | 360           | 219 | 141      |
| 1 May . . . . .          | 148         | 137 | 11       | 42     | 41  | 1        | 364           | 223 | 141      |
| 1 June . . . . .         | 146         | 134 | 12       | 42     | 41  | 1        | 365           | 224 | 141      |
| 30 June 1952 . . . . .   | 147         | 135 | 12       | 42     | 41  | 1        | 394           | 233 | 161      |

SOURCE: Plans and Requirements Group, D/Transportation, DCS/M

TABLE 5 - BULK MOVEMENTS OF PETROLEUM TO OVERSEAS DESTINATIONS DURING FISCAL YEAR 1952

| AREA OF ORIGIN<br>DESTINATION AND<br>TYPE OF PRODUCT | IN BARRELS OF 42 US GALLONS |                  |                  |                  |                  |
|--|-----------------------------|------------------|------------------|------------------|------------------|
|  | TOTAL                       | 1st<br>Quarter   | 2nd<br>Quarter   | 3rd<br>Quarter   | 4th<br>Quarter   |
| TOTAL F.Y. 1952 . . .                                | 13,335,305                  | 3,496,000        | 3,489,000        | 2,420,305        | 3,930,000        |
| 115/145 Octane Gasoline . .                          | 4,703,000                   | 1,425,000        | 843,000          | 941,000          | 1,494,000        |
| 100/130 Octane Gasoline . .                          | 4,353,305                   | 852,000          | 1,732,000        | 311,305          | 1,458,000        |
| JET FUEL . . . . .                                   | 4,279,000                   | 1,219,000        | 914,000          | 1,168,000        | 978,000          |
| <b>EAST COAST TOTAL . . . . .</b>                    | <b>1,440,000</b>            | <b>627,000</b>   | <b>259,000</b>   | <b>258,000</b>   | <b>296,000</b>   |
| <b>CINCNE:</b> . . . . .                             | 641,000                     | 230,000          | 173,000          | 20,000           | 218,000          |
| 115/145 . . . . .                                    | 610,000                     | 220,000          | 173,000          | 20,000           | 197,000          |
| 100/130 . . . . .                                    | -                           | -                | -                | -                | -                |
| JET FUEL . . . . .                                   | 31,000                      | 10,000           | -                | -                | 21,000           |
| <b>CINCLANT:</b> . . . . .                           | 296,000                     | 116,000          | 86,000           | 85,000           | 9,000            |
| 115/145 . . . . .                                    | 276,000                     | 116,000          | 86,000           | 65,000           | 9,000            |
| 100/130 . . . . .                                    | 20,000                      | -                | -                | 20,000           | -                |
| JET FUEL . . . . .                                   | -                           | -                | -                | -                | -                |
| <b>CINCNELM:</b> . . . . .                           | 503,000                     | 281,000          | -                | 153,000          | 69,000           |
| 115/145 . . . . .                                    | 400,000                     | 247,000          | -                | 153,000          | -                |
| 100/130 . . . . .                                    | -                           | -                | -                | -                | -                |
| JET FUEL . . . . .                                   | 103,000                     | 34,000           | -                | -                | 69,000           |
| <b>GULF COAST - TOTAL . . . . .</b>                  | <b>7,648,305</b>            | <b>1,808,000</b> | <b>2,070,000</b> | <b>1,290,305</b> | <b>2,480,000</b> |
| <b>CINCNE:</b> . . . . .                             | 455,000                     | -                | 266,000          | -                | 187,000          |
| 115/145 . . . . .                                    | 163,000                     | -                | 63,000           | -                | 100,000          |
| 100/130 . . . . .                                    | 290,000                     | -                | 203,000          | -                | 87,000           |
| JET FUEL . . . . .                                   | -                           | -                | -                | -                | -                |
| <b>CINCNE:</b> . . . . .                             | 3,998,305                   | 537,000          | 1,343,000        | 970,305          | 1,148,000        |
| 115/145 . . . . .                                    | 455,000                     | -                | -                | 455,000          | -                |
| 100/130 . . . . .                                    | 2,526,305                   | 537,000          | 1,087,000        | 1,305            | 901,000          |
| JET FUEL . . . . .                                   | 1,017,000                   | -                | 256,000          | 514,000          | 247,000          |
| <b>CINCNELM:</b> . . . . .                           | 1,341,000                   | 384,000          | 411,000          | 100,000          | 446,000          |
| 115/145 . . . . .                                    | 813,000                     | 137,000          | 130,000          | 100,000          | 446,000          |
| 100/130 . . . . .                                    | -                           | -                | -                | -                | -                |
| JET FUEL . . . . .                                   | 528,000                     | 247,000          | 281,000          | -                | -                |
| <b>CINCAL:</b> . . . . .                             | 273,000                     | 130,000          | -                | -                | 143,000          |
| 115/145 . . . . .                                    | -                           | -                | -                | -                | -                |
| 100/130 . . . . .                                    | 165,000                     | 80,000           | -                | -                | 85,000           |
| JET FUEL . . . . .                                   | 108,000                     | 50,000           | -                | -                | 58,000           |
| <b>CINCPC:</b> . . . . .                             | 481,000                     | 132,000          | -                | 220,000          | 129,000          |
| 115/145 . . . . .                                    | -                           | -                | -                | -                | -                |
| 100/130 . . . . .                                    | 481,000                     | 132,000          | -                | 220,000          | 129,000          |
| JET FUEL . . . . .                                   | -                           | -                | -                | -                | -                |
| <b>CINCLANT:</b> . . . . .                           | 219,000                     | -                | 50,000           | -                | 169,000          |
| 115/145 . . . . .                                    | 219,000                     | -                | 50,000           | -                | 169,000          |
| 100/130 . . . . .                                    | -                           | -                | -                | -                | -                |
| JET FUEL . . . . .                                   | -                           | -                | -                | -                | -                |
| <b>CINCNE:</b> . . . . .                             | 883,000                     | 625,000          | -                | -                | 258,000          |
| 115/145 . . . . .                                    | 625,000                     | 367,000          | -                | -                | 258,000          |
| 100/130 . . . . .                                    | -                           | -                | -                | -                | -                |
| JET FUEL . . . . .                                   | 258,000                     | 258,000          | -                | -                | -                |
| <b>WEST COAST - TOTAL . . . . .</b>                  | <b>4,247,000</b>            | <b>1,061,000</b> | <b>1,160,000</b> | <b>872,000</b>   | <b>1,154,000</b> |
| <b>CINCNE:</b> . . . . .                             | 3,632,000                   | 991,000          | 947,000          | 757,000          | 937,000          |
| 115/145 . . . . .                                    | 1,054,000                   | 318,000          | 341,000          | 133,000          | 262,000          |
| 100/130 . . . . .                                    | 424,000                     | 103,000          | 229,000          | -                | 92,000           |
| JET FUEL . . . . .                                   | 2,154,000                   | 570,000          | 377,000          | 624,000          | 583,000          |
| <b>CINCAL:</b> . . . . .                             | 421,000                     | 70,000           | 78,000           | 115,000          | 158,000          |
| 115/145 . . . . .                                    | 88,000                      | 20,000           | -                | 15,000           | 54,000           |
| 100/130 . . . . .                                    | 253,000                     | -                | 78,000           | 70,000           | 105,000          |
| JET FUEL . . . . .                                   | 80,000                      | 50,000           | -                | 30,000           | -                |
| <b>CINCPC:</b> . . . . .                             | 194,000                     | -                | 135,000          | -                | 59,000           |
| 115/145 . . . . .                                    | -                           | -                | -                | -                | -                |
| 100/130 . . . . .                                    | 194,000                     | -                | 135,000          | -                | 59,000           |
| JET FUEL . . . . .                                   | -                           | -                | -                | -                | -                |

CODE:

**CINCNE:**  
Canada  
Greenland  
Labrador  
Newfoundland

**CINCLANT:**  
Azores  
Iceland

**CINCNELM:**  
Mediterranean  
Libya  
Morocco  
United Kingdom  
England

**CINCNE:**  
Formosa  
Japan  
Korea  
Okinawa

**CINCAL:**  
Alaska

**CINCPC:**  
Guam  
Hawaii  
Iwo Jima  
Johnston Island  
Philippine Island

**CINCSEUR:**  
Austria  
France  
Germany  
Netherlands

SOURCE: Plans and Requirements Group, D/Transportation, DCS/M



TABLE 6 - OVERSEAS SHIPMENTS OF HOUSEHOLD GOODS - BY OCEAN TRANSPORTATION  
QUARTERLY - FISCAL YEAR 1952

| SHIPPING POINT<br>AND DESTINATION        | MEASUREMENT TONS |             |             |             |             |
|--|------------------|-------------|-------------|-------------|-------------|
|  | TOTAL            | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter |
| TOTAL - ALL PORTS: . . . . .             | 89,272           | 13,192      | 16,218      | 32,903      | 26,959      |
| EAST COAST - TOTAL . . . . .             | 61,321           | 7,281       | 11,110      | 25,747      | 17,183      |
| NEW YORK: . . . . .                      | 61,321           | 7,281       | 11,110      | 25,747      | 17,183      |
| North Atlantic . . . . .                 | 8,794            | 618         | 2,288       | 2,219       | 3,669       |
| Caribbean & South America . . . . .      | 6,732            | 2,984       | 1,667       | 871         | 1,210       |
| Great Britain . . . . .                  | 13,330           | 2,105       | 1,020       | 5,541       | 4,664       |
| Europe . . . . .                         | 14,775           | 969         | 3,986       | 4,362       | 5,458       |
| Africa-Near East-Mediterranean . . . . . | 17,690           | 605         | 2,149       | 12,754      | 2,182       |
| WEST COAST - TOTAL . . . . .             | 27,951           | 5,911       | 5,108       | 7,156       | 9,776       |
| SEATTLE: . . . . .                       | 7,595            | 1,035       | 1,454       | 1,905       | 3,201       |
| Alaska . . . . .                         | 7,595            | 1,035       | 1,454       | 1,905       | 3,201       |
| SAN FRANCISCO: . . . . .                 | 20,356           | 4,876       | 3,654       | 5,251       | 6,575       |
| Hawaii . . . . .                         | 7,699            | 2,420       | 1,586       | 2,058       | 1,635       |
| Far East . . . . .                       | 12,657           | 2,456       | 2,068       | 3,193       | 4,940       |

SOURCE: Plans and Requirements Group, D/Transportation, DCS/M

TABLE 7 - OVERSEAS SHIPMENTS OF PRIVATELY OWNED AUTOMOBILES - BY OCEAN TRANSPORTATION  
QUARTERLY - FISCAL YEAR 1952

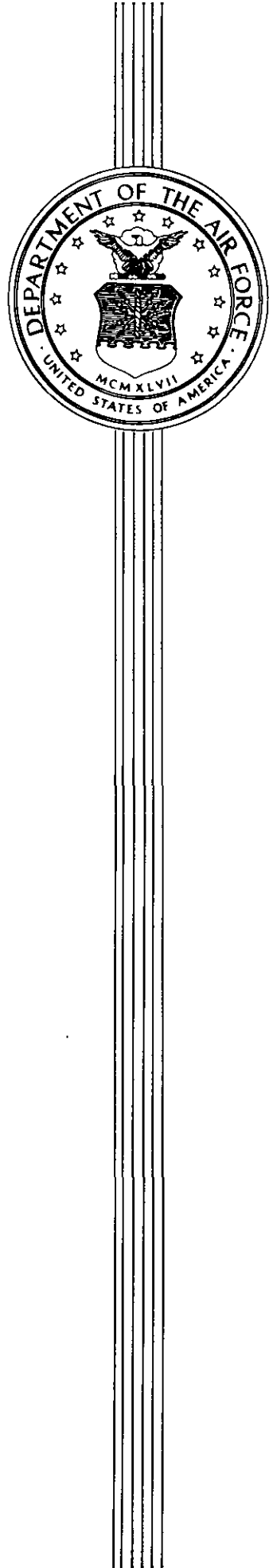
| SHIPPING POINT<br>AND DESTINATION        | NUMBER  |             |             |             |             |
|--|---------|-------------|-------------|-------------|-------------|
|  | TOTAL   | 1st Quarter | 2nd Quarter | 3rd Quarter | 4th Quarter |
| TOTAL - ALL PORTS: . . . . .             | 154,707 | 36,288      | 34,874      | 43,240      | 40,305      |
| EAST COAST - TOTAL . . . . .             | 103,485 | 27,502      | 26,388      | 27,848      | 21,747      |
| NEW YORK: . . . . .                      | 103,485 | 27,502      | 26,388      | 27,848      | 21,747      |
| North Atlantic . . . . .                 | 5,114   | 536         | 979         | 2,284       | 1,315       |
| Caribbean & South America . . . . .      | 9,242   | 3,253       | 2,802       | 1,300       | 1,887       |
| Great Britain . . . . .                  | 27,252  | 8,450       | 6,840       | 6,617       | 5,345       |
| Europe . . . . .                         | 50,308  | 12,586      | 13,845      | 13,684      | 10,193      |
| Africa-Near East-Mediterranean . . . . . | 11,569  | 2,677       | 1,922       | 3,963       | 3,007       |
| WEST COAST - TOTAL . . . . .             | 51,222  | 8,786       | 8,486       | 15,392      | 18,558      |
| SEATTLE: . . . . .                       | 10,378  | 2,201       | 1,939       | 2,257       | 3,981       |
| Alaska . . . . .                         | 10,378  | 2,201       | 1,939       | 2,257       | 3,981       |
| SAN FRANCISCO: . . . . .                 | 40,844  | 6,585       | 6,547       | 13,135      | 14,577      |
| Hawaii . . . . .                         | 6,583   | 3,326       | 1,376       | 939         | 942         |
| Far East . . . . .                       | 34,261  | 3,259       | 5,171       | 12,196      | 13,635      |

SOURCE: Plans and Requirements Group, D/Transportation, DCS/M

TABLE 8 - OVERSEAS SHIPMENT OF DEPENDENTS - BY OCEAN TRANSPORTATION  
 QUARTERLY - FISCAL YEAR 1952

| DESTINATION                              | NUMBER OF DEPENDENTS - OUTBOUND |                                |             |             |             |  |
|--|---------------------------------|--------------------------------|-------------|-------------|-------------|--|
|  | TOTAL                           | 1st Quarter                    | 2nd Quarter | 3rd Quarter | 4th Quarter |  |
| ALL PORTS - OUTBOUND - TOTAL . . . . .   | 27,803                          | 4,125                          | 8,184       | 7,838       | 7,656       |  |
| EAST COAST - TOTAL . . . . .             | 14,348                          | 2,539                          | 4,200       | 4,178       | 3,431       |  |
| NEW YORK - OUTBOUND . . . . .            | 14,348                          | 2,539                          | 4,200       | 4,178       | 3,431       |  |
| North Atlantic . . . . .                 | 53                              | 24                             | 7           | 13          | 9           |  |
| Caribbean & South America . . . . .      | 712                             | 254                            | 167         | 150         | 141         |  |
| Great Britain . . . . .                  | 6,694                           | 1,318                          | 1,535       | 2,124       | 1,717       |  |
| Europe . . . . .                         | 5,639                           | 759                            | 2,143       | 1,541       | 1,196       |  |
| Africa-Near East-Mediterranean . . . . . | 1,250                           | 184                            | 348         | 350         | 368         |  |
| WEST COAST - TOTAL . . . . .             | 13,455                          | 1,586                          | 3,984       | 3,660       | 4,225       |  |
| SAN FRANCISCO - OUTBOUND . . . . .       | 5,578                           | 1,353                          | 1,232       | 1,800       | 1,193       |  |
| Hawaii . . . . .                         | 1,327                           | 502                            | 276         | 310         | 239         |  |
| Marianas-Bonins . . . . .                | 1,356                           | 184                            | 383         | 523         | 266         |  |
| Philippines . . . . .                    | 1,619                           | 348                            | 402         | 573         | 296         |  |
| Ryukyus . . . . .                        | 1,276                           | 319                            | 171         | 394         | 392         |  |
| SEATTLE - OUTBOUND . . . . .             | 7,877                           | 233                            | 2,752       | 1,860       | 3,032       |  |
| Japan/Korea . . . . .                    | 2,935                           | 133                            | 2,529       | 135         | 138         |  |
| Alaska . . . . .                         | 4,942                           | 100                            | 223         | 1,725       | 2,894       |  |
|  |                                 | NUMBER OF DEPENDENTS - INBOUND |             |             |             |  |
| ALL PORTS - INBOUND - TOTAL . . . . .    | 27,448                          | 5,564                          | 7,944       | 7,752       | 6,188       |  |
| EAST COAST - TOTAL . . . . .             | 12,200                          | 2,374                          | 3,187       | 3,371       | 3,268       |  |
| NEW YORK - INBOUND . . . . .             | 12,200                          | 2,374                          | 3,187       | 3,371       | 3,268       |  |
| North Atlantic . . . . .                 | 540                             | 108                            | 194         | 145         | 93          |  |
| Caribbean & South America . . . . .      | 993                             | 367                            | 182         | 190         | 254         |  |
| Great Britain . . . . .                  | 3,632                           | 684                            | 797         | 1,244       | 907         |  |
| Europe . . . . .                         | 6,810                           | 1,182                          | 1,971       | 1,728       | 1,929       |  |
| Africa-Near East-Mediterranean . . . . . | 225                             | 33                             | 43          | 64          | 85          |  |
| WEST COAST - TOTAL . . . . .             | 15,248                          | 3,190                          | 4,757       | 4,381       | 2,920       |  |
| SAN FRANCISCO - INBOUND . . . . .        | 15,248                          | 3,190                          | 4,757       | 4,381       | 2,920       |  |
| Alaska . . . . .                         | 1,851                           | 241                            | 625         | 528         | 457         |  |
| Hawaii . . . . .                         | 1,774                           | 216                            | 760         | 521         | 277         |  |
| Marianas-Bonins . . . . .                | 1,581                           | 218                            | 536         | 527         | 300         |  |
| Philippines . . . . .                    | 1,998                           | 199                            | 600         | 811         | 388         |  |
| Ryukyus . . . . .                        | 456                             | 56                             | 137         | 92          | 171         |  |
| Japan/Korea . . . . .                    | 7,588                           | 2,260                          | 2,099       | 1,902       | 1,327       |  |

SOURCE: Plans and Requirements Group, D/Transportation, DCS/M



## **Research And Development**

## **Part XI**



TABLE 1 STATUS OF USAF RESEARCH AND DEVELOPMENT FUNDS—FY 1948 THROUGH FY 1952 AS OF 30 JUNE 1952  
(EXCLUDES REIMBURSEMENTS. IN MILLIONS OF DOLLARS)

| Fiscal Year |    | Appropriation | Adjustments<br>a/ | Obligations | Expenditures | Unliquidated<br>Obligations |
|-------------|----|---------------|-------------------|-------------|--------------|-----------------------------|
| 1948        | b/ | \$ 145.3      | \$ ( 0.5)         | \$ 144.4    | \$ 140.2     | \$ 4.2                      |
| 1949        | c/ | 225.0         | (18.2)            | 205.9       | 193.2        | 12.7                        |
| 1950        |    | 233.0         | (17.6)            | 214.3       | 194.0        | 20.3                        |
| 1951        | d/ | 297.6         | 72.3              | 367.9       | 259.5        | 108.4                       |
| 1952        |    | 425.0         | 26.1              | 408.5       | 132.6        | 275.9                       |

- a/ Represents net result of increases and/or decreasing affecting appropriation availability such as transfers, program adjustments, etc.  
b/ Represents the Research and Development portion of funds appropriated to Army, under "Department of the Air Force, 1948". PL 267, 80th Congress.  
c/ Represents the Research and Development portion of funds appropriated to the Air Force under "General Expenses, USAF, 1949". PL 766, 80th Congress.  
d/ Excludes \$22.6 million of unobligated balances of FY 1950 appropriations applied to the FY 1951 program per authority included in PL 759, 81st Congress.
- Source: Financial Management Division, Directorate of Budget, DCS/Comptroller.

#### SUMMARY

The two tables in this part supplement those of the previous Statistical Digest. Table 1 shows the overall status of USAF Research and Development Funds - Fiscal Year 1948 through Fiscal Year 1952. In Table II, these figures are broken down in detail, by Command, to show the area of increase or decrease in Fiscal Years 1950 through 1952. The greatest increase of cumulative obligations, as of 30 June 1952, occurred in the Air Research and Development Command. The outstanding decrease occurred in the Air Materiel Command. At the end of Fiscal Year 1952 there was a balance of 275.9 millions of dollars in unliquidated obligations.

TABLE 2 -- USAF RESEARCH AND DEVELOPMENT PROGRAM OBLIGATIONS BY COMMAND AS OF 30 JUNE 1952

| PROGRAM YEAR 1950   |  |   |
|---|--|---|
| COMMAND   | PROJECT  | Cumulative Obligations As Of 30 June 1952 |
| <u>USAF - TOTAL</u> . . . . .                                   | <u>ALL PROJECTS</u> . . . . .                        | \$ 214,378,194                            |
| <u>CONTINENTAL US - TOTAL</u> . . . . .                         | <u>ALL PROJECTS</u> . . . . .                        | 214,258,606                               |
| <u>OVERSEAS - TOTAL</u> . . . . .                               | <u>ALL PROJECTS</u> . . . . .                        | 119,588                                   |
| <u>Continental - Total</u> . . . . .                            | <u>All Projects</u> . . . . .                        | \$ 214,258,606                            |
| <u>Headquarters USAF - Total</u> . . . . .                      | <u>All Projects</u> . . . . .                        | \$ 8,319,045                              |
|   | 610 - Research . . . . .                             | 679,307                                   |
|   | 620 - Major Weapons Components Development . . . . . | 300,000                                   |
|   | 650 - Operational Engineering . . . . .              | 6,550,000                                 |
|   | 660 - Human Factors Development . . . . .            | 25,000                                    |
|   | 670 - Special Projects . . . . .                     | 762,202                                   |
|   | 680 - Management and Operation . . . . .             | 2,036                                     |
| <u>Air Research &amp; Development Command - Total</u> . . . . . | <u>All Projects</u> . . . . .                        | \$ 80,396,634                             |
|   | 610 - Research . . . . .                             | 11,449,034                                |
|   | 620 - Major Weapons Components Development . . . . . | 27,741,141                                |
|   | 640 - Weapons Systems Development . . . . .          | 34,973,180                                |
|   | 650 - Operational Engineering . . . . .              | 167,116                                   |
|   | 660 - Human Factors Development . . . . .            | 85,959                                    |
|   | 670 - Special Projects . . . . .                     | 4,627,387                                 |
|   | 680 - Management and Operations . . . . .            | 1,352,817                                 |
| <u>Air Materiel Command - Total</u> . . . . .                   | <u>All Projects</u> . . . . .                        | \$ 119,436,036                            |
|   | 601 - First Destination Transportation . . . . .     | 85,000                                    |
|   | 610 - Research . . . . .                             | 12,838,675                                |
|   | 620 - Major Weapons Components Development . . . . . | 26,703,095                                |
|   | 640 - Weapons Systems Development . . . . .          | 45,843,439                                |
|   | 650 - Operational Engineering . . . . .              | 149,152                                   |
|   | 660 - Human Factors Development . . . . .            | 44,519                                    |
|   | 670 - Special Projects . . . . .                     | 999,203                                   |
|   | 680 - Management and Operations . . . . .            | 32,772,953                                |
| <u>Arnold Air Development Center - Total</u> . . . . .          | <u>All Projects</u> . . . . .                        | \$ 91,362                                 |
|   | 680 - Management and Operations . . . . .            | 91,362                                    |
| <u>Air Training Command - Total</u> . . . . .                   | <u>All Projects</u> . . . . .                        | \$ 1,162,003                              |
|   | 610 - Research . . . . .                             | 354,094                                   |
|   | 660 - Human Factors Development . . . . .            | 424,178                                   |
|   | 680 - Management and Operations . . . . .            | 383,731                                   |
| <u>Military Air Transport Service - Total</u> . . . . .         | <u>All Projects</u> . . . . .                        | \$ 133,573                                |
|   | 670 - Special Projects . . . . .                     | 133,573                                   |
| <u>Air University - Total</u> . . . . .                         | <u>All Projects</u> . . . . .                        | \$ 2,146,472                              |
|   | 610 - Research . . . . .                             | 143,000                                   |
|   | 660 - Human Factors Development . . . . .            | 1,345,171                                 |
|   | 680 - Management and Operations . . . . .            | 658,301                                   |
| <u>Headquarters Command, USAF - Total</u> . . . . .             | <u>All Projects</u> . . . . .                        | \$ 734,656                                |
|   | 610 - Research . . . . .                             | 91,122                                    |
|   | 660 - Human Factors Development . . . . .            | 247,677                                   |
|   | 670 - Special Projects . . . . .                     | 35,242                                    |
|   | 680 - Management and Operations . . . . .            | 360,615                                   |
| <u>Air Proving Ground Command - Total</u> . . . . .             | <u>All Projects</u> . . . . .                        | \$ 96,914                                 |
|   | 640 - Weapons Systems Development . . . . .          | 96,914                                    |
| <u>Air Force Missile Test Center - Total</u> . . . . .          | <u>All Projects</u> . . . . .                        | \$ 1,639,935                              |
|   | 670 - Special Projects . . . . .                     | 1,464,999                                 |
|   | 680 - Management and Operations . . . . .            | 174,936                                   |
| <u>Air Force Special Weapons Center - Total</u> . . . . .       | <u>All Projects</u> . . . . .                        | \$ 101,976                                |
|   | 650 - Operational Engineering . . . . .              | 90,406                                    |
|   | 680 - Management and Operations . . . . .            | 11,570                                    |
| <u>Overseas - Total</u> . . . . .                               | <u>All Projects</u> . . . . .                        | \$ 119,588                                |
| <u>Alaskan Air Command - Total</u> . . . . .                    | <u>All Projects</u> . . . . .                        | \$ 110,424                                |
|   | 620 - Major Weapons Components Development . . . . . | 69,557                                    |
|   | 660 - Human Factors Development . . . . .            | 463                                       |
|   | 670 - Special Projects . . . . .                     | 20,663                                    |
|   | 680 - Management and Operations . . . . .            | 19,741                                    |
| <u>Far East Air Force - Total</u> . . . . .                     | <u>All Projects</u> . . . . .                        | \$ 9,164                                  |
|   | 670 - Special Projects . . . . .                     | 9,164                                     |

TABLE 2 - USAF RESEARCH AND DEVELOPMENT PROGRAM OBLIGATIONS BY COMMAND AS OF 30 JUNE 1952 (CONTINUED)

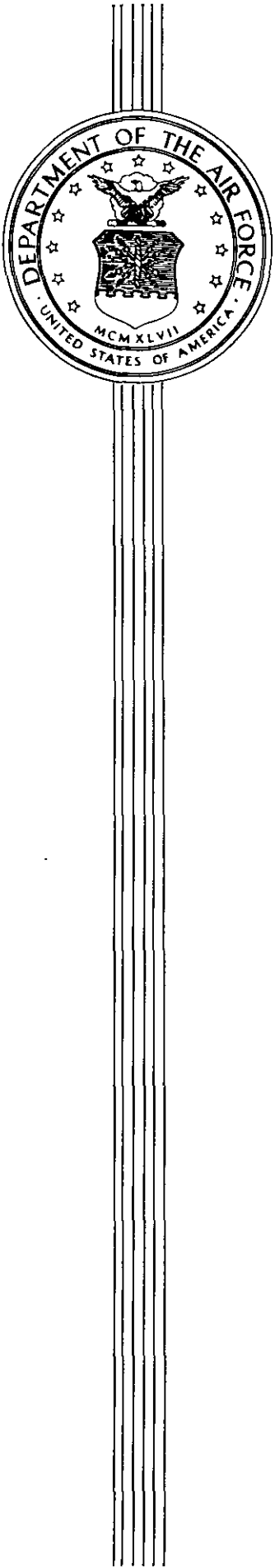
| PROGRAM YEAR 1951   |  |   |
|---|--|---|
| COMMAND   | PROJECT  | Cumulative Obligations As Of 30 June 1952 |
| <u>USAF - TOTAL</u> . . . . .                             | <u>ALL PROJECTS</u> . . . . .                        | \$ <u>367,930,332</u>                     |
| <u>CONTINENTAL US - TOTAL</u> . . . . .                   | <u>ALL PROJECTS</u> . . . . .                        | <u>367,786,633</u>                        |
| <u>OVERSEAS - TOTAL</u> . . . . .                         | <u>ALL PROJECTS</u> . . . . .                        | <u>143,699</u>                            |
| <u>Continental - Total</u> . . . . .                      | <u>All Projects</u> . . . . .                        | \$ <u>367,786,633</u>                     |
| <u>Headquarters USAF - Total</u> . . . . .                | <u>All Projects</u> . . . . .                        | \$ <u>7,391,737</u>                       |
|   | 610 - Research . . . . .                             | 922,913                                   |
|   | 620 - Major Weapons Components Development . . . . . | 400,000                                   |
|   | 660 - Human Factors Development . . . . .            | 70,013                                    |
|   | 680 - Special Projects . . . . .                     | 5,998,811                                 |
| <u>Air Research &amp; Development Command - Total.</u>    | <u>All Projects</u> . . . . .                        | \$ <u>295,641,159</u>                     |
|   | 610 - Research . . . . .                             | 44,118,428                                |
|   | 620 - Major Weapons Components Development . . . . . | 81,202,217                                |
|   | 640 - Weapons Systems Development . . . . .          | 150,725,319                               |
|   | 660 - Human Factors Development . . . . .            | 265,849                                   |
|   | 680 - Special Projects . . . . .                     | 2,342,032                                 |
|   | 690 - Laboratory Operations . . . . .                | 16,907,314                                |
| <u>Air Materiel Command - Total</u> . . . . .             | <u>All Projects</u> . . . . .                        | \$ <u>48,635,840</u>                      |
|   | 601 - First Destination Transportation . . . . .     | 153,883                                   |
|   | 610 - Research . . . . .                             | 6,435,957                                 |
|   | 620 - Major Weapons Systems Development . . . . .    | 4,075,875                                 |
|   | 640 - Weapons Systems Development . . . . .          | 15,625,292                                |
|   | 660 - Human Factors Development . . . . .            | 32,352                                    |
|   | 680 - Special Projects . . . . .                     | 309,960                                   |
|   | 690 - Laboratory Operations . . . . .                | 22,002,511                                |
| <u>Secretary of Air Staff - Total</u> . . . . .           | <u>All Projects</u> . . . . .                        | \$ <u>1,261,796</u>                       |
|   | 610 - Research . . . . .                             | 180,107                                   |
|   | 660 - Human Factors Development . . . . .            | 429,094                                   |
|   | 690 - Laboratory Operations . . . . .                | 652,595                                   |
| <u>Arnold Air Development Center - Total</u> . . . . .    | <u>All Projects</u> . . . . .                        | \$ <u>781,560</u>                         |
|   | 690 - Laboratory Operations . . . . .                | 781,560                                   |
| <u>Air Training Command - Total</u> . . . . .             | <u>All Projects</u> . . . . .                        | \$ <u>1,677,698</u>                       |
|   | 610 - Research . . . . .                             | 233,229                                   |
|   | 660 - Human Factors Development . . . . .            | 730,541                                   |
|   | 690 - Laboratory Operations . . . . .                | 713,928                                   |
| <u>Military Air Transport Service - Total</u> . . . . .   | <u>All Projects</u> . . . . .                        | \$ <u>40,222</u>                          |
|   | 681 - Special Projects . . . . .                     | 40,222                                    |
| <u>Air University - Total</u> . . . . .                   | <u>All Projects</u> . . . . .                        | \$ <u>3,866,500</u>                       |
|   | 610 - Research . . . . .                             | 115,000                                   |
|   | 660 - Human Factors Development . . . . .            | 2,903,127                                 |
|   | 690 - Laboratory Operations . . . . .                | 848,373                                   |
| <u>Air Proving Ground Command - Total</u> . . . . .       | <u>All Projects</u> . . . . .                        | \$ <u>221,122</u>                         |
|   | 640 - Weapons Systems Development . . . . .          | 95,042                                    |
|   | 690 - Laboratory Operations . . . . .                | 126,080                                   |
| <u>Air Force Missile Test Center - Total</u> . . . . .    | <u>All Projects</u> . . . . .                        | \$ <u>8,077,489</u>                       |
|   | 680 - Special Projects . . . . .                     | 6,789,583                                 |
|   | 690 - Laboratory Operations . . . . .                | 1,287,906                                 |
| <u>Air Force Special Weapons Center - Total</u> . . . . . | <u>All Projects</u> . . . . .                        | \$ <u>191,510</u>                         |
|   | 690 - Laboratory Operations . . . . .                | 191,510                                   |
| <u>Overseas - Total</u> . . . . .                         | <u>All Projects</u> . . . . .                        | \$ <u>143,699</u>                         |
| <u>Alaskan Air Command - Total</u> . . . . .              | <u>All Projects</u> . . . . .                        | \$ <u>143,699</u>                         |
|   | 660 - Human Factors Development . . . . .            | 109,462                                   |
|   | 690 - Laboratory Operations . . . . .                | 34,237                                    |

TABLE 2 - USAF RESEARCH AND DEVELOPMENT PROGRAM OBLIGATIONS BY COMMAND AS OF 30 JUNE 1952 (CONTINUED)

| PROGRAM YEAR 1952   |                                       |   |
|---|---------------------------------------|---|
| COMMAND   | PROJECT                               | Cumulative Obligations As Of 30 June 1952 |
| <u>USAF - TOTAL</u> . . . . .                             | <u>ALL PROJECTS</u> . . . . .         | \$ 408,519,810                            |
| <u>CONTINENTAL US - TOTAL</u> . . . . .                   | <u>ALL PROJECTS</u> . . . . .         | 408,242,997                               |
| <u>OVERSEAS - TOTAL</u> . . . . .                         | <u>ALL PROJECTS</u> . . . . .         | 276,813                                   |
| <u>Continental US - Total</u> . . . . .                   | <u>All Projects</u> . . . . .         | \$ 408,242,997                            |
| <u>Headquarters USAF - Total</u> . . . . .                | <u>All Projects</u> . . . . .         | 4,721,855                                 |
|   | 660 - Equipment . . . . .             | 350,000                                   |
|   | 670 - Sciences . . . . .              | 792,385                                   |
|   | 680 - Special Projects . . . . .      | 3,579,470                                 |
| <u>Air Research &amp; Development Command - Total.</u>    | <u>All Projects</u> . . . . .         | \$ 390,527,710                            |
|   | 610 - Aircraft . . . . .              | 46,112,509                                |
|   | 620 - Guided Missiles . . . . .       | 99,836,580                                |
|   | 630 - Propulsion . . . . .            | 46,726,640                                |
|   | 640 - Electronics . . . . .           | 41,001,633                                |
|   | 650 - Armament . . . . .              | 27,575,849                                |
|   | 660 - Equipment . . . . .             | 22,562,696                                |
|   | 670 - Sciences . . . . .              | 39,750,341                                |
|   | 680 - Special Projects . . . . .      | 11,282,695                                |
|   | 690 - Laboratory Operations . . . . . | 55,678,767                                |
| <u>Air Materiel Command - Total</u> . . . . .             | <u>All Projects</u> . . . . .         | \$ 128,000                                |
|   | 610 - Aircraft . . . . .              | 20,000                                    |
|   | 620 - Guided Missiles . . . . .       | 30,000                                    |
|   | 630 - Propulsion . . . . .            | 20,000                                    |
|   | 640 - Electronics . . . . .           | 20,000                                    |
|   | 650 - Armament . . . . .              | 13,000                                    |
|   | 660 - Equipment . . . . .             | 15,000                                    |
|   | 670 - Sciences . . . . .              | 5,000                                     |
|   | 680 - Special Projects . . . . .      | 5,000                                     |
| <u>Secretary of Air Staff - Total</u> . . . . .           | <u>All Projects</u> . . . . .         | \$ 3,829,237                              |
|   | 660 - Equipment . . . . .             | 113,402                                   |
|   | 670 - Sciences . . . . .              | 1,000,152                                 |
|   | 680 - Special Projects . . . . .      | 2,088,433                                 |
|   | 690 - Laboratory Operations . . . . . | 627,250                                   |
| <u>Air Training Command - Total</u> . . . . .             | <u>All Projects</u> . . . . .         | \$ 2,805,911                              |
|   | 670 - Sciences . . . . .              | 1,699,352                                 |
|   | 690 - Laboratory Operations . . . . . | 1,106,559                                 |
| <u>Air University - Total</u> . . . . .                   | <u>All Projects</u> . . . . .         | \$ 5,756,784                              |
|   | 660 - Equipment . . . . .             | 109,893                                   |
|   | 670 - Sciences . . . . .              | 4,638,795                                 |
|   | 690 - Laboratory Operations . . . . . | 1,008,096                                 |
| <u>Air Proving Ground Command - Total</u> . . . . .       | <u>All Projects</u> . . . . .         | \$ 302,336                                |
|   | 690 - Laboratory Operations . . . . . | 302,336                                   |
| <u>Air Force Special Weapons Center - Total</u> . . . . . | <u>All Projects</u> . . . . .         | \$ 171,164                                |
|   | 690 - Laboratory Operations . . . . . | 171,164                                   |
| <u>Overseas - Total</u> . . . . .                         | <u>All Projects</u> . . . . .         | \$ 276,813                                |
| <u>Alaskan Air Command - Total</u> . . . . .              | <u>All Projects</u> . . . . .         | \$ 276,813                                |
|   | 670 - Sciences . . . . .              | 224,147                                   |
|   | 690 - Laboratory Operations . . . . . | 52,666                                    |

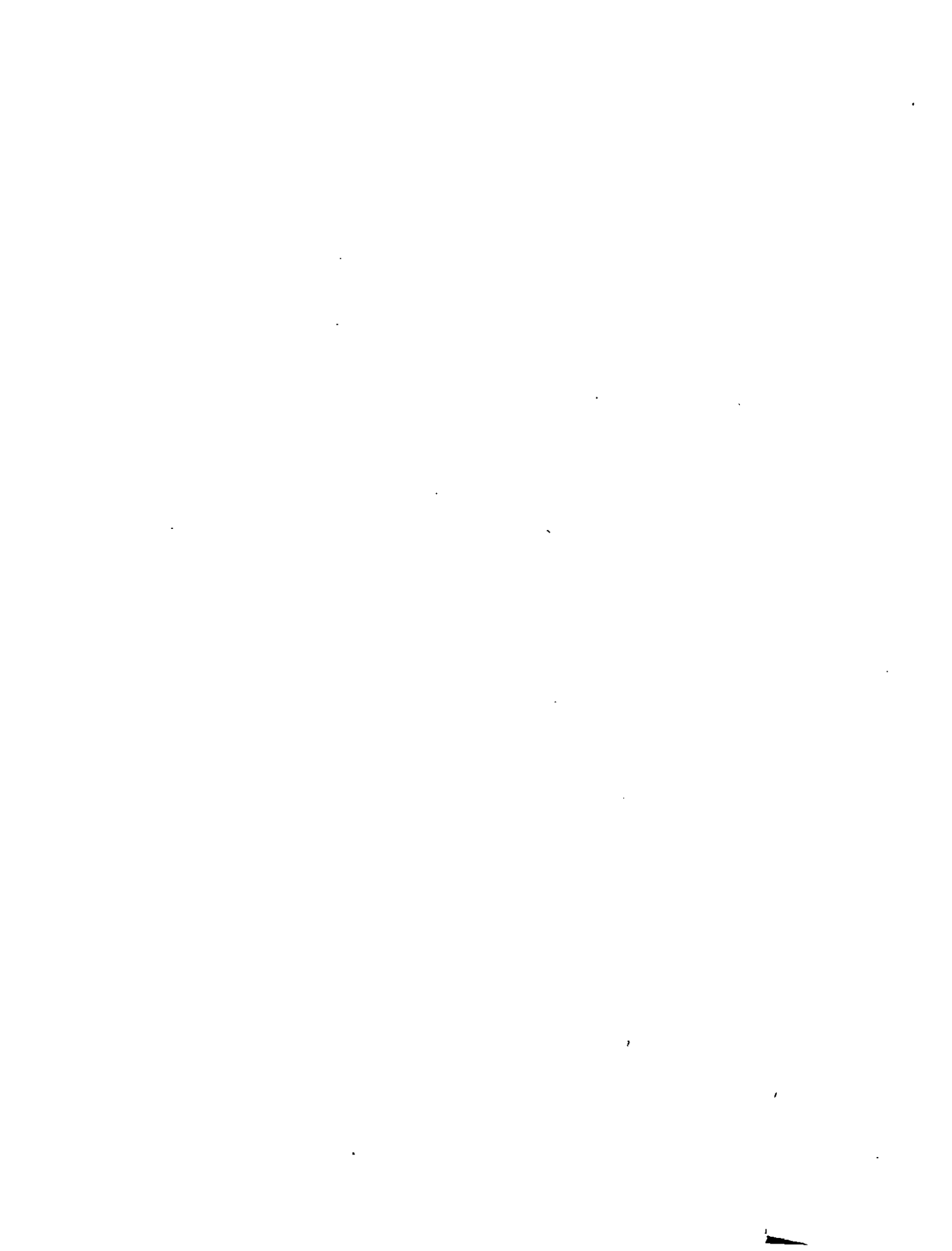
SOURCE: Financial Management Division; Directorate of Budget; DCS/Comptroller.





**Fiscal**

**Part XII**





## FISCAL

The Fiscal area covers the major portion of tables relating to financial matters. Subjects covered are: Budget, Procurement, Bonds.

### DEFINITIONS

#### BUDGET

The Budget Section of this area reflects the funding operations of the various Air Force Appropriations and/or funds with the respective major programs for the fiscal years indicated in the title of each table. Some of the related Budget tables are to be found in other areas of the publication such as reports on Air National Guard, Reserve Forces, Mutual Defense Assistance Program, and Research and Development.

The report on Reserve Officer Training Corps does not appear as a separate table in this publication but is combined with the Reserve table in as much as the ROTC and AF Reserve Programs were merged in FY 1951 under the Reserve Personnel Requirements Appropriation in so far as pay is concerned while the Reserve procurement was abolished in other Air Force appropriations.

#### ANNUAL BUDGET AUTHORIZATION

The annual amount authorized for the purpose of executing an approved annual financial plan and which it is expected will be allocated to a Command or allotted to an installation during the fiscal year for the project covered by the authorization. The amount of the annual budget authorization is not available for obligation until the funds are allotted.

#### APPROPRIATION ACCOUNT

An account established to make amounts available for obligation and expenditure from the Treasury. (AFM 172-1).

#### APPROPRIATIONS OR CASH APPROPRIATIONS

An authorization by an act of Congress to make payments out of the Treasury for specified purposes within a prescribed amount. (AFM 172-1).

#### APPROPRIATION REIMBURSEMENT

A collection, other than an expenditure refund, for commodities work, or service furnished, or to be furnished, to an individual, firm, corporation, or federal agency, or for the benefit of other appropriations of the Department of the Air Force, which collection lawfully may be covered into the Treasury of the United States as repayment to an appropriation. (AFM 172-1).

#### BUDGET PROGRAM

The classifications of contemplated or actual obligations and expenditures by related projects within a major program; e.g. Aircraft and related Material, Electronics Equipment, etc. (AFM 172-1).

#### CONTRACT AUTHORIZATION

Statutory authorization under which contracts or other obligations may be entered into prior to appropriations for the payment of such obligations. (AFM 172-1).

#### EXPENDITURES

The amount of vouchers, or other documents (less refunds received) which have been entered in fiscal accounts as final charges against an appropriation or fund. (AFM 172-1).

#### FUND

A sum of money or other resources authorized by law to be set aside and to be used or expended only for authorized purposes. (AFM 172-1).

#### MAJOR PROGRAM

The broadest divisions or classifications of contemplated or actual obligations and expenditures according to function or activity; e.g. Procurement, Construction, Maintenance, Administration, etc. (AFM 172-1).

#### OBLIGATION

The amount of an order placed, a contract awarded, a service received, or any other transaction which legally reserve an appropriation or fund during a given period of time. (AFM 172-1).

#### OBLIGATIONS INCURRED

Represent the total amount of obligations which have been established against an appropriation or fund during a given period of time. (AFM 172-1).

#### PROJECT

The classification of actual or contemplated obligations and expenditures in terms of the specific function or activity within the related budget program. (AFM 172-1).

#### REAL PROPERTY

Representing the fixed capital assets of the Air Force, consists of lands and interests therein, such as ownership, leases, permits, easements, licenses, or rights-of-way; ground and structural facilities; utility systems (except those communications systems and installed technical equipment which are not the responsibility of the air installation officer); and permanently attached or installed appurtenances thereto other than "P" property. ("P" property is that nonexpendable property which is permanently attached to or integrated into real property in such a manner that it cannot be removed without causing substantial physical damage or changing the designed standard and only as listed in the attachment. See paragraph 7, AFR 93-1. "P" property will be recorded in the real property accountable record.) Real property includes, but is not limited to, runways, taxiways, aprons, roads, walks, railroads, towers, bridges, piers, docks, drainage systems, utility systems (lighting, heating, water, gas, power, sewage disposal, liquid fuel distribution, and the like), storage facilities, structural or training aids and recreational facilities, housing facilities, hospital, operational, technical, and other buildings and structures.

#### RESERVE

That portion of an appropriation (or contract authorization) held or set aside for further operations, contingencies, or other purposes, and in respect of which authorization to incur obligations has been withheld. (AFM 172-1)

**FISCAL - CONTINUED**

UNLIQUIDATED OBLIGATION

Is that portion of an obligation for which expenditure is yet to be made. (AFM 172-1).

UNOBLIGATED BALANCE

Is that portion of a budgetary authorization which has not been obligated. The term refers to appropriations, apportionments, allocations, and allotments. (AFM 172-1).

**MISCELLANEOUS**

**DEFINITIONS**

CONTRACTS

(Ref: ASPr1 1-201.6 Sec 15 Appendix A) All types of agreements and orders for the procurement of supplies or services. It includes, by way of description and without limitation, awards and preliminary notices of award; contracts of a fixed-price, cost, cost plus a fixed fee, or incentive type; contracts providing for the issuance of job orders, task orders or task letters thereunder; letter contracts, letters of intent, and purchase orders. It also includes amendments, modifications, and supplemental agreements with respect to any of the foregoing.

PROCUREMENT

The term "procurement" includes by way of description and without limitation, purchasing, renting, leasing, or otherwise obtaining supplies or services.

TABLE I - DEPARTMENT OF THE AIR FORCE USAF APPROPRIATIONS AND NET OBLIGATING AUTHORITY FOR FY 1952 PROGRAM

(Includes funds appropriated in FY 1953 to finance the deferred portion of the FY 1952 Programs. Figures are in thousands of dollars. Figures in parentheses indicate minus quantities.)

| Appropriation Titles and Citation of Public Laws                                    | Obligating Authority Enacted | Cash Transfers   | Net Obligating Authority |
|---|------------------------------|------------------|--------------------------|
| <u>TOTAL</u> .....  | \$ <u>20,516,752</u>         | \$ <u>25,697</u> | \$ <u>20,542,449</u>     |
| <u>Aircraft and Related Procurement (Continuing) a/ - Total</u> . . . . .           | <u>10,123,080</u>            | ( <u>399</u> )   | <u>10,122,681</u>        |
| PL 179, 82nd Congress. . . . .  | a/ 7,323,080                 | -                | a/ 7,323,080             |
| PL 488, 82nd Congress. . . . .  | c/ 2,800,000                 | -                | c/ 2,800,000             |
| Net Transfers to and from Other Agencies  | -                            | b/( <u>399</u> ) | ( <u>399</u> )           |
| <u>Major Procurement Other Than Aircraft (Continuing) - Total</u> . . . . .         | <u>1,187,487</u>             | -                | <u>1,187,487</u>         |
| PL 179, 82nd Congress. . . . .  | 1,187,487                    | -                | 1,187,487                |
| <u>Acquisition and Construction of Real Property (Continuing) - Total</u> . . . . . | <u>2,173,500</u>             | -                | <u>2,173,500</u>         |
| PL 179, 82nd Congress. . . . .  | a/ 102,300                   | -                | a/ 102,300               |
| PL 254, 82nd Congress. . . . .  | 2,071,200                    | -                | 2,071,200                |
| <u>Maintenance and Operations, 1952 - Total</u>                                     | <u>3,443,442</u>             | ( <u>42</u> )    | <u>3,443,400</u>         |
| PL 179, 82nd Congress.....  | 3,208,442                    | -                | 3,208,442                |
| PL 431, 82nd Congress. . . . .  | 235,000                      | -                | 235,000                  |
| Net Transfers to and from Other Agencies  | -                            | d/( <u>42</u> )  | ( <u>42</u> )            |
| <u>Military Personnel Requirements, 1952 - Total</u>                                | <u>3,016,700</u>             | -                | <u>3,016,700</u>         |
| PL 179, 82nd Congress. . . . .  | 3,016,700                    | -                | 3,016,700                |
| <u>Research and Development (Continuing) - Total</u>                                | <u>425,000</u>               | <u>26,138</u>    | <u>451,138</u>           |
| PL 179, 82nd Congress.....  | 425,000                      |                  | 425,000                  |
| Net Transfers to and from Other Agencies  | -                            | e/26,138         | 26,138                   |
| <u>Reserve Personnel Requirements, 1952 and 1953 - Total</u> . . . . .              | <u>19,043</u>                | -                | <u>19,043</u>            |
| PL 179, 82nd Congress. . . . .  | f/ 19,043                    | -                | f/ 19,043                |
| <u>Air National Guard, 1952 - Total</u> . . . . .                                   | <u>87,900</u>                | -                | <u>87,900</u>            |
| PL 179, 82nd Congress. . . . .  | 87,900                       | -                | 87,900                   |
| <u>Contingencies, 1952 - Total</u>  | <u>40,600</u>                | -                | <u>40,600</u>            |
| PL 179, 82nd Congress.....  | 40,600                       | -                | 40,600                   |

a/ Excludes \$625,000 thousand in "Aircraft and Related Procurement" Appropriation and \$85,000 thousand in Acquisition and Construction of Real Property" Appropriation, of cash appropriated to finance prior years. Contract Authorizations. Reflects adjustment of \$12,000 thousand of FY 1952 funds previously applied to FY 1951 programs.

b/ Transfer to: Renegotiation Board \$361 thousand  
General Services Administration 36 thousand

c/ FY 1953 Funds applied to deferred financing portion of FY 1952 programs.

d/ Transfer to Renegotiation Board \$42 thousand

e/ Transfers from "Emergency Fund, Office, Secretary of Defense \$26, 138 thousand.

f/ Includes amounts held in reserve for application to the FY 1953 program.

Source: Financial Management Division, Directorate of Budget, DCS/Comptroller, Hq USAF.

TABLE 2 - OBLIGATIONS AND EXPENDITURES DURING FY 1952

(In thousands of dollars. Figures in

| Line No. | Program Number | Appropriation and Program Title  | Net Obligor Authority |
|----------|----------------|--|-----------------------|
| 1        |                | <u>Appropriations - Total</u> . . . . .                                | \$ 20,542,449         |
| 2        |                | <u>Aircraft and Related Procurement - Total</u> . . . . .              | \$ 10,122,681         |
| 3        | 110            | Aircraft, Complete . . . . .   | 5,719,274             |
| 4        | 120            | Initial Aircraft Component Spares and Spare Parts . . . . .            | 3,062,337             |
| 5        | 130            | Related Aircraft Procurement . . . . .                                 | 942,189               |
| 6        | 140            | Major Modification/Modernization of Aircraft . . . . .                 | 200,146               |
| 7        | 150            | Guided Missiles - Complete . . . . .                                   | 126,559               |
| 8        | 180            | Industrial Mobilization . . . . .                                      | 9,380                 |
| 9        | 190            | Procurement and Construction Administration . . . . .                  | 62,796                |
| 10       |                | <u>Major Procurement Other Than Aircraft - Total</u> . . . . .         | \$ 1,187,487          |
| 11       | 210            | Weapons and Ammunition . . . . .                                       | 596,770               |
| 12       | 220            | Ground Powered and Marine Equipment . . . . .                          | 191,724               |
| 13       | 230            | Electronics and Communications Equipment . . . . .                     | 154,013               |
| 14       | 250            | Training Equipment . . . . .   | 93,085                |
| 15       | 270            | Other Major Equipment . . . . .  | 143,343               |
| 16       | 299            | Classified Project . . . . .   | 8,552                 |
| 17       |                | <u>Acquisition and Construction of Real Property - Total</u> . . . . . | \$ 2,173,500          |
| 18       |                | <u>Maintenance and Operations - Total</u> . . . . .                    | \$ 3,443,400          |
| 19       | 410            | Operation of Aircraft . . . . .  | 1,115,737             |
| 20       | 420            | Organization, Base and Maintenance Equipment and Supplies . . . . .    | 458,557               |
| 21       | 430            | Logistical Support . . . . .   | 890,214               |
| 22       | 440            | Training Support . . . . .   | 212,476               |
| 23       | 450            | Operational Support . . . . .  | 433,775               |
| 24       | 460            | Research and Test Support . . . . .                                    | 60,028                |
| 25       | 470            | Medical Support . . . . .  | 143,581               |
| 26       | 480            | Service Wide Support . . . . .   | 129,032               |
| 27       |                | <u>Military Personnel Requirements - Total</u> . . . . .               | \$ 3,016,700          |
| 28       | 510            | Pay and Allowances, Air Force . . . . .                                | 2,537,051             |
| 29       | 530            | Movements - Permanent Change of Station . . . . .                      | 165,804               |
| 30       | 550            | Subsistence . . . . .  | 304,404               |
| 31       | 560            | Individual Clothing . . . . .  | 1,000                 |
| 32       | 590            | Other Military Personnel Requirements . . . . .                        | 8,441                 |
| 33       |                | <u>Research and Development - Total</u> . . . . .                      | \$ 451,138            |
| 34       | 610            | Aircraft . . . . .   | 58,290                |
| 35       | 620            | Guided Missiles . . . . .  | 101,570               |
| 36       | 630            | Propulsion . . . . .   | 55,237                |
| 37       | 640            | Electronics . . . . .  | 41,884                |
| 38       | 650            | Armament . . . . .   | 33,363                |
| 39       | 660            | Equipment . . . . .  | 33,173                |
| 40       | 670            | Sciences . . . . .   | 50,134                |
| 41       | 680            | Special Projects . . . . .   | 18,084                |
| 42       | 690            | Laboratory Operations . . . . .  | 59,403                |
| 43       |                | <u>Reserve Personnel Requirements - Total</u> . . . . .                | \$ 19,043             |
| 44       | 520            | Pay and Allowances, Air Force Reserve and Air Force ROTC . . . . .     | 10,718                |
| 45       | 540            | Travel, Air Force Reserve and Air Force ROTC - Training Duty . . . . . | 1,585                 |
| 46       | 550            | Subsistence . . . . .  | 689                   |
| 47       | 560            | Individual Clothing . . . . .  | 6,051                 |
| 48       |                | <u>Air National Guard - Total</u> . . . . .                            | \$ 87,900             |
| 49       |                | <u>Contingencies - Total</u> . . . . .                                 | \$ 40,600             |
| 50       | 710            | Congressional Travel . . . . .   | 2                     |
| 51       | 720            | Miscellaneous Current Expenses . . . . .                               | 187                   |
| 52       | 730            | Other Contingency Expenses . . . . .                                   | 40,411                |

a/ Less than \$500.

Source: Financial Management Division, Directorate of Budget, DCS/Comptroller, Hq. USAF.

AGAINST NET OBLIGATING AUTHORITY FOR THE FY 1952 PROGRAM

parentheses indicate minus amounts.)

| Total Net Obligations | Earned Reimbursements | Total Gross Obligations | Obligations   |                |               |                | Line No. |
|-----------------------|-----------------------|-------------------------|---------------|----------------|---------------|----------------|----------|
|                       |                       |                         | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |          |
| \$ 15,561,493         | \$ 154,492            | \$ 15,715,985           | \$ 3,559,481  | \$ 3,095,356   | \$ 3,319,391  | \$ 5,741,757   | 1        |
| \$ 7,107,336          | \$ 43,037             | \$ 7,150,373            | \$ 1,746,907  | \$ 1,294,203   | \$ 980,961    | \$ 3,128,302   | 2        |
| 3,966,446             | 42,727                | 4,009,173               | 1,262,573     | 729,472        | 554,934       | 1,462,194      | 3        |
| 2,366,307             | -                     | 2,366,307               | 200,243       | 377,821        | 365,595       | 1,422,648      | 4        |
| 546,590               | -                     | 546,590                 | 265,938       | 156,751        | 8,176         | 115,725        | 5        |
| 71,857                | -                     | 71,857                  | 670           | 7,363          | 18,218        | 45,606         | 6        |
| 93,304                | -                     | 93,304                  | 2,550         | 4,959          | 17,336        | 68,459         | 7        |
| 3,873                 | -                     | 3,873                   | 2,225         | 2,314          | 1,453         | (2,119)        | 8        |
| 58,959                | 310                   | 59,269                  | 12,708        | 15,523         | 15,249        | 15,789         | 9        |
| \$ 925,204            | \$ 12,878             | \$ 938,082              | \$ 254,419    | \$ 58,024      | \$ 365,222    | \$ 260,417     | 10       |
| 562,199               | 12,421                | 574,620                 | 217,395       | 12,489         | 287,321       | 57,415         | 11       |
| 105,786               | 203                   | 105,989                 | 36,774        | 30,833         | 15,639        | 22,743         | 12       |
| 137,136               | 54                    | 137,190                 | 225           | 5,575          | 1,437         | 129,953        | 13       |
| 57,886                | 39                    | 57,925                  | 9             | 3,229          | 44,631        | 10,056         | 14       |
| 39,715                | 161                   | 39,876                  | 16            | 527            | 1,029         | 38,304         | 15       |
| 22,482                | -                     | 22,482                  | -             | 5,371          | 15,165        | 1,946          | 16       |
| \$ 621,361            | \$ 229                | \$ 621,590              | \$ -          | \$ 131,127     | \$ 196,600    | \$ 293,863     | 17       |
| \$ 3,430,835          | \$ 96,200             | \$ 3,527,035            | \$ 759,842    | \$ 793,865     | \$ 845,023    | \$ 1,128,305   | 18       |
| 1,120,151             | 59,437                | 1,179,588               | 334,443       | 258,258        | 262,876       | 324,011        | 19       |
| 453,592               | 11,102                | 464,694                 | 48,640        | 54,289         | 78,757        | 283,008        | 20       |
| 887,609               | 4,494                 | 892,103                 | 183,560       | 236,876        | 248,853       | 222,814        | 21       |
| 212,139               | 12,006                | 224,145                 | 48,246        | 46,047         | 57,487        | 72,365         | 22       |
| 428,367               | 6,164                 | 434,531                 | 92,618        | 105,284        | 109,140       | 127,489        | 23       |
| 59,415                | 542                   | 59,957                  | 12,684        | 15,633         | 15,721        | 15,919         | 24       |
| 142,627               | 2,455                 | 145,082                 | 12,363        | 44,207         | 40,537        | 47,975         | 25       |
| 126,935               | -                     | 126,935                 | 27,288        | 33,271         | 31,652        | 34,724         | 26       |
| \$ 2,936,642          | \$ 1,018              | \$ 2,937,660            | \$ 689,269    | \$ 702,683     | \$ 814,697    | \$ 731,011     | 27       |
| 2,474,563             | 406                   | 2,474,969               | 562,836       | 606,119        | 622,355       | 683,659        | 28       |
| 150,099               | 467                   | 150,566                 | 40,821        | 40,716         | 38,164        | 30,865         | 29       |
| 303,939               | -                     | 303,939                 | 84,756        | 54,912         | 152,814       | 11,457         | 30       |
| 469                   | -                     | 469                     | 114           | 98             | 121           | 136            | 31       |
| 7,572                 | 145                   | 7,717                   | 742           | 838            | 1,243         | 4,894          | 32       |
| \$ 408,478            | \$ 42                 | \$ 408,520              | \$ 80,444     | \$ 97,656      | \$ 91,892     | \$ 138,528     | 33       |
| 46,132                | -                     | 46,132                  | 2,027         | 12,522         | 11,595        | 19,988         | 34       |
| 99,866                | -                     | 99,866                  | 44,250        | 22,032         | 22,273        | 11,311         | 35       |
| 46,747                | -                     | 46,747                  | 399           | 13,499         | 3,409         | 29,440         | 36       |
| 40,996                | 26                    | 41,022                  | 1,297         | 7,893          | 14,006        | 17,866         | 37       |
| 27,589                | -                     | 27,589                  | 8,729         | 5,674          | 5,936         | 7,250          | 38       |
| 23,151                | -                     | 23,151                  | 1,785         | 4,075          | 5,777         | 11,514         | 39       |
| 48,110                | -                     | 48,110                  | 8,211         | 9,988          | 13,028        | 16,883         | 40       |
| 16,956                | -                     | 16,956                  | 80            | 4,681          | 2,392         | 9,803          | 41       |
| 58,931                | 16                    | 58,947                  | 13,666        | 17,332         | 13,476        | 14,473         | 42       |
| \$ 9,756              | \$ a/                 | \$ 9,756                | \$ 1,339      | \$ 696         | \$ 1,810      | \$ 5,911       | 43       |
| 4,707                 | -                     | 4,707                   | 566           | 514            | 1,122         | 2,405          | 44       |
| 869                   | -                     | 869                     | 118           | 42             | 79            | 630            | 45       |
| 139                   | -                     | 139                     | -             | -              | -             | 139            | 46       |
| 4,041                 | a/                    | 4,041                   | 655           | 40             | 609           | 2,737          | 47       |
| \$ 83,482             | \$ 1,078              | \$ 84,560               | \$ 9,201      | \$ 8,522       | \$ 12,790     | \$ 54,047      | 48       |
| \$ 38,399             | \$ 10                 | \$ 38,409               | \$ 18,060     | \$ 8,580       | \$ 10,396     | \$ 1,373       | 49       |
| a/                    | -                     | a/                      | -             | -              | -             | -              | 50       |
| 141                   | 10                    | 151                     | 29            | 59             | 24            | 39             | 51       |
| 38,258                | a/                    | 38,258                  | 18,031        | 8,521          | 10,372        | 1,334          | 52       |

TABLE 2 OBLIGATIONS AND EXPENDITURES DURING FY 1952 AGAINST NET OBLIGATING AUTHORITY FOR THE FY 1952 PROGRAM (CONTINUED)

(In thousands of dollars. Figures in parentheses indicate minus amounts.)

| Appropriation and Program Title                                | Expenditures       |                       |                          |               |                |               |                |
|--|--------------------|-----------------------|--------------------------|---------------|----------------|---------------|----------------|
|  | Total Expenditures | Actual Reimbursements | Total Gross Expenditures | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
| <u>Appropriations - Total</u>                                  | \$ 5,216,358       | \$ 112,808            | \$ 5,329,166             | \$ 751,878    | \$ 1,167,826   | \$ 1,468,398  | \$ 1,941,064   |
| <u>Acft &amp; Related Proc - Total</u>                         | \$ 268,442         | \$ 1,736              | \$ 270,178               | \$ 11,010     | \$ 18,141      | \$ 57,044     | \$ 183,983     |
| Aircraft, Complete . . . . .                                   | 144,572            | 959                   | 145,531                  | 23            | 1,034          | 26,282        | 118,192        |
| Initial Acft Comp Spares and Spare Parts . . . . .             | 2,487              | 615                   | 3,102                    | 2             | 21             | 184           | 2,895          |
| Related Acft Procurement . . . . .                             | 51,179             | -                     | 51,179                   | a/            | 1,209          | 12,263        | 37,707         |
| Major Modification/Modernization of Acft . . . . .             | 5,103              | -                     | 5,103                    | -             | 17             | 1,503         | 3,583          |
| Guided Missiles - Complete . . . . .                           | 5,487              | -                     | 5,487                    | -             | 60             | 60            | 5,367          |
| Industrial Mobilization . . . . .                              | 4,536              | -                     | 4,536                    | 770           | 1,732          | 1,163         | 871            |
| Proc & Construction Admin . . . . .                            | 55,078             | 162                   | 55,240                   | 10,215        | 14,068         | 15,589        | 15,368         |
| <u>Major Proc Other Than Acft - Total</u>                      | \$ 25,437          | \$ 12,878             | \$ 38,315                | \$ 197        | \$ 4,032       | \$ 5,835      | \$ 38,251      |
| Weapons and Ammunition . . . . .                               | (2,741)            | 12,421                | 9,680                    | 197           | 905            | 4,439         | 4,139          |
| Ground Powered and Marine Equipment . . . . .                  | (97)               | 203                   | 106                      | -             | 2              | 5             | 99             |
| Electronics & Comm Equip. . . . .                              | 9,373              | 54                    | 9,427                    | a/            | 3,114          | 847           | 5,466          |
| Training Equipment . . . . .                                   | 1,440              | 39                    | 1,479                    | -             | -              | 166           | 1,313          |
| Other Major Equipment . . . . .                                | 522                | 161                   | 683                      | a/            | 11             | 146           | 526            |
| Classified Project . . . . .                                   | 16,940             | -                     | 16,940                   | -             | -              | 232           | 16,708         |
| <u>Acquisition &amp; Construction of Real Property - Total</u> | \$ 168,635         | \$ 229                | \$ 168,864               | \$ 14         | \$ 48          | \$ 30,382     | \$ 138,420     |
| <u>Maint and Ops - Total</u>                                   | \$ 1,804,496       | \$ 96,200             | \$ 1,900,696             | \$ 248,595    | \$ 424,320     | \$ 540,273    | \$ 687,508     |
| Operation of Aircraft . . . . .                                | 298,480            | 59,437                | 357,917                  | 39,809        | 64,129         | 87,342        | 166,637        |
| Org, Base and Maint Equip & Supplies . . . . .                 | 103,711            | 11,102                | 114,813                  | 10,239        | 9,171          | 28,728        | 66,675         |
| Logistical Support . . . . .                                   | 716,311            | 4,494                 | 720,805                  | 103,323       | 177,381        | 222,777       | 222,724        |
| Training Support . . . . .                                     | 152,164            | 12,006                | 164,170                  | 26,272        | 38,956         | 46,450        | 52,492         |
| Operational Support . . . . .                                  | 303,877            | 6,164                 | 310,041                  | 36,695        | 80,801         | 91,240        | 101,305        |
| Research and Test Support . . . . .                            | 52,560             | 542                   | 53,102                   | 9,167         | 13,717         | 15,382        | 14,836         |
| Medical Support . . . . .                                      | 66,841             | 2,455                 | 69,296                   | 4,896         | 11,225         | 21,905        | 31,270         |
| Service Wide Support . . . . .                                 | 110,552            | -                     | 110,552                  | 18,194        | 28,940         | 31,849        | 31,569         |
| <u>Military Pers Rqmts - Total</u>                             | \$ 2,748,009       | \$ 635                | \$ 2,748,644             | \$ 460,675    | \$ 682,037     | \$ 779,921    | \$ 826,011     |
| Pay & Allowances, Air Force Movements - PCS . . . . .          | 2,322,365          | 225                   | 2,322,590                | 364,684       | 596,479        | 589,338       | 772,089        |
| Subsistence . . . . .  | 121,729            | 316                   | 122,045                  | 12,345        | 29,932         | 37,741        | 42,027         |
| Individual Clothing . . . . .                                  | 300,837            | -                     | 300,837                  | 83,449        | 54,888         | 152,047       | 10,453         |
| Other Mil Pers Rqmts . . . . .                                 | 351                | -                     | 351                      | 16            | 93             | 114           | 128            |
|  | 2,727              | 94                    | 2,821                    | 181           | 645            | 681           | 1,314          |
| <u>Research &amp; Development - Total</u>                      | \$ 132,565         | \$ 42                 | \$ 132,607               | \$ 9,512      | \$ 21,634      | \$ 37,775     | \$ 63,686      |
| Aircraft . . . . .   | 6,537              | -                     | 6,537                    | 314           | 661            | 476           | 5,086          |
| Guided Missiles . . . . .                                      | 48,727             | -                     | 48,727                   | 20            | 2,610          | 16,564        | 29,533         |
| Propulsion . . . . .   | 4,715              | -                     | 4,715                    | 297           | (225)          | 539           | 4,104          |
| Electronics . . . . .  | 2,575              | 26                    | 2,601                    | 23            | 76             | 488           | 2,014          |
| Armament . . . . .   | 5,152              | -                     | 5,152                    | 13            | 398            | 2,058         | 2,683          |
| Equipment . . . . .  | 2,474              | -                     | 2,474                    | 20            | 53             | 845           | 1,556          |
| Sciences . . . . .   | 9,061              | -                     | 9,061                    | 148           | 1,829          | 2,913         | 4,171          |
| Special Projects . . . . .                                     | 5,451              | -                     | 5,451                    | 5             | 3,746          | 407           | 1,293          |
| Laboratory Operations . . . . .                                | 47,873             | 16                    | 47,889                   | 8,672         | 12,486         | 13,485        | 13,246         |
| <u>Res Pers Rqmts - Total</u>                                  | \$ 6,079           | \$ a/                 | \$ 6,079                 | \$ 351        | \$ 1,488       | \$ 1,442      | \$ 2,798       |
| Pay & Allowances, AF Res & AF ROTC . . . . .                   | 3,849              | -                     | 3,849                    | 254           | 1,157          | 829           | 1,609          |
| Travel, AF Res & AF ROTC - Training Duty . . . . .             | 735                | -                     | 735                      | 96            | 47             | 51            | 542            |
| Subsistence . . . . .  | -                  | -                     | -                        | -             | -              | -             | -              |
| Individual Clothing . . . . .                                  | 1,495              | a/                    | 1,495                    | 2             | 284            | 562           | 647            |
| <u>Air National Guard - Total</u>                              | \$ 26,637          | \$ 1,078              | \$ 27,715                | \$ 4,278      | \$ 7,711       | \$ 6,224      | \$ 9,502       |
| <u>Contingencies - Total</u>                                   | \$ 36,058          | \$ 10                 | \$ 36,068                | \$ 17,246     | \$ 8,415       | \$ 9,502      | \$ 905         |
| Congressional Travel . . . . .                                 | a/                 | -                     | a/                       | -             | -              | a/            | -              |
| Misc Current Expenses . . . . .                                | 95                 | 10                    | 105                      | 8             | 18             | 36            | 43             |
| Other Contingency Expenses . . . . .                           | 35,963             | a/                    | 35,963                   | 17,238        | 8,397          | 9,466         | 862            |



TABLE 3 - EXPENDITURES DURING FISCAL YEAR 1952 FROM FUNDS APPROPRIATED TO THE U. S. AIR FORCE FOR  
FY 1951 PROGRAMS

(In thousands of dollars. Figures in parentheses indicate minus amounts.)

| Appropriation<br>and<br>Program<br>Symbol | Appropriation and Program Title  | Expenditures              |                          |                             |                    |                    |                    |                    |
|---|--|---------------------------|--------------------------|-----------------------------|--------------------|--------------------|--------------------|--------------------|
|   |  | Total Net<br>Expenditures | Actual<br>Reimbursements | Total Gross<br>Expenditures | First Quarter      | Second Quarter     | Third Quarter      | Fourth Quarter     |
|   | <u>Appropriations - Total . . . . .</u>                                    | <u>\$6,507,188</u>        | <u>\$82,901</u>          | <u>\$6,590,089</u>          | <u>\$1,557,474</u> | <u>\$1,557,364</u> | <u>\$1,604,575</u> | <u>\$1,870,676</u> |
| 57 X 3100                                 | <u>Aircraft and Related Procurement - Total . . . . .</u>                  | <u>a/b/\$3,466,940</u>    | <u>\$46,336</u>          | <u>\$3,513,276</u>          | <u>\$ 512,678</u>  | <u>\$ 718,453</u>  | <u>\$ 996,428</u>  | <u>\$1,285,717</u> |
| 101                                       | First Destination Transportation . . . . .                                 | 3,692                     | -                        | 3,692                       | 2,876              | 652                | 128                | 36                 |
| 110                                       | Aircraft, Complete . . . . .   | 1,890,947                 | 46,210                   | 1,937,157                   | 303,775            | 382,625            | 541,383            | 609,374            |
| 120                                       | Initial Acft Comp Spares & Spare Parts . . . . .                           | 650,084                   | -                        | 650,084                     | 84,974             | 148,767            | 206,664            | 209,679            |
| 130                                       | Related Aircraft Procurement . . . . .                                     | 610,302                   | -                        | 610,302                     | 70,716             | 117,326            | 164,596            | 257,664            |
| 140                                       | Maj Modification/Modernization of Acft . . . . .                           | 134,824                   | -                        | 134,824                     | 25,394             | 29,817             | 36,435             | 43,178             |
| 150                                       | Guided Missiles . . . . .  | 72,509                    | -                        | 72,509                      | 9,294              | 15,114             | 19,230             | 28,871             |
| 180                                       | Industrial Mobilization . . . . .  | 10,354                    | 1                        | 10,355                      | 2,480              | 2,654              | 1,764              | 3,457              |
| 190                                       | Procurement and Production Admin . . . . .                                 | 3,039                     | 125                      | 3,164                       | 2,887              | 190                | 46                 | 41                 |
| 230                                       | Electronics and Communications Equip . . . . .                             | 91,189                    | -                        | 91,189                      | 10,282             | 21,308             | 26,182             | 33,417             |
| 57 X 3200                                 | <u>Major Procurement Other Than Acft - Total . . . . .</u>                 | <u>b/\$ 457,495</u>       | <u>\$16,744</u>          | <u>\$ 474,239</u>           | <u>\$ 92,884</u>   | <u>\$ 87,968</u>   | <u>\$ 122,031</u>  | <u>\$ 171,356</u>  |
| 201                                       | First Destination Transportation . . . . .                                 | 2,778                     | -                        | 2,778                       | 2,421              | 1,593              | (1,249)            | 13                 |
| 210                                       | Weapons and Ammunition . . . . .   | 113,867                   | 16,422                   | 130,289                     | 35,630             | 21,658             | 27,087             | 45,914             |
| 220                                       | Ground Powered and Marine Equipment . . . . .                              | 174,179                   | 319                      | 174,498                     | 27,251             | 29,204             | 51,092             | 66,951             |
| 230                                       | Electronics and Communications Equip . . . . .                             | 40,786                    | c/                       | 40,786                      | 7,968              | 5,368              | 8,798              | 18,652             |
| 250                                       | Training Equipment . . . . .   | 21,691                    | 1                        | 21,692                      | 3,464              | 4,543              | 5,830              | 7,855              |
| 270                                       | Other Major Equipment . . . . .  | 100,424                   | 2                        | 100,426                     | 15,757             | 24,383             | 29,270             | 31,016             |
| 299                                       | Classified Project . . . . .   | 3,770                     | -                        | 3,770                       | 393                | 1,219              | 1,203              | 955                |
| 57 X 3300                                 | <u>Acquisition and Construction of Real<br/>Property - Total . . . . .</u> | <u>\$ 829,440</u>         | <u>\$ -</u>              | <u>\$ 829,440</u>           | <u>\$ 243,506</u>  | <u>\$ 284,237</u>  | <u>\$ 160,120</u>  | <u>\$ 141,577</u>  |
| 5713400                                   | <u>Maintenance and Operations - Total . . . . .</u>                        | <u>\$1,293,152</u>        | <u>\$18,612</u>          | <u>\$1,311,764</u>          | <u>\$ 476,027</u>  | <u>\$ 348,040</u>  | <u>\$ 276,703</u>  | <u>\$ 210,994</u>  |
| 401                                       | First Destination Transportation . . . . .                                 | 5,649                     | -                        | 5,649                       | 4,126              | 1,385              | 65                 | 73                 |
| 410                                       | Operation of Aircraft . . . . .  | 430,116                   | 9,050                    | 439,166                     | 121,539            | 108,404            | 110,705            | 98,518             |
| 420                                       | Org, Base & Maint Supplies and Equip . . . . .                             | 491,746                   | 5,334                    | 497,080                     | 144,501            | 151,323            | 122,750            | 78,506             |
| 430                                       | Logistical Support . . . . .   | 131,610                   | 931                      | 132,541                     | 82,688             | 23,541             | 13,618             | 12,694             |
| 440                                       | Training Support . . . . .   | 75,251                    | 1,603                    | 76,854                      | 35,821             | 22,455             | 12,469             | 6,109              |
| 450                                       | Operational Support . . . . .  | 89,232                    | 732                      | 89,964                      | 54,603             | 21,667             | 8,559              | 5,135              |
| 460                                       | Research and Test Support . . . . .  | 7,436                     | 147                      | 7,583                       | 4,360              | 2,407              | 567                | 249                |
| 470                                       | Medical Support . . . . .  | 49,341                    | 759                      | 50,100                      | 19,314             | 14,399             | 7,209              | 9,178              |
| 480                                       | Service-Wide Support . . . . .   | 12,771                    | 56                       | 12,827                      | 9,075              | 2,459              | 761                | 532                |
| 5713500                                   | <u>Military Personnel Requirements - Total . . . . .</u>                   | <u>\$ 254,505</u>         | <u>\$ 650</u>            | <u>\$ 255,155</u>           | <u>\$ 188,167</u>  | <u>\$ 56,681</u>   | <u>\$ 2,748</u>    | <u>\$ 7,559</u>    |
| 510                                       | Pay and Allowances, Air Force . . . . .                                    | 225,078                   | 119                      | 225,197                     | 169,143            | 49,967             | 256                | 5,831              |
| 530                                       | Movements, Permanent Change of Station . . . . .                           | 24,022                    | 414                      | 24,436                      | 16,217             | 4,811              | 2,023              | 1,385              |
| 550                                       | Subsistence . . . . .  | 1,600                     | -                        | 1,600                       | 1,164              | 279                | 92                 | 65                 |
| 560                                       | Individual Clothing . . . . .  | 55                        | -                        | 55                          | 39                 | 7                  | 1                  | 8                  |
| 590                                       | Other Military Personnel Requirements . . . . .                            | 3,750                     | 117                      | 3,867                       | 1,604              | 1,617              | 376                | 270                |

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TABLE 3 - EXPENDITURES DURING FISCAL YEAR 1952 FROM FUNDS APPROPRIATED TO THE U. S. AIR FORCE FOR  
FY 1951 PROGRAMS (CONTINUED)

|                  |  |      |           |    |     |    |         |    |        |    |        |    |        |    |        |
|------------------|--|------|-----------|----|-----|----|---------|----|--------|----|--------|----|--------|----|--------|
| <u>57 X 3600</u> | Research and Development - Total . . . . .       | a/\$ | 167,710   | \$ | 46  | \$ | 167,756 | \$ | 36,312 | \$ | 46,939 | \$ | 38,803 | \$ | 45,702 |
| 601              | First Destination Transportation . . . . .       |      | 12        |    | -   |    | 12      |    | 38     |    | (2)    |    | (33)   |    | 9      |
| 610              | Research . . . . .                               |      | 24,300    |    | -   |    | 24,300  |    | 9,121  |    | 5,372  |    | 4,609  |    | 5,198  |
| 620              | Major Weapons Components Development . . . . .   |      | 32,879    |    | 6   |    | 32,885  |    | 5,390  |    | 7,225  |    | 8,531  |    | 11,739 |
| 640              | Weapons Systems Development . . . . .            |      | 98,262    |    | -   |    | 98,262  |    | 16,891 |    | 31,475 |    | 23,575 |    | 26,321 |
| 660              | Human Factors Development . . . . .              |      | 1,690     |    | -   |    | 1,690   |    | 365    |    | 906    |    | 17     |    | 402    |
| 680              | Special Projects . . . . .                       |      | 3,974     |    | -   |    | 3,974   |    | 611    |    | 830    |    | 1,144  |    | 1,389  |
| 690              | Laboratory Operations . . . . .                  |      | 6,593     |    | 40  |    | 6,633   |    | 3,896  |    | 1,133  |    | 960    |    | 644    |
|                  | Reserve Personnel Requirements - Total . . . . . | d/\$ | 15,077    | \$ | c/  | \$ | 15,077  | \$ | 920    | \$ | 6,947  | \$ | 3,103  | \$ | 4,107  |
| 520              | Pay and Allowances, Reserve and ROTC . . . . .   |      | 6,887     |    | -   |    | 6,887   |    | 730    |    | 1,688  |    | 2,083  |    | 2,386  |
| 540              | Travel, Reserve and ROTC . . . . .               |      | 51        |    | -   |    | 51      |    | 22     |    | 29     |    | 3      |    | (3)    |
| 550              | Training Duty . . . . .                          |      | 102       |    | -   |    | 102     |    | -      |    | -      |    | 62     |    | 40     |
| 560              | Individual Clothing . . . . .                    |      | 8,037     |    | a/  |    | 8,037   |    | 168    |    | 5,230  |    | 955    |    | 1,684  |
| <u>5713870</u>   | Air National Guard - Total . . . . .             |      | \$ 21,387 | \$ | 513 | \$ | 21,900  | \$ | 6,429  | \$ | 7,759  | \$ | 4,426  | \$ | 3,286  |
| <u>5713850</u>   | Contingencies - Total . . . . .                  |      | \$ 1,482  | \$ | -   | \$ | 1,482   | \$ | 551    | \$ | 340    | \$ | 213    | \$ | 378    |
|                  | Congressional Travel . . . . .                   |      | -         |    | -   |    | -       |    | -      |    | -      |    | -      |    | -      |
|                  | Miscellaneous Current Expenses . . . . .         |      | 45        |    | -   |    | 45      |    | 26     |    | 13     |    | 5      |    | 1      |
|                  | Extraordinary Military Expenses . . . . .        |      | 1,437     |    | -   |    | 1,437   |    | 525    |    | 327    |    | 208    |    | 377    |

a/ Includes expenditures against funds authorized in the FY 1950 Appropriation Act, but which were held in reserve and applied to FY 1951 program.

b/ Includes expenditures against funds which were appropriated during FY 1952 but applied to the "Deferred Financing" portion of the FY 1951 programs.

c/ Less than \$500.

d/ Includes expenditures against the FY 1952 Program of funds appropriated in FY 1951.

Source: Financial Management Division, Directorate of Budget, DCS/Comptroller, Hq, USAF.

TABLE 4 - EXPENDITURES DURING FY 1952 FROM FUNDS DIRECTLY APPROPRIATED PRIOR TO FISCAL YEAR 1950 TO UNITED STATES AIR FORCE AND AIR CORPS, ARMY

- (Notes: 1. These figures are applicable to Appropriations "Department of the Air Force, 1948", "General Expenses, USAF, 1949", and the 1948 and 1949 programs of the "Aircraft and Related Procurement" Appropriation.  
 2. These figures exclude expenditures against FY 1950 Appropriations which are shown on Table ---.  
 3. These figures exclude funds appropriated to other Army Technical Services for Support of the Air Force, but which were budgeted for, accounted for, and administered by the Army.  
 4. These figures include reimbursements.  
 5. All figures are in thousands of dollars. Figures in parenthesis indicate minus amounts.  
 6. Figures for Air Corps, Army, 1947 Appropriation, previously shown on this table, have been excluded because this appropriation "lapsed" (was no longer available for expenditure by the Air Force) as of 30 June 1951 and the unexpended balance was transferred to the "Certified Claims" account of the U.S. Treasury.)

| NO.     | PROJECT TITLE   | FISCAL YEAR 1952 |               |                |               |                |
|---------|---|------------------|---------------|----------------|---------------|----------------|
|         |   | T o t a l        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|         | <u>T O T A L</u>  | \$ 192,974       | \$ 65,046     | \$ 61,499      | \$ 37,857     | \$ 28,572      |
|         | <u>Aircraft Programs</u>  |                  |               |                |               |                |
| 110     | Standard Airplanes Complete . . . . .                             | 142,835          | 49,864        | 47,107         | 28,902        | 16,962         |
| 130     | Gliders and Accessories . . . . .                                 | 573              | 223           | 186            | 98            | 66             |
| 150     | Salaries, Procurement and Production Activities . . . . .         | --               | --            | --             | --            | --             |
| 170     | Airborne and Ground Communications Equipment . . . . .            | 18,886           | 7,060         | 6,476          | 3,187         | 2,163          |
| 180     | Controlled Missiles . . . . .                                     | 4,973            | 1,904         | 1,606          | 335           | 1,128          |
| 190     | Industrial Planning and Procurement . . . . .                     | 802              | 211           | 510            | 59            | 22             |
| 442     | Transportation to First Destination a/ . . . . .                  | --               | --            | --             | --            | --             |
|         | <u>Other Programs</u>   |                  |               |                |               |                |
| 411     | Maintenance Materiel for Aircraft . . . . .                       | (920)            | (1,037)       | 718            | 119           | (720)          |
| 412     | Fuel and Oil for Aircraft . . . . .                               | 319              | 94            | 18             | 5             | 202            |
| 421     | Modernization and Modification of Equipment . . . . .             | 2,827            | 838           | 730            | 805           | 454            |
| 422     | Individual and Organization Equipment . . . . .                   | 624              | 268           | 372            | 38            | (54)           |
| 423-424 | Miscellaneous Equipment and Night Lighting . . . . .              | (55)             | 206           | (522)          | 127           | 134            |
| 426-427 | Photographic and Mapping Projects . . . . .                       | 46               | 21            | --             | 4             | 21             |
| 430     | Salaries, Operation of Air Force Units . . . . .                  | 13               | 11            | 1              | 1             | --             |
| 441     | Packing and Crating . . . . .                                     | 1                | --            | 1              | --            | --             |
| 442     | Transportation to First Destination b/. . . . .                   | 215              | --            | 1              | 215           | (1)            |
| 443     | Temporary Duty Travel . . . . .                                   | (1)              | (1)           | --             | --            | --             |
| 445     | Commercial Printing . . . . .                                     | --               | --            | --             | --            | --             |
| 447     | Miscellaneous Expenses . . . . .                                  | 76               | 56            | 28             | (16)          | 8              |
| 500     | Education and Training . . . . .                                  | 730              | 372           | 354            | (1)           | 5              |
|         | <u>Research and Development Program</u>                           |                  |               |                |               |                |
| 611     | Research and Development, Aeronautical . . . . .                  | 20,112           | 4,611         | 4,349          | 3,694         | 7,458          |
| 612     | Salaries, Research and Development, Aeronautical . . . . .        | --               | --            | --             | --            | --             |
| 613     | Service Test Equipment, Research & Development Area . . . . .     | 1,037            | 258           | 121            | 161           | 497            |
| 621     | Research and Development, Medical . . . . .                       | 29               | 15            | 9              | 7             | (2)            |
| 622     | Salaries, Research and Development, Medical . . . . .             | --               | --            | --             | --            | --             |
| 630     | Research & Development, Meteorological & Climatological . . . . . | 529              | 25            | 264            | 92            | 148            |
| 665     | Research and Development, Special Project . . . . .               | (677)            | 47            | (830)          | 25            | 81             |

a/ Relates to A/C program

b/ Relates to other program

SOURCE: Financial Management Division, Directorate of Budget, DCS/Comptroller, Hq. USAF

TABLE 5 - EXPENDITURES DURING FY 1952 FROM

(In thousands of dollars. Figures in

| APPROPRIATIONS  | TOTAL NET<br>EXPENDITURES<br>FY 1952 | ACTUAL<br>REIMBURSEMENTS<br>FY 1952 |
|---|--------------------------------------|-------------------------------------|
| 1 <u>Appropriations - Total</u> . . . . .   | \$712,062                            | \$(6,249)                           |
| 2 <u>Construction of Aircraft and Related Procurement, Continuing - Total</u> . . . . . | 437,855                              | -                                   |
| 3 Aircraft and Related Material . . . . .   | 380,556                              | -                                   |
| 4 Electronics Equipment . . . . .   | 47,848                               | -                                   |
| 5 Guided Missiles and Special Material . . . . .  | 4,937                                | -                                   |
| 6 Industrial Mobilization . . . . .   | 1,975                                | -                                   |
| 7 Personal Services . . . . .   | 2,085                                | -                                   |
| 8 TDY Travel . . . . .  | 400                                  | -                                   |
| 9 Transportation to First Destination . . . . .   | 54                                   | -                                   |
| 10 <u>Special Procurement, 1950 - Total</u> . . . . .                                   | 35,084                               | *                                   |
| 11 Weapons and Ammunition . . . . .   | 20,700                               | -                                   |
| 12 Motor Vehicles . . . . .   | 559                                  | *                                   |
| 13 Special AF Procurement . . . . .   | 13,824                               | -                                   |
| 14 Transportation to First Destination . . . . .  | 1                                    | -                                   |
| 15 <u>Acquisition and Construction of Real Property, Continuing - Total</u> . . . . .   | 93,861                               | a/( 47)                             |
| 16 <u>Maintenance and Operations, 1950 - Total</u> . . . . .                            | 80,304                               | (6,243)                             |
| 17 Operation of Aircraft . . . . .  | 44,325                               | (5,537)                             |
| 18 Depot Maintenance and Supplies . . . . .   | 3,492                                | 98                                  |
| 19 Organization Base Maintenance, Supplies and Equipment . . . . .                      | 23,848                               | ( 825)                              |
| 20 Maintenance and Operations of Installations . . . . .                                | 5,531                                | 20                                  |
| 21 Commercial Transportation . . . . .  | 55                                   | 1                                   |
| 22 Commercial Communications . . . . .  | ( 6)                                 | -                                   |
| 23 Training Aids . . . . .  | 2,797                                | -                                   |
| 24 General Expenses . . . . .   | 234                                  | -                                   |
| 25 Transportation to First Destination . . . . .  | 28                                   | -                                   |
| 26 <u>Military Personnel Requirements, 1950 - Total</u> . . . . .                       | 5,864                                | 40                                  |
| 27 Pay of the Air Force . . . . .   | 837                                  | -                                   |
| 28 Subsistence . . . . .  | 109                                  | -                                   |
| 29 Clothing and Equipage . . . . .  | 4,259                                | 40                                  |
| 30 Travel and Transportation . . . . .  | 659                                  | -                                   |
| 31 Other MPR Expenses . . . . .   | *                                    | -                                   |
| 32 <u>Research and Development, Continuing - Total</u> . . . . .                        | 46,282                               | -                                   |
| 33 Research . . . . .   | 7,304                                | -                                   |
| 34 Major Weapons Components Development . . . . .                                       | 13,590                               | -                                   |
| 35 Weapons System Development . . . . .   | 20,690                               | -                                   |
| 36 Operational Engineering . . . . .  | ( 10)                                | -                                   |
| 37 Human Factors Development . . . . .  | 780                                  | -                                   |
| 38 Special Projects . . . . .   | 3,256                                | -                                   |
| 39 Management and Operation . . . . .   | 667                                  | -                                   |
| 40 Transportation to First Destination . . . . .  | 5                                    | -                                   |
| 41 <u>Salaries and Expenses, Administration, 1950 - Total</u> . . . . .                 | 378                                  | *                                   |
| 42 <u>Contingencies, 1950 - Total</u> . . . . .   | 26                                   | -                                   |
| 43 Extraordinary Military Expense . . . . .   | 26                                   | -                                   |
| 44 Other . . . . .  | *                                    | -                                   |
| 45 <u>Claims, 1950 - Total</u> . . . . .  | 11                                   | -                                   |
| 46 <u>Air Force Reserve, 1950 - Total</u> . . . . .                                     | 4,343                                | 1                                   |
| 47 <u>Air Reserve Officers Training Corps, 1950 - Total</u> . . . . .                   | 194                                  | *                                   |
| 48 <u>National Guard - Total</u> . . . . .  | 7,860                                | *                                   |

\* Less than \$500

a/ This amount is an adjustment of the reimbursements shown in error on Table 172 of the "United States Air Force Statistical Digest, Fiscal Year 1951" against the "Acquisition and Construction of Real Property" Appropriation. Source: Financial Management Division, Directorate of Budget, DCS/Comptroller, Hq, USAF.

FY 1950 DIRECT APPROPRIATIONS AND AUTHORIZATIONS

parentheses indicate minus amounts)

| TOTAL     | GROSS EXPENDITURES - FY 1952 |                |               |                | Fourth Quarter |    |
|-----------|------------------------------|----------------|---------------|----------------|----------------|----|
|           | First Quarter                | Second Quarter | Third Quarter | Fourth Quarter |                |    |
| \$705,813 | \$246,880                    | \$200,292      | \$130,111     | \$128,530      |                | 1  |
| 437,855   | 165,415                      | 135,534        | 65,225        | 71,681         |                | 2  |
| 380,556   | 154,134                      | 118,935        | 50,110        | 57,377         |                | 3  |
| 47,848    | 9,665                        | 12,227         | 12,893        | 13,063         |                | 4  |
| 4,937     | 1,098                        | 1,387          | 1,619         | 833            |                | 5  |
| 1,975     | 496                          | 575            | 591           | 313            |                | 6  |
| 2,085     | *                            | 2,398          | *             | ( 313)         |                | 7  |
| 400       | *                            | *              | *             | 400            |                | 8  |
| 54        | 22                           | 12             | 12            | 8              |                | 9  |
| 35,084    | 9,898                        | 7,647          | 7,591         | 9,948          |                | 10 |
| 20,700    | 4,374                        | 2,830          | 4,962         | 8,534          |                | 11 |
| 559       | 600                          | 69             | 109           | ( 219)         |                | 12 |
| 13,824    | 4,923                        | 4,748          | 2,520         | 1,633          |                | 13 |
| 1         | 1                            | *              | *             | *              |                | 14 |
| 93,814    | 18,631                       | 24,400         | 27,896        | 22,887         |                | 15 |
| 74,061    | 30,304                       | 16,822         | 13,115        | 13,820         |                | 16 |
| 38,788    | 16,821                       | 7,320          | 7,658         | 6,989          |                | 17 |
| 3,590     | 1,689                        | 291            | 923           | 687            |                | 18 |
| 23,023    | 7,702                        | 6,073          | 5,297         | 3,951          |                | 19 |
| 5,551     | 2,481                        | 965            | 674           | 1,431          |                | 20 |
| 56        | 15                           | 25             | 13            | 3              |                | 21 |
| ( 6)      | 3                            | ( 10)          | *             | 1              |                | 22 |
| 2,797     | 1,554                        | 2,090          | (1,622)       | 775            |                | 23 |
| 234       | 35                           | 66             | 159           | ( 26)          |                | 24 |
| 28        | 4                            | 2              | 13            | 9              |                | 25 |
| 5,904     | 3,849                        | 1,683          | ( 205)        | 577            |                | 26 |
| 837       | 453                          | ( 30)          | ( 10)         | 424            |                | 27 |
| 109       | 154                          | 10             | 15            | ( 70)          |                | 28 |
| 4,299     | 3,050                        | 1,557          | ( 406)        | 98             |                | 29 |
| 659       | 192                          | 147            | 196           | 124            |                | 30 |
| *         | *                            | ( 1)           | *             | 1              |                | 31 |
| 46,282    | 14,273                       | 10,448         | 13,458        | 8,103          |                | 32 |
| 7,304     | 1,732                        | 1,646          | 2,371         | 1,555          |                | 33 |
| 13,590    | 4,326                        | 3,187          | 3,085         | 2,992          |                | 34 |
| 20,690    | 6,976                        | 4,797          | 6,526         | 2,391          |                | 35 |
| ( 10)     | 7                            | 24             | 3             | ( 44)          |                | 36 |
| 780       | 267                          | 246            | 169           | 98             |                | 37 |
| 3,256     | 641                          | 400            | 1,175         | 1,040          |                | 38 |
| 667       | 319                          | 148            | 129           | 71             |                | 39 |
| 5         | 5                            | *              | *             | *              |                | 40 |
| 378       | 74                           | 61             | 237           | 6              |                | 41 |
| 26        | 16                           | 6              | 3             | 1              |                | 42 |
| 26        | 16                           | 6              | 3             | 1              |                | 43 |
| *         | *                            | *              | *             | *              |                | 44 |
| 11        | 11                           | *              | *             | *              |                | 45 |
| 4,344     | 1,216                        | 1,502          | 1,319         | 307            |                | 46 |
| 194       | 164                          | 3              | ( 17)         | 44             |                | 47 |
| 7,860     | 3,029                        | 2,186          | 1,489         | 1,156          |                | 48 |

TABLE 6 - STATUS OF CONTRACT AUTHORITY ENACTED BY CONGRESS SHOWING CASH SUBSEQUENTLY APPROPRIATED TO LIQUIDATE OBLIGATIONS THEREUNDER AS OF 30 JUNE 1952

| Fiscal Year | Title of Appropriation             | Contract Authority Enacted |                  | Appropriated Cash to Liquidate |                      |                      |                      | Unfinanced Contract Authority 30 June 1952 |                      |
|-------------|------------------------------------|----------------------------|------------------|--------------------------------|----------------------|----------------------|----------------------|--|----------------------|
|             |                                    | Public Law                 | Amount           | Total                          | FY 1949<br>PL 547/80 | FY 1950<br>PL 434/81 | FY 1951<br>PL 759/81 |  | FY 1952<br>PL 179/82 |
|             | <u>Total . . . . .</u>             |                            | \$ 5,040,378,770 | \$ 3,310,000,000               | \$ 250,000,000       | \$ 800,000,000       | \$ 1,550,000,000     | \$ 710,000,000                             | \$ 1,730,378,770     |
|             | <u>Acft &amp; Related Proc -</u>   |                            |                  |                                |                      |                      |                      |  |                      |
|             | <u>Total . . . . .</u>             |                            | \$ 4,885,044,000 | \$ 3,200,000,000               | \$ 250,000,000       | \$ 800,000,000       | \$ 1,525,000,000     | \$ 625,000,000                             | \$ 1,685,044,000     |
| 1948        | P.L. 267; 80th Congress            |                            | 430,000,000      | 430,000,000                    | 250,000,000          | 180,000,000          | -                    | -  | -                    |
| 1949        | P.L. 547; 80th Congress            |                            | 1,687,000,000    | 1,687,000,000                  | -                    | 620,000,000          | 1,067,000,000        | -  | -                    |
| 1950        | P.L. 434; 81st Congress            |                            | a/1,957,755,000  | 1,083,000,000                  | -                    | -                    | 458,000,000          | 625,000,000                                | 874,755,000          |
| 1951        | P.L. 759; 81st Congress            |                            | 810,289,000      | -                              | -                    | -                    | -                    | -  | b/810,289,000        |
|             | <u>Acquisition &amp; Construc-</u> |                            |                  |                                |                      |                      |                      |  |                      |
|             | <u>tion of Real Property</u>       |                            |                  |                                |                      |                      |                      |  |                      |
|             | <u>Total . . . . .</u>             |                            | \$ 155,334,770   | \$ 110,000,000                 | -                    | -                    | \$ 25,000,000        | \$ 85,000,000                              | \$ 45,334,770        |
| 1950        | P.L. 430; 81st Congress            |                            | 52,834,770       | 52,834,770                     | -                    | -                    | 25,000,000           | 27,834,770                                 | -                    |
| 1950        | P.L. 434; 81st Congress            |                            | a/35,000,000     | 35,000,000                     | -                    | -                    | -                    | 35,000,000                                 | -                    |
| 1950        | P.L. 583; 81st Congress            |                            | 35,000,000       | 22,165,230                     | -                    | -                    | -                    | 22,165,230                                 | 12,834,770           |
| 1951        | P.L. 843; 81st Congress            |                            | 32,500,000       | -                              | -                    | -                    | -                    | -  | 32,500,000           |

a/ \$35,000,000 transferred from "Aircraft and Related Procurement" to "Acquisition and Construction of Real Property" pursuant to authority granted in PL 434, 81st Congress.

b/ Excludes \$726,151,000 contract authority enacted in Fiscal Year 1950 but applied to Fiscal Year 1951 Program, pursuant to authority granted in PL 759, 81st Congress.

Source: Financial Management Division, Directorate of Budget, DCS/Comptroller.

TABLE 7 - ANALYSIS OF ACQUISITION AND CONSTRUCTION OF REAL PROPERTY APPROPRIATION AS OF 30 JUNE 1952  
(IN MILLIONS OF DOLLARS)

| STATUS OF ENABLING AUTHORITY AND OBLIGATING AUTHORITY ENACTED |                    |             |           |                      |             |  |
|---|--------------------|-------------|-----------|----------------------|-------------|--|
| PROGRAM   | ENABLING AUTHORITY |             |           | OBLIGATING AUTHORITY |             |  |
|   | PUBLIC LAW         | a/ CONGRESS | AMOUNT    | ENACTED b/           | NOT ENACTED |  |
| Program - Total . . . . .                                     |                    |             | \$5,097.8 | \$3,823.4            | \$1,274.4   |  |
| Acft Control and Warning Systems - Total c/ . . .             |                    |             | 348.0     | 348.0                | -0-         |  |
|   | 30                 | 81st        | 85.5      |                      |             |  |
|   | 703                | d/ 76th     | 39.8      |                      |             |  |
|   | 910                | 81st        | 188.3     |                      |             |  |
|   | 155                | 82nd        | 34.4      |                      |             |  |
| Air Engineering Development Center - Total . . .              |                    |             | 157.5     | 157.5                | -0-         |  |
|   | 415                | 81st        | 100.0     |                      |             |  |
|   | 799                | 81st        | 57.5      |                      |             |  |
| Regular Programs - Total . . . . .                            |                    |             | 4,592.3   | 3,317.9              | 1,274.4     |  |
|   | 703                | d/ 76th     | 119.2     | 119.2                |             |  |
|   | 626                | 80th        | 1.1       | 1.1                  | -0-         |  |
|   | 60                 | 81st        | 75.0      | 37.5                 | 37.5        |  |
|   | 420                | 81st        | 59.2      | 55.8                 | 3.4         |  |
|   | 564                | 81st        | 225.5     | 180.4                | 45.1        |  |
|   | 838                | 81st        | 3.1       | 3.1                  | -0-         |  |
|   | 910                | 81st        | 697.3     | 686.5                | 10.8        |  |
|   | 155                | e/ 82nd     | 3,411.9   | 2,234.3              | 1,177.6     |  |

| PROGRAM                                    | SOURCE OF FUNDS |          |                   | OBLIGATED<br>FY 1951<br>& PRIOR | FY 1952 | UNOBLIGATED<br>BALANCE<br>30 JUNE 52<br>f/ |
|--|-----------------|----------|-------------------|---------------------------------|---------|--|
|  | PUBLIC<br>LAW   | CONGRESS | AMOUNT<br>ENACTED |                                 |         |  |
| Program - Total . . . . .                  |                 |          | \$3,823.4         | \$2,053.7                       | \$972.9 | \$1,080.8                                  |
| Acft Control and Warning System - Total c/ |                 |          | 348.0             | 192.2                           | 140.9   | 155.8                                      |
|  | 434             | 81st     | 54.3              |                                 |         |  |
|  | 759             | 81st     | 31.2              |                                 |         |  |
|  | 843             | 81st     | 39.8              |                                 |         |  |
|  | 911             | 81st     | 76.0              |                                 |         |  |
|  | 179             | 82nd     | 29.5              |                                 |         |  |
|  | 254             | 82nd     | 117.2             |                                 |         |  |
| Air Engineering Development Center - Total |                 |          | 157.5             | 109.4                           | 70.8    | 48.1                                       |
|  | 430             | 81st     | 30.0              |                                 |         |  |
|  | 583             | 81st     | 55.0              |                                 |         |  |
|  | 859             | 81st     | 15.0              |                                 |         |  |
|  | 843             | 81st     | 57.5              |                                 |         |  |
| Regular Programs - Total . . . . .         |                 |          | 3,317.9           | 1,752.1                         | 761.2   | 1,565.9                                    |
|  | 358             | 81st     | 5.0               |                                 |         |  |
|  | 430             | 81st     | 48.8              |                                 |         |  |
|  | 434             | 81st     | 1.1               |                                 |         |  |
|  | 759             | g/ 81st  | 102.3             |                                 |         |  |
|  | 843             | 81st     | 129.9             |                                 |         |  |
|  | 911             | g/ 81st  | 722.3             |                                 |         |  |
|  | 43              | e/ 82nd  | 281.7             |                                 |         |  |
|  | 179             | 82nd     | 72.8              |                                 |         |  |
|  | 254             | 82nd     | 1,954.0           |                                 |         |  |

a/ The Public Law Citations relate only to the respective amounts shown in amounts column.  
b/ For Public Law Citations related to amounts of Obligating Authority Enacted, See lower part of this table.  
c/ Includes Tactical Air Control.  
d/ Act of 2 July 1940 (54 Stat. 712 U.S.C. App. 1171).  
e/ The amount shown above was approved by the Armed Services Committee pending the enactment of PL 155/82 and formed the basis of the appropriation PL 43/ 82. (The additional \$18.9 million, making a total of \$281.7 million appropriated in PL 43/82 was authorized under PL 910/81st).  
f/ Available for obligation in subsequent years.  
g/ \$8,675,594 of funds appropriated by PL 199/81 was applied to cover deficiencies in PL 759/81 in accordance with agreements reached leading to the enactment of PL 911.  
Source: Financial Management Division, Directorate of Budget, DCS/Comptroller, Hq. USAF.

TABLE 8 STATUS OF AIR FORCE MANAGEMENT FUNDS AS OF 30 JUNE 1952

(The Air Force Management Fund was established pursuant to Section 406, of Public Law 216, 81st Congress; approved 10 August 1949. This fund was established for the purpose of facilitating the economical and efficient conduct of operations in the Department of Defense which are financed by two or more appropriations where the costs of the operations are not susceptible to immediate distribution as charges to such appropriations as of 30 June 1952. Figures in Parentheses indicate minus amounts.)

|   | FY 1950           |                   | FY 1951           |            | FY 1952           |                   |                   | Total      |
|---|-------------------|-------------------|-------------------|------------|-------------------|-------------------|-------------------|------------|
|   | Program Year 1950 | Program Year 1950 | Program Year 1951 | Total      | Program Year 1950 | Program Year 1951 | Program Year 1952 |            |
| Corpus of Fund . . . . .                    | 1,000,000         | (1,000,000)       | 1,000,000         | -          | -                 | (1,000,000)       | 1,000,000         | -          |
| <u>Deposits by Source</u>                   |                   |                   |                   |            |                   |                   |                   |            |
| Department of the Army . . . . .            | 3,748,087         | a/(281,891)       | 275,733           | (6,158)    | -                 | -                 | 4,367,650         | 4,367,650  |
| Department of the Navy . . . . .            | 2,075,803         | a/(631,065)       | 203,733           | (427,332)  | -                 | -                 | 2,520,781         | 2,520,781  |
| Department of the Air Force. . . . .        | 6,550,170         | a/(6,211,675)     | 11,212,355        | 5,000,680  | -                 | u/(2,717,947)     | b/63,444,651      | 60,726,704 |
| Mutual Defense Assistance Program. . . . .  | -                 | -                 | -                 | -          | -                 | -                 | b/9,593,206       | 9,593,206  |
| Miscellaneous Reimbursements . . . . .      | -                 | -                 | 249               | 249        | -                 | 926               | 45,743            | 46,669     |
| Total Deposits by Source . . . . .          | 12,374,060        | (7,124,631)       | 11,692,070        | 4,567,439  | -                 | (2,717,021)       | b/79,972,031      | 77,255,010 |
| Available for Obligation During Current Yr  | 13,374,060        | -                 | 12,692,070        | 12,692,070 | -                 | -                 | 79,972,031        | 79,972,031 |
| Aval for Adjustment of Prior Yr Obligations | -                 | 62,911            | -                 | 62,911     | 165,118           | 91,175            | -                 | 256,293    |
| Unliquidated Obligations Brought Forward .  | -                 | 672,050           | -                 | 672,050    | 239,481           | 1,535,473         | -                 | 1,774,954  |
| Available for Expenditure During Current Yr | 13,374,060        | 734,961           | 12,692,070        | 13,427,031 | 404,599           | 1,626,648         | 79,972,031        | 82,003,278 |
| Obligations Against Current Year Funds . .  | 5,186,518         | -                 | 8,883,874         | 8,883,874  | -                 | -                 | 76,649,569        | 76,649,569 |
| Adjustments to Prior Year Obligations. . .  | -                 | (102,207)         | -                 | (102,207)  | (47,698)          | (469,364)         | -                 | (517,062)  |
| Expenditures During Current Year . . . . .  | 4,514,468         | 330,362           | 7,348,401         | 7,678,763  | 179,875           | 985,848           | 58,563,243        | 59,728,966 |
| Unobligated Balances Carried Forward . . .  | 8,187,542         | 165,118           | 3,808,196         | 3,973,314  | c/212,816         | 560,539           | 3,322,462         | 4,095,817  |
| Unliquidated Obligations Carried Forward .  | 672,050           | 239,481           | 1,535,473         | 1,774,954  | c/11,908          | 80,261            | 18,086,326        | 18,178,495 |
| Unexpended Balances Carried Forward. . . .  | 8,859,592         | 404,599           | 5,343,669         | 5,748,268  | c/224,724         | 640,800           | 21,408,788        | 22,274,312 |

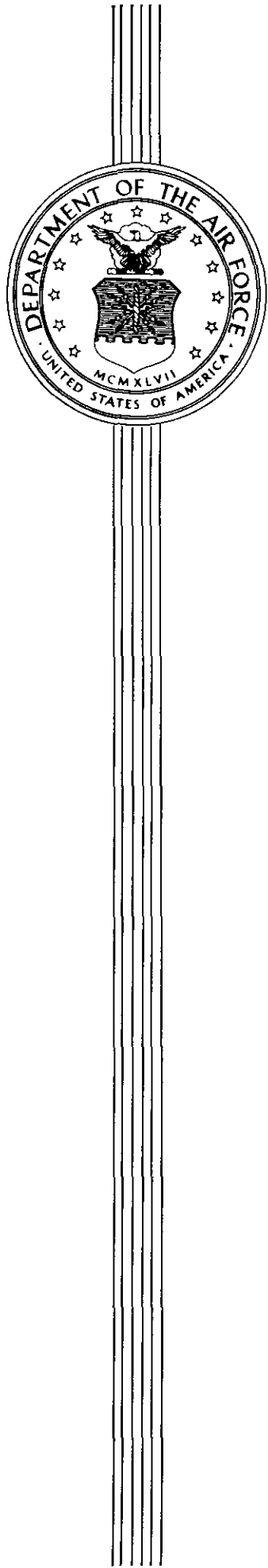
a/ Represents Unobligated Deposits Returned to Participating Agencies.

b/ Reflects Deposits Received and Refunds to Participating Agencies, accomplished in June 1952 which were not included on the "Report on Status of Appropriation Accounts" (SF-133) as of 30 June 1952.

c/ Unexpended balances in the Program Year 1950 Account "lapsed" (are no longer available for expenditure by the Air Force) as of 30 June 1952 were transferred to the "Certified Claims" Account of the U. S. Treasury.

Source: Financial Management Division, Directorate of Budget, DCS/Comptroller, Hq, USAF.





## **Housing & Installations**

## **Part XIII**



## HOUSING AND INSTALLATION

This area covers the following subject matter:

1. Housing and Occupancy
2. Installations
3. Fire Losses

### HOUSING

The following definitions are applicable:

**Authorized Normal Capacity:** Defined in AFR 93-8. Includes capacities of only those buildings constructed for or permanently converted to housing under proper authority (see AFR 85-5).

**Spaces Occupied and Received:** Includes all personnel spaces (military and civilian) to which the housing is assigned whether such personnel are on TDY, confined, on leave, sick in hospital etc., and transient personnel for which space is reserved.

**Authorized AF Housing:** All housing under the jurisdiction of the Department of the Air Force or reserved for Air Force use including facilities purchased, leased, constructed by or for the military department, occupied under agreement, and commandeered or requisitioned in areas of military occupation.

#### TROOP HOUSING

This type of housing includes all buildings designed and planned for troop (officers, enlisted men and civilians) housing, or that which had been converted to housing. Spaces in the following types of housing are included: permanent, semi-permanent (MOB), semi-permanent (other), temporary (T/O), temporary (other), and leased.

#### FAMILY HOUSING

This includes all buildings designed and planned for family type housing, or that which had been converted to family housing. Included are spaces in the following types of housing:

1. AF Appropriated Funds
  - a. Permanent
  - b. Semi-permanent (MOB conv.)
  - c. Semi-permanent (other)
  - d. Temporary (T/O conv.)
  - e. Temporary (other)
2. FHA
  - a. Permanent
  - b. Semi-permanent
  - c. Temporary
3. FHA
  - a. Permanent
  - b. Semi-permanent

#### OTHER

Troop and family housing not under the real property jurisdiction of the AF but furnished for the use of AF personnel by contract, by other military services or by foreign governments; or family housing that may be assigned to Department of the Air Force by Public Law 475 or by any other existing or future public law.

### INSTALLATIONS BY CLASS AND BY STATUS

Definitions used in connection with Installations are listed below:

#### AIR FORCE INSTALLATION

This is a defined area of real property in which the Department of the Air Force exercises a real property interest or, where the Department of the Air Force has jurisdiction over real property by agreement, expressed or implied, with foreign governments, or by rights of occupation.

1. **Major Type Installations:** Installations classified primary, secondary, industrial, Air Force Reserve Crew Training centers, permanent off-base Aircraft Control and Warning Stations and all other installations considered by Headquarters, USAF as important in the current USAF program.

2. **Regular Air Force Installations:** (Other than Reserve Forces Installations and Industrial Installations) are divided into:

a. **Primary Installation (Class 1):** An Air Force installation capable of supporting one or more major Air Force activities such as wings or depots and classified as a primary installation by Headquarters, USAF.

b. **Secondary Installation (Class 2):** An Air Force installation located separate and apart from a primary installation, capable of supporting one or more Air Force activities such as squadrons, or capable of providing sustained support to one or more major activities of a primary installation; and classified as a secondary installation by Headquarters USAF.

c. **Minor Installation (Class 3):** An Air Force installation such as an auxiliary airfield located separate and apart from either a primary or secondary installation, excluded from the definitions of a primary or secondary installation, and classified as a minor installation by Headquarters, USAF.

## HOUSING AND INSTALLATIONS -- CONTINUED

3. Reserve Forces Installation (Class 4): An Air Force installation in which the Department of the Air Force exercises a real property interest primarily for the support of the Reserve Forces of the Air Force of the United States, and classified as a Reserve Forces installation by Headquarters, USAF.

4. Industrial Installation (Class 5): An Air Force Installation designed primarily for manufacturing and/or industrial research and development and classified as an industrial installation by Headquarters, USAF.

### AIR FORCE LOCATIONS

Air Force Locations at other than Air Force installations at which the United States Air Force has no real property interest are:

1. Other United States Government Installations (Class 6): Locations at which the United States Air Force personnel may be stationed for duty, where the real property jurisdiction is with a United States Government department or agency other than the Department of the Air Force.

2. Non-United States Government Installations (Class 7): Locations at which United States Air Force personnel may be stationed for duty, where the real property jurisdiction is with an agency, corporation, individuals, or government other than the United States Government.

### STATUS OF AIR FORCE LOCATIONS

The status of Air Force installations will be as designated below: ("Active" status will be the only designation for Air Force locations at other than Air Force installations where there exists a United States Air Force activity.)

1. Active: An Air Force installation which has been designated in Air Force orders as active; usually an installation accommodating an Air Force activity or one being prepared for an Air Force activity.

2. Inactive: An Air Force installation which has been designated in Air Force orders as inactive; usually an installation closed to operations, with no Air Force activity except caretaking.

3. Industrial Reserve: An Air Force installation utilized for purposes other than research, development, or manufacture of materiel for the Air Force. (This classification applies only to industrial installations.)

4. Excess: An Air Force installation which has been declared by Headquarters USAF, as excess to the requirements of the Department of the Air Force.

5. Surplus: An excess Air Force installation which has been determined by the Administrator, General Services Administration to be surplus to the requirements of all Federal agencies, and for which the Department of the Air Force has been designated to perform care and handling pending disposition.

TABLE 1 - STATUS OF USAF MILITARY AND CIVILIAN HOUSING AND OCCUPANCY, BY COMMAND - MAY 1952

| C O M M A N D                            | AUTHORIZED NORMAL CAPACITY |                |                  | SPACES OCCUPIED AND RESERVED |                |                  |
|--|----------------------------|----------------|------------------|------------------------------|----------------|------------------|
|  | Authorized AF Housing      |                | Other            | Authorized AF Housing        |                | Other            |
|  | Family                     | Troop          | (Family & Troop) | Family                       | Troop          | (Family & Troop) |
| <u>WORLD-WIDE</u> . . . . .              | <u>53,300</u>              | <u>753,130</u> | <u>57,775</u>    | <u>46,007</u>                | <u>604,078</u> | <u>56,275</u>    |
| <u>CONTINENTAL US</u> . . . . .          | <u>37,343</u>              | <u>546,113</u> | <u>21,035</u>    | <u>32,445</u>                | <u>431,738</u> | <u>24,212</u>    |
| Air Defense Command . . . . .            | 2,262                      | 55,197         | 1,020            | 1,821                        | 38,325         | 1,017            |
| Air Materiel Command . . . . .           | 5,026                      | 45,433         | -                | 4,549                        | 23,117         | -                |
| Air Proving Ground Command . . . . .     | 1,245                      | 6,924          | 156              | 1,194                        | 6,757          | 156              |
| Air Research & Development Com. . . . .  | 2,581                      | 14,323         | 483              | 2,038                        | 11,516         | 483              |
| Air Training Command . . . . .           | 10,459                     | 255,516        | -                | 9,163                        | 202,569        | -                |
| Air University . . . . .                 | 1,093                      | 4,011          | -                | 858                          | 5,126          | -                |
| Continental Air Command . . . . .        | 860                        | 25,367         | 14,084           | 804                          | 20,712         | 18,016           |
| Headquarters Command . . . . .           | 455                        | 7,911          | 1,213            | 407                          | 6,299          | 1,431            |
| Military Air Transport Service . . . . . | 1,471                      | 17,208         | -                | 1,627                        | 15,912         | -                |
| Strategic Air Command . . . . .          | 9,160                      | 78,110         | 2,923            | 7,688                        | 67,439         | 1,071            |
| Tactical Air Command . . . . .           | 2,731                      | 36,113         | 1,156            | 2,296                        | 33,966         | 2,038            |
| <u>OVERSEAS</u> . . . . .                | <u>15,957</u>              | <u>207,017</u> | <u>36,740</u>    | <u>13,562</u>                | <u>172,340</u> | <u>32,063</u>    |
| Alaskan Air Command . . . . .            | 1,643                      | 21,706         | 1,131            | 1,658                        | 23,619         | 1,012            |
| Caribbean Air Command . . . . .          | 601                        | 2,777          | 121              | 489                          | 1,658          | 45               |
| Far East Air Forces . . . . .            | 6,021                      | 83,361         | 4,406            | 4,237                        | 68,415         | 5,309            |
| Military Air Transport Service . . . . . | 2,138                      | 31,488         | 731              | 1,832                        | 17,451         | 608              |
| Northeast Air Command . . . . .          | 664                        | 11,210         | 1,550            | 666                          | 12,131         | 1,605            |
| Strategic Air Command . . . . .          | 719                        | 3,565          | 17               | 742                          | 3,229          | 17               |
| US Air Forces in Europe . . . . .        | 4,171                      | 52,910         | 28,784           | 3,938                        | 45,837         | 23,467           |

TABLE 2 - USAF INSTALLATIONS BY CLASS AND STATUS - FY 1952

(The following classification of Installations is in accordance with paragraph 2, AFR 85-1, 19 December 1949):

- Class 1 - Primary AF Installation
- Class 2 - Secondary AF Installation
- Class 3 - Minor AF Installation
- Class 4 - Reserve Forces AF Installation
- Class 5 - Industrial AF Installation
- Class 6 - Other United States Government Installations
- Class 7 - Non-United States Government Installation

| CLASS         | TOTAL | STATUS         |           |                    |        |         | TOTAL | STATUS       |           |                    |        |         |
|---------------|-------|----------------|-----------|--------------------|--------|---------|-------|--------------|-----------|--------------------|--------|---------|
|               |       | Active         | In-active | Industrial Reserve | Excess | Surplus |       | Active       | In-active | Industrial Reserve | Excess | Surplus |
|               |       | 30 June 1951   |           |                    |        |         |       | 30 June 1952 |           |                    |        |         |
|               |       | WORLDWIDE      |           |                    |        |         |       |              |           |                    |        |         |
| TOTAL..       | 1,816 | 1,539          | 245       | 1                  | 31     | -       | 2,201 | 1,953        | 233       | 2                  | 13     | -       |
| Class 1 . . . | 165   | 149            | 9         | -                  | 7      | -       | 172   | 154          | 17        | -                  | 1      | -       |
| Class 2 . . . | 108   | 91             | 15        | -                  | 2      | -       | 167   | 152          | 15        | -                  | -      | -       |
| Class 3 . . . | 1,120 | 899            | 199       | -                  | 22     | -       | 1,160 | 959          | 190       | -                  | 11     | -       |
| Class 4 . . . | 169   | 155            | 14        | -                  | -      | -       | 378   | 369          | 8         | -                  | 1      | -       |
| Class 5 . . . | 39    | 37             | 1         | 1                  | -      | -       | 47    | 45           | -         | 2                  | -      | -       |
| Class 6 . . . | 74    | 73             | 1         | -                  | -      | -       | 44    | 44           | -         | -                  | -      | -       |
| Class 7 . . . | 141   | 135            | 6         | -                  | -      | -       | 233   | 230          | 3         | -                  | -      | -       |
|               |       | CONTINENTAL US |           |                    |        |         |       |              |           |                    |        |         |
| TOTAL..       | 1,116 | 989            | 105       | 1                  | 21     | -       | 1,483 | 1,362        | 107       | 2                  | 12     | -       |
| Class 1 . . . | 118   | 110            | 4         | -                  | 4      | -       | 127   | 116          | 10        | -                  | 1      | -       |
| Class 2 . . . | 72    | 66             | 5         | -                  | 1      | -       | 137   | 133          | 4         | -                  | -      | -       |
| Class 3 . . . | 690   | 593            | 81        | -                  | 16     | -       | 764   | 669          | 85        | -                  | 10     | -       |
| Class 4 . . . | 169   | 155            | 14        | -                  | -      | -       | 378   | 369          | 8         | -                  | 1      | -       |
| Class 5 . . . | 39    | 37             | 1         | 1                  | -      | -       | 47    | 45           | -         | 2                  | -      | -       |
| Class 6 . . . | 21    | 21             | -         | -                  | -      | -       | 23    | 23           | -         | -                  | -      | -       |
| Class 7 . . . | 7     | 7              | -         | -                  | -      | -       | 7     | 7            | -         | -                  | -      | -       |
|               |       | OVERSEAS       |           |                    |        |         |       |              |           |                    |        |         |
| TOTAL..       | 700   | 550            | 140       | -                  | 10     | -       | 718   | 591          | 126       | -                  | 1      | -       |
| Class 1 . . . | 47    | 39             | 5         | -                  | 3      | -       | 45    | 38           | 7         | -                  | -      | -       |
| Class 2 . . . | 36    | 25             | 10        | -                  | 1      | -       | 30    | 19           | 11        | -                  | -      | -       |
| Class 3 . . . | 430   | 306            | 118       | -                  | 6      | -       | 396   | 290          | 105       | -                  | 1      | -       |
| Class 4 . . . | -     | -              | -         | -                  | -      | -       | -     | -            | -         | -                  | -      | -       |
| Class 5 . . . | -     | -              | -         | -                  | -      | -       | -     | -            | -         | -                  | -      | -       |
| Class 6 . . . | 53    | 52             | 1         | -                  | -      | -       | 21    | 21           | -         | -                  | -      | -       |
| Class 7 . . . | 134   | 128            | 6         | -                  | -      | -       | 226   | 223          | 3         | -                  | -      | -       |

Source: Director of Installations, Deputy Chief of Staff, Operations, Hq, USAF.

TABLE 3 - USAF FIRES WORLD-WIDE BY TYPE, AND AMOUNT OF LOSS - FY 1952

(Table below covers all Installations and includes all fires to which a fire department was called regardless of monetary significance.)

| TYPE OF LOSS  | Number of Fires | No Monetary Loss | AMOUNT OF LOSS        |                       |                       |                           |                           |                             |                             |                               |                               |                   | AMOUNT OF LOSS         |                        |                        |                      |
|---|-----------------|------------------|-----------------------|-----------------------|-----------------------|---------------------------|---------------------------|-----------------------------|-----------------------------|-------------------------------|-------------------------------|-------------------|------------------------|------------------------|------------------------|----------------------|
|   |                 |                  | \$ 1.00 through \$ 99 | \$ 100 through \$ 499 | \$ 500 through \$ 999 | \$ 1,000 through \$ 4,999 | \$ 5,000 through \$ 9,999 | \$ 10,000 through \$ 49,999 | \$ 50,000 through \$ 99,999 | \$ 100,000 through \$ 249,999 | \$ 250,000 through \$ 499,999 | \$ 500,000 and up | Total                  | Building               | Contents               | Other                |
| <b>WORLDWIDE - TOTAL</b> . . . . .                    | <b>2,287</b>    | <b>863</b>       | <b>911</b>            | <b>221</b>            | <b>76</b>             | <b>108</b>                | <b>40</b>                 | <b>35</b>                   | <b>9</b>                    | <b>7</b>                      | <b>2</b>                      | <b>1</b>          | <b>\$ 5,964,370.28</b> | <b>\$ 1,932,504.45</b> | <b>\$ 3,480,382.04</b> | <b>\$ 551,483.79</b> |
| <b>CONTINENTAL - TOTAL</b> . . . . .                  | <b>1,745</b>    | <b>729</b>       | <b>738</b>            | <b>133</b>            | <b>42</b>             | <b>52</b>                 | <b>17</b>                 | <b>21</b>                   | <b>7</b>                    | <b>4</b>                      | <b>2</b>                      | <b>-</b>          | <b>2,152,502.91</b>    | <b>1,000,593.69</b>    | <b>1,029,749.46</b>    | <b>122,159.76</b>    |
| Admin Offices, Guard Shacks, Watch Towers, etc . .    | 116             | 27               | 66                    | 15                    | 1                     | 4                         | 1                         | 2                           | -                           | -                             | -                             | -                 | 141,590.47             | 97,912.39              | 43,226.25              | 451.83               |
| Barracks and Quarters . . . . .                       | 220             | 31               | 162                   | 10                    | 5                     | 6                         | 5                         | 1                           | -                           | -                             | -                             | -                 | 68,778.43              | 47,181.33              | 16,756.30              | 4,840.80             |
| Chapels . . . . .                                     | 1               | 1                | -                     | -                     | -                     | -                         | -                         | -                           | -                           | -                             | -                             | -                 | -                      | -                      | -                      | -                    |
| Construction in Progress, New or Otherwise . . .      | 19              | 15               | 1                     | 3                     | -                     | -                         | -                         | -                           | -                           | -                             | -                             | -                 | 310.00                 | 310.00                 | -                      | -                    |
| Family Housing, Residences, Dwellings, Latrines, etc  | 131             | 53               | 56                    | 9                     | 7                     | 5                         | 1                         | -                           | -                           | -                             | -                             | -                 | 27,361.75              | 20,285.47              | 5,248.28               | 1,828.00             |
| Guard Houses, Prisons, etc . . . . .                  | 3               | 1                | -                     | 1                     | -                     | 1                         | -                         | -                           | -                           | -                             | -                             | -                 | 9,699.45               | 7,585.03               | 2,114.42               | -                    |
| Hangars . . . . .                                     | 52              | 17               | 25                    | 4                     | 1                     | 2                         | 2                         | -                           | -                           | -                             | -                             | -                 | 343,949.42             | 73,064.15              | 270,279.62             | 605.65               |
| Hospitals . . . . .                                   | 42              | 6                | 28                    | 6                     | -                     | 2                         | -                         | -                           | -                           | -                             | -                             | -                 | 8,557.66               | 5,811.20               | 2,482.16               | 264.30               |
| Laundry and Dry Cleaning Plants . . . . .             | 3               | 2                | 1                     | -                     | -                     | -                         | -                         | -                           | -                           | -                             | -                             | -                 | 200.00                 | 200.00                 | -                      | -                    |
| Mess Halls . . . . .                                  | 71              | 13               | 37                    | 13                    | 3                     | 2                         | 1                         | 2                           | -                           | -                             | -                             | -                 | 68,018.50              | 52,610.42              | 14,057.80              | 1,350.28             |
| Motor Vehicles also acft except incident to flying    | 334             | 208              | 78                    | 25                    | 10                    | 9                         | 1                         | 3                           | -                           | -                             | -                             | -                 | 98,274.21              | 4,383.63               | 36,419.88              | 57,470.70            |
| PX's, Commissaries, Snack Bars, etc . . . . .         | 25              | 10               | 9                     | 2                     | 2                     | 1                         | -                         | 1                           | -                           | -                             | -                             | -                 | 42,974.87              | 24,807.87              | 15,587.00              | 2,580.00             |
| Rec Bldgs, Auditoriums, Gyms, Clubs, Dayrooms, etc    | 63              | 11               | 30                    | 8                     | 5                     | 4                         | 1                         | 3                           | 1                           | -                             | -                             | -                 | 347,186.68             | 270,090.85             | 75,790.28              | 1,305.55             |
| Shops, Garages, Processes, etc . . . . .              | 112             | 37               | 48                    | 9                     | 1                     | 9                         | 2                         | 5                           | -                           | -                             | 1                             | -                 | 125,099.70             | 78,480.77              | 45,526.70              | 1,092.23             |
| Storage and Warehousing . . . . .                     | 76              | 22               | 41                    | 3                     | -                     | 2                         | 2                         | 1                           | 2                           | 3                             | -                             | -                 | 609,824.25             | 115,644.58             | 479,874.50             | 14,305.17            |
| Theaters . . . . .                                    | 6               | 1                | 5                     | -                     | -                     | -                         | -                         | -                           | -                           | -                             | -                             | -                 | 125.00                 | 93.00                  | -                      | 25.00                |
| Vacant and Unused . . . . .                           | 28              | 7                | 13                    | 1                     | 1                     | 2                         | 1                         | 2                           | 1                           | -                             | -                             | -                 | 121,378.43             | 118,011.54             | 3,293.57               | 73.32                |
| Other, not otherwise classified (Radio Stations, etc) | 443             | 267              | 138                   | 24                    | 6                     | 3                         | -                         | 4                           | 1                           | -                             | -                             | -                 | 139,174.09             | 84,121.46              | 19,085.70              | 35,966.93            |
| <b>OVERSEAS - TOTAL</b> . . . . .                     | <b>542</b>      | <b>134</b>       | <b>173</b>            | <b>88</b>             | <b>34</b>             | <b>56</b>                 | <b>23</b>                 | <b>14</b>                   | <b>2</b>                    | <b>3</b>                      | <b>3</b>                      | <b>1</b>          | <b>3,811,868.37</b>    | <b>931,911.76</b>      | <b>2,450,632.58</b>    | <b>429,324.03</b>    |
| Admin Offices, Guard Shacks, Watch Towers, etc . .    | 56              | 12               | 22                    | 14                    | 3                     | 4                         | 1                         | -                           | -                           | -                             | -                             | -                 | 21,330.99              | 13,525.02              | 7,785.97               | 20.00                |
| Barracks and Quarters . . . . .                       | 96              | 18               | 38                    | 17                    | 4                     | 13                        | 4                         | 1                           | -                           | 1                             | -                             | -                 | 325,671.51             | 141,551.58             | 174,344.54             | 9,775.39             |
| Chapels . . . . .                                     | 3               | 2                | -                     | -                     | -                     | 1                         | -                         | -                           | -                           | -                             | -                             | -                 | -                      | -                      | -                      | -                    |
| Construction in Progress, New or Otherwise . . .      | 3               | 2                | -                     | -                     | -                     | 1                         | -                         | -                           | -                           | -                             | -                             | -                 | 3,000.00               | 3,000.00               | -                      | -                    |
| Family Housing, Residences, Dwellings, Latrines, etc  | 114             | 24               | 55                    | 15                    | 5                     | 9                         | 4                         | 1                           | -                           | 1                             | -                             | -                 | 199,505.99             | 174,611.35             | 24,309.64              | 585.00               |
| Guard Houses, Prisons, etc . . . . .                  | 1               | -                | -                     | -                     | -                     | 1                         | -                         | -                           | -                           | -                             | -                             | -                 | -                      | -                      | -                      | -                    |
| Hangars . . . . .                                     | 21              | 5                | 13                    | 1                     | 1                     | -                         | -                         | -                           | 1                           | -                             | -                             | -                 | 154,499.74             | 12,155.75              | 140,343.99             | 2,000.00             |
| Hospitals . . . . .                                   | 12              | 2                | 3                     | 1                     | 2                     | 1                         | 1                         | 1                           | 1                           | -                             | -                             | -                 | 227,003.10             | 203,788.99             | 23,214.11              | -                    |
| Laundry and Dry Cleaning Plants . . . . .             | 6               | 3                | 3                     | -                     | -                     | -                         | -                         | -                           | -                           | -                             | -                             | -                 | 601.65                 | 350.00                 | 227.45                 | 24.20                |
| Mess Halls . . . . .                                  | 35              | 11               | 7                     | 10                    | -                     | 3                         | 4                         | 1                           | -                           | -                             | -                             | -                 | 66,406.27              | 33,205.18              | 32,297.00              | 904.09               |
| Motor Vehicles also acft except incident to flying    | 5               | 2                | 1                     | -                     | 1                     | 1                         | -                         | -                           | -                           | -                             | -                             | -                 | 19,000.00              | 16,500.00              | 2,500.00               | -                    |
| PX's, Commissaries, Snack Bars, etc . . . . .         | 8               | 1                | 3                     | 2                     | 1                     | 1                         | -                         | -                           | -                           | -                             | -                             | -                 | 49,422.58              | 3,250.45               | 45,522.13              | 650.00               |
| Rec Bldgs, Auditoriums, Gyms, Clubs, Dayrooms, etc    | 25              | 7                | 6                     | 3                     | -                     | 6                         | -                         | 3                           | -                           | -                             | -                             | -                 | 90,220.41              | 69,701.14              | 11,908.71              | 8,610.56             |
| Shops, Garages, Processes, etc . . . . .              | 41              | 19               | 6                     | 5                     | 3                     | 3                         | 2                         | 2                           | 1                           | -                             | -                             | -                 | 91,978.85              | 47,491.62              | 43,705.73              | 781.50               |
| Storage and Warehousing . . . . .                     | 45              | 12               | 10                    | 3                     | 6                     | 4                         | 4                         | 2                           | -                           | -                             | 3                             | 1                 | 2,427,974.17           | 142,757.38             | 1,882,307.36           | 402,909.43           |
| Theaters . . . . .                                    | 2               | 2                | -                     | -                     | -                     | -                         | -                         | -                           | -                           | -                             | -                             | -                 | -                      | -                      | -                      | -                    |
| Vacant Buildings . . . . .                            | 14              | 2                | 3                     | 1                     | 3                     | 4                         | -                         | 1                           | -                           | -                             | -                             | -                 | 31,643.01              | 31,316.00              | 299.15                 | 27.86                |
| Misc Facilities and Structures not classified . . .   | 47              | 13               | 16                    | 15                    | 5                     | 5                         | 1                         | 2                           | -                           | -                             | -                             | -                 | 103,610.10             | 38,707.30              | 61,866.80              | 3,036.00             |

Source: Maintenance Division, Director of Installations, DCS/O, Eq, USAF.

TABLE 4 - USAF WORLD-WIDE FIRE LOSSES (\$500 AND OVER) BY CAUSE OF FIRE - FY 1952

(Table below covers all installations and includes all fires to which a fire department was called regardless of monetary significance.)

| CAUSE  | AMOUNT OF LOSS        | NUMBER OF FIRES | NUMBER OF INJURIES | NUMBER OF DEATHS |
|--|-----------------------|-----------------|--------------------|------------------|
| <u>WORLD-WIDE - TOTAL</u> . . . . .  | <u>\$5,964,371.28</u> | <u>2,287</u>    | <u>191</u>         | <u>27</u>        |
| <u>CONTINENTAL U S - TOTAL</u> . . . . .                                     | <u>\$2,152,502.91</u> | <u>1,745</u>    | <u>136</u>         | <u>6</u>         |
| Fires With No Loss Value - Total . . . . .                                   | -                     | 729             | 28                 | 1                |
| Fires With Losses of Under \$500 Value - Total . . . . .                     | \$ 282,685.05         | 873             | 31                 | -                |
| Fires With Losses of \$500 and Above Value - Total . . . . .                 | \$1,869,817.86        | 143             | 77                 | 5                |
| Chimneys, Flues and Stacks . . . . .   | 145,515.49            | 7               | 23                 | -                |
| Electricity (not devices) wiring systems, etc . . . . .                      | 107,326.55            | 8               | -                  | -                |
| Electrical Devices, Motors, Generators, Hot Irons, etc . . . . .             | 61,906.54             | 7               | 16                 | -                |
| Explosion Resulting in Fire . . . . .  | 203,075.00            | 4               | -                  | -                |
| Gas, Natural and Artificial and Systems . . . . .                            | 5,220.00              | 1               | 1                  | -                |
| Ignition of Hot Greases, Tar, Wax . . . . .                                  | 3,334.54              | 2               | -                  | -                |
| Incendiarism . . . . .   | 3,500.00              | 2               | -                  | -                |
| Internal Combustion Engines, including Motor Vehicles and Aircraft . . . . . | 58,497.45             | 2               | 5                  | -                |
| Lightning resulting in fire . . . . .  | 43,383.54             | 5               | -                  | -                |
| Miscellaneous Known Cause . . . . .  | 3,000.00              | 1               | -                  | -                |
| Open Flames, Welding, and Torches . . . . .                                  | 8,102.00              | 5               | 3                  | 1                |
| Petroleum, Flammable Liquids, etc . . . . .                                  | 44,762.24             | 16              | 4                  | -                |
| Pyrotechnics and Ammunition . . . . .  | 1,250.00              | 1               | -                  | -                |
| Smoking and Matches . . . . .  | 394,753.97            | 27              | 5                  | 4                |
| Sparks and Flying Brands . . . . .   | 349,699.38            | 15              | 2                  | -                |
| Spontaneous Ignition . . . . .   | 5,371.00              | 3               | -                  | -                |
| Stoves, Heaters, Furnaces, etc . . . . .                                     | 303,310.48            | 23              | 3                  | -                |
| Unknown . . . . .  | 227,809.68            | 14              | 15                 | -                |
| <u>OVERSEAS - TOTAL</u> . . . . .  | <u>\$3,811,868.37</u> | <u>542</u>      | <u>55</u>          | <u>21</u>        |
| Fires With No Loss Value - Total . . . . .                                   | -                     | 114             | -                  | -                |
| Fires With Losses of Under \$500 Value - Total . . . . .                     | \$ 20,530.16          | 276             | 4                  | 2                |
| Fires With Losses of \$500 and Above Value - Total . . . . .                 | \$3,791,338.21        | 152             | 51                 | 19               |
| Chimneys, Flues and Stacks . . . . .   | 14,106.93             | 6               | -                  | -                |
| Electricity (not devices) Wiring Systems, etc . . . . .                      | 84,941.17             | 12              | -                  | -                |
| Electrical Devices . . . . .   | 18,497.72             | 8               | -                  | -                |
| Explosion Resulting in Fire . . . . .  | 35,587.26             | 8               | 14                 | 4                |
| Ignition of Hot Greases, Tar, etc . . . . .                                  | 600.00                | 1               | -                  | -                |
| Incendiarism . . . . .   | 83,807.60             | 7               | -                  | 3                |
| Internal Combustion Engines, including Motor Vehicles . . . . .              | 22,218.13             | 12              | -                  | -                |
| Lightning Resulting in Fire . . . . .  | 800.00                | 1               | -                  | -                |
| Miscellaneous Known Causes . . . . .   | 842.00                | 1               | -                  | -                |
| Open Flames, Welding, Torches . . . . .                                      | 141,280.27            | 6               | 3                  | -                |
| Petroleum, Flammable Liquids, etc . . . . .                                  | 75,543.56             | 19              | 5                  | -                |
| Pyrotechnics and Ammunition . . . . .  | 798.00                | 1               | 1                  | -                |
| Smoking and Matches . . . . .  | 90,329.05             | 8               | 19                 | 12               |
| Sparks and Flying Brands . . . . .   | 175,831.94            | 5               | -                  | -                |
| Spontaneous Ignition . . . . .   | 61,688.69             | 6               | -                  | -                |
| Stoves, Heaters, Furnaces, etc . . . . .                                     | 415,465.89            | 32              | 2                  | -                |
| Unknown . . . . .  | 2,569,000.00          | 19              | 7                  | -                |

Source: Maintenance Division, Director of Installations, DCS/O, Hq. USAF.



TABLE 5 - USAF WORLD-WIDE FIRE LOSS EXPERIENCE SUMMARY - FY 1952

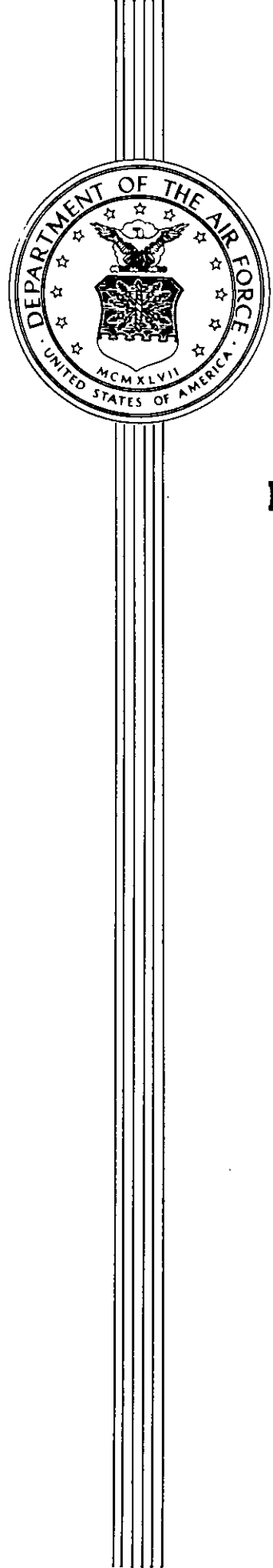
(The fire losses in Continental US for FY 1952, excluding aircraft fires, totaled \$2,152,502 on the basis of 1,745 reported fires and the Overseas fire losses for the same period totaled \$3,813,778 on the basis of 543 reported fires. The figures cited above represent a sharp increase when compared with comparable statistics of recent years. While the 8 major fires in Continental US as listed in Table accounted for approximately 50 percent of the monetary loss for FY 1952, and 12 major fires overseas (listed in the same table) accounted for 90 percent of the losses, the sharp increase in the number of fires is very significant and indicative of deep concern over the trend. Table below covers all installations and includes all fires to which a fire department is called, regardless of the monetary significance.)

| FISCAL YEAR    | CONTINENTAL US  |                |                       | OVERSEAS        |                |                       |
|----------------|-----------------|----------------|-----------------------|-----------------|----------------|-----------------------|
|                | Number Of Fires | Amount Of Loss | Average Loss Per Fire | Number Of Fires | Amount Of Loss | Average Loss Per Fire |
| 1945 . . . . . | 947             | \$ 24,590,060  | 25,966                | a/              | a/             | a/                    |
| 1946 . . . . . | 631             | 8,831,408      | 13,996                | a/              | a/             | a/                    |
| 1947 . . . . . | 518             | 2,753,072      | 5,315                 | a/              | a/             | a/                    |
| 1948 . . . . . | 1,126           | 1,844,327      | 1,638                 | a/              | a/             | a/                    |
| 1949 . . . . . | 1,167           | 1,505,216      | 1,290                 | a/              | a/             | a/                    |
| 1950 . . . . . | 875             | 1,329,097      | 1,519                 | 364             | \$ 1,950,500   | 5,358                 |
| 1951 . . . . . | 657             | 1,275,638      | 1,942                 | 389             | 2,110,810      | 5,426                 |
| 1952 . . . . . | 1,745           | 2,152,502      | 1,233                 | 542             | 3,813,778      | 7,036                 |

a/ Not readily available for publication.

Source: Maintenance Division, Director of Installations, DCS/O, Hq, USAF.





# **Mutual Defense Assistance Program**

## **Part XIV**



## MUTUAL DEFENSE ASSISTANCE PROGRAM

### DEFINITIONS

#### MDAP (MUTUAL DEFENSE ASSISTANCE PROGRAM) EMPLOYEES

Category of civilian personnel engaged in activities required in carrying out the Mutual Defense Assistance Program as administered by the Air Force. Employment is thus in terms of work units such as man-month equivalents, chargeable against a specific program.



TABLE I - USAF CIVILIAN PERSONNEL IN SALARIED AND WAGE BOARD GROUPS EMPLOYED UNDER MUTUAL DEFENSE ASSISTANCE PROGRAM (MDAP) - FY 1952

| Group By Location                                  | JUL<br>(1951) | AUG          | SEP          | OCT          | NOV          | DEC          | JAN<br>(1952) | FEB          | MAR          | APR          | MAY          | JUN          |
|--|---------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| <u>WORLDWIDE - TOTAL</u> . . . . .                 | <u>2,178</u>  | <u>2,871</u> | <u>3,067</u> | <u>3,002</u> | <u>3,282</u> | <u>3,574</u> | <u>4,005</u>  | <u>4,748</u> | <u>4,554</u> | <u>4,714</u> | <u>5,078</u> | <u>5,376</u> |
| Salaried . . . . .                                 | 1,748         | 1,551        | 1,716        | 1,655        | 1,901        | 2,066        | 2,353         | 2,520        | 2,412        | 2,494        | 2,793        | 2,872        |
| Wage Board . . . . .                               | 430           | 1,320        | 1,351        | 1,347        | 1,381        | 1,508        | 1,652         | 2,228        | 2,142        | 2,220        | 2,285        | 2,504        |
| <u>CONTINENTAL US - TOTAL</u> . . . . .            | <u>1,733</u>  | <u>1,705</u> | <u>1,868</u> | <u>1,797</u> | <u>2,029</u> | <u>2,226</u> | <u>2,544</u>  | <u>3,080</u> | <u>2,685</u> | <u>2,745</u> | <u>3,021</u> | <u>3,268</u> |
| Salaried . . . . .                                 | 1,378         | 1,420        | 1,566        | 1,490        | 1,709        | 1,855        | 2,122         | 2,261        | 2,123        | 2,173        | 2,447        | 2,506        |
| Wage Board . . . . .                               | 355           | 285          | 302          | 307          | 320          | 371          | 422           | 819          | 562          | 572          | 574          | 762          |
| <u>Air Materiel Command - Total</u> . . . . .      | <u>1,654</u>  | <u>1,626</u> | <u>1,787</u> | <u>1,713</u> | <u>1,947</u> | <u>2,128</u> | <u>2,438</u>  | <u>2,959</u> | <u>2,554</u> | <u>2,605</u> | <u>2,876</u> | <u>3,118</u> |
| Salaried . . . . .                                 | 1,299         | 1,341        | 1,485        | 1,406        | 1,627        | 1,757        | 2,016         | 2,140        | 1,992        | 2,033        | 2,302        | 2,356        |
| Wage Board . . . . .                               | 355           | 285          | 302          | 307          | 320          | 371          | 422           | 819          | 562          | 572          | 574          | 762          |
| <u>Air Training Command - Total</u> . . . . .      | <u>26</u>     | <u>23</u>    | <u>26</u>    | <u>25</u>    | <u>24</u>    | <u>23</u>    | <u>24</u>     | <u>25</u>    | <u>31</u>    | <u>29</u>    | <u>29</u>    | <u>30</u>    |
| Salaried . . . . .                                 | 26            | 23           | 26           | 25           | 24           | 23           | 24            | 25           | 31           | 29           | 29           | 30           |
| Wage Board . . . . .                               | -             | -            | -            | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>Headquarters, USAF - Total</u> . . . . .        | <u>53</u>     | <u>56</u>    | <u>55</u>    | <u>59</u>    | <u>58</u>    | <u>75</u>    | <u>82</u>     | <u>96</u>    | <u>100</u>   | <u>111</u>   | <u>116</u>   | <u>120</u>   |
| Salaried . . . . .                                 | 53            | 56           | 55           | 59           | 58           | 75           | 82            | 96           | 100          | 111          | 116          | 120          |
| Wage Board . . . . .                               | -             | -            | -            | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>OVERSEAS - TOTAL</u> . . . . .                  | <u>445</u>    | <u>1,166</u> | <u>1,199</u> | <u>1,205</u> | <u>1,253</u> | <u>1,348</u> | <u>1,461</u>  | <u>1,668</u> | <u>1,869</u> | <u>1,969</u> | <u>2,057</u> | <u>2,108</u> |
| Salaried . . . . .                                 | 370           | 131          | 150          | 165          | 192          | 211          | 231           | 259          | 289          | 321          | 346          | 366          |
| Wage Board . . . . .                               | 75            | 1,035        | 1,049        | 1,040        | 1,061        | 1,137        | 1,230         | 1,409        | 1,580        | 1,648        | 1,711        | 1,742        |
| <u>Headquarters Command USAF - Total</u> . . . . . | <u>75</u>     | <u>79</u>    | <u>79</u>    | <u>89</u>    | <u>109</u>   | <u>97</u>    | <u>84</u>     | <u>84</u>    | <u>84</u>    | <u>81</u>    | <u>85</u>    | <u>83</u>    |
| Salaried . . . . .                                 | -             | 11           | 11           | 17           | 24           | 23           | 19            | 19           | 18           | 18           | 23           | 22           |
| Wage Board . . . . .                               | 75            | 68           | 68           | 72           | 85           | 74           | 65            | 65           | 66           | 63           | 62           | 61           |
| <u>US Air Forces, Europe - Total</u> . . . . .     | <u>370</u>    | <u>1,087</u> | <u>1,120</u> | <u>1,116</u> | <u>1,144</u> | <u>1,251</u> | <u>1,377</u>  | <u>1,584</u> | <u>1,785</u> | <u>1,888</u> | <u>1,972</u> | <u>2,025</u> |
| Salaried . . . . .                                 | 370           | 120          | 139          | 148          | 168          | 188          | 212           | 240          | 271          | 303          | 323          | 344          |
| Wage Board . . . . .                               | -             | 967          | 981          | 968          | 976          | 1,063        | 1,165         | 1,344        | 1,514        | 1,585        | 1,649        | 1,681        |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 2 - TUITION RATES FOR MDAP FORMAL TRAINING - FY 1952

(In the accomplishment of training of foreign students under the Mutual Defense Assistance Program (MDAP), the USAF charged the MDAP - appropriated funds for specific courses of training. This charge for "tuition" was reimbursed to the regular USAF accounts, from which the expense for MDAP training was funded. The determination of the tuition rates was based on the policy directive issued by the Office of Secretary of Defense to all of the three Services. This policy was predicated on the language of the appropriation legislation.

The policy specifically excluded the pay and allowances of all military personnel from MDAP, therefore, MDAP tuition rates were developed to include those pertinent direct and indirect expenses other than military pay and allowances. The tuition rates were based on the number of entries into training and the experience factor of attrition for each course.)

| Course Number                       | Course Title  | Calendar Days | Course Cost |
|-------------------------------------|---|---------------|-------------|
| <b>ADMINISTRATIVE COURSES</b>       |   |               |             |
| <u>OFFICERS</u>                     |   |               |             |
| 22103                               | Classification & Assignment Officer . . . . .                                 | 48            | \$ 180      |
| <u>AIRMEN</u>                       |   |               |             |
| 73150                               | Career Guidance . . . . .   | 58            | 225         |
| 73250                               | Personnel Specialist . . . . .  | 42            | 170         |
| 75100                               | Technical Instructor (Armament & Photographic Fields) . . . . .               | 47            | 530         |
| 75100                               | Technical Instructor (Radio) . . . . .  | 56            | 325         |
| 75100                               | Technical Instructor (A & E Field - General) . . . . .                        | 56            | 150         |
| 75100                               | Technical Instructor (Automotive, Supply & Wire Maintenance Fields) . . . . . | 47            | 170         |
| 75100                               | Technical Instructor (Radar & Electronic Fields) . . . . .                    | 47            | 135         |
| 75100                               | Technical Instructor (A & E Fields Special) . . . . .                         | 45            | 210         |
| 75200                               | General Instructor . . . . .  | 56            | 75          |
| <b>AIRCRAFT MAINTENANCE COURSES</b> |   |               |             |
| <u>OFFICERS</u>                     |   |               |             |
| 10281                               | Flight Engineer Refresher (Ground Phase B-36) . . . . .                       | 90            | 525         |
| 48230                               | Aircraft Maintenance Officer . . . . .  | 200           | 1,140       |
| 48231                               | Maintenance Administration . . . . .  | 60            | 350         |
| <u>AIRMEN</u>                       |   |               |             |
| 30080                               | A & E Liaison Mechanic . . . . .  | 106           | 1,005       |
| 39950                               | Rotary Wing Mechanic H-13 . . . . .   | 48            | 480         |
| 42350                               | Aircraft Propeller Mechanic . . . . .   | 60            | 310         |
| 42450                               | Mechanical Accessories & Equipment Technician . . . . .                       | 50            | 355         |
| 42550                               | Aircraft Hydraulic Mechanic . . . . .   | 60            | 330         |
| 43150                               | Rotary Wing Mechanic H-5 . . . . .  | 48            | 475         |
| 43151                               | Aircraft Mechanic General - A & E . . . . .                                   | 163           | 365         |
| 43151-A                             | Aircraft Mechanic Special B-36 . . . . .                                      | 40            | 120         |
| 43151-B                             | Aircraft Mechanic Special B-29 . . . . .                                      | 46            | 110         |
| 43151-J                             | Aircraft Mechanic Special B-47 . . . . .                                      | 46            | 130         |
| 43151-SP                            | Aircraft Mechanic Special F-89B . . . . .                                     | 23            | 650         |
| 43152-A                             | Aircraft Reciprocating Mechanic Special R-4360 . . . . .                      | 40            | 220         |
| 43152-B                             | Aircraft Reciprocating Mechanic Special R-3350 . . . . .                      | 40            | 220         |
| 43152-Z                             | Engine Analyzer . . . . .   | 10            | 60          |
| 43153-1                             | Aircraft Jet Engine Mechanic Special J-33 . . . . .                           | 35            | 195         |
| 43153-2                             | Aircraft Jet Engine Mechanic Special J-35 . . . . .                           | 35            | 190         |
| 43153-3                             | Aircraft Jet Engine Mechanic Special J-47 . . . . .                           | 35            | 190         |
| 43154-A                             | Aircraft Electrician Special B-36 . . . . .                                   | 50            | 260         |
| 43154-B                             | Aircraft Electrician General . . . . .  | 60            | 320         |
| 43156                               | Aircraft Instrument Mechanic . . . . .  | 60            | 325         |
| 43271                               | Flight Engineer Technician . . . . .  | 120           | 580         |
| 53150                               | Machinist . . . . .   | 136           | 595         |
| 53250                               | Welder . . . . .  | 100           | 545         |
| 53450                               | Airframe Repairman . . . . .  | 106           | 445         |
| <b>AIR POLICE TRAINING</b>          |   |               |             |
| <u>AIRMEN</u>                       |   |               |             |
| 96130                               | Air Police Course . . . . .   | 49            | 515         |
| <b>COMMUNICATIONS COURSES</b>       |   |               |             |
| <u>OFFICERS</u>                     |   |               |             |
| 02050                               | Communications Officer . . . . .  | 315           | 1,925       |

(Continued)



TABLE 2 - TUITION RATES FOR MDAF FORMAL TRAINING - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Course Number                      | Course Title  | Calendar Days | Course Cost |
|------------------------------------|---|---------------|-------------|
| COMMUNICATIONS COURSES (CONTINUED) |   |               |             |
| <u>AIRMEN</u>                      |   |               |             |
| 27251                              | Control Tower Operator . . . . .                            | 82            | \$ 175      |
| 27270                              | Air Traffic Control Operator . . . . .                      | 47            | 105         |
| 29150                              | Teletype Operator . . . . .                                 | 76            | 215         |
| 29250                              | Cryptographic Operator . . . . .                            | 56            | 225         |
| 29350                              | Radio Operator - General . . . . .                          | 192           | 380         |
| 29352                              | Radio Intercept Operator . . . . .                          | 23            | 100         |
| 30120                              | Radio Fundamentals . . . . .                                | 154           | 620         |
| 30150                              | Radio Mechanic - Airborne Equipment . . . . .               | 56            | 285         |
| 30151                              | Radio Mechanic - Ground Equipment . . . . .                 | 56            | 255         |
| 30171                              | Radio Maintenance Technician - Airborne Equipment . . . . . | 189           | 980         |
| 30173                              | Radio Maintenance Technician Ground Equipment . . . . .     | 224           | 1,250       |
| 36150                              | Installer Cableman . . . . .                                | 140           | 495         |
| 36250                              | Central Office Equipment Mechanic . . . . .                 | 99            | 330         |
| 36251                              | Carrier Repeater Mechanic . . . . .                         | 111           | 405         |
| 36350                              | Communications Machine Repairman . . . . .                  | 158           | 530         |
| CONTROLLER COURSES                 |   |               |             |
| <u>OFFICERS</u>                    |   |               |             |
| 24010                              | Machine Records Officer . . . . .                           | 53            | 275         |
| 63022                              | Budget Officer . . . . .                                    | 54            | 215         |
| 64020                              | Statistical Services Officer . . . . .                      | 60            | 260         |
| <u>AIRMEN</u>                      |   |               |             |
| 26801                              | Budget & Fiscal Clerk . . . . .                             | 41            | 170         |
| 27201                              | Key Punch Machine Operator . . . . .                        | 12            | 90          |
| 40001                              | Tabulating Machine Operator . . . . .                       | 70            | 510         |
| 62200                              | Finance Technical Clerk . . . . .                           | 82            | 335         |
| 81050                              | Basic-Budget, Accounting & Disbursing Course . . . . .      | 88            | 325         |
| 81370                              | Cost Analysis Technician . . . . .                          | 58            | 230         |
| 81470                              | Auditing Technician . . . . .                               | 117           | 650         |
| 83150                              | Statistical Specialist . . . . .                            | 76            | 325         |
| 83250                              | Machine Accounting . . . . .                                | 76            | 365         |
| ENGINEER COURSES                   |   |               |             |
| <u>AIRMEN</u>                      |   |               |             |
| 56150-S                            | Cummins Generator Operator . . . . .                        | 18            | 135         |
| 56550-S                            | Heating Specialist . . . . .                                | 24            | 120         |
| FLYING COURSES                     |   |               |             |
| <u>OFFICERS</u>                    |   |               |             |
| 1025                               | Pilot to Pilot AOB . . . . .                                | 97            | 3,690       |
| 1035-G                             | Bombardment - Flexible Gunnery Training . . . . .           | 21            | 184         |
| 07888                              | Staff Officer - ECM Indoctrination . . . . .                | 5             | 15          |
| 10140                              | Aircraft Controller . . . . .                               | 56            | 1,345       |
| 103100                             | Radar Bombardier Refresher . . . . .                        | 48            | 1,605       |
| 103401                             | Navigation Training for Bombardiers . . . . .               | 168           | 2,990       |
| 103403                             | Navigator Training (To include Refresher) . . . . .         | 49            | 635         |
| 103700                             | Navigator to Navigator - Bombardier . . . . .               | 90            | 3,550       |
| 103700                             | Bombardier to Navigator - Bombardier . . . . .              | 66            | 2,860       |
| 103702                             | K System Training for Navigator - Bombardier . . . . .      | 54            | 1,935       |
| 103703                             | Bombardment Instructor . . . . .                            | 35            | 760         |
| 105400                             | Liaison Pilot . . . . .                                     | 120           | 1,440       |
| 105402K                            | Basic - Pilot Instructor School . . . . .                   | 40            | 860         |
| 105403K                            | Single Engine - Pilot Instructor School . . . . .           | 40            | 860         |
| 105404K                            | Multi Engine - Pilot Instructor School . . . . .            | 40            | 860         |
| 103404                             | Navigator Instructor . . . . .                              | 21            | 250         |
| 105900                             | A/C Gunnery Instructor Training . . . . .                   | 76            | 19,530      |
| 106601                             | Helicopter Pilot Training - H-5 . . . . .                   | 82            | 1,330       |
| 106602                             | Helicopter Pilot Training - H-13 . . . . .                  | 34            | 645         |
| None                               | All Weather Fighter Interceptor Training . . . . .          | 56            | 2,875       |
| None                               | Combat Crew Training School (Jet) . . . . .                 | 56            | 11,385      |

(Continued)

TABLE 2 - TUITION RATES FOR MDAP FORMAL TRAINING - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Course Number  | Course Title  | Calendar Days | Course Cost |
|--|---|---------------|-------------|
| <b>FLYING COURSES (CONTINUED)</b>                                    |   |               |             |
| <b>CADETS</b>  |   |               |             |
| 1051   | USAF Basic Pilot School M. E. . . . .                   | 168           | \$ 7,055    |
| 1054   | USAF Pilot School S. E. (Jet) . . . . .                 | 182           | 11,600      |
| 1054   | USAF Pilot School S. E. (Conventional) . . . . .        | 171           | 4,455       |
| 105401   | USAF Primary Pilot School . . . . .                     | 205           | 4,000       |
| <b>AIRMEN</b>  |   |               |             |
| 32351-P  | Flexible Gunnery Training B-26 . . . . .                | 14            | 65          |
| 32351-P  | Flexible Gunnery Training B-29 . . . . .                | 56            | 610         |
| <b>GUIDED MISSILES COURSES</b>                                       |   |               |             |
| <b>OFFICERS</b>  |   |               |             |
| 10451  | Guided Missiles Guidance & Control Officer . . . . .    | 147           | 715         |
| <b>AIRMEN</b>  |   |               |             |
| 31100  | Guided Missiles Fundamentals . . . . .                  | 41            | 220         |
| 31300  | Guided Missiles Guidance Technician . . . . .           | 99            | 640         |
| 31400  | Guided Missiles Attitude Control Technician . . . . .   | 64            | 320         |
| <b>INTELLIGENCE COURSES</b>  |   |               |             |
| <b>OFFICERS</b>  |   |               |             |
| 85031  | Photo & Radar Interpretation Officer . . . . .          | 112           | 645         |
| 95000  | Air Intelligence Officer . . . . .                      | 71            | 375         |
| <b>AIRMEN</b>  |   |               |             |
| 20450  | Intelligence Operations Specialist . . . . .            | 64            | 305         |
| 20451  | Photo Interpretation Specialist . . . . .               | 76            | 365         |
| <b>MUNITIONS, WEAPONS MAINTENANCE &amp; ARMAMENT SYSTEMS COURSES</b> |   |               |             |
| <b>OFFICERS</b>  |   |               |             |
| 45930  | Armament Systems Officer . . . . .                      | 281           | 1,180       |
| 45931  | Armament Systems Officer - Cross Training . . . . .     | 170           | 720         |
| <b>AIRMEN</b>  |   |               |             |
| 32020  | Armament Systems Fundamentals . . . . .                 | 117           | 595         |
| 32150-A  | "M" Series Bombsight Mechanic . . . . .                 | 35            | 120         |
| 32150-E  | "K" Series Systems Mechanic . . . . .                   | 117           | 600         |
| 32171-E  | "K" Series Systems Mechanic . . . . .                   | 158           | 600         |
| 32250-A  | "B" Series Systems Mechanic . . . . .                   | 58            | 195         |
| 32250-B  | AN/APQ-30 Sight Systems Mechanic . . . . .              | 41            | 140         |
| 32250-C  | "A & K" Gun, Bomb, & Rocket Sighting Mechanic . . . . . | 29            | 95          |
| 32350-A  | Turret Systems Mechanic B-36 . . . . .                  | 76            | 295         |
| 32350-B  | Gunlaying Systems Mechanic B-36 . . . . .               | 76            | 260         |
| 32350-P  | Turret Systems Mechanic B-26, B-29 & B-50 . . . . .     | 111           | 400         |
| 32371-P  | Turret Systems Technician B-26, B-29 & B-50 . . . . .   | 41            | 160         |
| 46150  | Basic Munitions . . . . .                               | 58            | 215         |
| 46250  | Basic Weapons Repair . . . . .                          | 76            | 280         |
| 95512  | Pre K-1 (AN/APS-23) . . . . .                           | 29            | 105         |
| <b>PHOTOGRAPHIC COURSES</b>  |   |               |             |
| <b>OFFICERS</b>  |   |               |             |
| 85020  | Aerial Photographic Officer . . . . .                   | 95            | 1,145       |
| <b>AIRMEN</b>  |   |               |             |
| 23150  | Aerial Photographer . . . . .                           | 70            | 1,215       |
| 23250  | Photo & Laboratory Technician . . . . .                 | 99            | 460         |
| 40350  | Camera Repairman . . . . .                              | 70            | 300         |

(Continued)

TABLE 2 - TUITION RATES FOR MDAF FORMAL TRAINING - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Course Number                          | Course Title  | Calendar Days | Course Cost |
|--|---|---------------|-------------|
| <b>RADAR COURSES</b>                   |   |               |             |
| <u>OFFICERS</u>                        |   |               |             |
| 01106                                  | Electronics Officer - Ground . . . . .                        | 233           | \$ 705      |
| 01410                                  | Electronics Officer - Air . . . . .                           | 245           | 800         |
| 7888X                                  | Electronics Counter Measures Officer . . . . .                | 280           | 1,690       |
| <u>AIRMEN</u>                          |   |               |             |
| 27272                                  | Aircraft Landing Control Operator . . . . .                   | 70            | 200         |
| 27350                                  | Aircraft Control & Warning Operator . . . . .                 | 35            | 75          |
| 30220                                  | Airmen Electronics Fundamentals . . . . .                     | 134           | 265         |
| 30250                                  | Radar Mechanic - Airborne Equipment . . . . .                 | 82            | 250         |
| 30251-A                                | Radar Mechanic - AC&W Equipment . . . . .                     | 82            | 265         |
| 30271                                  | Radar Technician - Airborne Equipment . . . . .               | 106           | 580         |
| 32150-F                                | APQ-24 System Mechanic . . . . .                              | 82            | 255         |
| 32171-F                                | Q-24 System Technician . . . . .                              | 87            | 340         |
| 30273-B                                | Radar Technician - Air Traffic Control Equipment . . . . .    | 117           | 375         |
| 30273-C                                | Radar Technician - AH/MSQ-1 . . . . .                         | 93            | 320         |
| 95307                                  | Radar Technician - GCA . . . . .                              | 117           | 520         |
| <b>SUPPLY COURSES</b>                  |   |               |             |
| <u>OFFICERS</u>                        |   |               |             |
| 40000                                  | Supply Officer General . . . . .                              | 58            | 215         |
| <u>AIRMEN</u>                          |   |               |             |
| 64050                                  | Supply Technician . . . . .                                   | 64            | 180         |
| <b>WEATHER COURSES</b>                 |   |               |             |
| <u>OFFICERS</u>                        |   |               |             |
| 82053                                  | Weather Equipment Engineering Officer . . . . .               | 152           | 725         |
| 82197                                  | High Altitude Forecaster Officer . . . . .                    | 71            | 315         |
| <u>AIRMEN</u>                          |   |               |             |
| 25000A                                 | Basic Weather Services (Equipment Channel) . . . . .          | 130           | 630         |
| 25000B                                 | Basic Weather Services (Observer Channel) . . . . .           | 95            | 415         |
| 25100                                  | Advanced Weather Equipment . . . . .                          | 142           | 845         |
| 25171                                  | Intermediate Weather Equipment (Radar Phase) (He) . . . . .   | 99            | 200         |
| 25171                                  | Intermediate Weather Equipment (Weather Phase) (Gh) . . . . . | 71            | 470         |
| 25200                                  | Advanced Meteorological . . . . .                             | 200           | 830         |
| 25270                                  | Intermediate Meteorological . . . . .                         | 237           | 995         |
| 25271                                  | Climatological . . . . .                                      | 237           | 1,020       |
| <b>MISCELLANEOUS TECHNICAL COURSES</b> |   |               |             |
| <u>OFFICERS</u>                        |   |               |             |
| 01000                                  | Electronic Fundamentals - Phase I . . . . .                   | 128           | 410         |
| 09130                                  | Transportation Officer . . . . .                              | 58            | 585         |
| 13833                                  | Fire & Aircraft Crash Rescue Officer . . . . .                | 88            | 4,660       |
| 48050                                  | Automotive Maintenance & Repair Officer . . . . .             | 94            | 525         |
| 73145                                  | Radiological Defense Officer . . . . .                        | 42            | 210         |
| <u>AIRMEN</u>                          |   |               |             |
| 34130                                  | Instrument Trainer Repairman . . . . .                        | 60            | 275         |
| 34150                                  | Instrument Trainer Repairman - Special Z-1 . . . . .          | 80            | 370         |
| 47151                                  | Automotive Mechanic - Senior . . . . .                        | 105           | 360         |
| 60350                                  | Special Vehicle Operator . . . . .                            | 58            | 250         |
| 70250                                  | Basic Clerical . . . . .                                      | 76            | 210         |
| 95150                                  | Basic Fire Fighter & Crash Rescueman . . . . .                | 47            | 650         |
| 99550                                  | Radiological Specialist . . . . .                             | 29            | 65          |

Source: Procurement & Research Division, Director of Budget, DCS/Comptroller, Hq USAP.

TABLE 3 - STATUS OF DEPARTMENT OF AIR FORCE MDAF FUNDS

(All Figures are shown in thousands of dollars. Figures in parenthesis indicate minus amounts.)

| PURPOSE                                   | USAF<br>Approved<br>Programs<br>For MDAF | Allocation<br>From OSD<br>To USAF | Allocations<br>To Air Force<br>Commands | Cumulative<br>Obligations<br>As Of 30<br>June 1952 | Cumulative<br>Obligations<br>As Of 30<br>June 1951 | Obligations During Fiscal Year 1952 |                  |                   |                  |                   |
|---|--|-----------------------------------|---|--|--|-------------------------------------|------------------|-------------------|------------------|-------------------|
|   |  |                                   |   |  |  | TOTAL                               | First<br>Quarter | Second<br>Quarter | Third<br>Quarter | Fourth<br>Quarter |
| <u>FY's 1950, 1951 &amp; 1952 - Total</u> | \$ 3,395,330                             | \$ 3,391,279                      | \$ 3,360,967                            | \$ 3,258,289                                       | \$ 1,547,718                                       | \$ 1,710,571                        | \$ 31,644        | \$ 267,308        | \$ 390,561       | \$ 1,021,058      |
| Title I Countries . . . . .               | 2,738,954                                | 2,732,671                         | 2,711,088                               | 2,675,423  | 1,364,170  | 1,311,253                           | 26,527           | 197,485           | 329,297          | 757,944           |
| Title II Countries . . . . .              | 335,964                                  | 339,156                           | 332,742                                 | 327,462  | 111,729  | 215,733                             | 1,946            | 60,904            | 21,395           | 131,488           |
| Title III Countries . . . . .             | 312,224                                  | 311,452                           | 309,200                                 | 252,908  | 71,819   | 181,089                             | 3,171            | 18,919            | 39,869           | 129,130           |
| Title IV Countries . . . . .              | 8,188                                    | 8,000                             | 7,937                                   | 2,496  | --   | 2,496                               | --               | --                | --               | 2,496             |
| <u>FY 1952 Program - Total . .</u>        | <u>1,565,873</u>                         | <u>1,554,696</u>                  | <u>1,549,912</u>                        | <u>1,484,894</u>                                   | <u>--</u>  | <u>1,484,894</u>                    | <u>4,813</u>     | <u>244,775</u>    | <u>381,124</u>   | <u>854,182</u>    |
| Title I Countries . . . . .               | 1,156,012                                | 1,145,911                         | 1,144,828                               | 1,126,764  | --   | 1,126,764                           | 4,596            | 181,716           | 320,269          | 620,183           |
| Title II Countries . . . . .              | 203,900                                  | 203,565                           | 201,338                                 | 199,079  | --   | 199,079                             | 185              | 56,687            | 22,529           | 119,678           |
| Title III Countries . . . . .             | 197,773                                  | 197,220                           | 195,809                                 | 156,555  | --   | 156,555                             | 32               | 6,372             | 38,326           | 111,825           |
| Title IV Countries . . . . .              | 8,188                                    | 8,000                             | 7,937                                   | 2,496  | --   | 2,496                               | --               | --                | --               | 2,496             |
| <u>FY 1951 Program - Total . .</u>        | <u>1,682,072</u>                         | <u>1,681,970</u>                  | <u>1,666,918</u>                        | <u>1,630,690</u>                                   | <u>1,403,581</u>                                   | <u>227,109</u>                      | <u>27,506</u>    | <u>22,915</u>     | <u>10,408</u>    | <u>166,280</u>    |
| Title I Countries . . . . .               | 1,500,780                                | 1,500,590                         | 1,486,589                               | 1,470,881  | 1,284,498  | 186,383                             | 22,493           | 16,404            | 9,901            | 137,585           |
| Title II Countries . . . . .              | 82,770                                   | 82,857                            | 82,416                                  | 77,853   | 62,741   | 15,112                              | 1,933            | 2,795             | (709)            | 11,093            |
| Title III Countries . . . . .             | 98,522                                   | 98,523                            | 97,913                                  | 81,956   | 56,342   | 25,614                              | 3,080            | 3,716             | 1,216            | 17,602            |
| <u>FY 1950 Program - Total . .</u>        | <u>147,385</u>                           | <u>154,613</u>                    | <u>144,137</u>                          | <u>142,705</u>                                     | <u>144,137</u>                                     | <u>(1,432)</u>                      | <u>(675)</u>     | <u>(382)</u>      | <u>(971)</u>     | <u>596</u>        |
| Title I Countries . . . . .               | 82,162                                   | 86,170                            | 79,671                                  | 77,778   | 79,672   | (1,894)                             | (562)            | (635)             | (873)            | 176               |
| Title II Countries . . . . .              | 49,294                                   | 52,734                            | 48,988                                  | 50,530   | 48,988   | 1,542                               | (172)            | 1,422             | (425)            | 717               |
| Title III Countries . . . . .             | 15,929                                   | 15,709                            | 15,478                                  | 14,397   | 15,477   | (1,080)                             | 59               | (1,169)           | 327              | (297)             |

SOURCE: Financial Management Division, Directorate of Budget, DCS/Comptroller.

TABLE 4 - MDAP AIRCRAFT FLYING HOURS BY COUNTRY, MONTHLY - F.Y. 1952

| MDAP Country     | Jul 1951      | Aug           | Sep           | Oct           | Nov           | Dec           | Jan 1952      | Feb           | Mar           | Apr           | May           | Jun           |
|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>Total</b>     | <b>42,091</b> | <b>40,427</b> | <b>42,473</b> | <b>43,413</b> | <b>47,277</b> | <b>38,217</b> | <b>52,444</b> | <b>53,301</b> | <b>55,032</b> | <b>56,801</b> | <b>62,587</b> | <b>62,233</b> |
| <b>Title I</b>   | <b>17,564</b> | <b>15,660</b> | <b>19,280</b> | <b>14,959</b> | <b>16,305</b> | <b>13,629</b> | <b>16,490</b> | <b>16,874</b> | <b>20,863</b> | <b>22,802</b> | <b>25,708</b> | <b>26,854</b> |
| Belgium          | 1,567         | 2,644         | 2,287         | 1,642         | 1,956         | 1,377         | 969           | 1,065         | 1,530         | 1,835         | 1,880         | 2,075         |
| Denmark          | 31            | a/            | 48            | 39            | 63            | 83            | 98            | 124           | 139           | 163           | 47            | 292           |
| France           | 7,695         | 4,524         | 7,572         | 7,820         | 6,982         | 6,996         | 8,238         | 9,323         | 10,131        | 10,961        | 11,519        | 11,932        |
| Italy            | 1,741         | 2,077         | 2,444         | 2,654         | 2,150         | 1,850         | 2,387         | 1,947         | 2,745         | 3,344         | 4,594         | 4,107         |
| Netherlands      | 3,828         | 4,084         | 4,084         | a/            | 2,825         | 1,375         | 1,559         | 1,472         | 2,663         | 2,225         | 3,732         | 3,596         |
| Norway           | 878           | 878           | 965           | 887           | 530           | 294           | 548           | 637           | 665           | 1,015         | 1,225         | 1,149         |
| Portugal         | 328           | 261           | 290           | 436           | 149           | 275           | 527           | 659           | 718           | 816           | 1,047         | 991           |
| United Kingdom   | 1,496         | 1,192         | 1,590         | 1,681         | 1,650         | 1,379         | 2,164         | 1,647         | 2,272         | 2,437         | 1,454         | 1,655         |
| Yugoslavia       | -             | -             | -             | -             | -             | -             | -             | -             | -             | 6             | 210           | 1,057         |
| <b>Title II</b>  | <b>15,690</b> | <b>16,174</b> | <b>12,558</b> | <b>12,527</b> | <b>12,708</b> | <b>8,347</b>  | <b>10,397</b> | <b>10,507</b> | <b>12,991</b> | <b>14,543</b> | <b>14,281</b> | <b>12,036</b> |
| Greece           | 6,693         | 5,902         | 4,645         | 4,375         | 5,981         | 4,340         | 5,240         | 4,610         | 6,281         | 7,244         | 7,107         | 7,009         |
| Iran             | 1,645         | 1,324         | 1,939         | 1,583         | 1,239         | 1,421         | 1,534         | 889           | 880           | 1,146         | 1,342         | 1,413         |
| Turkey           | 7,352         | 8,948         | 5,974         | 6,569         | 5,488         | 2,586         | 3,623         | 5,008         | 5,830         | 6,153         | 5,832         | 3,614         |
| <b>Title III</b> | <b>8,837</b>  | <b>8,593</b>  | <b>10,635</b> | <b>15,927</b> | <b>18,264</b> | <b>16,241</b> | <b>25,557</b> | <b>25,920</b> | <b>21,178</b> | <b>19,456</b> | <b>22,598</b> | <b>23,343</b> |
| Philippines      | 4,382         | 2,969         | 3,064         | 2,577         | 2,880         | 2,835         | 3,804         | 4,688         | 4,545         | 3,171         | 4,265         | 4,370         |
| Thailand         | 1,652         | 3,075         | 1,600         | 2,432         | 2,479         | 1,906         | 2,412         | 3,055         | 2,527         | 2,504         | 2,933         | 2,585         |
| Vietnam          | 2,803         | 2,549         | 2,066         | 2,650         | 2,607         | 2,919         | 3,188         | 2,482         | 2,518         | 2,857         | 3,522         | 3,319         |
| NGRC (Formosa)   | a/            | a/            | 3,905         | 8,268         | 10,298        | 8,581         | 16,153        | 15,695        | 11,588        | 10,924        | 11,878        | 13,069        |

a/ Not reported.

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 5 - MDAP AIRCRAFT UTILIZATION RATES FOR SELECTED MODELS - QUARTERLY, F.Y. 1952

| Type and Model | First Quarter           |             |                  | Second Quarter          |             |                  | Third Quarter           |             |                  | Fourth Quarter          |             |                  |
|----------------|-------------------------|-------------|------------------|-------------------------|-------------|------------------|-------------------------|-------------|------------------|-------------------------|-------------|------------------|
|                | Average Active Aircraft | Hours Flown | Utilization Rate | Average Active Aircraft | Hours Flown | Utilization Rate | Average Active Aircraft | Hours Flown | Utilization Rate | Average Active Aircraft | Hours Flown | Utilization Rate |
| B-29           | 64                      | 4,278       | 22.2             | 64                      | 4,710       | 24.5             | 64                      | 6,034       | 31.4             | 66                      | 5,475       | 27.6             |
| F-47           | 336                     | 12,388      | 12.2             | 354                     | 11,556      | 10.6             | 371                     | 15,994      | 14.3             | 394                     | 16,534      | 13.9             |
| F-51           | 182                     | 4,860       | 8.9              | 202                     | 5,996       | 9.8              | 195                     | 9,989       | 17.0             | 190                     | 8,558       | 15.0             |
| F-84           | 46                      | 2,814       | 20.3             | 78                      | 2,905       | 12.4             | 107                     | 3,866       | 12.0             | 208                     | 11,729      | 18.7             |
| F8F            | 74                      | 3,970       | 17.8             | 100                     | 5,430       | 18.1             | 117                     | 5,955       | 16.9             | 109                     | 6,934       | 21.2             |
| C-47           | 222                     | 18,291      | 27.4             | 234                     | 17,623      | 25.1             | 224                     | 17,579      | 26.1             | 216                     | 18,992      | 29.3             |
| T-6/16         | 610                     | 51,141      | 27.9             | 706                     | 47,235      | 22.3             | 750                     | 54,995      | 24.4             | 790                     | 71,302      | 30.0             |
| T-11           | 98                      | 5,608       | 19.0             | 94                      | 5,546       | 19.6             | 89                      | 5,134       | 19.2             | 84                      | 4,474       | 17.7             |
| T-13           | 41                      | 3,864       | 31.4             | 40                      | 2,360       | 19.6             | 40                      | 4,248       | 35.4             | 42                      | 4,117       | 32.6             |
| T-17           | 25                      | 770         | 10.2             | 59                      | 7,079       | 39.9             | 70                      | 6,806       | 32.4             | 72                      | 9,931       | 45.9             |
| L-4            | 48                      | 2,562       | 17.7             | 52                      | 1,973       | 12.6             | 52                      | 2,318       | 14.8             | 48                      | 1,789       | 12.4             |
| L-5            | 27                      | 2,162       | 26.6             | 26                      | 1,743       | 22.3             | 26                      | 2,154       | 27.6             | 27                      | 2,154       | 26.5             |
| Other          | 314                     | 12,283      | 13.0             | 424                     | 14,751      | 11.5             | 456                     | 25,705      | 18.7             | 466                     | 19,632      | 14.0             |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 6 - FLYING TIME OF MDAP AIRCRAFT BY TYPE AND MODEL - QUARTERLY, FY 1952

| Type and Model             | HOURS FLOWN    |                |                |                |                |
|----------------------------|----------------|----------------|----------------|----------------|----------------|
|                            | Total          | First Quarter  | Second Quarter | Third Quarter  | Fourth Quarter |
| <u>TOTAL</u>               | <u>596,296</u> | <u>124,991</u> | <u>128,907</u> | <u>160,777</u> | <u>181,621</u> |
| <b>Bomber</b>              | <u>42,273</u>  | <u>8,194</u>   | <u>8,341</u>   | <u>14,136</u>  | <u>11,602</u>  |
| A-25                       | 5,015          | 1,168          | 945            | 1,341          | 1,561          |
| B-24                       | 2,243          | 14             | 216            | 1,514          | 499            |
| B-25                       | 4,357          | 11             | 431            | 3,074          | 841            |
| B-26                       | 8,853          | 2,319          | 1,827          | 1,999          | 2,708          |
| B-29                       | 20,497         | 4,278          | 4,710          | 6,034          | 5,475          |
| PB1-5                      | 166            | -              | 1              | 50             | 115            |
| PB2B                       | 1,036          | 404            | 211            | 75             | 346            |
| P2V-5                      | 106            | -              | -              | 49             | 57             |
| <b>Fighter</b>             | <u>145,863</u> | <u>27,887</u>  | <u>30,097</u>  | <u>40,031</u>  | <u>47,848</u>  |
| F-47                       | 56,472         | 12,388         | 11,556         | 15,994         | 16,534         |
| F-51                       | 29,403         | 4,860          | 5,996          | 9,989          | 8,558          |
| F-84                       | 21,314         | 2,814          | 2,905          | 3,866          | 11,729         |
| F6F                        | 5,230          | 1,406          | 1,388          | 1,357          | 1,079          |
| F8F                        | 22,289         | 3,970          | 5,430          | 5,955          | 6,934          |
| Spitfire                   | 11,155         | 2,449          | 2,822          | 2,870          | 3,014          |
| <b>Reconnaissance</b>      | <u>1,329</u>   | <u>15</u>      | <u>381</u>     | <u>474</u>     | <u>459</u>     |
| RB-25                      | 338            | -              | 155            | 107            | 76             |
| FB-26                      | 3              | 3              | -              | -              | -              |
| RB-26                      | 851            | -              | 196            | 334            | 321            |
| RB-29                      | 14             | -              | -              | -              | 14             |
| RF-38                      | 123            | 12             | 30             | 33             | 48             |
| <b>Search &amp; Rescue</b> | <u>51</u>      | <u>-</u>       | <u>-</u>       | <u>-</u>       | <u>51</u>      |
| SA-16                      | 51             | -              | -              | -              | 51             |
| <b>Cargo</b>               | <u>91,204</u>  | <u>20,122</u>  | <u>21,125</u>  | <u>27,041</u>  | <u>22,916</u>  |
| C-45/D-18                  | 5,399          | 1,393          | 1,254          | 1,344          | 1,408          |
| C-46                       | 12,458         | 183            | 1,882          | 7,930          | 2,463          |
| C-47                       | 72,485         | 18,291         | 17,623         | 17,579         | 18,992         |
| C-54                       | 495            | 200            | 212            | 83             | -              |
| C-64                       | 367            | 55             | 154            | 105            | 53             |
| <b>Trainer</b>             | <u>298,066</u> | <u>63,984</u>  | <u>65,127</u>  | <u>74,442</u>  | <u>94,513</u>  |
| T-6/16                     | 224,673        | 51,141         | 47,235         | 54,995         | 71,302         |
| T-7                        | 5,170          | 1,849          | 596            | 996            | 1,729          |
| T-11                       | 20,762         | 5,608          | 5,546          | 5,134          | 4,474          |
| T-13                       | 14,589         | 3,864          | 2,360          | 4,248          | 4,117          |
| T-17                       | 24,586         | 770            | 7,079          | 6,806          | 9,931          |
| T-26                       | 567            | 34             | 391            | 141            | 1              |
| T-33                       | 2,501          | 2              | 361            | 662            | 1,476          |
| PA-11                      | 148            | 1              | 8              | 35             | 104            |
| Moth                       | 4,722          | 715            | 1,551          | 1,372          | 1,084          |
| Firefly                    | 348            | -              | -              | 53             | 295            |
| <b>Communications</b>      | <u>17,510</u>  | <u>4,789</u>   | <u>3,836</u>   | <u>4,653</u>   | <u>4,232</u>   |
| L-4                        | 8,642          | 2,562          | 1,973          | 2,318          | 1,789          |
| L-5                        | 8,213          | 2,162          | 1,743          | 2,154          | 2,154          |
| L-17                       | 302            | 27             | 98             | 84             | 93             |
| H-5                        | 58             | -              | -              | 4              | 54             |
| H-13                       | 88             | 5              | 3              | 30             | 50             |
| H-47                       | 117            | -              | -              | 33             | 84             |
| Auster                     | 90             | 33             | 19             | 30             | 8              |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 7 - MDAP AIRCRAFT LOSSES BY CAUSE, FISCAL YEAR 1952

| Type and Model                 | Total      | Operational | Non-Operational | Combat    | Transfer or Diversion |
|--------------------------------|------------|-------------|-----------------|-----------|-----------------------|
| <u>Total . . . . .</u>         | <u>365</u> | <u>225</u>  | <u>83</u>       | <u>23</u> | <u>34</u>             |
| <u>Bomber . . . . .</u>        | <u>15</u>  | <u>8</u>    | <u>4</u>        | <u>2</u>  | <u>1</u>              |
| A-25 . . . . .                 | 2          | 2           | -               | -         | -                     |
| B-17 . . . . .                 | 1          | -           | -               | -         | 1                     |
| B-24 . . . . .                 | 1          | 1           | -               | -         | -                     |
| B-25 . . . . .                 | 1          | -           | 1               | -         | -                     |
| B-26 . . . . .                 | 6          | 4           | -               | 2         | -                     |
| B-29 . . . . .                 | 1          | 1           | -               | -         | -                     |
| FB2-B . . . . .                | 3          | -           | 3               | -         | -                     |
| <u>Fighter . . . . .</u>       | <u>187</u> | <u>144</u>  | <u>21</u>       | <u>19</u> | <u>3</u>              |
| F-47 . . . . .                 | 65         | 62          | 3               | -         | -                     |
| F-51 . . . . .                 | 42         | 37          | 5               | -         | -                     |
| F-84 . . . . .                 | 24         | 17          | 4               | -         | 3                     |
| F6F . . . . .                  | 7          | 3           | -               | 4         | -                     |
| F8F . . . . .                  | 27         | 12          | -               | 15        | -                     |
| Spitfire . . . . .             | 22         | 13          | 9               | -         | -                     |
| <u>Reconn. . . . .</u>         | <u>15</u>  | <u>1</u>    | <u>13</u>       | <u>1</u>  | <u>-</u>              |
| RB-25 . . . . .                | 1          | 1           | -               | -         | -                     |
| FB-26 . . . . .                | 13         | -           | 13              | -         | -                     |
| RB-26 . . . . .                | 1          | -           | -               | 1         | -                     |
| <u>Cargo . . . . .</u>         | <u>37</u>  | <u>17</u>   | <u>20</u>       | <u>-</u>  | <u>-</u>              |
| C-46 . . . . .                 | 11         | 4           | 7               | -         | -                     |
| C-47 . . . . .                 | 26         | 13          | 13              | -         | -                     |
| <u>Trainer . . . . .</u>       | <u>106</u> | <u>55</u>   | <u>20</u>       | <u>1</u>  | <u>30</u>             |
| T-6/16 . . . . .               | 81         | 42          | 8               | 1         | 30                    |
| T-11 . . . . .                 | 8          | 8           | -               | -         | -                     |
| T-13 . . . . .                 | 9          | -           | 9               | -         | -                     |
| T-17 . . . . .                 | 5          | 4           | 1               | -         | -                     |
| T-26 . . . . .                 | 1          | -           | 1               | -         | -                     |
| PA-11 . . . . .                | 1          | -           | 1               | -         | -                     |
| Moth . . . . .                 | 1          | 1           | -               | -         | -                     |
| <u>Communication . . . . .</u> | <u>5</u>   | <u>-</u>    | <u>5</u>        | <u>-</u>  | <u>-</u>              |
| L-5 . . . . .                  | 1          | -           | 1               | -         | -                     |
| Auster . . . . .               | 4          | -           | 4               | -         | -                     |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 8

USAF SUPPORTED AIRCRAFT ON HAND IN MDAF COUNTRIES BY TITLE AND COUNTRY - QUARTERLY, F.Y. 1952

| Title and Country          | 30 June 1951 |            |            | 30 September 1951 |            |            | 31 December 1951 |            |            | 31 March 1952 |            |            | 30 June 1952 |             |            |
|----------------------------|--------------|------------|------------|-------------------|------------|------------|------------------|------------|------------|---------------|------------|------------|--------------|-------------|------------|
|                            | Total        | Active     | Inactive   | Total             | Active     | Inactive   | Total            | Active     | Inactive   | Total         | Active     | Inactive   | Total        | Active      | Inactive   |
| <u>Title I</u> . . . . .   | <u>1079</u>  | <u>777</u> | <u>302</u> | <u>1167</u>       | <u>837</u> | <u>330</u> | <u>1224</u>      | <u>852</u> | <u>372</u> | <u>1396</u>   | <u>970</u> | <u>426</u> | <u>1566</u>  | <u>1106</u> | <u>460</u> |
| Belgium . . . . .          | 125          | 88         | 37         | 142               | 106        | 36         | 140              | 100        | 40         | 141           | 105        | 36         | 127          | 97          | 30         |
| Denmark . . . . .          | 20           | 5          | 15         | 28                | 13         | 15         | 27               | 12         | 15         | 26            | 11         | 15         | 17           | 17          | -          |
| France . . . . .           | 418          | 269        | 149        | 452               | 290        | 162        | 491              | 308        | 183        | 533           | 356        | 177        | 609          | 418         | 191        |
| Italy . . . . .            | 183          | 183        | -          | 177               | 177        | -          | 170              | 169        | 1          | 191           | 184        | 7          | 247          | 204         | 43         |
| Netherlands . . . . .      | 183          | 117        | 66         | 197               | 131        | 66         | 196              | 130        | 66         | 196           | 129        | 67         | 207          | 173         | 34         |
| Norway . . . . .           | 54           | 32         | 22         | 59                | 37         | 22         | 55               | 36         | 19         | 55            | 39         | 16         | 63           | 49          | 14         |
| Portugal . . . . .         | 27           | 18         | 9          | 28                | 19         | 9          | 62               | 33         | 29         | 94            | 80         | 14         | 94           | 74          | 20         |
| United Kingdom . . . . .   | 69           | 65         | 4          | 84                | 64         | 20         | 83               | 64         | 19         | 85            | 66         | 19         | 89           | 74          | 15         |
| Yugoslavia . . . . .       | -            | -          | -          | -                 | -          | -          | -                | -          | -          | 75            | -          | 75         | 113          | -           | 113        |
| <u>Title II</u> . . . . .  | <u>920</u>   | <u>657</u> | <u>263</u> | <u>911</u>        | <u>676</u> | <u>235</u> | <u>892</u>       | <u>692</u> | <u>200</u> | <u>903</u>    | <u>707</u> | <u>196</u> | <u>945</u>   | <u>746</u>  | <u>199</u> |
| Greece . . . . .           | 326          | 198        | 128        | 325               | 210        | 115        | 322              | 213        | 109        | 323           | 223        | 100        | 332          | 229         | 103        |
| Iran . . . . .             | 125          | 96         | 29         | 122               | 107        | 15         | 127              | 111        | 16         | 126           | 110        | 16         | 125          | 107         | 18         |
| Turkey . . . . .           | 469          | 363        | 106        | 464               | 359        | 105        | 443              | 368        | 75         | 454           | 374        | 80         | 488          | 410         | 78         |
| <u>Title III</u> . . . . . | <u>521</u>   | <u>376</u> | <u>145</u> | <u>1300</u>       | <u>855</u> | <u>445</u> | <u>1267</u>      | <u>954</u> | <u>313</u> | <u>1246</u>   | <u>941</u> | <u>305</u> | <u>1226</u>  | <u>948</u>  | <u>278</u> |
| Philippines . . . . .      | 214          | 135        | 79         | 214               | 127        | 87         | 210              | 127        | 83         | 202           | 124        | 78         | 191          | 126         | 65         |
| Thailand . . . . .         | 158          | 113        | 45         | 238               | 156        | 82         | 261              | 230        | 31         | 266           | 220        | 46         | 260          | 197         | 63         |
| Vietnam (Indo-China)       | 149          | 128        | 21         | 149               | 131        | 18         | 140              | 128        | 12         | 137           | 133        | 4          | 152          | 139         | 13         |
| NGRC (Formosa)             | a/           | a/         | a/         | 699               | 441        | 258        | 656              | 469        | 187        | 641           | 464        | 177        | 623          | 486         | 137        |

a/ No reports required from Formosa prior to September 1951.

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.



TABLE 9 - USAF AIRCRAFT SHIPMENTS TO MDAP COUNTRIES - TITLES I, II AND III, F.Y. 1952

| Type, Model and Series | Cumulative Shipments As of 30 Jun '51 | SHIPMENTS DURING |     |     |     |     |     |          |     |     |     |     |     | Total Shipments to date |
|------------------------|---------------------------------------|------------------|-----|-----|-----|-----|-----|----------|-----|-----|-----|-----|-----|-------------------------|
|                        |                                       | Jul 1951         | Aug | Sep | Oct | Nov | Dec | Jan 1952 | Feb | Mar | Apr | May | Jun |                         |
| <u>Title I</u>         | 425                                   | 58               | 69  | 2   | 45  | 39  | 20  | 82       | 94  | 162 | 108 | 101 | 73  | 1278                    |
| Belgium                | 20                                    | -                | 19  | -   | -   | -   | -   | 2        | 7   | 31  | 2   | 25  | 13  | 119                     |
| F-84E                  | 4                                     | -                | 17  | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 21                      |
| F-84G                  | -                                     | -                | -   | -   | -   | -   | -   | -        | 7   | 28  | 2   | 25  | 13  | 75                      |
| T-6D                   | 16                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 16                      |
| T-33A                  | -                                     | -                | 2   | -   | -   | -   | -   | 2        | -   | 3   | -   | -   | -   | 7                       |
| Denmark                | 20                                    | -                | 6   | 2   | -   | -   | -   | -        | -   | 13  | 3   | 10  | 11  | 65                      |
| F-84E                  | -                                     | -                | 6   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 6                       |
| F-84G                  | -                                     | -                | -   | -   | -   | -   | -   | -        | -   | 13  | 3   | 10  | 11  | 37                      |
| PBY-5A                 | -                                     | -                | -   | 2   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 2                       |
| T-6D                   | 20                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 20                      |
| France                 | 102                                   | 26               | 15  | -   | 37  | 13  | -   | 33       | 10  | 21  | 63  | 6   | 3   | 329                     |
| F-84E                  | 17                                    | 16               | 13  | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 46                      |
| F-84G                  | -                                     | -                | -   | -   | -   | -   | -   | 24       | -   | 19  | 54  | 2   | -   | 99                      |
| C-45F                  | 1                                     | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 1                       |
| T-6D                   | 84                                    | 10               | -   | -   | -   | -   | -   | -        | 4   | 1   | 1   | -   | -   | 100                     |
| T-6G                   | -                                     | -                | -   | 33  | -   | -   | -   | 7        | 1   | 1   | 1   | -   | -   | 48                      |
| T-33A                  | -                                     | -                | 2   | 4   | 5   | 8   | -   | 2        | 5   | 7   | 7   | 4   | 3   | 35                      |
| Italy                  | 195                                   | -                | -   | -   | -   | -   | -   | -        | 23  | 31  | 25  | 14  | -   | 288                     |
| F-47D                  | 75                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 75                      |
| F-51D                  | 100                                   | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 100                     |
| F-84G                  | -                                     | -                | -   | -   | -   | -   | -   | -        | 2   | 22  | 25  | 14  | -   | 63                      |
| T-6D                   | 20                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 20                      |
| T-6G                   | -                                     | -                | -   | -   | -   | -   | -   | -        | 21  | 9   | -   | -   | -   | 30                      |
| Netherlands            | 9                                     | 23               | 17  | -   | -   | -   | -   | -        | 10  | 25  | 6   | 32  | 31  | 153                     |
| F-84E                  | 4                                     | -                | 17  | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 21                      |
| F-84G                  | -                                     | -                | -   | -   | -   | -   | -   | -        | 10  | 25  | 6   | 32  | 29  | 102                     |
| T-7                    | 5                                     | 23               | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 28                      |
| T-33A                  | -                                     | -                | 6   | -   | -   | -   | -   | -        | -   | -   | -   | -   | 2   | 2                       |
| Norway                 | 10                                    | -                | 6   | -   | -   | -   | -   | -        | -   | 13  | -   | 9   | 10  | 48                      |
| F-84E                  | -                                     | -                | 6   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 6                       |
| F-84G                  | -                                     | -                | -   | -   | -   | -   | -   | -        | -   | 13  | -   | 9   | 10  | 32                      |
| C-47                   | 10                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 10                      |
| Portugal               | -                                     | -                | -   | 8   | 26  | -   | -   | 13       | 18  | 4   | -   | 2   | -   | 71                      |
| F-47D                  | -                                     | -                | -   | -   | 14  | -   | -   | 13       | 18  | 3   | -   | 2   | -   | 50                      |
| SA-16A                 | -                                     | -                | -   | -   | -   | -   | -   | -        | -   | 1   | -   | -   | -   | 1                       |
| T-6G                   | -                                     | -                | -   | 8   | 12  | -   | -   | -        | -   | -   | -   | -   | -   | 20                      |
| United Kingdom         | 69                                    | 9                | 6   | -   | -   | -   | -   | 2        | -   | -   | 2   | 1   | 1   | 90                      |
| B-29                   | 69                                    | 9                | 6   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 84                      |
| RB-29                  | -                                     | -                | -   | -   | -   | -   | -   | -        | -   | -   | 2   | 1   | -   | 3                       |
| P2V-5                  | -                                     | -                | -   | -   | -   | -   | -   | 2        | -   | -   | -   | -   | 1   | 3                       |
| Yugoslavia             | -                                     | -                | -   | -   | -   | -   | 20  | 32       | 26  | 24  | 7   | 2   | 4   | 115                     |
| F-47D                  | -                                     | -                | -   | -   | -   | -   | 20  | 32       | 26  | 24  | 7   | 2   | 4   | 115                     |
| <u>Title II</u>        | -                                     | 8                | 2   | -   | -   | 2   | -   | 2        | 17  | 14  | 39  | 39  | -   | 123                     |
| Greece                 | -                                     | -                | 2   | -   | -   | -   | -   | -        | 8   | 7   | 8   | 10  | -   | 35                      |
| F-84G                  | -                                     | -                | -   | -   | -   | -   | -   | -        | 8   | 8   | 8   | 10  | -   | 32                      |
| T-33A                  | -                                     | -                | 2   | -   | -   | -   | -   | -        | -   | 1   | -   | -   | -   | 3                       |
| Iran                   | -                                     | 8                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 8                       |
| PT-13                  | -                                     | 2                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 2                       |
| L-4                    | -                                     | 6                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 6                       |
| Turkey                 | -                                     | -                | -   | -   | 2   | -   | -   | 2        | 9   | 7   | 31  | 29  | -   | 80                      |
| F-84G                  | -                                     | -                | -   | -   | -   | -   | -   | 2        | 8   | 7   | 28  | 29  | -   | 72                      |
| T-33A                  | -                                     | -                | -   | -   | 2   | -   | -   | 2        | 1   | 3   | -   | -   | -   | 8                       |
| <u>Title III</u>       | 217                                   | 5                | 50  | -   | -   | -   | -   | -        | 8   | 9   | 9   | -   | 16  | 314                     |
| Korea                  | 10                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 10                      |
| F-51D                  | 10                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 10                      |
| Philippines            | 54                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 54                      |
| F-51D                  | 50                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 50                      |
| C-47                   | 4                                     | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 4                       |
| Thailand               | 30                                    | -                | 50  | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 80                      |
| F-8F                   | -                                     | -                | 50  | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 50                      |
| T-6F                   | 30                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 30                      |
| Vietnam                | 123                                   | 5                | -   | -   | -   | -   | -   | -        | 8   | 9   | 9   | -   | 16  | 170                     |
| B-26                   | 25                                    | -                | -   | -   | -   | -   | -   | -        | 8   | -   | -   | -   | -   | 41                      |
| F-8F                   | 90                                    | -                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | 16  | 106                     |
| RB-26                  | -                                     | 5                | -   | -   | -   | -   | -   | -        | -   | -   | -   | -   | -   | 5                       |
| C-47                   | 8                                     | -                | -   | -   | -   | -   | -   | -        | -   | 1   | 9   | -   | -   | 18                      |

SOURCE: Material Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 10 - USAF SUPPORTED AIRCRAFT IN TITLE I, II, AND III COUNTRIES BY TYPE AND MODEL-QUARTERLY FY52

| Type and Model                       | 30 June 1951 |              |            | 30 September 1951 |              |              | 31 December 1951 |              |            | 31 March 1952 |              |            | 30 June 1952 |              |            |
|--------------------------------------|--------------|--------------|------------|-------------------|--------------|--------------|------------------|--------------|------------|---------------|--------------|------------|--------------|--------------|------------|
|                                      | Total        | Active       | Inactive   | Total             | Active       | Inactive     | Total            | Active       | Inactive   | Total         | Active       | Inactive   | Total        | Active       | Inactive   |
| <b>Total . . . . .</b>               | <b>2,520</b> | <b>1,810</b> | <b>710</b> | <b>3,378</b>      | <b>2,368</b> | <b>1,010</b> | <b>3,383</b>     | <b>2,498</b> | <b>885</b> | <b>3,545</b>  | <b>2,618</b> | <b>927</b> | <b>3,737</b> | <b>2,800</b> | <b>937</b> |
| <b>Bomber . . . . .</b>              | <b>172</b>   | <b>133</b>   | <b>39</b>  | <b>241</b>        | <b>168</b>   | <b>73</b>    | <b>225</b>       | <b>171</b>   | <b>54</b>  | <b>238</b>    | <b>174</b>   | <b>64</b>  | <b>241</b>   | <b>184</b>   | <b>57</b>  |
| A-25 . . . . .                       | 41           | 24           | 17         | 47                | 26           | 21           | 47               | 30           | 17         | 47            | 24           | 23         | 45           | 26           | 19         |
| B-17 . . . . .                       | 1            | -            | 1          | 1                 | -            | 1            | -                | -            | -          | -             | -            | -          | -            | -            | -          |
| B-24 . . . . .                       | -            | -            | -          | 22                | 19           | 3            | 22               | 18           | 4          | 21            | 16           | 5          | 21           | 17           | 4          |
| B-25 . . . . .                       | -            | -            | -          | 20                | 9            | 11           | 18               | 14           | 4          | 18            | 15           | 3          | 18           | 13           | 5          |
| B-26 . . . . .                       | 52           | 41           | 11         | 56                | 46           | 10           | 47               | 40           | 7          | 59            | 50           | 9          | 63           | 53           | 10         |
| B-29 . . . . .                       | 69           | 65           | 4          | 84                | 64           | 20           | 83               | 64           | 19         | 83            | 64           | 19         | 83           | 68           | 15         |
| PBY-5 . . . . .                      | -            | -            | -          | 2                 | 2            | -            | 2                | 2            | -          | 2             | 2            | -          | 2            | 2            | -          |
| PB2B . . . . .                       | 9            | 3            | 6          | 9                 | 2            | 7            | 6                | 3            | 3          | 6             | 1            | 5          | 6            | 2            | 4          |
| P2V-5 . . . . .                      | -            | -            | -          | -                 | -            | -            | -                | -            | -          | 2             | 2            | -          | 3            | 3            | -          |
| <b>Fighter . . . . .</b>             | <b>903</b>   | <b>654</b>   | <b>249</b> | <b>1,115</b>      | <b>797</b>   | <b>318</b>   | <b>1,107</b>     | <b>870</b>   | <b>237</b> | <b>1,227</b>  | <b>925</b>   | <b>302</b> | <b>1,461</b> | <b>1,077</b> | <b>384</b> |
| F-47 . . . . .                       | 476          | 317          | 159        | 512               | 355          | 157          | 507              | 353          | 154        | 605           | 389          | 216        | 626          | 398          | 228        |
| F-51 . . . . .                       | 179          | 161          | 18         | 240               | 204          | 36           | 230              | 199          | 31         | 215           | 191          | 24         | 205          | 189          | 16         |
| F-84 . . . . .                       | 24           | 20           | 4          | 94                | 73           | 21           | 90               | 84           | 6          | 149           | 124          | 25         | 384          | 285          | 99         |
| F6F . . . . .                        | 29           | 29           | -          | 28                | 25           | 3            | 28               | 25           | 3          | 24            | 23           | 1          | 28           | 20           | 8          |
| F8F . . . . .                        | 89           | 68           | 21         | 136               | 80           | 56           | 129              | 120          | 9          | 116           | 114          | 2          | 112          | 104          | 8          |
| Spitfire . . . . .                   | 106          | 59           | 47         | 105               | 60           | 45           | 123              | 89           | 34         | 118           | 84           | 34         | 106          | 81           | 25         |
| <b>Reconnaissance . . . . .</b>      | <b>-</b>     | <b>-</b>     | <b>-</b>   | <b>20</b>         | <b>3</b>     | <b>17</b>    | <b>10</b>        | <b>7</b>     | <b>3</b>   | <b>10</b>     | <b>7</b>     | <b>3</b>   | <b>13</b>    | <b>12</b>    | <b>1</b>   |
| RB-25 . . . . .                      | -            | -            | -          | 4                 | -            | 4            | 3                | 2            | 1          | 3             | 2            | 1          | 3            | 2            | 1          |
| FB-26 . . . . .                      | -            | -            | -          | 13                | 2            | 11           | -                | -            | -          | -             | -            | -          | -            | -            | -          |
| RB-26 . . . . .                      | -            | -            | -          | -                 | -            | -            | 4                | 4            | -          | 4             | 4            | -          | 4            | 4            | -          |
| RB-29 . . . . .                      | -            | -            | -          | -                 | -            | -            | -                | -            | -          | -             | -            | -          | 3            | 3            | -          |
| RF-38 . . . . .                      | -            | -            | -          | 3                 | 1            | 2            | 3                | 1            | 2          | 3             | 1            | 2          | 3            | 3            | -          |
| <b>Search &amp; Rescue . . . . .</b> | <b>-</b>     | <b>-</b>     | <b>-</b>   | <b>-</b>          | <b>-</b>     | <b>-</b>     | <b>-</b>         | <b>-</b>     | <b>-</b>   | <b>-</b>      | <b>-</b>     | <b>-</b>   | <b>1</b>     | <b>1</b>     | <b>-</b>   |
| SA-16 . . . . .                      | -            | -            | -          | -                 | -            | -            | -                | -            | -          | -             | -            | -          | 1            | 1            | -          |
| <b>Cargo . . . . .</b>               | <b>313</b>   | <b>233</b>   | <b>80</b>  | <b>511</b>        | <b>384</b>   | <b>127</b>   | <b>484</b>       | <b>384</b>   | <b>100</b> | <b>478</b>    | <b>366</b>   | <b>112</b> | <b>457</b>   | <b>365</b>   | <b>92</b>  |
| C-45 . . . . .                       | 34           | 23           | 11         | 35                | 24           | 11           | 34               | 25           | 9          | 34            | 25           | 9          | 34           | 23           | 11         |
| C-46 . . . . .                       | -            | -            | -          | 151               | 117          | 34           | 143              | 123          | 20         | 143           | 119          | 24         | 140          | 125          | 15         |
| C-47 . . . . .                       | 275          | 206          | 69         | 320               | 238          | 82           | 302              | 231          | 71         | 296           | 218          | 78         | 278          | 215          | 63         |
| C-54 . . . . .                       | 2            | 2            | -          | 3                 | 3            | -            | 3                | 3            | -          | 3             | 3            | -          | 3            | 1            | 2          |
| C-64 . . . . .                       | 2            | 2            | -          | 2                 | 2            | -            | 2                | 2            | -          | 2             | 1            | 1          | 2            | 1            | 1          |
| <b>Trainer . . . . .</b>             | <b>1,015</b> | <b>714</b>   | <b>301</b> | <b>1,363</b>      | <b>926</b>   | <b>437</b>   | <b>1,426</b>     | <b>977</b>   | <b>449</b> | <b>1,465</b>  | <b>1,054</b> | <b>411</b> | <b>1,435</b> | <b>1,082</b> | <b>353</b> |
| T-6/16 . . . . .                     | 767          | 527          | 240        | 974               | 694          | 280          | 1,019            | 719          | 300        | 1,046         | 780          | 266        | 1,012        | 800          | 212        |
| T-7 . . . . .                        | 28           | 28           | -          | 29                | 29           | -            | 29               | 29           | -          | 29            | -            | -          | 29           | 27           | 2          |
| T-11 . . . . .                       | 114          | 102          | 12         | 124               | 93           | 31           | 123              | 94           | 29         | 123           | 84           | 39         | 119          | 83           | 36         |
| T-13 . . . . .                       | 84           | 43           | 41         | 84                | 39           | 45           | 86               | 40           | 46         | 83            | 41           | 42         | 78           | 43           | 35         |
| T-17 . . . . .                       | -            | -            | -          | 119               | 50           | 69           | 119              | 68           | 51         | 117           | 71           | 46         | 116          | 74           | 42         |
| T-26 . . . . .                       | 3            | 1            | 2          | 3                 | 2            | 1            | 3                | 2            | 1          | 3             | 1            | 2          | 2            | -            | 2          |
| T-33 . . . . .                       | -            | -            | -          | 5                 | 2            | 3            | 20               | 7            | 13         | 32            | 20           | 12         | 46           | 27           | 19         |
| PA-11 . . . . .                      | -            | -            | -          | 6                 | 2            | 4            | 7                | 2            | 5          | 5             | 2            | 3          | 5            | 2            | 3          |
| Moth . . . . .                       | 19           | 13           | 6          | 19                | 15           | 4            | 20               | 16           | 4          | 19            | 18           | 1          | 19           | 17           | 2          |
| Firefly . . . . .                    | -            | -            | -          | -                 | -            | -            | -                | -            | -          | 8             | 8            | -          | 9            | 9            | -          |
| <b>Communications . . . . .</b>      | <b>117</b>   | <b>76</b>    | <b>41</b>  | <b>128</b>        | <b>90</b>    | <b>38</b>    | <b>131</b>       | <b>89</b>    | <b>42</b>  | <b>127</b>    | <b>92</b>    | <b>35</b>  | <b>129</b>   | <b>79</b>    | <b>50</b>  |
| L-4 . . . . .                        | 58           | 44           | 14         | 58                | 52           | 6            | 63               | 53           | 10         | 63            | 51           | 12         | 63           | 46           | 17         |
| L-5 . . . . .                        | 36           | 27           | 9          | 41                | 27           | 14           | 39               | 24           | 15         | 39            | 29           | 10         | 40           | 25           | 15         |
| L-17 . . . . .                       | 3            | 2            | 1          | 3                 | 3            | -            | 3                | 3            | -          | 3             | 3            | -          | 3            | 2            | 1          |
| H-5 . . . . .                        | -            | -            | -          | 2                 | 1            | 1            | 2                | 1            | 1          | 1             | 1            | 1          | 2            | 1            | 1          |
| H-13 . . . . .                       | -            | -            | -          | 1                 | 1            | -            | 1                | 1            | -          | 1             | 1            | -          | 1            | 1            | -          |
| H-47 . . . . .                       | -            | -            | -          | 3                 | 3            | -            | 3                | 3            | -          | 3             | 3            | -          | 3            | 3            | -          |
| Auster . . . . .                     | 20           | 3            | 17         | 20                | 3            | 17           | 20               | 4            | 16         | 16            | 4            | 12         | 16           | -            | 16         |
| K-225 . . . . .                      | -            | -            | -          | -                 | -            | -            | -                | -            | -          | -             | -            | -          | 1            | 1            | -          |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 11 - MUTUAL DEFENSE ASSISTANCE PROGRAM, SUPPLY ACTIONS AND SHIPMENTS FROM PORTS --  
BY MAJOR EQUIPMENT CATEGORY

(IN THOUSANDS OF DOLLARS)

| MAJOR EQUIPMENT CATEGORY                  | CUMULATIVE FISCAL YEARS<br>1950-1951-1952 |               |                     | SHIPMENTS FROM PORT - CUMULATIVE MONTHLY<br>FISCAL YEAR 1952 |             |                |              |          |
|---|---|---------------|---------------------|--|-------------|----------------|--------------|----------|
|   | PROGRAM                                   | SUPPLY ACTION | SHIPMENTS FROM PORT | JULY 1951  | AUGUST 1951 | SEPTEMBER 1951 | OCTOBER 1951 |          |
| NON-REIMBURSABLE MATERIEL                 |   |               |                     |  |             |                |              |          |
| TOTAL                                     | 3,294,623                                 | 2,891,936     | 389,970             | 136,576  | 177,060     | 198,019        | 211,366      |          |
| VALUE OF EQUIPMENT - TOTAL                | 3,247,462                                 | 2,850,327     | 389,970             | 136,576  | 177,060     | 198,019        | 211,366      |          |
| Acft. & Aero. Equip.                      | 2,168,876                                 | 1,972,783     | 323,829             | 117,265  | 152,009     | 162,556        | 171,806      |          |
| Radios & Radar                            | 309,080                                   | 281,332       | 5,098               | 1,799  | 1,958       | 2,015          | 2,135        |          |
| Engineering Equip. & Sup.                 | 98,617                                    | 89,958        | 9,033               | 1,026  | 1,241       | 3,768          | 3,891        |          |
| Artillery                                 | 74,055                                    | 35,155        | 313                 | c/   | c/          | 250            | 272          |          |
| Quartermaster Equip. & Sup.               | 263,038                                   | 160,406       | 20,391              | 391  | 392         | 5,313          | 6,754        |          |
| Bombs, Rockets, & Misc. Ammo.             | 304,338                                   | 287,433       | 29,778              | 16,028   | 21,393      | 22,854         | 25,240       |          |
| Tng. Equip., Maint. & Sup.                | 27,856                                    | 21,825        | 1,379               | d/   | d/          | 1,196          | 1,201        |          |
| Petroleum Oil & Lub. for Acft.            | 1,541                                     | 1,374         | 80                  | 6  | 6           | 6              | 6            |          |
| Petroleum Oil & Lub. for Other than Acft. | 61  | 61            | 69                  | 61   | 61          | 61             | 61           |          |
| REPAIR & REHAB. OF EXCESS STOCKS - TOTAL  | 47,161                                    | 41,609        | b/                  | b/   | -           | -              | -            |          |
| REIMBURSABLE MATERIEL                     |   |               |                     |  |             |                |              |          |
| TOTAL                                     | 319,688                                   | 303,268       | 33,706              | 2,541  | 3,223       | 6,766          | 16,545       |          |
| Acft. & Aero. Equip.                      | 314,320                                   | 301,036       | 32,112              | 2,508  | 3,190       | 6,733          | 16,512       |          |
| Radios & Radar                            | 159                                       | 71            | 69                  | -  | -           | -              | -            |          |
| Engineering Equip. & Sup.                 | 55  | 55            | -                   | -  | -           | -              | -            |          |
| Artillery                                 | 206                                       | 147           | 33                  | 33   | 33          | 33             | 33           |          |
| Quartermaster Equip. & Sup.               | 584                                       | 326           | 97                  | -  | -           | -              | -            |          |
| Bombs, Rockets, & Misc. Ammo.             | 3,931                                     | 1,235         | 1,384               | -  | -           | -              | -            |          |
| Tng. Equip., Maint. Parts & Supplies      | 433                                       | 398           | 11                  | -  | -           | -              | -            |          |
|   | NOV - 1951                                | DEC - 1951    | JAN-1952            | FEB-1952   | MAR-1952    | APR-1952       | MAY-1952     | JUN-1952 |
| NON-REIMBURSABLE MATERIEL                 |   |               |                     |  |             |                |              |          |
| TOTAL                                     | 214,968                                   | 222,581       | 241,560             | 258,695  | 273,882     | 300,038        | 369,055      | 389,970  |
| VALUE OF EQUIPMENT - TOTAL                | 214,963                                   | 222,581       | 241,560             | 258,695  | 273,882     | 300,038        | 369,055      | 389,970  |
| Acft. & Aero. Equip.                      | 173,107                                   | 178,045       | 187,955             | 202,501  | 215,129     | 239,113        | 304,985      | 323,829  |
| Radios & Radar                            | 2,436                                     | 3,171         | 3,656               | 3,830  | 4,124       | 4,544          | 4,950        | 5,098    |
| Engineering Equip. & Sup.                 | 4,042                                     | 4,105         | 5,088               | 6,591  | 7,746       | 8,221          | 8,968        | 9,033    |
| Artillery                                 | 273                                       | 283           | 312                 | 312  | 312         | 313            | 313          | 313      |
| Quartermaster Equip. & Sup.               | 7,456                                     | 8,730         | 13,642              | 14,544   | 15,437      | 16,618         | 18,586       | 20,391   |
| Bombs, Rockets, & Misc. Ammo.             | 26,379                                    | 27,218        | 29,513              | 29,513   | 29,729      | 29,779         | 29,781       | 29,778   |
| Tng. Equip., Maint., Parts & Supplies     | 1,203                                     | 954           | 1,279               | 1,284  | 1,284       | 1,329          | 1,325        | 1,379    |
| Petroleum Oil & Lub. for Acft.            | 6   | 8             | 46                  | 46   | 54          | 54             | 80           | 80       |
| Petroleum Oil & Lub. for Other than Acft. | 61  | 67            | 69                  | 74   | 67          | 67             | 67           | 69       |
| REPAIR & REHAB. OF EXCESS STOCKS - TOTAL  | -   | -             | -                   | -  | -           | -              | -            | -        |
| REIMBURSABLE MATERIEL                     |   |               |                     |  |             |                |              |          |
| TOTAL                                     | 17,325                                    | 28,238        | 35,081              | 29,477   | 30,400      | 32,007         | 32,345       | 33,706   |
| Acft. & Aero. Equip.                      | 17,151                                    | 27,411        | 34,164              | 28,010   | 28,913      | 30,507         | 30,782       | 32,112   |
| Radios & Radar                            | 2   | 3             | 10                  | 13   | 28          | 39             | 67           | 69       |
| Engineering Equip. & Sup.                 | -   | -             | -                   | -  | -           | -              | -            | -        |
| Artillery                                 | 33  | 33            | 33                  | 33   | 33          | 33             | 33           | 33       |
| Quartermaster Equip. & Sup.               | -   | 8             | 24                  | 33   | 38          | 40             | 73           | 97       |
| Bombs, Rockets, and Misc. Ammo.           | 139                                       | 780           | 845                 | 1,383  | 1,383       | 1,383          | 1,383        | 1,384    |
| Tng. Equip., Maint., Parts & Supplies     | -   | 3             | 5                   | 5  | 5           | 5              | 7            | 11       |

a/ Mutual Defense Assistance Act of 1949 enacted into law 6 October 1949 - supply actions initiated January or February 1950

b/ Not applicable

c/ Included in Bombs, Rockets & Misc. Ammo.

d/ Included in Aircraft & Aeronautical Equipment

SOURCE: Materiel Statistics Division Director of Statistical Services DCS/C

TABLE 12 - MUTUAL DEFENSE ASSISTANCE PROGRAM, SUPPLY ACTIONS AND SHIPMENTS FROM PORTS - BY COUNTRY

(IN THOUSANDS OF DOLLARS)

| TITLE & COUNTRY                 | CUMULATIVE FISCAL YEARS<br>1950a/ - 1951 - 1952 |                   |                        | SHIPMENTS FROM PORT - CUMULATIVE MONTHLY<br>FISCAL YEAR - 1952 |             |             |             |
|---------------------------------|---|-------------------|------------------------|--|-------------|-------------|-------------|
|                                 | Program   | Supply<br>Actions | Shipments<br>from Port | Jul<br>1951  | Aug<br>1951 | Sep<br>1951 | Oct<br>1951 |
|                                 | NON-REIMBURSABLE MATERIEL EFFORT                |                   |                        |  |             |             |             |
| TOTAL                           | 3,294,623                                       | 2,891,936         | 389,970                | 136,576  | 178,521     | 196,348     | 211,366     |
| VALUE OF EQUIPMENT - TOTAL      | 3,247,462                                       | 2,850,327         | 389,970                | 136,576  | 178,521     | 196,348     | 211,366     |
| TITLE I - TOTAL                 | 2,628,693                                       | 2,387,258         | 302,839                | 99,970   | 140,153     | 152,996     | 164,112     |
| Belgium                         | 244,800   | 234,645           | 28,778                 | 3,805  | 5,365       | 7,618       | 10,195      |
| Denmark                         | 82,684  | 84,127            | 14,354                 | 1,853  | 3,201       | 3,518       | 4,556       |
| France                          | 681,811   | 588,813           | 64,573                 | 15,377   | 23,328      | 28,127      | 34,026      |
| France (Lisbon)                 | 56,400  | 56,400            | -                      | -  | -           | -           | -           |
| Italy                           | 353,239   | 343,819           | 37,170                 | 19,347   | 21,327      | 21,450      | 21,456      |
| Netherlands                     | 180,033   | 173,976           | 39,227                 | 6,501  | 9,680       | 14,495      | 14,894      |
| Norway                          | 158,251   | 151,233           | 17,402                 | 4,571  | 6,664       | 7,053       | 7,247       |
| Portugal                        | 103,639   | 106,137           | 6,788                  | 3  | 8           | 10          | 286         |
| United Kingdom                  | 461,094   | 391,748           | 82,947                 | 48,513   | 70,580      | 70,725      | 71,452      |
| Western Germany                 | 149,601   | 131,341           | -                      | -  | -           | -           | -           |
| Yugoslavia                      | 156,361   | 124,979           | 11,600                 | -  | -           | -           | -           |
| TITLE II - TOTAL                | 289,954   | 235,032           | 47,796                 | 13,678   | 14,455      | 14,656      | 15,879      |
| Greece                          | 110,730   | 92,554            | 22,376                 | 8,002  | 8,552       | 8,678       | 9,796       |
| Iran                            | 5,578   | 6,340             | 1,128                  | 900  | 956         | 976         | 989         |
| Turkey                          | 173,646   | 136,138           | 24,292                 | 4,776  | 4,947       | 5,002       | 5,094       |
| TITLE III - TOTAL               | 317,210   | 227,210           | 39,335                 | 22,928   | 23,913      | 28,696      | 31,375      |
| Formosa                         | 119,741   | 76,371            | 1,240                  | -  | -           | 2           | 90          |
| French Indo-China               | 142,556   | 111,913           | 24,996                 | 17,544   | 17,763      | 17,772      | 19,694      |
| French Indo-China (Lisbon)      | 3,600   | 3,600             | -                      | -  | -           | -           | -           |
| Korea (O/S Transfers)           | 619   | 529               | 529                    | 529  | 529         | 529         | 739a/       |
| Philippines                     | 24,036  | 11,254            | 4,888                  | 3,524  | 4,283       | 4,291       | 4,349       |
| Thailand                        | 26,658  | 23,543            | 7,682                  | 1,331  | 1,338       | 6,102       | 6,503       |
| TITLE IV - TOTAL                | 11,605  | 827               | -                      | -  | -           | -           | -           |
| Brazil                          | 4,768   | -                 | -                      | -  | -           | -           | -           |
| Chile                           | 1,618   | -                 | -                      | -  | -           | -           | -           |
| Columbia                        | 1,163   | 290               | -                      | -  | -           | -           | -           |
| Cuba                            | 607   | 162               | -                      | -  | -           | -           | -           |
| Ecuador                         | 1,102   | 152               | -                      | -  | -           | -           | -           |
| Peru                            | 1,547   | 223               | -                      | -  | -           | -           | -           |
| Uruguay                         | 800   | -                 | -                      | -  | -           | -           | -           |
| REPAIR & REHAB OF EXCESS STOCKS | 47,161  | 41,609            | b/                     | -  | -           | -           | -           |

| TITLE & COUNTRY                  | Nov<br>1951 | Dec<br>1951 | Jan<br>1952 | Feb<br>1952 | Mar<br>1952 | Apr<br>1952 | May<br>1952 | Jun<br>1952 |
|----------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| TOTAL                            | 214,605     | 222,159     | 242,960     | 258,965     | 273,882     | 300,038     | 369,055     | 389,970     |
| VALUE OF EQUIPMENT - TOTAL       | 214,605     | 222,159     | 242,960     | 258,965     | 273,882     | 300,038     | 369,055     | 389,970     |
| TITLE I - TOTAL                  | 165,911     | 171,908     | 187,485     | 196,952     | 210,043     | 229,355     | 282,545     | 302,839     |
| Belgium                          | 10,582      | 10,638      | 10,682      | 11,969      | 13,367      | 17,189      | 25,440      | 28,778      |
| Denmark                          | 4,563       | 4,566       | 4,830       | 4,831       | 5,065       | 7,874       | 11,831      | 14,354      |
| France                           | 34,176      | 35,124      | 41,959      | 43,208      | 46,295      | 47,242      | 63,023      | 64,573      |
| France (Lisbon)                  | -           | -           | -           | -           | -           | -           | -           | -           |
| Italy                            | 21,485      | 21,600      | 21,698      | 21,759      | 23,823      | 27,071      | 37,136      | 37,170      |
| Netherlands                      | 15,760      | 15,806      | 15,817      | 16,538      | 18,272      | 21,800      | 32,100      | 39,227      |
| Norway                           | 7,303       | 8,003       | 8,662       | 8,879       | 9,292       | 12,625      | 15,080      | 17,402      |
| Portugal                         | 289         | 2,702       | 3,620       | 5,512       | 5,517       | 5,930       | 6,221       | 6,788       |
| United Kingdom                   | 71,753      | 71,771      | 75,802      | 77,688      | 80,334      | 81,094      | 81,322      | 82,947      |
| Western Germany                  | -           | -           | -           | -           | -           | -           | -           | -           |
| Yugoslavia                       | -           | 1,698       | 4,415       | 6,568       | 8,078       | 8,530       | 10,392      | 11,600      |
| TITLE II - TOTAL                 | 16,931      | 17,087      | 21,096      | 25,432      | 26,709      | 30,423      | 47,494      | 47,796      |
| Greece                           | 10,309      | 10,408      | 13,229      | 15,711      | 16,962      | 17,140      | 22,176      | 22,376      |
| Iran                             | 1,011       | 1,017       | 1,114       | 1,122       | 1,127       | 1,128       | 1,128       | 1,128       |
| Turkey                           | 5,611       | 5,662       | 6,754       | 8,599       | 8,620       | 12,155      | 24,190      | 24,292      |
| TITLE III - TOTAL                | 31,763      | 33,164      | 34,379      | 36,311      | 37,130      | 40,260      | 39,016      | 39,935      |
| Formosa                          | 244         | 636         | 721         | 746         | 747         | 954         | 1,194       | 1,240       |
| French Indo-China                | 19,768      | 20,331      | 21,272      | 22,996      | 23,584      | 26,434      | 28,889      | 24,996      |
| French Indo-China (Lisbon)       | -           | -           | -           | -           | -           | -           | -           | -           |
| Korea (O/S Transfers)            | 529         | 529         | 529         | 529         | 529         | 529         | 529         | 529         |
| Philippines                      | 4,429       | 4,545       | 4,799       | 4,804       | 4,812       | 4,815       | 4,840       | 4,888       |
| Thailand                         | 6,793       | 7,123       | 7,058       | 7,236       | 7,458       | 7,528       | 7,567       | 7,682       |
| TITLE IV - TOTAL                 | -           | -           | -           | -           | -           | -           | -           | -           |
| Brazil                           | -           | -           | -           | -           | -           | -           | -           | -           |
| Chile                            | -           | -           | -           | -           | -           | -           | -           | -           |
| Columbia                         | -           | -           | -           | -           | -           | -           | -           | -           |
| Ecuador                          | -           | -           | -           | -           | -           | -           | -           | -           |
| Peru                             | -           | -           | -           | -           | -           | -           | -           | -           |
| Uruguay                          | -           | -           | -           | -           | -           | -           | -           | -           |
| REPAIR & REHAB. OF EXCESS STOCKS | -           | -           | -           | -           | -           | -           | -           | -           |

a/ Not applicable

b/ Includes repair and rehabilitation of Excess Stocks - \$210,000 - to Korea



**Personnel and Training**  
**Military and Civilian**

**Part XV**



# PERSONNEL

## MILITARY PERSONNEL

### DEFINITIONS

#### AERONAUTICAL STATUS

The general grouping of Air Force personnel with reference to their aeronautical rating, aeronautical designation and flying status. The principal groupings are:

1. Rated Personnel: USAF Officers who have been awarded an aeronautical rating of Pilot or Aircraft Observer on personnel orders per authority AFR 50-7.
2. Non-Rated Personnel: Personnel who do not have an aeronautical rating of Pilot or Aircraft Observer, including personnel who have aeronautical designation, e. g. Flight Surgeon, Aviation Medical Examiner, Flight Nurse, Non-Rated Crew Member and Non-Rated Non-Crew Member, even though such personnel may be on flying status.

#### AIR CREW

A stipulated number of air crew personnel designated to operate an aircraft on an assigned mission. (For single-place aircraft, "air crew" equals "air crew personnel.")

#### AIR CREW PERSONNEL

Personnel whose current principal duty is occupancy of an air crew position. Included are tactical air crew personnel, instructors, USAF air crew school personnel, transport aircraft crew personnel, and administrative crew personnel whose principal duty is flying.

#### AIR FORCE COMMAND STRENGTH

All military personnel ( permanent party and pipeline, USAF, SCARWAF, and Navy ) who are assigned to Air Force units. This strength is chargeable against the personnel ceiling of the Department of the Air Force and is under the command jurisdiction of the Chief of Staff, USAF.

1. Command Strength - Continental: The total strength of military personnel who are assigned to units of which the Headquarters have permanent station location in the Continental US or to units which are enroute between Continental and Oversea stations but are assigned to a Continental Command or to the ZI portion of a Global Command.
2. Command Strength - Oversea: The total strength of military personnel who are assigned to units of which the Headquarters have permanent station location outside the Continental US or to units which are enroute between Continental and Oversea stations but are assigned to an Oversea Command or to the oversea portion of a Global Command.
3. Command Strength - Worldwide: The total strength of personnel assigned to Air Force units (USAF and SCARWAF) regardless of location.

#### AIR FORCE DEPARTMENTAL STRENGTH

The total strength of military personnel commissioned, appointed or enlisted in the United States Air Force, whether or not such personnel have been placed on duty with another Department.

#### AIR FORCE PERSONNEL

A general term comprising all military personnel (USAF, SCARWAF, or Navy) assigned to Air Force Units.

#### ASSIGNED STRENGTH

The total number of personnel (USAF, SCARWAF, or Navy) assigned to an Air Force Unit.

#### COMBAT READY AIR CREW

A complete air crew, present for duty, which a unit commander considers fully capable of performing the type of flying operation required of it by the tactical unit's combat mission. Complete air crews with other than tactical units will be considered combat ready if determined by the commander of the unit to which assigned or attached to be qualified, without further training, for immediate assignment to tactical units, in the capacity in which reported.

#### COMBAT READY AIR CREW PERSONNEL

Those personnel, present for duty, which the unit commander considers fully capable of performing the type of flying operations required of them by the tactical unit's combat mission. Personnel not in tactical units will be considered combat ready if determined by the commander of the unit to which assigned or attached to be qualified, without further training, for immediate assignment to tactical unit in the capacity in which reported.

## MILITARY PERSONNEL - CONTINUED

### DEFINITIONS

#### COMMAND

A major organizational division of the United States Air Force.

1. Continental Command: A Major Air Command whose command headquarters and subordinate units are located within the Continental United States.

2. Oversea Command: A Major Air Command whose command headquarters and subordinate units are located outside the Continental United States.

3. Global Command: A command whose command headquarters is located either inside or outside the Continental US and whose subordinate units are located both inside and outside Continental US.

#### COMMITTED UNITS

Units specifically designated by competent authority for combat operations or operations in direct support of combat operations; for example, units committed to the Korean air war.

#### COMPLETE AIR CREW

A crew which is fully manned in accordance with local crew position requirements of the type and model of aircraft in which reported.

#### DEPARTMENT OF AIR FORCE PERSONNEL

Military Personnel who have been commissioned, appointed, or enlisted in the United States Air Force.

#### DEPARTMENT OF ARMY PERSONNEL

Military Personnel who have been commissioned, appointed, or enlisted in the United States Army. Such personnel included herein are identified as SCARWAP.

#### DEPARTMENTAL STATUS

The basic department of the Department of Defense in which an individual is currently commissioned, appointed or enlisted, regardless of whether or not such individual has been placed on duty with another of the departments.

#### FUNCTIONAL GROUP

The general grouping of personnel according to their status as to permanent party or pipeline.

#### MILITARY USAF DECORATIONS

1. Awards for Heroism - Normally given for a single or a series of related acts for a single act or a series of related acts accomplished over a short period of a few days (not awarded to Civilians or Foreigners).

a. Medal of Honor - Awarded by the Department of Air Force only to any officer, non-commissioned officer or private in action involving actual conflict with an enemy for conspicuous gallantry and intrepidity at the risk of life above and beyond the call of duty.

b. Distinguished Service Cross - Awarded to persons (military, civilian, foreign) serving in any capacity for extraordinary heroism in connection with military operations against an armed enemy, so extraordinary as to set that individual apart from his comrades. During combat operations awarding is delegated to AF theater commanders.

c. Silver Star - Awarded to persons (military, civilian, foreign) serving in any capacity for gallantry which means heroism of a high degree involving risk of life in action not warranting the award of a Medal of Honor or Distinguished Service Cross. Awarded by Air Force Commanders during combat operations.

d. Distinguished Flying Cross - Awarded for heroism or extraordinary achievement while participating in aerial flight. Awarded by Air Force Commanders for U. S. Personnel during active combat operations to members of military, naval or air forces in any capacity with the Air Force.

e. Soldier's Medal - Awarded to members of military, naval or air forces serving in any capacity with the Air Force for heroism not involving actual conflict with the enemy. The act or acts of heroism must include voluntary risk of life and will not be made purely on the basis of saving a life. Awarding during active combat operations by Air Force Commanders.



MILITARY PERSONNEL - CONTINUED

DEFINITIONS

f. Bronze Star Medal (Valor) - Awarded to persons (military, civilian, foreign) serving in any capacity with the Air Force for heroic achievement not involving participation in aerial flight in actual combat against an enemy of the United States. The required achievements is less than that required for the Silver Star, but nevertheless must be accomplished with distinction. Awarding during active combat operations is delegated to the Air Force Commanders.

2. Meritorious Service Awards - Decorations for meritorious service are awarded for achievements or services, which are outstanding and exceptional when the individual is compared with others of like rank on similar type duties. Except for the Distinguished Service Medal, the position of the individual should have no relation to the degree of the award. Service as well as heroism decorations are primarily for wartime use.

a. Distinguished Service Medal - Awarded to persons serving in any capacity with the Air Force (The President has directed that no awards be made to civilians). Awarded to foreigners only in most exceptional circumstances. The awards are made by Department of the Air Force only for exceptional meritorious service to the Government in duty of great responsibility.

b. Legion of Merit - Awards made by the Air Force only to members of the armed forces of the United States and friendly foreign nations for exceptionally meritorious conduct in the performance of outstanding service. Recommendations must show superior performance. It may be awarded for specific accomplishments.

c. Distinguished Flying Cross - Awarding delegated to Air Force commanders for US Personnel to Air Force commanders during combat operations. Awards made to members of the military, naval and air forces serving in any capacity with the Air Force for extraordinary achievement while participating in aerial flights. Results accomplished must be so exceptional and outstanding as to clearly set the individual apart from his comrades who have been so recognized.

d. Bronze Star Medal - Awarded to persons (military, civilian, foreign) serving in any capacity with the Air Force for meritorious achievement or service, not involving participation in aerial flight, in connection with military operations against an enemy of the United States. The required achievement or service is less than that required for the Legion of Merit. Award is limited to active operational area. Awarding delegated to division commanders for US personnel; for foreigners to theater commanders. For acts or services since VE Day in Europe and VJ Day in Pacific, no delegation authorized below theater commander. Not awarded for service in Japan or China after 2 March 1946, other areas after 12 January 1946.

e. Air Medal - Awarded to persons (military, civilian, foreign) serving in any capacity with the Air Force, awarding being delegated to Air Force Commanders for US personnel during active operations; for foreigners to theater commanders and delegated to CG, USAFE, for certain airlift personnel.

f. Commendation Ribbon - Awarded to members of the United States serving in any capacity with the Air Force by Commanding Generals who are Lieutenant Generals or higher and certain other specified commanders to personnel below the grade of major for service longer than six months but authority to award delegated to CG, USAFE, for certain airlift personnel. All other awards made by the Department of the Air Force. Awards are made for service required in less exceptional than that required for the Legion of Merit, nevertheless must be accomplished with distinction. Same degree of service required as that for which the Bronze Star Medal or Air Medal is awarded.

g. Purple Heart - Awarded to members of the United States armed forces and American civilians serving with the armed forces for wounds received in action against an enemy of the United States or as a direct result of an act of such enemy provided such wounds necessitated treatment by a medical officer. (Includes frost bite, but excludes

## MILITARY PERSONNEL - CONTINUED

### DEFINITIONS

trench foot). Commanders of certain medical installations were authorized to award and authority could have been delegated to any officer.

#### 3. To Civilians

a. Purple Heart to certain civilians (accredited war correspondents, Red Cross personnel, etc.) who were citizens of the United States.

b. Medal of Freedom, including palms to foreigners, military or civilian, and without palms to civilian citizens of the United States. (Awarded only by commanders specifically designated.)

c. Distinguished Service Cross, Silver Star, Bronze Star Medal, and Purple Heart to officers and crew members of the US Merchant Marine.

#### OPERATIONAL CONTROL

Control exercised over the combat or service operation of subordinate or other organizations. Operational control comprises those functions of a command involving the composition of subordinate forces, the assignment of tasks, the designation of objectives, and the authoritative direction necessary to accomplish the mission. Normally it does not include such matters as administration, discipline, or internal organization.

#### OPERATING LOCATION

A permanent duty station of an individual. A station is considered permanent if the orders specify a period of three months or longer. If no period is specified the duty station is considered permanent.

#### PERMANENT PARTY PERSONNEL

Those personnel assigned to a unit to perform their principal duty in the furtherance of the missions of the unit and who are properly chargeable against the authorization of the unit. This is to include assigned over-strength.

#### PIPELINE PERSONNEL

Those USAF, SCARWAF, and Navy personnel who are assigned to an Air Force Unit temporarily for the purpose of administration and enlistment, reenlistment, replacement processing, training or hospitalization, i.e., those that are temporarily ineffective. Such personnel are not chargeable against the specific authorizations of the unit to which they are assigned while in a pipeline status.

The categories of pipeline personnel are defined as follows:

(1) Oversea Replacements. Personnel who are assigned to a unit specifically charged with administering processing for oversea movement. They are assigned for further reassignment and movement to duty with an oversea unit.

(2) Returnees. Personnel who are assigned to a unit specifically charged with administering and processing individuals returned from overseas. They are assigned for further reassignment and movement to duty with a ZI unit.

(3) Fillers. Personnel assigned to a unit as a result of just having entered extended active duty and who are awaiting reassignment to another unit for duty, further training, or overseas movement.

(4) Patients. Hospitalized personnel assigned to an Air Force unit which administers personnel under going inpatient treatment at a medical facility operated by any of the three military departments.

(5) Students. Personnel assigned in a student status to a unit charged with administration of individuals attending a formal course of instruction at a service or civilian school or a basic military training course.

#### REGULAR AIR FORCE PERSONNEL

Department of the Air Force military personnel who are, by enlistment, appointment, or commission members of the Regular United States Air Force.

## MILITARY PERSONNEL- CONTINUED

### DEFINITIONS

#### RETIREMENT

Retired from combat flying upon completion of tour of duty. (Only retirements subsequent to June 1950 will be

#### SCARWAF PERSONNEL

Those Department of Army personnel assigned as permanent party or pipeline to a USAF or SCARWAF unit.

considered for reports prepared under AFL 35-17.)

#### SORTIE

An aircraft airborne on an assigned mission against the enemy or in support of combat operations. Normally, a sortie begins when aircraft is airborne and ends at time of first scheduled or intended landing.

#### SORTIE CREDIT

The credit which an air crew member receives for having flown on a combat mission and which is used as a measure for the determination of a tour of duty.

#### TACTICAL AIR CREW

A stipulated number of tactical air crew personnel locally organized as a crew to operate primary tactical unit aircraft on a mission performed by a tactical unit, hence a special type of air crew.

#### TACTICAL AIR CREW PERSONNEL

Personnel whose current principal duty is the occupancy of an air crew position in a primary tactical unit aircraft on a mission performed by a tactical unit, hence a special type of air crew personnel.

#### TACTICAL MISSION

A mission flown by a tactical unit in performing its designated functions.

#### TACTICAL UNIT

A unit organized for the direct accomplishment of combat mission or for operations in direct support thereof (specifically, those types of units listed in Table 11, parts A and C, AFL 150-10, 27 September 1951.)

#### TOUR OF DUTY

The specified amount of activity usually measured in either sorties or combat hours, at the completion of which air crew personnel or air crews are retired from combat flying and fly no more sorties, unless a second tour is required later.

#### TRANSFER

Permanent change in departmental status, regardless of whether or not accompanied by a change of command status and/or unit assignment.

#### USAF PERSONNEL

Those Department of the Air Force military personnel assigned as permanent party or pipeline to a USAF or SCARWAF unit.

## MILITARY PERSONNEL TRAINING

### DEFINITIONS

#### ATTRITION

Attrition includes three groups of students:

1. Those who fail a course because of academic or flying deficiency.
2. Those who are withdrawn from a course because of illness or death and who will not continue that course at a later date.
3. Those who are losses from service because of fatalities as a direct result of training.

#### FATALITY

This type of attrition is a student lost from a course by reason of accidental death occurring as a direct result of training while actually undergoing instruction. (Students becoming fatalities by reason of death from other causes are reported as "Other".)

MILITARY PERSONNEL TRAINING -- CONTINUED

DEFINITIONS

FOREIGN NATIONALS

Students who are detailed to the school in an attached status from any foreign country, territory, or possession, excluding those possessions and territories of the United States of America.

GRADUATES

Students who have successfully completed a course in which enrolled.

HOLDOVERS

Students who do not graduate when normally scheduled but are still enrolled in the course. These students are reported as enrolled at the beginning of the ensuing period unless otherwise disposed of.

MDAP TRAINING

Refers to the training of foreign nationals under the Mutual Defense Assistance Program. (They are included in the foreign training statistics of the tables but a training table on MDAP may be found under that area of the publication.)

NEGRO

This term includes American and Puerto Rican Negroes.

STUDENTS (TRAINING)

Training students are those personnel enrolled for the purpose of undergoing standardized courses of instruction at service schools conducted by the US Air Force, Army, Navy, and Civilian Schools and Hospitals. (This group includes USAF, Army, Navy, and Civilian students, or foreign nationals.) In referring to USAF training, students fall under these categories:

1. Assigned - Personnel assigned to the school unit and for whom the school unit is responsible for morning report strength accountability.
2. Attached - Personnel attached to the school unit from other units of the Air Force or other Federal agencies, who are scheduled to return to their respective units upon completion of the course, and for whom strength accountability is at all times maintained by such other units.

COURSE LENGTHS

A table showing the approximate length of courses at the Air University, Air War College, Air Command and Staff School, and Joint Service School for FY 1952 is entered below:

|  |           |
|--|-----------|
| Air War College (Top Secret) . . . . .                             | 10 Months |
| Field Office Course (Top Secret) . . . . .                         | 22 Weeks  |
| Squadron Officer Course (Restricted) . . . . .                     | 10 Weeks  |
| Communications Electronics Staff Officer Course (Crypto) . . . . . | 22 Weeks  |
| Logistic Staff Officer Course (Top Secret) . . . . .               | 22 Weeks  |
| Comptroller Staff Officer Course (Secret) . . . . .                | 15 Weeks  |
| Judge Advocate General Staff Officer Course (Restricted) . . . . . | 10 Weeks  |
| Academic Instructor Course (Restricted) . . . . .                  | 6 Weeks   |
| Air Weapon Course (Top Secret) . . . . .                           | 7 Weeks   |
| Air Weapon Orientation Course (Top Secret) . . . . .               | 5 Days    |
| Intelligence Staff Officer Course (Top Secret) . . . . .           | 22 Weeks  |

## CIVILIAN PERSONNEL

### DEFINITIONS

#### COMMAND STRENGTH

Includes all civilian personnel paid from appropriated funds who are under the jurisdiction of the Department of the Air Force, and the United States Air Force, irrespective of the basic departmental status of the individual. Includes personnel herein identified as USAF Civilian.

1. Worldwide Command Strength - Describes the command strength of the entire Department of the Air Force.
2. Continental Command Strength - Describes the total strength of civilian personnel appointed to units of which the headquarters has permanent station location in the Continental US or is assigned to a Continental US Command. This includes personnel enroute overseas and personnel stationed overseas, but assigned to a Continental US Command.
3. Overseas Command Strength - Describes the total strength of civilian personnel appointed to units of which the headquarters has permanent station location outside the Continental US or is assigned to an overseas command.

#### CRAFTS, PROTECTIVE, AND CUSTODIAL SCHEDULES (CPC) PERSONNEL

The Crafts, Protective, and Custodial Schedules under Classification Act 1949 (PL 429, 81st Congress).

#### DEPARTMENTAL STRENGTH

Employee designation indicating appointment to Headquarters, USAF.

#### FULL TIME EMPLOYEES

Full time employees are those who are regularly required to work, as a minimum, the number of hours and days required by the administrative work week for their employment group or class, regardless of the nature of employment.

#### GENERAL SCHEDULE (GS)

A schedule of Civilian Personnel which includes former Professional and Scientific Service (P Service), Clerical, Administrative, and Fiscal Service (CAF), and the Sub-professional Service (SP Service) established by Classification Act 1949 (PL 429, 81st Congress) replacing Classification Act of 1923, as amended.

#### INDEFINITE APPOINTMENT EMPLOYEES

Indefinite Appointment Personnel are those employees who are affected by the following: On and after December 1, 1950, all new appointments shall be indefinite appointments, except those of postmasters in all classes of post offices, and, in unusual circumstances, appointments to positions for which the Civil Service Commission determines that probational appointments are in the interest of the service.

#### INTERMITTENT EMPLOYEES

Intermittent employees are those employed on an irregular or occasional basis whose hours or days or work are not based on a prearranged schedule and who are compensated only for the time when actually employed or for service actually rendered. (WAE-Special Consultants and Other than Special Consultants).

#### PART TIME EMPLOYEES

Part time employees are those regularly employed on a prearranged schedule whose working time is less than that prescribed for full time employees in the same group or class.

#### PERMANENT AND PROBATIONAL

Appointments which give or will give permanent civil service status upon satisfactory completion of the probationary period.

#### PRESIDENTIAL APPOINTEES

Employees whose compensation is fixed in accordance with Public Law 359, 81st Congress.

#### REEMPLOYMENT AFTER MILITARY SERVICE

Civilians who had been separated from their position to enter US Military or Naval Service or Merchant Marine, and who upon return, exercised Reemployment Rights.

#### REMOVAL AND SEPARATION FOR CAUSE (DURING) OR (OTHER THAN DURING) PROBATIONARY PERIODS

Separations because of disqualification, inefficiency, disability, and charges of misconduct, delinquency, or other serious cause which occurred during or after the employee's probationary period.

CIVILIAN PERSONNEL - CONTINUED

DEFINITIONS

RETIREMENT, DEATH, LEGAL INCOMPETENCE

Separations because of retirement, death, or legal incompetence. "Retirement" includes age disability, or optional retirement at USAF request.

RETURN TO DUTY FROM EXTENDED LWOP

Civilians who returned to active duty and pay status from extended leave without pay, suspension, or furlough. Extended leave without pay and suspension refer to such status for a period of thirty days or longer.

SALARIED EMPLOYEES

Those personnel whose wage rates are established by law under the Classification Act of 1949, Public Law 429, 81st Congress, approved, October 28, 1949.

TEMPORARY (ONE YEAR OR LESS) EMPLOYEES

Civilians serving under temporary appointments for definite limited periods (one year or less).

TERMINATION

Separations (other than resignations) from "excepted appointments" or separations during or upon completion of specified period of temporary appointments to positions excepted from competitive examinations under Part 6 of Civil Service Rules and Regulations, Schedule A, Schedule B, Act of Congress, or Executive Orders.

TERMINATION, DISPLACEMENT

Separations required by the Civil Service Commission under its program of displacement of Indefinite and Temporary appointees.

TERRITORIAL GROUP

Refers to the categorization of the Overseas areas in which Air Force Civilian Personnel may be employed according to governing country. It is comprised of: (a) US Territories and Possessions, and (b) Foreign countries and their Territories and Possessions.

VETERAN PREFERENCE PERSONNEL

1. Veterans (Male and Female) - Civilians employed as of the end of the month who were "veterans" resulting from their own active military or naval service in or prior to World War I or World War II.
2. Wives - Civilians employed at the end of the month, who have established veterans preference as wives of disabled veterans.
3. Widows - Civilians employed at the end of the month who have established veterans preference as the unmarried widows of deceased veterans.
4. Mothers - Civilians employed at the end of the month who have established veterans preference as the mother of a son or daughter who lost his or her life while on active duty in any branch of the armed forces of the United States during any war, or in any war, or in any campaign or expedition for which a campaign badge has been authorized or the mother of a veteran who has a permanent, total, service-connected disability providing the mother was widowed, divorced, or separated at the time of filing her claims for veterans' preference benefits. In the latter case the living husband may or may not be the father of the veteran but must be permanently disabled in order for the veteran's mother to qualify for preference.

WAGE BOARD EMPLOYEES

Wage Board Personnel are those whose basic rates of compensation are fixed and adjusted from time to time, in accordance with prevailing rates in the locality where the employee works, by wage board or similar administrative authority serving the same purpose.

"WHEN ACTUALLY EMPLOYED" (WAE) EMPLOYEES

See Intermittent Employees (Civilian Personnel).

## CIVILIAN PERSONNEL TRAINING

### DEFINITIONS

#### APPRENTICESHIP

Apprentice training in the skilled trades, crafts, and technical occupations including only persons who are indentured apprentices in accordance with Chap T-10 (19 June 1950) AF Civilian Personnel Manual 40-1.

#### CLERICAL

Training in office routine, processing of papers, sales work, and secretarial work such as filing, typing, and stenography.

#### INSPECTION AND TESTING

Training in the various methods of inspecting and testing of materials, processing, fabrication, assembly, and against standards of serviceability.

#### MANAGEMENT AND SUPERVISION

Training in managerial, administrative, and supervisory work. Training designed to equip a person to administer or supervise the work of others.

#### ON-THE-JOB-TRAINING

On-the-Job Training is given the employee at his work station. This training is usually individual.

#### OFF-THE-JOB-TRAINING

Off-the-Job Training is given the employee away from his work station. This training is usually given in groups.

#### ORIENTATION

Training designed to assist workers to adjust themselves as quickly as possible to their job environment and to acquire satisfactory attitudes and habits of work.

#### PROTECTIVE AND PERSONAL SERVICES

Training for guarding and policing activities; for fire-fighting and fire protective work and for personal services such as that provided by hospital attendants, cooks, custodians, charwomen, and janitors.

#### SAFETY

Training to develop skill and habits of performance for the protection of the trainee and his co-workers. This includes first aid instruction.

#### SKILLED TRADES AND CRAFTS

Training in crafts and mechanical work on a skilled level, such as machinist, plumber, carpenter, boilermaker, automotive mechanic, airplane mechanic, and shipfitter.

#### SUPPLY OPERATIONS AND PROCEDURES

Training in the operations and procedures necessary to the AF Procedures program of supply distribution involving the areas of receiving, storing, shipping, and stock control.

#### TECHNICAL, SCIENTIFIC, AND PROFESSIONAL

Training on a technical, scientific, or professional level in such fields as medical, engineering, accounting, statistics and writing.

#### UNSKILLED OR SEMI-SKILLED

Training in all fields of work that are chiefly manual in nature and are not above a semi-skilled level, ie.; truck driver, fork life operator.

MILITARY PERSONNEL

TO: ALL RECIPIENTS OF THE "USAF STATISTICAL DIGEST".

1. During the months of April, May, and June 1952 certain Aviator Engineer units were reassigned from the Department of the Army to the Department of the Air Force for budgetary purposes only. These units are scheduled for eventual reassignment during FY 53 to the Air Force as normal SCARWAF units, but during this period they remained under Army administrative, disciplinary, and training jurisdiction and remained physically at Army training stations. On 1 July 1952 they were reassigned to the Army. The troop spaces had not been previously programmed by the Air Force. Accordingly, the strengths of these units were excluded from all publications of the AF command strengths which were released during this period.

2. In order to balance with the overall Department of Defense total military strengths it is necessary that this special group of personnel be added to the published USAF totals. However, for internal use within the Air Staff, for all other than budgetary computations, the strength data as previously published should continue to be used.

3. The strength totals of this special group, for use as outlined above, are as follows:

|                                | 30 April<br>1952 | 31 May<br>1952 | 30 June<br>1952 |
|--------------------------------|------------------|----------------|-----------------|
| <u>TOTAL</u> . . . . .         | <u>8,169</u>     | <u>9,749</u>   | <u>9,787</u>    |
| Commissioned Officer . . . . . | 267              | 290            | 300             |
| Warrant Officer . . . . .      | 40               | 38             | 41              |
| Enlisted . . . . .             | 7,862            | 9,421          | 9,446           |



TABLE 1 - DEPARTMENTAL STRENGTH OF OFFICER PERSONNEL ON FLYING STATUS  
BY AERONAUTICAL STATUS, BY GRADE IN WHICH SERVING - FY 1952

(All dates are for the 15th of the month)

| Month               | Total  | General | Colonel | Lieutenant Colonel | Major | Captain | First Lieutenant | Second Lieutenant | Warrant Officer |
|---------------------|--------|---------|---------|--------------------|-------|---------|------------------|-------------------|-----------------|
|                     |        |         |         |                    |       |         |                  |                   |                 |
| <u>1951</u>         |        |         |         |                    |       |         |                  |                   |                 |
| July . . . . .      | 44,024 | 240     | 1,720   | 2,839              | 5,504 | 17,169  | 13,008           | 3,542             | 2               |
| August . . . . .    | 44,959 | 252     | 1,749   | 2,879              | 5,565 | 17,492  | 13,472           | 3,550             | -               |
| September . . . . . | 45,144 | 241     | 1,928   | 3,045              | 5,558 | 17,462  | 13,316           | 3,592             | 2               |
| October . . . . .   | 45,472 | 249     | 1,947   | 3,106              | 6,616 | 17,782  | 12,288           | 3,480             | 4               |
| November . . . . .  | 45,695 | 253     | 1,951   | 3,155              | 6,753 | 17,888  | 12,446           | 3,245             | 4               |
| December . . . . .  | a/     | a/      | a/      | a/                 | a/    | a/      | a/               | a/                | a/              |
| <u>1952</u>         |        |         |         |                    |       |         |                  |                   |                 |
| January . . . . .   | 46,077 | 250     | 2,070   | 3,213              | 7,149 | 17,993  | 12,370           | 3,029             | 3               |
| February . . . . .  | 45,721 | 248     | 2,062   | 3,192              | 7,183 | 17,762  | 12,203           | 3,070             | 1               |
| March . . . . .     | 46,004 | 263     | 2,072   | 3,245              | 7,207 | 17,893  | 12,547           | 2,777             | -               |
| April . . . . .     | 46,338 | 259     | 2,056   | 3,276              | 7,187 | 17,689  | 12,860           | 3,011             | -               |
| May . . . . .       | 46,209 | 259     | 2,054   | 3,259              | 7,185 | 17,664  | 13,031           | 2,757             | -               |
| June . . . . .      | 46,425 | 260     | 2,036   | 3,252              | 7,223 | 17,570  | 13,184           | 2,900             | -               |
| <u>OTHER RATED</u>  |        |         |         |                    |       |         |                  |                   |                 |
| <u>1951</u>         |        |         |         |                    |       |         |                  |                   |                 |
| July . . . . .      | 12,121 | 9       | 72      | 215                | 888   | 4,323   | 4,852            | 1,759             | 3               |
| August . . . . .    | 12,456 | 10      | 72      | 205                | 903   | 4,394   | 4,973            | 1,897             | 2               |
| September . . . . . | 12,829 | 10      | 76      | 228                | 893   | 4,452   | 5,232            | 1,937             | 1               |
| October . . . . .   | 13,399 | 11      | 76      | 228                | 1,071 | 4,693   | 5,278            | 2,041             | 1               |
| November . . . . .  | 13,938 | 12      | 79      | 236                | 1,081 | 4,852   | 5,555            | 2,121             | 2               |
| December . . . . .  | a/     | a/      | a/      | a/                 | a/    | a/      | a/               | a/                | a/              |
| <u>1952</u>         |        |         |         |                    |       |         |                  |                   |                 |
| January . . . . .   | 13,888 | 11      | 82      | 231                | 1,188 | 4,737   | 5,517            | 2,119             | 3               |
| February . . . . .  | 13,800 | 11      | 85      | 235                | 1,193 | 4,739   | 5,508            | 2,025             | 4               |
| March . . . . .     | 14,057 | 11      | 87      | 237                | 1,218 | 4,785   | 5,699            | 2,016             | 4               |
| April . . . . .     | 14,478 | 11      | 84      | 262                | 1,283 | 4,667   | 5,914            | 2,256             | 1               |
| May . . . . .       | 14,494 | 10      | 87      | 260                | 1,280 | 4,574   | 5,999            | 2,284             | -               |
| June . . . . .      | 14,321 | 10      | 89      | 265                | 1,319 | 4,604   | 6,005            | 2,027             | 2               |
| <u>NON-RATED</u>    |        |         |         |                    |       |         |                  |                   |                 |
| <u>1951</u>         |        |         |         |                    |       |         |                  |                   |                 |
| July . . . . .      | 1,526  | 1       | 37      | 65                 | 95    | 236     | 207              | 876               | 9               |
| August . . . . .    | 1,661  | 1       | 43      | 74                 | 106   | 294     | 266              | 851               | 26              |
| September . . . . . | 1,842  | 1       | 45      | 77                 | 97    | 260     | 241              | 1,102             | 19              |
| October . . . . .   | 2,065  | 2       | 37      | 69                 | 102   | 283     | 273              | 1,273             | 26              |
| November . . . . .  | 2,531  | 2       | 51      | 88                 | 160   | 396     | 377              | 1,424             | 33              |
| December . . . . .  | a/     | a/      | a/      | a/                 | a/    | a/      | a/               | a/                | a/              |
| <u>1952</u>         |        |         |         |                    |       |         |                  |                   |                 |
| January . . . . .   | 2,618  | 3       | 46      | 90                 | 153   | 405     | 316              | 1,582             | 23              |
| February . . . . .  | 3,068  | 3       | 57      | 138                | 245   | 544     | 472              | 1,585             | 24              |
| March . . . . .     | 2,869  | 4       | 55      | 135                | 197   | 468     | 380              | 1,606             | 24              |
| April . . . . .     | 3,249  | 4       | 53      | 143                | 239   | 682     | 511              | 1,589             | 28              |
| May . . . . .       | 3,965  | 4       | 48      | 141                | 247   | 713     | 622              | 2,157             | 33              |
| June . . . . .      | 3,408  | 4       | 49      | 131                | 168   | 501     | 492              | 2,036             | 27              |

a/ Information not available.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

**TABLE 2 - DEPARTMENTAL STRENGTH OF OFFICER AND WARRANT OFFICER PERSONNEL  
BY AERONAUTICAL RATING, BY AERONAUTICAL DESIGNATION AND SPECIALTY RATING - FY 1952**

(Figures in parentheses indicate Negro Personnel and are included in open figures. Reporting of Negro Personnel by aeronautical rating was discontinued, 1 October 1951. December data are not available.)

| Rating and Designation  | 15 September<br>(1951) | 15 November | 15 January<br>(1952) | 15 March | 15 June |
|---|------------------------|-------------|----------------------|----------|---------|
| <u>Departmental Strength - Total</u> . . . . .  | (690) 115,291          | 119,243     | 120,569              | 121,482  | 126,160 |
| <u>Rated - Total</u> . . . . .  | (207) 64,318           | 65,282      | 65,915               | 66,958   | 68,087  |
| <u>Pilot Rating - Total</u> . . . . .   | (173) 49,080           | 49,112      | 49,627               | 50,125   | 50,873  |
| Command . . . . .   | (-) 878                | 903         | 932                  | 950      | 944     |
| Senior . . . . .  | (9) 9,751              | 10,759      | 11,543               | 12,498   | 13,561  |
| Pilot . . . . .   | (164) 38,162           | 37,450      | 37,152               | 36,677   | 36,368  |
| Service . . . . .   | (-) 36                 | a/          | a/                   | a/       | a/      |
| Glider . . . . .  | (-) 245                | a/          | a/                   | a/       | a/      |
| Balloon . . . . .   | (-) 8                  | a/          | a/                   | a/       | a/      |
| <u>Non-Pilot Rating - Total</u> . . . . .   | (34) 15,238            | 16,170      | 16,288               | 16,833   | 17,214  |
| Observer (Bombardment) . . . . .  | (5) 1,718              | 1,733       | 1,785                | 1,934    | 2,028   |
| Observer (Bombardment-Navigator) . . . . .  | (-) 290                | 348         | 377                  | 353      | 326     |
| Observer (Non-Specialized) . . . . .  | (1) 224                | a/          | a/                   | a/       | a/      |
| Observer (Navigator) . . . . .  | (19) 6,652             | 7,066       | 7,076                | 7,105    | 7,053   |
| Observer (Bombardier) . . . . .   | (5) 3,876              | 4,283       | 4,170                | 4,315    | 4,277   |
| Observer (Radar) . . . . .  | (3) 1,417              | 1,436       | b/                   | b/       | b/      |
| Observer (Flight Engineer) . . . . .  | (-) 795                | 810         | 840                  | 886      | 881     |
| Observer (Flexible Gunner) . . . . .  | (1) 143                | 162         | 170                  | 184      | 192     |
| Observer (Medical) . . . . .  | (-) 123                | 153         | 158                  | 138      | 138     |
| Observer (Radar-All Weather Fighter) . . . . .  | (-) -                  | 179         | c/                   | c/       | c/      |
| Observer (Radar All-Weather Fighter, A/O Radio<br>Observer I & A/O Radar Night Fighter) . . . . . | (-) -                  | -           | 300                  | 377      | 679     |
| Observer (Radar RCM, A/O Radio Observer C and<br>A/O Radar) . . . . .                             | (-) -                  | -           | 1,412                | 1,211    | 1,384   |
| Observer (Radar Bombardier) . . . . .   | (-) -                  | -           | -                    | 330      | 256     |
| <u>Non-Rated - Total</u> . . . . .  | (486) 50,973           | 53,961      | 54,654               | 54,524   | 58,073  |
| <u>Aeronautical Designation - Total</u> . . . . .   | (4) 635                | 711         | 804                  | 970      | 1,151   |
| Flight Surgeon . . . . .  | (4) 262                | 270         | 268                  | 285      | 309     |
| Aviation Medical Examiner . . . . .   | (-) 96                 | 148         | 225                  | 300      | 345     |
| Flight Nurse . . . . .  | (-) 277                | 293         | 311                  | 385      | 497     |
| <u>Specialty Rating - Total</u> . . . . .   | (-) 51                 | a/          | a/                   | a/       | a/      |
| <u>Personnel With No Rating or Designation - Total</u>  | (471) 48,686           | 51,154      | 51,890               | 52,627   | 55,227  |
| <u>Rating Information Not Available - Total</u> . . . . .   | (11) 1,601             | 2,096       | 1,960                | 927      | 1,695   |

a/ Aeronautical ratings are no longer effective.

b/ Observer (Radar) combined with Observer ratings: Radar RCM and Radio Observer C, 1 January 1952.

c/ Observer (Radar-All Weather Fighter) combined with Observer ratings Radio Observer I and Radar Night Fighter, 1 January 1952.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 3 - DEPARTMENTAL STRENGTH OF OFFICER PERSONNEL BY AERONAUTICAL STATUS,  
BY GRADE IN WHICH SERVING - FY 1952

(All dates are for the 15th of the month)

| Month               | Total  | Grade   |         |                       |       |         |                     |                      |                    |
|---------------------|--------|---------|---------|-----------------------|-------|---------|---------------------|----------------------|--------------------|
|                     |        | General | Colonel | Lieutenant<br>Colonel | Major | Captain | First<br>Lieutenant | Second<br>Lieutenant | Warrant<br>Officer |
| PILOT               |        |         |         |                       |       |         |                     |                      |                    |
| <u>1951</u>         |        |         |         |                       |       |         |                     |                      |                    |
| July . . . . .      | 48,129 | 246     | 1,784   | 2,973                 | 5,858 | 18,687  | 14,533              | 4,020                | 28                 |
| August . . . . .    | 48,800 | 258     | 1,812   | 3,019                 | 5,893 | 18,968  | 14,895              | 3,940                | 15                 |
| September . . . . . | 49,080 | 250     | 1,999   | 3,197                 | 5,903 | 18,995  | 14,752              | 3,962                | 22                 |
| October . . . . .   | 49,099 | 265     | 2,014   | 3,230                 | 6,973 | 19,207  | 13,581              | 3,812                | 17                 |
| November . . . . .  | 49,112 | 260     | 2,021   | 3,265                 | 7,083 | 19,251  | 13,680              | 3,536                | 16                 |
| December . . . . .  | a/     | a/      | a/      | a/                    | a/    | a/      | a/                  | a/                   | a/                 |
| <u>1952</u>         |        |         |         |                       |       |         |                     |                      |                    |
| January . . . . .   | 49,627 | 261     | 2,145   | 3,331                 | 7,480 | 19,462  | 13,643              | 3,286                | 19                 |
| February . . . . .  | 49,774 | 258     | 2,138   | 3,334                 | 7,566 | 19,461  | 13,662              | 3,340                | 15                 |
| March . . . . .     | 50,125 | 274     | 2,146   | 3,377                 | 7,607 | 19,570  | 14,089              | 3,051                | 11                 |
| April . . . . .     | 50,570 | 272     | 2,129   | 3,412                 | 7,585 | 19,411  | 14,468              | 3,283                | 10                 |
| May . . . . .       | 50,610 | 272     | 2,128   | 3,401                 | 7,612 | 19,440  | 14,722              | 3,024                | 11                 |
| June . . . . .      | 50,873 | 271     | 2,113   | 3,390                 | 7,644 | 19,360  | 14,928              | 3,157                | 10                 |
| OTHER RATED         |        |         |         |                       |       |         |                     |                      |                    |
| <u>1951</u>         |        |         |         |                       |       |         |                     |                      |                    |
| July . . . . .      | 14,341 | 10      | 98      | 289                   | 1,140 | 5,198   | 5,669               | 1,927                | 10                 |
| August . . . . .    | 14,791 | 12      | 101     | 284                   | 1,169 | 5,297   | 5,833               | 2,084                | 11                 |
| September . . . . . | 15,238 | 12      | 110     | 309                   | 1,154 | 5,403   | 6,126               | 2,112                | 12                 |
| October . . . . .   | 15,649 | 13      | 105     | 299                   | 1,337 | 5,606   | 6,084               | 2,196                | 9                  |
| November . . . . .  | 16,170 | 14      | 104     | 306                   | 1,333 | 5,719   | 6,406               | 2,275                | 13                 |
| December . . . . .  | a/     | a/      | a/      | a/                    | a/    | a/      | a/                  | a/                   | a/                 |
| <u>1952</u>         |        |         |         |                       |       |         |                     |                      |                    |
| January . . . . .   | 16,288 | 13      | 107     | 314                   | 1,467 | 5,665   | 6,432               | 2,278                | 12                 |
| February . . . . .  | 16,401 | 13      | 113     | 309                   | 1,496 | 5,768   | 6,497               | 2,197                | 8                  |
| March . . . . .     | 16,833 | 12      | 116     | 314                   | 1,524 | 5,875   | 6,775               | 2,208                | 9                  |
| April . . . . .     | 17,340 | 12      | 116     | 336                   | 1,595 | 5,796   | 7,034               | 2,446                | 5                  |
| May . . . . .       | 17,386 | 11      | 121     | 340                   | 1,592 | 5,718   | 7,133               | 2,469                | 2                  |
| June . . . . .      | 17,214 | 10      | 118     | 349                   | 1,640 | 5,739   | 7,175               | 2,179                | 4                  |
| NON-RATED           |        |         |         |                       |       |         |                     |                      |                    |
| <u>1951</u>         |        |         |         |                       |       |         |                     |                      |                    |
| July . . . . .      | 46,355 | 30      | 1,022   | 3,582                 | 7,077 | 13,198  | 8,964               | 9,930                | 2,552              |
| August . . . . .    | 49,409 | 35      | 1,022   | 3,633                 | 7,255 | 13,489  | 9,423               | 12,047               | 2,505              |
| September . . . . . | 50,973 | 35      | 1,219   | 3,787                 | 7,320 | 13,609  | 9,622               | 12,885               | 2,496              |
| October . . . . .   | 52,866 | 36      | 1,239   | 3,801                 | 8,142 | 13,852  | 9,681               | 13,628               | 2,487              |
| November . . . . .  | 53,961 | 37      | 1,258   | 3,890                 | 8,296 | 14,082  | 9,925               | 14,004               | 2,469              |
| December . . . . .  | a/     | a/      | a/      | a/                    | a/    | a/      | a/                  | a/                   | a/                 |
| <u>1952</u>         |        |         |         |                       |       |         |                     |                      |                    |
| January . . . . .   | 54,654 | 36      | 1,323   | 3,938                 | 8,559 | 14,230  | 9,592               | 14,567               | 2,409              |
| February . . . . .  | 54,509 | 36      | 1,342   | 3,970                 | 8,545 | 14,318  | 9,445               | 14,494               | 2,359              |
| March . . . . .     | 54,524 | 42      | 1,333   | 3,953                 | 8,555 | 14,351  | 9,314               | 14,611               | 2,365              |
| April . . . . .     | 55,840 | 42      | 1,334   | 3,968                 | 8,669 | 14,660  | 9,822               | 14,891               | 2,454              |
| May . . . . .       | 56,700 | 42      | 1,315   | 3,964                 | 8,599 | 14,608  | 9,864               | 14,995               | 3,313              |
| June . . . . .      | 58,073 | 42      | 1,317   | 3,985                 | 8,556 | 14,625  | 10,271              | 15,379               | 3,898              |

a/ Information not available.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 4 - DEPARTMENTAL STRENGTH OF OFFICER PERSONNEL BY AERONAUTICAL STATUS,  
BY COMMAND - FY 1952

| Command and Aeronautical Status               | 15 September<br>(1951) | 15 November   | 15 January<br>(1952) | 15 March      | 15 June       |
|---|------------------------|---------------|----------------------|---------------|---------------|
| CONTINENTAL US                                |                        |               |                      |               |               |
| <u>Total</u>                                  | <u>92,127</u>          | <u>94,466</u> | <u>94,624</u>        | <u>94,287</u> | <u>96,535</u> |
| Pilot - Total                                 | 37,806                 | 37,271        | 37,467               | 37,573        | 37,710        |
| Non-Pilot - Total                             | 12,051                 | 13,661        | 13,594               | 14,006        | 14,071        |
| Non-Rated - Total                             | 41,470                 | 43,534        | 43,563               | 42,708        | 44,754        |
| <u>Permanent Party - Total</u>                | <u>81,217</u>          | <u>82,196</u> | <u>82,916</u>        | <u>81,860</u> | <u>83,791</u> |
| Pilot   | 34,473                 | 33,865        | 34,168               | 33,996        | 33,848        |
| Non-Pilot                                     | 10,464                 | 10,720        | 10,874               | 11,423        | 11,416        |
| Non-Rated                                     | 36,280                 | 37,611        | 37,874               | 36,441        | 38,527        |
| <u>Air Defense Command - Total</u>            | <u>8,189</u>           | <u>8,463</u>  | <u>8,523</u>         | <u>8,169</u>  | <u>8,298</u>  |
| Pilot   | 3,850                  | 3,753         | 3,992                | 3,983         | 4,084         |
| Non-Pilot                                     | 527                    | 592           | 633                  | 650           | 748           |
| Non-Rated                                     | 3,832                  | 4,118         | 3,898                | 3,536         | 3,466         |
| <u>Air Force Finance Division - Total</u>     | <u>78</u>              | <u>81</u>     | <u>80</u>            | <u>72</u>     | <u>69</u>     |
| Pilot   | 11                     | 13            | 13                   | 13            | 13            |
| Non-Pilot                                     | 1                      | 3             |                      | 4             | 4             |
| Non-Rated                                     | 66                     | 65            | 63                   | 55            | 52            |
| <u>Air Materiel Command - Total</u>           | <u>4,980</u>           | <u>4,825</u>  | <u>4,792</u>         | <u>4,729</u>  | <u>5,046</u>  |
| Pilot   | 1,457                  | 1,384         | 1,375                | 1,382         | 1,429         |
| Non-Pilot                                     | 306                    | 277           | 264                  | 271           | 246           |
| Non-Rated                                     | 3,217                  | 3,164         | 3,153                | 3,076         | 3,371         |
| <u>Air Pictorial Service - Total</u>          | <u>86</u>              | <u>96</u>     | <u>112</u>           | <u>129</u>    | <u>a/</u>     |
| Pilot   | 21                     | 28            | 33                   | 38            | a/            |
| Non-Pilot                                     | 4                      | 3             | 10                   | 7             | a/            |
| Non-Rated                                     | 61                     | 65            | 69                   | 84            | a/            |
| <u>Air Proving Ground - Total</u>             | <u>1,056</u>           | <u>1,082</u>  | <u>951</u>           | <u>936</u>    | <u>986</u>    |
| Pilot   | 489                    | 502           | 435                  | 426           | 427           |
| Non-Pilot                                     | 114                    | 119           | 91                   | 94            | 85            |
| Non-Rated                                     | 453                    | 461           | 425                  | 416           | 474           |
| <u>Air Research and Development</u>           |                        |               |                      |               |               |
| <u>Command - Total</u>                        | <u>3,554</u>           | <u>3,665</u>  | <u>3,824</u>         | <u>3,803</u>  | <u>4,491</u>  |
| Pilot   | 1,105                  | 1,181         | 1,265                | 1,239         | 1,476         |
| Non-Pilot                                     | 202                    | 241           | 178                  | 258           | 299           |
| Non-Rated                                     | 2,247                  | 2,243         | 2,381                | 2,306         | 2,716         |
| <u>Air Training Command - Total</u>           | <u>16,689</u>          | <u>16,626</u> | <u>16,553</u>        | <u>16,009</u> | <u>16,632</u> |
| Pilot   | 6,895                  | 6,687         | 6,596                | 6,328         | 6,359         |
| Non-Pilot                                     | 2,114                  | 2,140         | 2,111                | 2,162         | 2,189         |
| Non-Rated                                     | 7,680                  | 7,799         | 7,846                | 7,519         | 8,084         |
| <u>Air University - Total</u>                 | <u>1,479</u>           | <u>1,496</u>  | <u>1,508</u>         | <u>1,489</u>  | <u>1,574</u>  |
| Pilot   | 586                    | 571           | 569                  | 552           | 592           |
| Non-Pilot                                     | 87                     | 88            | 91                   | 85            | 82            |
| Non-Rated                                     | 806                    | 837           | 848                  | 852           | 900           |
| <u>Continental Air Command - Total</u>        | <u>3,831</u>           | <u>4,215</u>  | <u>4,182</u>         | <u>4,135</u>  | <u>4,334</u>  |
| Pilot   | 1,403                  | 1,553         | 1,510                | 1,492         | 1,546         |
| Non-Pilot                                     | 177                    | 190           | 196                  | 209           | 213           |
| Non-Rated                                     | 2,251                  | 2,472         | 2,476                | 2,434         | 2,575         |
| <u>Headquarters Command USAF - Total</u>      | <u>4,522</u>           | <u>4,500</u>  | <u>4,930</u>         | <u>5,021</u>  | <u>5,389</u>  |
| Pilot   | 1,375                  | 1,302         | 1,444                | 1,447         | 1,571         |
| Non-Pilot                                     | 201                    | 197           | 233                  | 260           | 268           |
| Non-Rated                                     | 2,946                  | 3,001         | 3,253                | 3,314         | 3,550         |
| <u>Headquarters US Air Force - Total</u>      | <u>2,922</u>           | <u>2,836</u>  | <u>2,851</u>         | <u>2,895</u>  | <u>2,942</u>  |
| Pilot   | 1,274                  | 1,310         | 1,348                | 1,381         | 1,412         |
| Non-Pilot                                     | 112                    | 101           | 104                  | 116           | 112           |
| Non-Rated                                     | 1,536                  | 1,425         | 1,399                | 1,398         | 1,418         |
| <u>Military Air Transport Service - Total</u> | <u>7,859</u>           | <u>7,418</u>  | <u>7,727</u>         | <u>7,843</u>  | <u>8,102</u>  |
| Pilot   | 4,101                  | 3,687         | 3,784                | 3,881         | 3,841         |
| Non-Pilot                                     | 899                    | 813           | 862                  | 915           | 899           |
| Non-Rated                                     | 2,859                  | 2,918         | 3,081                | 3,047         | 3,362         |

(Continued)

TABLE 4 - DEPARTMENTAL STRENGTH OF OFFICER PERSONNEL BY AERONAUTICAL STATUS,  
BY COMMAND - FY 1952 - CONTINUED

| Command and Aeronautical Status                    | 15 September<br>(1951) | 15 November | 15 January<br>(1952) | 15 March | 15 June |
|--|------------------------|-------------|----------------------|----------|---------|
| CONTINENTAL US (Continued)                         |                        |             |                      |          |         |
| <u>Special Weapons Command - Total</u> . . . . .   | 443                    | 548         | 494                  | 479      | b/      |
| Pilot . . . . .                                    | 186                    | 237         | 219                  | 208      | b/      |
| Non-Pilot . . . . .                                | 52                     | 55          | 48                   | 52       | b/      |
| Non-Rated . . . . .                                | 205                    | 256         | 227                  | 219      | b/      |
| <u>Strategic Air Command - Total</u> . . . . .     | 18,171                 | 18,802      | 18,190               | 18,292   | 18,969  |
| Pilot . . . . .                                    | 7,579                  | 7,632       | 7,199                | 7,380    | 7,446   |
| Non-Pilot . . . . .                                | 5,148                  | 5,161       | 5,371                | 5,699    | 5,775   |
| Non-Rated . . . . .                                | 5,444                  | 6,009       | 5,620                | 5,213    | 5,748   |
| <u>Tactical Air Command - Total</u> . . . . .      | 6,823                  | 6,998       | 7,635                | 7,310    | 6,393   |
| Pilot . . . . .                                    | 4,017                  | 3,897       | 4,235                | 4,103    | 3,501   |
| Non-Pilot . . . . .                                | 477                    | 705         | 639                  | 603      | 463     |
| Non-Rated . . . . .                                | 2,329                  | 2,396       | 2,761                | 2,604    | 2,429   |
| <u>USAF Security Service - Total</u> . . . . .     | 535                    | 545         | 564                  | 549      | 566     |
| Pilot . . . . .                                    | 144                    | 128         | 151                  | 143      | 151     |
| Non-Pilot . . . . .                                | 43                     | 35          | 39                   | 38       | 33      |
| Non-Rated . . . . .                                | 348                    | 382         | 374                  | 368      | 382     |
| <u>Students, Transients and Patients-Total</u>     | 10,910                 | 12,270      | 11,708               | 12,427   | 12,744  |
| Pilot . . . . .                                    | 3,333                  | 3,406       | 3,299                | 3,577    | 3,862   |
| Non-Pilot . . . . .                                | 2,387                  | 2,941       | 2,720                | 2,583    | 2,655   |
| Non-Rated . . . . .                                | 5,190                  | 5,923       | 5,689                | 6,267    | 6,227   |
| OVERSEAS   |                        |             |                      |          |         |
| <u>Total</u> . . . . .                             | 23,164                 | 24,777      | 25,945               | 27,195   | 29,625  |
| <u>Pilot - Total</u> . . . . .                     | 11,274                 | 11,841      | 12,160               | 12,552   | 13,163  |
| <u>Non-Pilot - Total</u> . . . . .                 | 2,387                  | 2,509       | 2,694                | 2,827    | 3,143   |
| <u>Non-Rated - Total</u> . . . . .                 | 9,503                  | 10,427      | 11,091               | 11,816   | 13,319  |
| <u>Alaskan Air Command - Total</u> . . . . .       | 1,410                  | 1,470       | 1,459                | 1,516    | 1,595   |
| Pilot . . . . .                                    | 604                    | 598         | 581                  | 576      | 577     |
| Non-Pilot . . . . .                                | 97                     | 100         | 97                   | 97       | 124     |
| Non-Rated . . . . .                                | 709                    | 772         | 781                  | 843      | 894     |
| <u>Caribbean Air Command - Total</u> . . . . .     | 193                    | 196         | 196                  | 202      | 213     |
| Pilot . . . . .                                    | 110                    | 108         | 111                  | 114      | 117     |
| Non-Pilot . . . . .                                | 2                      | 2           | 2                    | 2        | 3       |
| Non-Rated . . . . .                                | 81                     | 86          | 83                   | 86       | 93      |
| <u>Far East Air Forces - Total</u> . . . . .       | 8,450                  | 8,529       | 8,697                | 8,780    | 9,602   |
| Pilot . . . . .                                    | 4,273                  | 4,125       | 4,166                | 4,159    | 4,278   |
| Non-Pilot . . . . .                                | 979                    | 1,001       | 1,028                | 1,000    | 1,049   |
| Non-Rated . . . . .                                | 3,198                  | 3,403       | 3,503                | 3,621    | 4,275   |
| <u>Headquarters Command USAF - Total</u> . . . . . | 670                    | 605         | 516                  | 553      | 684     |
| Pilot . . . . .                                    | 352                    | 345         | 306                  | 345      | 358     |
| Non-Pilot . . . . .                                | 18                     | 16          | 14                   | 11       | 15      |
| Non-Rated . . . . .                                | 300                    | 244         | 196                  | 197      | 311     |
| <u>Military Air Transport Service - Total</u>      | 4,775                  | 5,069       | 5,121                | 5,131    | 5,331   |
| Pilot . . . . .                                    | 2,523                  | 2,622       | 2,620                | 2,565    | 2,624   |
| Non-Pilot . . . . .                                | 779                    | 799         | 805                  | 794      | 817     |
| Non-Rated . . . . .                                | 1,473                  | 1,648       | 1,696                | 1,772    | 1,890   |
| <u>Northeast Air Command - Total</u> . . . . .     | 625                    | 807         | 827                  | 933      | 1,025   |
| Pilot . . . . .                                    | 238                    | 247         | 273                  | 331      | 355     |
| Non-Pilot . . . . .                                | 27                     | 31          | 40                   | 46       | 52      |
| Non-Rated . . . . .                                | 360                    | 529         | 514                  | 556      | 618     |
| <u>Strategic Air Command - Total</u> . . . . .     | 1,235                  | 1,343       | 1,524                | 1,598    | 1,760   |
| Pilot . . . . .                                    | 469                    | 484         | 539                  | 572      | 607     |
| Non-Pilot . . . . .                                | 214                    | 217         | 222                  | 264      | 367     |
| Non-Rated . . . . .                                | 552                    | 642         | 763                  | 762      | 786     |

(Continued)

TABLE 4 - DEPARTMENTAL STRENGTH OF OFFICER PERSONNEL BY AERONAUTICAL STATUS,  
BY COMMAND - FY 1952 - CONTINUED

|   | 15 September<br>(1951) | 15 November | 15 January<br>(1952) | 15 March | 15 June |
|---|------------------------|-------------|----------------------|----------|---------|
| OVERSEAS (Continued)  |                        |             |                      |          |         |
| <u>Tactical Air Command - Total</u> . . . . .                     | 495                    | 1,006       | 977                  | 1,071    | 1,268   |
| Pilot . . . . .   | 325                    | 762         | 726                  | 786      | 830     |
| Non-Pilot . . . . .   | 12                     | 68          | 62                   | 86       | 103     |
| Non-Rated . . . . .   | 158                    | 176         | 189                  | 199      | 335     |
| <u>Special Weapons Command - Total</u> . . . . .                  | 10                     | 11          | 11                   | 14       | b/      |
| Pilot . . . . .   | -                      | 2           | 8                    | 10       | b/      |
| Non-Pilot . . . . .   | -                      | -           | -                    | -        | b/      |
| Non-Rated . . . . .   | 10                     | 9           | 3                    | 4        | b/      |
| <u>USAF Security Service - Total</u> . . . . .                    | 178                    | 230         | 251                  | 270      | 305     |
| Pilot . . . . .   | 54                     | 62          | 73                   | 84       | 90      |
| Non-Pilot . . . . .   | 9                      | 8           | 19                   | 19       | 22      |
| Non-Rated . . . . .   | 115                    | 160         | 159                  | 167      | 193     |
| <u>US Air Forces, Europe - Total</u> . . . . .                    | 5,123                  | 5,249       | 6,086                | 6,775    | 7,461   |
| Pilot . . . . .   | 2,326                  | 2,319       | 2,583                | 2,792    | 3,107   |
| Non-Pilot . . . . .   | 250                    | 259         | 395                  | 469      | 545     |
| Non-Rated . . . . .   | 2,547                  | 2,671       | 3,108                | 3,514    | 3,809   |
| <u>Air Defense Command - Total</u> . . . . .                      | c/                     | 232         | 250                  | 329      | 355     |
| Pilot . . . . .   | c/                     | 155         | 164                  | 212      | 212     |
| Non-Pilot . . . . .   | c/                     | 8           | 10                   | 39       | 46      |
| Non-Rated . . . . .   | c/                     | 69          | 76                   | 78       | 97      |
| <u>Air Research and Development<br/>Command - Total</u> . . . . . | c/                     | 30          | 30                   | 23       | 26      |
| Pilot . . . . .   | c/                     | 12          | 10                   | 6        | 8       |
| Non-Pilot . . . . .   | c/                     | -           | -                    | -        | -       |
| Non-Rated . . . . .   | c/                     | 18          | 20                   | 17       | 18      |

- a/ Air Pictorial Service was redesignated Air Photographic and Charting Service, and was reassigned to Military Air Transport Service, 16 April 1952.
- b/ Special Weapons Command was terminated as a Major Command; designated Special Weapons Center; and assigned to Air Research and Development, 1 April 1952.
- c/ Air Research and Development Command and Air Defense Command initial reporting date of Overseas strength, 15 October 1952.
- Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 5- DEPARTMENTAL STRENGTH OF OFFICER PERSONNEL ON FLYING STATUS,  
BY AERONAUTICAL STATUS, BY COMMAND - FY 1952

| Command and Aeronautical Status               | 15 September<br>(1951) | 15 November   | 15 January<br>(1952) | 15 March      | 15 June       |
|---|------------------------|---------------|----------------------|---------------|---------------|
| CONTINENTAL US                                |                        |               |                      |               |               |
| <u>Total</u>                                  | <u>47,035</u>          | <u>48,276</u> | <u>48,317</u>        | <u>-8,644</u> | <u>49,235</u> |
| Pilot - Total                                 | 34,655                 | 34,362        | 34,503               | 34,418        | 34,425        |
| Non-Pilot - Total                             | 10,831                 | 11,717        | 11,542               | 11,744        | 11,774        |
| Non-Rated - Total                             | 1,549                  | 2,197         | 2,272                | 2,482         | 3,036         |
| <u>Permanent Party - Total</u>                | <u>40,949</u>          | <u>40,949</u> | <u>41,154</u>        | <u>41,311</u> | <u>40,954</u> |
| Pilot   | 31,569                 | 31,225        | 31,461               | 31,132        | 30,848        |
| Non-Pilot                                     | 8,586                  | 8,887         | 8,962                | 9,317         | 9,259         |
| Non-Rated                                     | 446                    | 837           | 731                  | 862           | 847           |
| <u>Air Defense Command - Total</u>            | <u>3,832</u>           | <u>3,824</u>  | <u>4,058</u>         | <u>4,020</u>  | <u>4,204</u>  |
| Pilot   | 3,466                  | 3,359         | 3,591                | 3,545         | 3,643         |
| Non-Pilot                                     | 347                    | 376           | 424                  | 413           | 516           |
| Non-Rated                                     | 19                     | 89            | 43                   | 62            | 45            |
| <u>Air Force Finance Division - Total</u>     | <u>10</u>              | <u>14</u>     | <u>12</u>            | <u>11</u>     | <u>11</u>     |
| Pilot   | 10                     | 12            | 11                   | 10            | 10            |
| Non-Pilot                                     | -                      | 2             | 1                    | 1             | 1             |
| Non-Rated                                     | -                      | -             | -                    | -             | -             |
| <u>Air Material Command - Total</u>           | <u>1,260</u>           | <u>1,235</u>  | <u>1,227</u>         | <u>1,240</u>  | <u>1,260</u>  |
| Pilot   | 1,156                  | 1,127         | 1,130                | 1,136         | 1,173         |
| Non-Pilot                                     | 91                     | 88            | 83                   | 88            | 67            |
| Non-Rated                                     | 13                     | 20            | 14                   | 16            | 20            |
| <u>Air Pictorial Service - Total</u>          | <u>22</u>              | <u>28</u>     | <u>40</u>            | <u>42</u>     | <u>a/</u>     |
| Pilot   | 19                     | 25            | 30                   | 34            | a/            |
| Non-Pilot                                     | -                      | -             | 2                    | -             | b/            |
| Non-Rated                                     | 3                      | 3             | 8                    | 8             | c/            |
| <u>Air Proving Ground - Total</u>             | <u>527</u>             | <u>557</u>    | <u>464</u>           | <u>459</u>    | <u>446</u>    |
| Pilot   | 435                    | 456           | 392                  | 386           | 384           |
| Non-Pilot                                     | 90                     | 92            | 66                   | 67            | 57            |
| Non-Rated                                     | 2                      | 9             | 6                    | 6             | 5             |
| <u>Air Research and Development</u>           |                        |               |                      |               |               |
| <u>Command - Total</u>                        | <u>1,131</u>           | <u>1,361</u>  | <u>1,328</u>         | <u>1,292</u>  | <u>1,578</u>  |
| Pilot   | 972                    | 1,096         | 1,133                | 1,107         | 1,312         |
| Non-Pilot                                     | 124                    | 194           | 83                   | 165           | 193           |
| Non-Rated                                     | 35                     | 71            | 112                  | 20            | 73            |
| <u>Air Training Command - Total</u>           | <u>8,070</u>           | <u>8,009</u>  | <u>7,861</u>         | <u>7,566</u>  | <u>7,546</u>  |
| Pilot   | 6,243                  | 6,090         | 5,970                | 5,676         | 5,692         |
| Non-Pilot                                     | 1,751                  | 1,789         | 1,734                | 1,726         | 1,723         |
| Non-Rated                                     | 76                     | 130           | 157                  | 164           | 131           |
| <u>Air University - Total</u>                 | <u>594</u>             | <u>587</u>    | <u>590</u>           | <u>586</u>    | <u>624</u>    |
| Pilot   | 542                    | 531           | 525                  | 509           | 551           |
| Non-Pilot                                     | 29                     | 28            | 33                   | 33            | 32            |
| Non-Rated                                     | 23                     | 28            | 32                   | 44            | 41            |
| <u>Continental Air Command - Total</u>        | <u>1,301</u>           | <u>1,480</u>  | <u>1,443</u>         | <u>1,400</u>  | <u>1,438</u>  |
| Pilot   | 1,218                  | 1,369         | 1,338                | 1,305         | 1,354         |
| Non-Pilot                                     | 72                     | 80            | 91                   | 77            | 70            |
| Non-Rated                                     | 11                     | 31            | 14                   | 18            | 14            |
| <u>Headquarters Command USAF - Total</u>      | <u>1,320</u>           | <u>1,286</u>  | <u>1,404</u>         | <u>1,514</u>  | <u>1,616</u>  |
| Pilot   | 1,193                  | 1,140         | 1,272                | 1,267         | 1,351         |
| Non-Pilot                                     | 104                    | 114           | 118                  | 129           | 123           |
| Non-Rated                                     | 18                     | 32            | 14                   | 118           | 142           |
| <u>Headquarters US Air Force - Total</u>      | <u>1,292</u>           | <u>1,350</u>  | <u>1,378</u>         | <u>1,422</u>  | <u>1,451</u>  |
| Pilot   | 1,211                  | 1,268         | 1,295                | 1,327         | 1,360         |
| Non-Pilot                                     | 67                     | 65            | 67                   | 77            | 73            |
| Non-Rated                                     | 14                     | 17            | 16                   | 18            | 18            |
| <u>Military Air Transport Service - Total</u> | <u>4,747</u>           | <u>4,349</u>  | <u>4,443</u>         | <u>4,527</u>  | <u>4,448</u>  |
| Pilot   | 3,827                  | 3,450         | 3,521                | 3,611         | 3,560         |
| Non-Pilot                                     | 819                    | 743           | 779                  | 802           | 765           |
| Non-Rated                                     | 101                    | 156           | 143                  | 114           | 123           |

(Continued)

TABLE 5 - DEPARTMENTAL STRENGTH OF OFFICER PERSONNEL ON FLYING STATUS,  
BY AERONAUTICAL STATUS, BY COMMAND - FY 1952 - CONTINUED

| Command and Aeronautical Status                         | 15 September<br>(1951) | 15 November | 15 January<br>(1952) | 15 March | 15 June |
|---|------------------------|-------------|----------------------|----------|---------|
| CONTINENTAL US (Continued)                              |                        |             |                      |          |         |
| <u>Special Weapons Command - Total</u> . . . . .        | 198                    | 257         | 230                  | 269      | b/      |
| Pilot . . . . .   | 160                    | 210         | 196                  | 179      | b/      |
| Non-Pilot . . . . .                                     | 32                     | 38          | 32                   | 36       | b/      |
| Non-Rated . . . . .                                     | 6                      | 9           | 2                    | 54       | b/      |
| <u>Strategic Air Command - Total</u> . . . . .          | 11,947                 | 12,071      | 11,909               | 12,407   | 12,467  |
| Pilot . . . . .   | 7,174                  | 7,240       | 6,853                | 7,025    | 7,025   |
| Non-Pilot . . . . .                                     | 4,667                  | 4,674       | 4,915                | 5,208    | 5,250   |
| Non-Rated . . . . .                                     | 106                    | 157         | 141                  | 174      | 192     |
| <u>Tactical Air Command - Total</u> . . . . .           | 4,244                  | 4,415       | 4,626                | 4,425    | 3,745   |
| Pilot . . . . .   | 3,843                  | 3,765       | 4,090                | 3,910    | 3,333   |
| Non-Pilot . . . . .                                     | 378                    | 588         | 507                  | 470      | 369     |
| Non-Rated . . . . .                                     | 18                     | 62          | 29                   | 45       | 43      |
| <u>USAF Security Service - Total</u> . . . . .          | 106                    | 126         | 141                  | 131      | 120     |
| Pilot . . . . .   | 90                     | 87          | 114                  | 105      | 100     |
| Non-Pilot . . . . .                                     | 15                     | 16          | 27                   | 25       | 20      |
| Non-Rated . . . . .                                     | 1                      | 23          | -                    | 1        | -       |
| <u>Students, Transients and Patients - Total</u>        | 6,434                  | 7,327       | 7,163                | 7,333    | 8,281   |
| Pilot . . . . .   | 3,086                  | 3,137       | 3,042                | 3,286    | 3,577   |
| Non-Pilot . . . . .                                     | 2,245                  | 2,830       | 2,580                | 2,427    | 2,515   |
| Non-Rated . . . . .                                     | 1,103                  | 1,360       | 1,541                | 1,620    | 2,189   |
| OVERSEAS  |                        |             |                      |          |         |
| <u>Total</u> . . . . .                                  | 12,780                 | 13,888      | 14,266               | 14,286   | 14,919  |
| <u>Pilot - Total</u> . . . . .                          | 10,489                 | 11,333      | 11,574               | 11,586   | 12,000  |
| <u>Non-Pilot - Total</u> . . . . .                      | 1,998                  | 2,221       | 2,346                | 2,313    | 2,547   |
| <u>Non-Rated - Total</u> . . . . .                      | 293                    | 334         | 346                  | 387      | 372     |
| <u>Alaskan Air Command - Total</u> . . . . .            | 624                    | 606         | 606                  | 597      | 597     |
| Pilot . . . . .   | 540                    | 539         | 526                  | 514      | 503     |
| Non-Pilot . . . . .                                     | 75                     | 56          | 68                   | 65       | 86      |
| Non-Rated . . . . .                                     | 9                      | 11          | 12                   | 13       | 8       |
| <u>Caribbean Air Command - Total</u> . . . . .          | 112                    | 112         | 114                  | 114      | 121     |
| Pilot . . . . .   | 107                    | 105         | 107                  | 108      | 114     |
| Non-Pilot . . . . .                                     | 1                      | 1           | 1                    | 1        | 2       |
| Non-Rated . . . . .                                     | 4                      | 6           | 6                    | 5        | 5       |
| <u>Far East Air Forces - Total</u> . . . . .            | 4,921                  | 5,237       | 5,258                | 4,877    | 4,943   |
| Pilot . . . . .   | 4,606                  | 4,123       | 4,157                | 3,899    | 3,952   |
| Non-Pilot . . . . .                                     | 842                    | 999         | 1,013                | 869      | 884     |
| Non-Rated . . . . .                                     | 73                     | 115         | 88                   | 109      | 107     |
| <u>Headquarters Command USAF - Total</u> . . . . .      | 362                    | 355         | 310                  | 351      | 357     |
| Pilot . . . . .   | 348                    | 342         | 300                  | 338      | 346     |
| Non-Pilot . . . . .                                     | 12                     | 10          | 8                    | 5        | 8       |
| Non-Rated . . . . .                                     | 2                      | 3           | 2                    | 8        | 3       |
| <u>Military Air Transport Service - Total</u> . . . . . | 3,224                  | 3,305       | 3,278                | 3,204    | 3,253   |
| Pilot . . . . .   | 2,372                  | 2,469       | 2,454                | 2,387    | 2,402   |
| Non-Pilot . . . . .                                     | 726                    | 738         | 732                  | 714      | 725     |
| Non-Rated . . . . .                                     | 126                    | 98          | 92                   | 103      | 126     |
| <u>Northeast Air Command - Total</u> . . . . .          | 236                    | 245         | 256                  | 316      | 309     |
| Pilot . . . . .   | 217                    | 219         | 232                  | 282      | 276     |
| Non-Pilot . . . . .                                     | 17                     | 20          | 20                   | 27       | 30      |
| Non-Rated . . . . .                                     | 2                      | 6           | 4                    | 7        | 3       |
| <u>Strategic Air Command - Total</u> . . . . .          | 649                    | 677         | 736                  | 789      | 889     |
| Pilot . . . . .   | 417                    | 443         | 478                  | 502      | 533     |
| Non-Pilot . . . . .                                     | 187                    | 185         | 178                  | 213      | 315     |
| Non-Rated . . . . .                                     | 45                     | 49          | 80                   | 74       | 41      |

(Continued)



TABLE 5 -- DEPARTMENTAL STRENGTH OF OFFICERS PERSONNEL ON FLYING STATUS,  
BY AERONAUTICAL STATUS, BY COMMAND -- FY 1952 -- CONTINUED

| Command and Aeronautical Status                  | 15 September<br>(1951) | 15 November | 15 January<br>(1952) | 15 March | 15 June |
|--|------------------------|-------------|----------------------|----------|---------|
| OVERSEAS (Continued)                             |                        |             |                      |          |         |
| <u>Tactical Air Command - Total</u> . . . . .    | 321                    | 836         | 792                  | 845      | 900     |
| Pilot . . . . .                                  | 307                    | 762         | 726                  | 762      | 798     |
| Non-Pilot . . . . .                              | 8                      | 68          | 62                   | 78       | 92      |
| Non-Rated . . . . .                              | 6                      | 6           | 4                    | 5        | 10      |
| <u>Special Weapons Command - Total</u> . . . . . | -                      | 2           | 6                    | 10       | b/      |
| Pilot . . . . .                                  | -                      | 2           | 8                    | 10       | b/      |
| Non-Pilot . . . . .                              | -                      | -           | -                    | -        | b/      |
| Non-Rated . . . . .                              | -                      | -           | -                    | -        | b/      |
| <u>USAF Security Service - Total</u> . . . . .   | 56                     | 62          | 79                   | 78       | 83      |
| Pilot . . . . .                                  | 50                     | 56          | 66                   | 66       | 69      |
| Non-Pilot . . . . .                              | 6                      | 5           | 13                   | 11       | 12      |
| Non-Rated . . . . .                              | -                      | 1           | -                    | 1        | 2       |
| <u>US Air Forces, Europe - Total</u> . . . . .   | 2,275                  | 2,280       | 2,646                | 2,870    | 3,230   |
| Pilot . . . . .                                  | 2,125                  | 2,111       | 2,349                | 2,515    | 2,804   |
| Non-Pilot . . . . .                              | 124                    | 131         | 242                  | 297      | 360     |
| Non-Rated . . . . .                              | 26                     | 38          | 55                   | 58       | 66      |
| <u>Air Defense Command - Total</u> . . . . .     | c/                     | 164         | 176                  | 236      | 231     |
| Pilot . . . . .                                  | c/                     | 155         | 164                  | 199      | 197     |
| Non-Pilot . . . . .                              | c/                     | 8           | 9                    | 33       | 33      |
| Non-Rated . . . . .                              | c/                     | 1           | 3                    | 4        | 1       |
| <u>Air Research and Development Command -</u>    |                        |             |                      |          |         |
| Total . . . . .                                  | c/                     | 7           | 7                    | 4        | 6       |
| Pilot . . . . .                                  | c/                     | 7           | 7                    | 4        | 6       |
| Non-Pilot . . . . .                              | c/                     | -           | -                    | -        | -       |
| Non-Rated . . . . .                              | c/                     | -           | -                    | -        | -       |

- a/ Air Pictorial Service was redesignated Air Photo and Charting Service and was reassigned to Military Air Transport Service, 15 April 1952.
- b/ Special Weapons Command was terminated as a major command; designated Special Weapons Center; and assigned to Air Research and Development Command, 1 April 1952.
- c/ Air Research and Development Command, and Air Defense Command initial reporting date of overseas strength, 15 October 1952.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 6 - AGE DISTRIBUTION OF PILOTS ON FLYING STATUS - 15 DEC 1948 THROUGH 15 MAY 1952

(Data in table below are based on special reports, therefore information was not available at recurring intervals.)

| Age Groups                             | 15<br>December<br>1948 | 15<br>June<br>1949 | 15<br>August<br>1950 | 15<br>November<br>1951 | 15<br>May<br>1952 |
|--|------------------------|--------------------|----------------------|------------------------|-------------------|
| <u>Total</u> . . . . .                 | <u>26,720</u>          | <u>28,668</u>      | <u>26,573</u>        | <u>45,695</u>          | <u>46,209</u>     |
| <u>Below 24 - Total</u> . . . . .      | <u>1,064</u>           | <u>593</u>         | <u>1,143</u>         | <u>1,379</u>           | <u>856</u>        |
| 19 . . . . .                           | 21                     | 1                  | 2                    | -                      | -                 |
| 20 . . . . .                           | 142                    | 17                 | 1                    | -                      | -                 |
| 21 . . . . .                           | 88                     | 154                | 69                   | -                      | 3                 |
| 22 . . . . .                           | 88                     | 176                | 602                  | 426                    | 142               |
| 23 . . . . .                           | 725                    | 245                | 469                  | 953                    | 711               |
| <u>24 through 26 - Total</u> . . . . . | <u>5,960</u>           | <u>4,588</u>       | <u>3,154</u>         | <u>3,787</u>           | <u>3,453</u>      |
| 24 . . . . .                           | 1,514                  | 837                | 642                  | 761                    | 1,418             |
| 25 . . . . .                           | 1,888                  | 1,695              | 954                  | 986                    | 925               |
| 26 . . . . .                           | 2,558                  | 2,056              | 1,558                | 2,040                  | 1,110             |
| <u>27 through 29 - Total</u> . . . . . | <u>9,672</u>           | <u>9,876</u>       | <u>7,430</u>         | <u>12,456</u>          | <u>9,754</u>      |
| 27 . . . . .                           | 3,413                  | 2,696              | 1,930                | 3,599                  | 2,119             |
| 28 . . . . .                           | 3,350                  | 3,600              | 2,386                | 4,147                  | 3,539             |
| 29 . . . . .                           | 2,909                  | 3,580              | 3,114                | 4,710                  | 4,096             |
| <u>30 through 32 - Total</u> . . . . . | <u>6,674</u>           | <u>8,259</u>       | <u>8,281</u>         | <u>14,976</u>          | <u>15,114</u>     |
| 30 . . . . .                           | 2,747                  | 3,086              | 3,089                | 5,458                  | 4,602             |
| 31 . . . . .                           | 2,203                  | 2,870              | 2,689                | 5,242                  | 5,403             |
| 32 . . . . .                           | 1,724                  | 2,303              | 2,503                | 4,276                  | 5,109             |
| <u>33 through 35 - Total</u> . . . . . | <u>1,870</u>           | <u>3,488</u>       | <u>4,493</u>         | <u>9,143</u>           | <u>10,916</u>     |
| 33 . . . . .                           | 1,130                  | 1,795              | 1,941                | 3,822                  | 4,157             |
| 34 . . . . .                           | 490                    | 1,174              | 1,541                | 3,045                  | 3,810             |
| 35 . . . . .                           | 250                    | 519                | 1,011                | 2,276                  | 2,949             |
| <u>36 through 38 - Total</u> . . . . . | <u>492</u>             | <u>642</u>         | <u>845</u>           | <u>2,345</u>           | <u>4,257</u>      |
| 36 . . . . .                           | 166                    | 265                | 454                  | 1,460                  | 2,262             |
| 37 . . . . .                           | 188                    | 177                | 224                  | 586                    | 1,429             |
| 38 . . . . .                           | 138                    | 200                | 167                  | 299                    | 566               |
| <u>39 through 41 - Total</u> . . . . . | <u>310</u>             | <u>409</u>         | <u>423</u>           | <u>575</u>             | <u>677</u>        |
| 39 . . . . .                           | 126                    | 148                | 170                  | 208                    | 290               |
| 40 . . . . .                           | 94                     | 146                | 125                  | 201                    | 200               |
| 41 . . . . .                           | 90                     | 115                | 128                  | 166                    | 187               |
| <u>42 through 44 - Total</u> . . . . . | <u>266</u>             | <u>300</u>         | <u>282</u>           | <u>387</u>             | <u>428</u>        |
| 42 . . . . .                           | 95                     | 96                 | 101                  | 146                    | 160               |
| 43 . . . . .                           | 92                     | 99                 | 78                   | 122                    | 150               |
| 44 . . . . .                           | 79                     | 105                | 103                  | 119                    | 118               |
| <u>45 through 47 - Total</u> . . . . . | <u>145</u>             | <u>189</u>         | <u>228</u>           | <u>290</u>             | <u>313</u>        |
| 45 . . . . .                           | 54                     | 83                 | 88                   | 103                    | 105               |
| 46 . . . . .                           | 50                     | 56                 | 80                   | 105                    | 101               |
| 47 . . . . .                           | 41                     | 50                 | 60                   | 82                     | 107               |
| <u>48 through 50 - Total</u> . . . . . | <u>92</u>              | <u>111</u>         | <u>140</u>           | <u>164</u>             | <u>202</u>        |
| 48 . . . . .                           | 46                     | 40                 | 54                   | 67                     | 81                |
| 49 . . . . .                           | 22                     | 48                 | 47                   | 53                     | 64                |
| 50 . . . . .                           | 24                     | 23                 | 39                   | 44                     | 57                |
| <u>51 and Older - Total</u> . . . . .  | <u>175</u>             | <u>213</u>         | <u>154</u>           | <u>193</u>             | <u>239</u>        |

Source: Personnel Statistics Division, DCS/Comptroller. Hq. USAF.

TABLE 7 - COMPLETE AIR CREW INVENTORY OF TACTICAL UNITS BY TYPE AND MODEL AIRCRAFT,  
BY COMMAND, WORLDWIDE - FY 1952

(Does not include transients and Air Crew School Graduates at Advanced Flying Schools.)

| Type of Unit                            | Total | Continental US |     |       |      | Overseas |       |       |      |     |
|---|-------|----------------|-----|-------|------|----------|-------|-------|------|-----|
|   |       | ADC            | TAC | SAC   | MATS | AAC      | USAFE | FEAF  | NEAC | CAC |
| <u>Total</u> . . . . .                  | 6,450 | 1,044          | 693 | 1,577 | 425  | 109      | 686   | 1,885 | 14   | 17  |
| <u>Fighter - Total</u> . . . . .        | 3,038 | 1,044          | 204 | 212   | -    | 69       | 492   | 937   | -    | -   |
| F-47 . . . . .                          | 159   | 105            | 54  | -     | -    | -        | -     | -     | -    | -   |
| F-51 . . . . .                          | 565   | 219            | 228 | -     | -    | -        | -     | 118   | -    | -   |
| F-80 . . . . .                          | 244   | 32             | 2   | -     | -    | -        | -     | 210   | -    | -   |
| F-82 . . . . .                          | 6     | -              | -   | -     | -    | 6        | -     | -     | -    | -   |
| F-84 . . . . .                          | 932   | 23             | -   | 212   | -    | -        | 411   | 286   | -    | -   |
| F-86 . . . . .                          | 652   | 350            | -   | -     | -    | -        | 81    | 221   | -    | -   |
| F-89 . . . . .                          | 78    | 78             | -   | -     | -    | -        | -     | -     | -    | -   |
| F-94 . . . . .                          | 402   | 237            | -   | -     | -    | 63       | -     | 102   | -    | -   |
| <u>Bombardment - Total</u> . . . . .    | 1,177 | -              | 4   | 862   | 4    | -        | 39    | 268   | -    | -   |
| B-26 . . . . .                          | 166   | -              | -   | -     | -    | -        | -     | 156   | -    | -   |
| B-29 . . . . .                          | 575   | -              | 2   | 467   | 4    | -        | -     | 102   | -    | -   |
| B-36 . . . . .                          | 93    | -              | -   | 93    | -    | -        | -     | -     | -    | -   |
| B-45 . . . . .                          | 54    | -              | 2   | 13    | -    | -        | 39    | -     | -    | -   |
| B-47 . . . . .                          | 45    | -              | -   | 45    | -    | -        | -     | -     | -    | -   |
| B-50 . . . . .                          | 244   | -              | -   | 244   | -    | -        | -     | -     | -    | -   |
| <u>Reconnaissance - Total</u> . . . . . | 593   | -              | 162 | 154   | 30   | 7        | 54    | 186   | -    | -   |
| RB-17 . . . . .                         | 4     | -              | -   | -     | -    | -        | -     | 4     | -    | -   |
| RB-26 . . . . .                         | 110   | -              | 42  | -     | -    | -        | 17    | 51    | -    | -   |
| RB-29 . . . . .                         | 41    | -              | -   | 30    | -    | -        | -     | 11    | -    | -   |
| RB-36 . . . . .                         | 58    | -              | -   | 58    | -    | -        | -     | -     | -    | -   |
| RB-45 . . . . .                         | 32    | -              | -   | 29    | -    | -        | -     | 3     | -    | -   |
| RB-50 . . . . .                         | 40    | -              | -   | 37    | -    | -        | -     | 3     | -    | -   |
| RC-45 . . . . .                         | 1     | -              | -   | -     | -    | -        | -     | 1     | -    | -   |
| RF-51 . . . . .                         | 55    | -              | -   | -     | -    | -        | -     | 55    | -    | -   |
| RF-80 . . . . .                         | 182   | -              | 120 | -     | -    | -        | 37    | 25    | -    | -   |
| RF-86 . . . . .                         | 9     | -              | -   | -     | -    | -        | -     | 9     | -    | -   |
| WB-29 . . . . .                         | 61    | -              | -   | -     | 30   | 7        | -     | 24    | -    | -   |
| <u>Tanker - Total</u> . . . . .         | 270   | -              | -   | 261   | -    | -        | -     | 9     | -    | -   |
| KB-29 . . . . .                         | 208   | -              | -   | 199   | -    | -        | -     | 9     | -    | -   |
| KC-97 . . . . .                         | 62    | -              | -   | 62    | -    | -        | -     | -     | -    | -   |
| <u>Transport - Total</u> . . . . .      | 951   | -              | 118 | 87    | 323  | 16       | 78    | 327   | -    | 2   |
| C-45 . . . . .                          | 1     | -              | 1   | -     | -    | -        | -     | -     | -    | -   |
| C-46 . . . . .                          | 65    | -              | -   | -     | -    | -        | -     | 65    | -    | -   |
| C-47 . . . . .                          | 134   | -              | 3   | 29    | 38   | 2        | -     | 62    | -    | -   |
| C-54 . . . . .                          | 304   | -              | -   | -     | 168  | 13       | -     | 123   | -    | -   |
| C-74 . . . . .                          | 12    | -              | -   | -     | 12   | -        | -     | -     | -    | -   |
| C-82 . . . . .                          | 49    | -              | -   | 4     | 8    | 1        | 34    | -     | -    | 2   |
| C-97 . . . . .                          | 72    | -              | -   | -     | 72   | -        | -     | -     | -    | -   |
| C-119 . . . . .                         | 216   | -              | 88  | -     | 7    | -        | 44    | 77    | -    | -   |
| C-124 . . . . .                         | 98    | -              | 26  | 54    | 18   | -        | -     | -     | -    | -   |
| <u>Rescue - Total</u> . . . . .         | 182   | -              | 13  | 1     | 68   | 14       | 11    | 54    | 14   | 7   |
| H-5 . . . . .                           | 35    | -              | -   | -     | 12   | 4        | -     | 15    | 3    | 1   |
| H-19 . . . . .                          | 17    | -              | 13  | -     | -    | -        | -     | 4     | -    | -   |
| SA-10 . . . . .                         | 4     | -              | -   | 1     | 3    | -        | -     | -     | -    | -   |
| SA-16 . . . . .                         | 71    | -              | -   | -     | 27   | 9        | 7     | 23    | 3    | 2   |
| SB-17 . . . . .                         | 28    | -              | -   | -     | 16   | 1        | -     | -     | 7    | 4   |
| SB-29 . . . . .                         | 25    | -              | -   | -     | 10   | -        | 4     | 11    | -    | -   |
| SC-47 . . . . .                         | 2     | -              | -   | -     | -    | -        | -     | 1     | 1    | -   |
| <u>Other - Total</u> . . . . .          | 239   | -              | 112 | -     | -    | 3        | 12    | 104   | -    | 8   |
| L-5 . . . . .                           | 12    | -              | -   | -     | -    | -        | -     | 12    | -    | -   |
| L-13 . . . . .                          | 12    | -              | 4   | -     | -    | -        | -     | -     | -    | 8   |
| L-20 . . . . .                          | 13    | -              | 13  | -     | -    | -        | -     | -     | -    | -   |
| LC-126 . . . . .                        | 3     | -              | -   | -     | -    | -        | -     | -     | -    | -   |
| T-6 . . . . .                           | 91    | -              | -   | -     | -    | 3        | -     | 91    | -    | -   |
| TB-26 . . . . .                         | 97    | -              | 89  | -     | -    | -        | -     | 8     | -    | -   |
| TB-29 . . . . .                         | 10    | -              | 6   | -     | -    | -        | -     | 4     | -    | -   |
| VC-47 . . . . .                         | 1     | -              | -   | -     | -    | -        | -     | 1     | -    | -   |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 8 - USAF TACTICAL AND OTHER AIR CREWS BY TYPE, BY COMMAND - FY 1952

| Command and Type  | 30 June (1951) |              | 30 September |              | 31 December  |              | 31 March (1952) |              | 30 June      |              |
|---|----------------|--------------|--------------|--------------|--------------|--------------|-----------------|--------------|--------------|--------------|
|   | Total          | Tac-tical    | Total        | Tac-tical    | Total        | Tac-tical    | Total           | Tac-tical    | Total        | Tac-tical    |
| <u>WORLDWIDE - TOTAL . . . . .</u>                            | <u>7,353</u>   | <u>5,770</u> | <u>7,599</u> | <u>6,173</u> | <u>8,147</u> | <u>6,376</u> | <u>8,447</u>    | <u>6,450</u> | <u>8,455</u> | <u>6,617</u> |
| <u>Alaskan Air Command - Total . . . . .</u>                  | <u>82</u>      | <u>81</u>    | <u>85</u>    | <u>85</u>    | <u>90</u>    | <u>89</u>    | <u>78</u>       | <u>77</u>    | <u>110</u>   | <u>109</u>   |
| Fighter . . . . .   | 42             | 42           | 40           | 40           | 46           | 46           | 42              | 42           | 69           | 69           |
| Bombardment . . . . .   | -              | -            | -            | -            | 1            | -            | 1               | -            | 1            | 7            |
| Reconnaissance . . . . .                                      | 12             | 12           | 12           | 12           | 13           | 13           | 11              | 11           | 7            | 7            |
| Transport . . . . .   | 11             | 10           | 15           | 15           | 14           | 14           | 13              | 13           | 16           | 16           |
| Rescue . . . . .  | 14             | 14           | 13           | 13           | 12           | 12           | 9               | 9            | 14           | 14           |
| Other . . . . .   | 3              | 3            | 5            | 5            | 4            | 4            | 2               | 2            | 3            | 3            |
| <u>Air Defense Command - Total . . . . .</u>                  | <u>921</u>     | <u>910</u>   | <u>900</u>   | <u>894</u>   | <u>920</u>   | <u>915</u>   | <u>879</u>      | <u>872</u>   | <u>1,053</u> | <u>1,044</u> |
| Fighter . . . . .   | 909            | 909          | 894          | 894          | 915          | 915          | 872             | 872          | 1,044        | 1,044        |
| Bombardment . . . . .   | 3              | 1            | 2            | -            | 2            | -            | 2               | -            | 3            | -            |
| Transport . . . . .   | 2              | -            | 3            | -            | 3            | -            | 5               | -            | 6            | -            |
| Other . . . . .   | 7              | -            | 1            | -            | -            | -            | -               | -            | -            | -            |
| <u>Air Materiel Command - Total . . . . .</u>                 | <u>34</u>      | <u>-</u>     | <u>25</u>    | <u>-</u>     | <u>23</u>    | <u>-</u>     | <u>28</u>       | <u>-</u>     | <u>27</u>    | <u>-</u>     |
| Fighter . . . . .   | 1              | -            | -            | -            | -            | -            | 1               | -            | 1            | -            |
| Bombardment . . . . .   | 4              | -            | 2            | -            | 3            | -            | 3               | -            | 3            | -            |
| Transport . . . . .   | 25             | -            | 17           | -            | 17           | -            | 22              | -            | 31           | -            |
| Other . . . . .   | 4              | -            | 6            | -            | 3            | -            | 2               | -            | 2            | -            |
| <u>Air Proving Ground Command - Total . . . . .</u>           | <u>34</u>      | <u>-</u>     | <u>37</u>    | <u>-</u>     | <u>44</u>    | <u>-</u>     | <u>44</u>       | <u>-</u>     | <u>33</u>    | <u>-</u>     |
| Fighter . . . . .   | 13             | -            | 13           | -            | 19           | -            | 15              | -            | 13           | -            |
| Bombardment . . . . .   | -              | -            | -            | -            | -            | -            | 12              | -            | 10           | -            |
| Transport . . . . .   | 3              | -            | 3            | -            | 3            | -            | 8               | -            | 2            | -            |
| Rescue . . . . .  | 4              | -            | 5            | -            | 6            | -            | 2               | -            | 1            | -            |
| Other . . . . .   | 14             | -            | 16           | -            | 16           | -            | 7               | -            | 7            | -            |
| <u>Air Research and Development Command - Total . . . . .</u> | <u>10</u>      | <u>10</u>    | <u>8</u>     | <u>8</u>     | <u>7</u>     | <u>7</u>     | <u>7</u>        | <u>-</u>     | <u>17</u>    | <u>-</u>     |
| Fighter . . . . .   | 10             | 10           | 8            | 8            | 7            | 7            | 7               | -            | 17           | -            |
| <u>Air Training Command - Total . . . . .</u>                 | <u>1,310</u>   | <u>-</u>     | <u>1,161</u> | <u>-</u>     | <u>1,527</u> | <u>-</u>     | <u>1,737</u>    | <u>-</u>     | <u>1,589</u> | <u>-</u>     |
| Fighter . . . . .   | 496            | -            | 452          | -            | 519          | -            | 568             | -            | 493          | -            |
| Bombardment . . . . .   | -              | -            | -            | -            | -            | -            | 66              | -            | 56           | -            |
| Transport . . . . .   | -              | -            | -            | -            | -            | -            | 8               | -            | 6            | -            |
| Rescue . . . . .  | 20             | -            | 30           | -            | 37           | -            | 30              | -            | 31           | -            |
| Other . . . . .   | 794            | -            | 679          | -            | 971          | -            | 1,065           | -            | 1,003        | -            |
| <u>Caribbean Air Command - Total . . . . .</u>                | <u>12</u>      | <u>12</u>    | <u>13</u>    | <u>13</u>    | <u>13</u>    | <u>13</u>    | <u>12</u>       | <u>12</u>    | <u>17</u>    | <u>17</u>    |
| Bombardment . . . . .   | 4              | 4            | 4            | 4            | 4            | 4            | 2               | 2            | -            | -            |
| Transport . . . . .   | -              | -            | 1            | 1            | 1            | 1            | 1               | 1            | 2            | 2            |
| Rescue . . . . .  | 1              | 1            | 1            | 1            | 1            | 1            | 1               | 1            | 7            | 7            |
| Other . . . . .   | 7              | 7            | 7            | 7            | 7            | 7            | 8               | 8            | 8            | 8            |
| <u>Continental Air Command - Total . . . . .</u>              | <u>1</u>       | <u>-</u>     | <u>1</u>     | <u>-</u>     | <u>1</u>     | <u>-</u>     | <u>1</u>        | <u>-</u>     | <u>1</u>     | <u>-</u>     |
| Fighter . . . . .   | 1              | -            | 1            | -            | 1            | -            | 1               | -            | 1            | -            |
| <u>Far East Air Force - Total . . . . .</u>                   | <u>1,641</u>   | <u>1,632</u> | <u>1,834</u> | <u>1,827</u> | <u>1,939</u> | <u>1,934</u> | <u>1,999</u>    | <u>1,987</u> | <u>1,897</u> | <u>1,885</u> |
| Fighter . . . . .   | 780            | 780          | 892          | 892          | 983          | 983          | 966             | 966          | 937          | 937          |
| Bombardment . . . . .   | 214            | 212          | 241          | 239          | 199          | 196          | 250             | 247          | 271          | 268          |
| Reconnaissance . . . . .                                      | 157            | 157          | 171          | 171          | 183          | 183          | 197             | 197          | 186          | 186          |
| Tanker . . . . .  | -              | -            | -            | -            | -            | -            | -               | -            | 9            | 9            |
| Transport . . . . .   | 336            | 330          | 373          | 373          | 393          | 393          | 380             | 380          | 327          | 327          |
| Rescue . . . . .  | 56             | 56           | 54           | 54           | 54           | 54           | 55              | 55           | 54           | 54           |
| Other . . . . .   | 98             | 97           | 103          | 98           | 127          | 125          | 151             | 142          | 113          | 104          |

(Continued)

TABLE 8 - USAF TACTICAL AND OTHER AIR CREWS BY TYPE, BY COMMAND - FY 1952 - CONTINUED

| Command and Type   | 30 June (1951) |              | 30 September |              | 31 December  |              | 31 March (1952) |              | 30 June      |              |
|--|----------------|--------------|--------------|--------------|--------------|--------------|-----------------|--------------|--------------|--------------|
|  | Total          | Tac-tical    | Total        | Tac-tical    | Total        | Tac-tical    | Total           | Tac-tical    | Total        | Tac-tical    |
| <u>Headquarters Command - Total</u> . . . . .                                    | <u>59</u>      | -            | <u>70</u>    | -            | <u>66</u>    | -            | <u>55</u>       | -            | <u>36</u>    | -            |
| Bombardment . . . . .  | 10             | -            | 9            | -            | 7            | -            | 6               | -            | 3            | -            |
| Transport . . . . .  | 49             | -            | 61           | -            | 59           | -            | 49              | -            | 33           | -            |
| <u>Military Air Transport Service - Total</u> . . . . .                          | <u>499</u>     | <u>400</u>   | <u>564</u>   | <u>461</u>   | <u>469</u>   | <u>378</u>   | <u>522</u>      | <u>427</u>   | <u>511</u>   | <u>425</u>   |
| Bombardment . . . . .  | -              | -            | 12           | 12           | 12           | 12           | 7               | 7            | 4            | 4            |
| Reconnaissance . . . . .   | 16             | 8            | 18           | 10           | 29           | 29           | 26              | 26           | 30           | 30           |
| Transport . . . . .  | 433            | 342          | 476          | 387          | 371          | 280          | 425             | 330          | 409          | 323          |
| Rescue . . . . .   | 50             | 50           | 58           | 52           | 57           | 57           | 64              | 64           | 68           | 68           |
| <u>Northeast Air Command - Total</u> . . . . .                                   | <u>16</u>      | <u>11</u>    | <u>19</u>    | <u>14</u>    | <u>15</u>    | <u>11</u>    | <u>13</u>       | <u>11</u>    | <u>17</u>    | <u>14</u>    |
| Transport . . . . .  | 6              | 1            | 6            | 1            | 5            | 1            | 2               | -            | 3            | -            |
| Rescue . . . . .   | 10             | 10           | 13           | 13           | 10           | 10           | 11              | 11           | 14           | 14           |
| <u>Strategic Air Command - Total</u> . . . . .                                   | <u>1,441</u>   | <u>1,439</u> | <u>1,601</u> | <u>1,599</u> | <u>1,418</u> | <u>1,416</u> | <u>1,485</u>    | <u>1,478</u> | <u>1,585</u> | <u>1,577</u> |
| Fighter . . . . .  | 495            | 495          | 573          | 573          | 249          | 249          | 224             | 224          | 212          | 212          |
| Bombardment . . . . .  | 622            | 620          | 680          | 679          | 734          | 733          | 788             | 784          | 866          | 862          |
| Reconnaissance . . . . .   | 94             | 94           | 103          | 103          | 134          | 134          | 141             | 141          | 154          | 154          |
| Tanker . . . . .   | 149            | 149          | 164          | 164          | 211          | 211          | 236             | 236          | 261          | 261          |
| Transport . . . . .  | 76             | 76           | 77           | 76           | 85           | 84           | 88              | 85           | 91           | 87           |
| Rescue . . . . .   | 5              | 5            | 4            | 4            | 5            | 5            | 8               | 8            | 1            | 1            |
| <u>Tactical Air Command - Total</u> . . . . .                                    | <u>943</u>     | <u>927</u>   | <u>897</u>   | <u>890</u>   | <u>1,030</u> | <u>1,030</u> | <u>1,024</u>    | <u>1,024</u> | <u>797</u>   | <u>793</u>   |
| Fighter . . . . .  | 392            | 392          | 367          | 367          | 544          | 544          | 489             | 489          | 284          | 284          |
| Bombardment . . . . .  | 27             | 27           | 1            | 1            | 6            | 6            | 45              | 45           | 16           | 12           |
| Reconnaissance . . . . .   | 92             | 92           | 163          | 163          | 143          | 143          | 137             | 137          | 142          | 142          |
| Transport . . . . .  | 309            | 296          | 226          | 224          | 204          | 204          | 212             | 212          | 260          | 260          |
| Rescue . . . . .   | 3              | 3            | 18           | 18           | 20           | 20           | 12              | 12           | 18           | 18           |
| Other . . . . .  | 120            | 117          | 122          | 117          | 113          | 113          | 129             | 129          | 77           | 77           |
| <u>US Air Force in Europe - Total</u> . . . . .                                  | <u>226</u>     | <u>224</u>   | <u>314</u>   | <u>312</u>   | <u>406</u>   | <u>404</u>   | <u>432</u>      | <u>431</u>   | <u>688</u>   | <u>686</u>   |
| Fighter . . . . .  | 185            | 185          | 231          | 231          | 335          | 335          | 295             | 295          | 492          | 492          |
| Bombardment . . . . .  | -              | -            | -            | -            | -            | -            | -               | -            | 39           | 39           |
| Reconnaissance . . . . .   | -              | -            | -            | -            | -            | -            | 56              | 55           | 54           | 54           |
| Transport . . . . .  | 38             | 36           | 81           | 79           | 65           | 63           | 72              | 72           | 78           | 78           |
| Rescue . . . . .   | 3              | 3            | 2            | 2            | 6            | 6            | 9               | 9            | 11           | 11           |
| Other . . . . .  | -              | -            | -            | -            | -            | -            | -               | -            | 14           | 12           |
| <u>USAF AFS Graduates on Hand at End of Month and Pipeline - Total</u> . . . . . | <u>124</u>     | <u>124</u>   | <u>70</u>    | <u>70</u>    | <u>179</u>   | <u>179</u>   | <u>131</u>      | <u>131</u>   | <u>67</u>    | <u>67</u>    |
| Fighter . . . . .  | 119            | 119          | 54           | 54           | 80           | 80           | 74              | 74           | 33           | 33           |
| Bombardment . . . . .  | -              | -            | 1            | 1            | 21           | 21           | -               | -            | 10           | 10           |
| Transport . . . . .  | -              | -            | 13           | 13           | 77           | 77           | 56              | 56           | 17           | 17           |
| Rescue . . . . .   | 5              | 5            | 1            | 1            | 1            | 1            | -               | -            | 6            | 6            |
| Other . . . . .  | -              | -            | 1            | 1            | -            | -            | 1               | 1            | 1            | 1            |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 9 -- USAF TACTICAL AND OTHER AIR CREWS BY TYPE AND MODEL OF AIRCRAFT -- FY 1952

| Type and Model Aircraft       | 30 June (1951) |              | 30 September |              | 31 December  |              | 31 March (1952) |              | 30 June      |              |
|-------------------------------|----------------|--------------|--------------|--------------|--------------|--------------|-----------------|--------------|--------------|--------------|
|                               | Total          | Tac-tical    | Total        | Tac-tical    | Total        | Tac-tical    | Total           | Tac-tical    | Total        | Tac-tical    |
| <b>WORLDWIDE - TOTAL</b>      | <b>7,724</b>   | <b>2,579</b> | <b>7,592</b> | <b>6,173</b> | <b>8,147</b> | <b>6,376</b> | <b>8,447</b>    | <b>6,450</b> | <b>8,455</b> | <b>6,617</b> |
| <b>Fighter - Total</b>        | <b>3,280</b>   | <b>2,737</b> | <b>3,525</b> | <b>3,059</b> | <b>3,698</b> | <b>3,152</b> | <b>3,554</b>    | <b>2,962</b> | <b>3,596</b> | <b>3,071</b> |
| F-47                          | 199            | 199          | 174          | 174          | 183          | 183          | 154             | 154          | 161          | 161          |
| F-51                          | 862            | 755          | 893          | 795          | 836          | 725          | 766             | 646          | 682          | 570          |
| F-80                          | 697            | 407          | 670          | 393          | 703          | 342          | 701             | 327          | 563          | 270          |
| F-82                          | 31             | 31           | 33           | 33           | 31           | 31           | 13              | 13           | 6            | 6            |
| F-84                          | 891            | 809          | 1,075        | 1,047        | 1,066        | 1,035        | 992             | 959          | 973          | 932          |
| F-86                          | 413            | 401          | 460          | 453          | 609          | 601          | 604             | 566          | 686          | 652          |
| F-89                          | 28             | 22           | 11           | 11           | 21           | 16           | 34              | 26           | 90           | 78           |
| F-94                          | 159            | 113          | 209          | 153          | 249          | 226          | 290             | 271          | 435          | 402          |
| <b>Bombardment - Total</b>    | <b>1,261</b>   | <b>887</b>   | <b>952</b>   | <b>936</b>   | <b>989</b>   | <b>972</b>   | <b>1,182</b>    | <b>1,085</b> | <b>1,282</b> | <b>1,195</b> |
| B-17                          | 11             | 4            | 10           | 4            | 10           | 4            | 7               | 2            | 3            | -            |
| B-25                          | 170            | -            | 6            | -            | 8            | 3            | 60              | 3            | 47           | -            |
| B-26                          | 336            | 163          | 148          | 148          | 102          | 102          | 155             | 147          | 180          | 168          |
| B-29                          | 439            | 429          | 467          | 463          | 488          | 482          | 518             | 512          | 601          | 593          |
| B-36                          | 46             | 46           | 66           | 66           | 92           | 92           | 92              | 91           | 94           | 93           |
| B-45                          | 19             | 14           | 15           | 15           | 15           | 15           | 58              | 53           | 52           | 52           |
| B-47                          | 45             | 45           | 45           | 45           | 45           | 45           | 45              | 45           | 45           | 45           |
| B-50                          | 195            | 186          | 195          | 195          | 229          | 229          | 247             | 232          | 260          | 244          |
| <b>Reconnaissance - Total</b> | <b>369</b>     | <b>361</b>   | <b>467</b>   | <b>459</b>   | <b>502</b>   | <b>502</b>   | <b>567</b>      | <b>567</b>   | <b>573</b>   | <b>573</b>   |
| RB-17                         | 3              | 3            | 3            | 3            | 3            | 3            | 4               | 4            | 4            | 4            |
| RB-26                         | 37             | 37           | 76           | 76           | 88           | 88           | 117             | 117          | 93           | 93           |
| RB-29                         | 24             | 24           | 26           | 26           | 34           | 34           | 37              | 37           | 41           | 41           |
| RB-36                         | 32             | 32           | 35           | 35           | 52           | 52           | 56              | 56           | 58           | 58           |
| RB-45                         | 27             | 27           | 29           | 29           | 30           | 30           | 30              | 30           | 32           | 32           |
| RB-50                         | 25             | 25           | 27           | 27           | 32           | 32           | 31              | 31           | 40           | 40           |
| RC-45                         | 2              | 2            | 2            | 2            | 2            | 2            | 1               | 1            | 1            | 1            |
| RF-51                         | 37             | 37           | 82           | 82           | 83           | 83           | 68              | 68           | 60           | 60           |
| RF-80                         | 108            | 108          | 133          | 133          | 110          | 110          | 160             | 160          | 174          | 174          |
| RF-86                         | -              | -            | -            | -            | 1            | 1            | -               | -            | 9            | 9            |
| WB-29                         | 74             | 66           | 54           | 46           | 67           | 67           | 63              | 63           | 61           | 61           |
| <b>Tanker - Total</b>         | <b>149</b>     | <b>149</b>   | <b>164</b>   | <b>164</b>   | <b>211</b>   | <b>211</b>   | <b>236</b>      | <b>236</b>   | <b>270</b>   | <b>270</b>   |
| KB-29                         | 144            | 144          | 144          | 144          | 172          | 172          | 184             | 184          | 208          | 208          |
| KD-97                         | 5              | 5            | 20           | 20           | 39           | 39           | 52              | 52           | 62           | 62           |
| <b>Transport - Total</b>      | <b>1,393</b>   | <b>1,139</b> | <b>1,352</b> | <b>1,169</b> | <b>1,297</b> | <b>1,117</b> | <b>1,341</b>    | <b>1,149</b> | <b>1,281</b> | <b>1,110</b> |
| C-45                          | 8              | -            | 6            | -            | 6            | -            | 1               | -            | 2            | -            |
| C-46                          | 282            | 282          | 261          | 259          | 245          | 245          | 226             | 226          | 176          | 175          |
| C-47                          | 257            | 112          | 205          | 127          | 198          | 122          | 224             | 139          | 210          | 134          |
| C-54                          | 377            | 314          | 396          | 331          | 380          | 310          | 384             | 312          | 381          | 320          |
| C-74                          | 29             | 29           | 37           | 37           | 7            | 7            | 17              | 17           | 12           | 12           |
| C-82                          | 87             | 87           | 70           | 70           | 71           | 71           | 83              | 83           | 83           | 83           |
| C-97                          | 104            | 70           | 106          | 75           | 95           | 68           | 110             | 79           | 103          | 72           |
| C-119                         | 189            | 189          | 198          | 198          | 201          | 201          | 203             | 203          | 216          | 216          |
| C-120                         | 1              | -            | -            | -            | -            | -            | -               | -            | -            | -            |
| C-121                         | 1              | -            | 1            | -            | 1            | -            | -               | -            | -            | -            |
| C-122                         | 1              | -            | -            | -            | -            | -            | -               | -            | -            | -            |
| C-123                         | 1              | -            | -            | -            | -            | -            | -               | -            | -            | -            |
| C-124                         | 56             | 56           | 72           | 72           | 93           | 93           | 93              | 90           | 98           | 98           |
| <b>Rescue - Total</b>         | <b>165</b>     | <b>147</b>   | <b>192</b>   | <b>158</b>   | <b>209</b>   | <b>166</b>   | <b>203</b>      | <b>169</b>   | <b>225</b>   | <b>193</b>   |
| H-5                           | 56             | 39           | 78           | 49           | 81           | 45           | 72              | 41           | 73           | 41           |
| H-19                          | 1              | 1            | 3            | 2            | 2            | 1            | 8               | 7            | 12           | 12           |
| HA-10                         | 2              | 2            | 7            | 7            | 8            | 8            | 4               | 4            | 4            | 4            |
| HA-16                         | 31             | 30           | 38           | 38           | 45           | 45           | 56              | 56           | 71           | 71           |
| HB-17                         | 40             | 40           | 38           | 32           | 39           | 39           | 30              | 30           | 28           | 28           |
| HB-29                         | 13             | 13           | 13           | 13           | 13           | 13           | 22              | 22           | 25           | 25           |
| HC-47                         | 3              | 3            | 2            | 2            | -            | -            | 3               | 3            | 2            | 2            |
| YC-122                        | 19             | 19           | 15           | 15           | 15           | 15           | 6               | 6            | 10           | 10           |
| YH-12                         | -              | -            | 3            | -            | 4            | -            | -               | -            | -            | -            |
| YT-34                         | -              | -            | 2            | -            | 2            | -            | 2               | -            | -            | -            |

(Continued)

TABLE 9 - USAF TACTICAL AND OTHER AIR CREWS BY TYPE AND MODEL OF AIRCRAFT - FY 1952 -  
CONTINUED

| Type and Model Aircraft        | 30 June (1951) |            | 30 September |            | 31 December  |            | 31 March (1952) |            | 30 June      |            |
|--------------------------------|----------------|------------|--------------|------------|--------------|------------|-----------------|------------|--------------|------------|
|                                | Total          | Tac-tical  | Total        | Tac-tical  | Total        | Tac-tical  | Total           | Tac-tical  | Total        | Tac-tical  |
| <u>Other - Total</u> . . . . . | <u>1,107</u>   | <u>159</u> | <u>940</u>   | <u>228</u> | <u>1,241</u> | <u>249</u> | <u>1,364</u>    | <u>282</u> | <u>1,228</u> | <u>205</u> |
| L-5 . . . . .                  | 51             | 1          | 204          | 5          | 76           | -          | 88              | 10         | 97           | 12         |
| L-13 . . . . .                 | 14             | 14         | 12           | 12         | 22           | 22         | 27              | 27         | 12           | 12         |
| L-16 . . . . .                 | 1              | -          | 1            | -          | -            | -          | -               | -          | -            | -          |
| L-20 . . . . .                 | -              | -          | -            | -          | 2            | -          | -               | -          | 4            | 4          |
| LC-126 . . . . .               | 3              | 3          | 5            | 5          | 4            | 4          | 2               | 2          | 3            | 3          |
| T-6 . . . . .                  | 545            | 86         | 521          | 92         | 773          | 123        | 832             | 132        | 622          | 92         |
| T-28 . . . . .                 | 356            | -          | 3            | -          | 160          | -          | 107             | -          | 133          | -          |
| T-29 . . . . .                 | 19             | -          | -            | -          | -            | -          | 34              | -          | 33           | -          |
| T-33 . . . . .                 | 57             | -          | 74           | -          | 102          | -          | 153             | -          | 231          | -          |
| TB-26 . . . . .                | 53             | 53         | 116          | 112        | 100          | 98         | 120             | 110        | 88           | 77         |
| TB-29 . . . . .                | 4              | -          | -            | -          | -            | -          | -               | -          | 4            | 4          |
| VB-17 . . . . .                | 1              | -          | -            | -          | -            | -          | -               | -          | -            | -          |
| VC-47 . . . . .                | 3              | 2          | 2            | 2          | 2            | 2          | 1               | 1          | 1            | 1          |
| DC-45 . . . . .                | -              | -          | -            | -          | -            | -          | -               | -          | -            | -          |
| TB-25 . . . . .                | -              | -          | 1            | -          | -            | -          | -               | -          | -            | -          |
| Q-14 . . . . .                 | -              | -          | 1            | -          | -            | -          | -               | -          | -            | -          |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 10 - USAF TACTICAL AND OTHER AIR CREW PERSONNEL BY TYPE OF AIRCRAFT, BY COMMAND - FY 1952

| Command and Type  | 31 July (1951) |               | 30 September  |               | 31 December   |               | 31 March (1952) |               | 30 June       |               |
|---|----------------|---------------|---------------|---------------|---------------|---------------|-----------------|---------------|---------------|---------------|
|   | Total          | Tactical      | Total         | Tactical      | Total         | Tactical      | Total           | Tactical      | Total         | Tactical      |
| <u>WORLDWIDE - TOTAL</u> . . . . .                            | <u>34,961</u>  | <u>26,853</u> | <u>37,328</u> | <u>28,356</u> | <u>39,480</u> | <u>30,553</u> | <u>42,002</u>   | <u>32,541</u> | <u>42,953</u> | <u>33,880</u> |
| <u>Alaskan Air Command - Total</u> . . . . .                  | <u>542</u>     | <u>478</u>    | <u>527</u>    | <u>476</u>    | <u>494</u>    | <u>455</u>    | <u>474</u>      | <u>438</u>    | <u>616</u>    | <u>566</u>    |
| Fighter . . . . .   | 129            | 129           | 145           | 145           | 129           | 129           | 121             | 121           | 177           | 177           |
| Bombardment . . . . .   | 8              | -             | 8             | -             | 9             | -             | 9               | -             | 14            | 1             |
| Reconnaissance . . . . .                                      | 137            | 137           | 139           | 139           | 128           | 128           | 137             | 137           | 178           | 178           |
| Transport . . . . .   | 146            | 92            | 150           | 109           | 122           | 94            | 121             | 96            | 157           | 122           |
| Rescue . . . . .  | 115            | 113           | 80            | 78            | 101           | 99            | 84              | 82            | 85            | 83            |
| Other . . . . .   | 7              | 7             | 5             | 5             | 5             | 5             | 2               | 2             | 5             | 5             |
| <u>Air Defense Command - Total</u> . . . . .                  | <u>1,237</u>   | <u>1,047</u>  | <u>1,225</u>  | <u>1,039</u>  | <u>1,403</u>  | <u>1,196</u>  | <u>1,466</u>    | <u>1,211</u>  | <u>1,797</u>  | <u>1,503</u>  |
| Fighter . . . . .   | 1,046          | 1,046         | 1,039         | 1,039         | 1,196         | 1,196         | 1,211           | 1,211         | 1,503         | 1,503         |
| Bombardment . . . . .   | 25             | 1             | 26            | -             | 31            | -             | 52              | -             | 59            | -             |
| Reconnaissance . . . . .                                      | 13             | -             | 6             | -             | 21            | -             | 16              | -             | -             | -             |
| Transport . . . . .   | 66             | -             | 72            | -             | 72            | -             | 115             | -             | 122           | -             |
| Other . . . . .   | 87             | -             | 82            | -             | 83            | -             | 92              | -             | 113           | -             |
| <u>Air Materiel Command - Total</u> . . . . .                 | <u>269</u>     | <u>-</u>      | <u>295</u>    | <u>-</u>      | <u>328</u>    | <u>-</u>      | <u>290</u>      | <u>-</u>      | <u>295</u>    | <u>-</u>      |
| Fighter . . . . .   | 10             | -             | 8             | -             | 10            | -             | 9               | -             | 10            | -             |
| Bombardment . . . . .   | 143            | -             | 149           | -             | 162           | -             | 133             | -             | 114           | -             |
| Transport . . . . .   | 105            | -             | 122           | -             | 145           | -             | 139             | -             | 161           | -             |
| Rescue . . . . .  | 2              | -             | 2             | -             | 2             | -             | 2               | -             | 2             | -             |
| Other . . . . .   | 9              | -             | 14            | -             | 9             | -             | 7               | -             | 8             | -             |
| <u>Air Proving Ground Command - Total</u> . . . . .           | <u>392</u>     | <u>-</u>      | <u>416</u>    | <u>-</u>      | <u>304</u>    | <u>-</u>      | <u>308</u>      | <u>-</u>      | <u>321</u>    | <u>-</u>      |
| Fighter . . . . .   | 17             | -             | 18            | -             | 17            | -             | 19              | -             | 24            | -             |
| Bombardment . . . . .   | 262            | -             | 289           | -             | 193           | -             | 217             | -             | 216           | -             |
| Transport . . . . .   | 85             | -             | 83            | -             | 62            | -             | 59              | -             | 63            | -             |
| Rescue . . . . .  | 10             | -             | 6             | -             | 10            | -             | 4               | -             | 4             | -             |
| Other . . . . .   | 18             | -             | 20            | -             | 22            | -             | 9               | -             | 14            | -             |
| <u>Air Research and Development Command - Total</u> . . . . . | <u>103</u>     | <u>103</u>    | <u>438</u>    | <u>99</u>     | <u>257</u>    | <u>83</u>     | <u>276</u>      | <u>-</u>      | <u>361</u>    | <u>-</u>      |
| Fighter . . . . .   | 10             | 10            | 26            | 26            | 9             | 7             | 13              | -             | 18            | -             |
| Bombardment . . . . .   | 65             | 65            | 360           | 59            | 184           | 58            | 160             | -             | 184           | -             |
| Tanker . . . . .  | -              | -             | -             | -             | -             | -             | -               | -             | 1             | -             |
| Transport . . . . .   | 27             | 27            | 52            | 14            | 57            | 17            | 94              | -             | 154           | -             |
| Rescue . . . . .  | 1              | 1             | -             | -             | 1             | 1             | 1               | -             | 3             | -             |
| Other . . . . .   | -              | -             | -             | -             | 6             | -             | 8               | -             | 1             | -             |
| <u>Air Training Command - Total</u> . . . . .                 | <u>3,905</u>   | <u>-</u>      | <u>4,474</u>  | <u>-</u>      | <u>4,856</u>  | <u>-</u>      | <u>5,122</u>    | <u>-</u>      | <u>4,786</u>  | <u>-</u>      |
| Fighter . . . . .   | 496            | -             | 452           | -             | 555           | -             | 652             | -             | 580           | -             |
| Bombardment . . . . .   | 2,224          | -             | 2,901         | -             | 2,846         | -             | 2,970           | -             | 2,778         | -             |
| Reconnaissance . . . . .                                      | 16             | -             | 26            | -             | 31            | -             | 33              | -             | 30            | -             |
| Transport . . . . .   | 205            | -             | 198           | -             | 201           | -             | 209             | -             | 212           | -             |
| Rescue . . . . .  | 20             | -             | 28            | -             | 37            | -             | 32              | -             | 31            | -             |
| Other . . . . .   | 944            | -             | 869           | -             | 1,186         | -             | 1,226           | -             | 1,155         | -             |
| <u>Air University - Total</u> . . . . .                       | <u>200</u>     | <u>-</u>      | <u>203</u>    | <u>-</u>      | <u>233</u>    | <u>-</u>      | <u>188</u>      | <u>-</u>      | <u>176</u>    | <u>-</u>      |
| Fighter . . . . .   | -              | -             | 1             | -             | 1             | -             | -               | -             | -             | -             |
| Bombardment . . . . .   | 106            | -             | 101           | -             | 112           | -             | 72              | -             | 58            | -             |
| Transport . . . . .   | 94             | -             | 101           | -             | 120           | -             | 116             | -             | 118           | -             |
| <u>Caribbean Air Command - Total</u> . . . . .                | <u>125</u>     | <u>60</u>     | <u>126</u>    | <u>48</u>     | <u>130</u>    | <u>50</u>     | <u>128</u>      | <u>51</u>     | <u>167</u>    | <u>72</u>     |
| Bombardment . . . . .   | 57             | 44            | 46            | 32            | 47            | 34            | 47              | 34            | 19            | -             |
| Transport . . . . .   | 59             | 7             | 71            | 7             | 74            | 7             | 71              | 7             | 75            | 3             |
| Rescue . . . . .  | 2              | 2             | 2             | 2             | 2             | 2             | 2               | 2             | 61            | 61            |
| Other . . . . .   | 7              | 7             | 7             | 7             | 7             | 7             | 8               | 8             | 12            | 8             |

(Continued)



TABLE 10 - USAF TACTICAL AND OTHER AIR CREW PERSONNEL BY TYPE OF AIRCRAFT, BY COMMAND -  
FY 1952 - CONTINUED

| Command and Type                              | 31 July (1951) |               | 30 September  |               | 31 December   |               | 31 March (1952) |               | 30 June       |               |
|---|----------------|---------------|---------------|---------------|---------------|---------------|-----------------|---------------|---------------|---------------|
|   | Total          | Tactical      | Total         | Tactical      | Total         | Tactical      | Total           | Tactical      | Total         | Tactical      |
| <u>Continental Air Command - Total</u>        | <u>130</u>     | -             | <u>118</u>    | -             | <u>108</u>    | -             | <u>58</u>       | -             | <u>72</u>     | -             |
| Fighter                                       | 1              | -             | 1             | -             | 1             | -             | 1               | -             | 1             | -             |
| Bombardment                                   | 31             | -             | 29            | -             | 32            | -             | 28              | -             | 21            | -             |
| Transport                                     | 86             | -             | 80            | -             | 68            | -             | 25              | -             | 53            | -             |
| Other   | 12             | -             | 8             | -             | 7             | -             | 4               | -             | 4             | -             |
| <u>Far East Air Forces - Total</u>            | <u>5,731</u>   | <u>5,483</u>  | <u>6,120</u>  | <u>5,873</u>  | <u>6,041</u>  | <u>5,800</u>  | <u>6,465</u>    | <u>6,188</u>  | <u>6,268</u>  | <u>5,988</u>  |
| Fighter                                       | 835            | 835           | 940           | 940           | 1,050         | 1,050         | 1,067           | 1,067         | 1,067         | 1,067         |
| Bombardment                                   | 1,717          | 1,660         | 1,753         | 1,726         | 1,629         | 1,588         | 1,893           | 1,840         | 1,921         | 1,864         |
| Reconnaissance                                | 731            | 731           | 692           | 692           | 758           | 758           | 757             | 757           | 739           | 739           |
| Tanker  | -              | -             | -             | -             | -             | -             | -               | -             | 72            | 72            |
| Transport                                     | 1,981          | 1,820         | 2,203         | 2,051         | 2,040         | 1,906         | 2,101           | 1,984         | 1,879         | 1,756         |
| Rescue  | 333            | 333           | 360           | 360           | 367           | 395           | 395             | 395           | 383           | 383           |
| Other   | 134            | 104           | 172           | 104           | 197           | 131           | 252             | 145           | 207           | 107           |
| <u>Headquarters Command - Total</u>           | <u>689</u>     | -             | <u>726</u>    | -             | <u>687</u>    | -             | <u>663</u>      | -             | <u>530</u>    | -             |
| Bombardment                                   | 287            | -             | 285           | -             | 241           | -             | 247             | -             | 171           | -             |
| Transport                                     | 394            | -             | 434           | -             | 439           | -             | 411             | -             | 359           | -             |
| Other   | 8              | -             | 7             | -             | 7             | -             | 5               | -             | -             | -             |
| <u>Military Air Transport Service - Total</u> | <u>4,329</u>   | <u>3,221</u>  | <u>4,392</u>  | <u>3,541</u>  | <u>3,859</u>  | <u>3,171</u>  | <u>4,189</u>    | <u>3,395</u>  | <u>4,425</u>  | <u>3,623</u>  |
| Bombardment                                   | 3              | 3             | 137           | 137           | 226           | 226           | 259             | 259           | 264           | 264           |
| Reconnaissance                                | 211            | 102           | 210           | 210           | 327           | 327           | 327             | 327           | 401           | 401           |
| Transport                                     | 3,613          | 2,634         | 3,465         | 2,614         | 2,749         | 2,061         | 2,917           | 2,123         | 3,059         | 2,257         |
| Rescue  | 502            | 502           | 580           | 580           | 557           | 557           | 686             | 686           | 701           | 701           |
| <u>Northeast Air Command - Total</u>          | <u>188</u>     | <u>115</u>    | <u>217</u>    | <u>109</u>    | <u>183</u>    | <u>83</u>     | <u>187</u>      | <u>89</u>     | <u>202</u>    | <u>107</u>    |
| Bombardment                                   | 2              | -             | 5             | -             | 4             | -             | 2               | -             | 2             | -             |
| Transport                                     | 84             | 13            | 113           | 10            | 102           | 12            | 102             | 9             | 94            | 6             |
| Rescue  | 102            | 102           | 99            | 99            | 77            | 71            | 83              | 80            | 106           | 101           |
| <u>Strategic Air Command - Total</u>          | <u>12,641</u>  | <u>12,459</u> | <u>13,415</u> | <u>13,158</u> | <u>14,134</u> | <u>13,891</u> | <u>15,140</u>   | <u>14,817</u> | <u>16,181</u> | <u>15,841</u> |
| Fighter                                       | 495            | 495           | 574           | 574           | 249           | 249           | 224             | 224           | 213           | 213           |
| Bombardment                                   | 8,062          | 8,020         | 8,502         | 8,445         | 9,145         | 9,098         | 9,815           | 9,715         | 10,569        | 10,513        |
| Reconnaissance                                | 1,661          | 1,654         | 1,828         | 1,820         | 2,118         | 2,110         | 2,257           | 2,257         | 2,562         | 2,554         |
| Tanker  | 1,679          | 1,679         | 1,717         | 1,717         | 1,836         | 1,836         | 2,028           | 2,028         | 2,130         | 2,109         |
| Transport                                     | 675            | 545           | 714           | 528           | 704           | 525           | 734             | 528           | 652           | 416           |
| Rescue  | 66             | 66            | 74            | 74            | 73            | 73            | 65              | 65            | 36            | 36            |
| Other   | 3              | -             | 6             | -             | 9             | -             | 17              | -             | 19            | -             |
| <u>Special Weapons Command - Total</u>        | <u>55</u>      | -             | <u>48</u>     | -             | <u>127</u>    | -             | <u>128</u>      | -             | -             | -             |
| Fighter                                       | 3              | -             | 2             | -             | 6             | -             | 6               | -             | -             | -             |
| Bombardment                                   | 50             | -             | 44            | -             | 71            | -             | 68              | -             | -             | -             |
| Transport                                     | -              | -             | 2             | -             | 48            | -             | 51              | -             | -             | -             |
| Rescue  | 2              | -             | -             | -             | 2             | -             | 3               | -             | -             | -             |
| <u>Tactical Air Command - Total</u>           | <u>3,122</u>   | <u>2,883</u>  | <u>3,022</u>  | <u>2,780</u>  | <u>3,245</u>  | <u>3,067</u>  | <u>3,167</u>    | <u>2,918</u>  | <u>2,877</u>  | <u>2,691</u>  |
| Fighter                                       | 342            | 342           | 367           | 367           | 544           | 544           | 488             | 488           | 298           | 298           |
| Reconnaissance                                | 167            | 140           | 279           | 271           | 278           | 278           | 220             | 220           | 241           | 241           |
| Bombardment                                   | 389            | 282           | 379           | 256           | 301           | 181           | 443             | 265           | 218           | 70            |
| Transport                                     | 1,856          | 1,754         | 1,555         | 1,467         | 1,699         | 1,641         | 1,620           | 1,549         | 1,730         | 1,686         |
| Rescue  | 3              | 3             | 3             | 3             | 48            | 48            | 49              | 49            | 56            | 56            |
| Other   | 365            | 362           | 439           | 416           | 375           | 375           | 347             | 347           | 334           | 334           |
| <u>U. S. Air Forces, Europe - Total</u>       | <u>765</u>     | <u>466</u>    | <u>1,004</u>  | <u>671</u>    | <u>1,360</u>  | <u>1,026</u>  | <u>1,428</u>    | <u>1,109</u>  | <u>1,766</u>  | <u>1,403</u>  |
| Fighter                                       | 185            | 185           | 231           | 231           | 335           | 335           | 295             | 295           | 492           | 492           |
| Bombardment                                   | 40             | -             | 41            | -             | 238           | 205           | 251             | 220           | 344           | 316           |
| Reconnaissance                                | -              | -             | -             | -             | -             | -             | 64              | 64            | 64            | 64            |
| Transport                                     | 477            | 218           | 660           | 368           | 699           | 398           | 700             | 420           | 691           | 368           |
| Rescue  | 63             | 63            | 72            | 72            | 88            | 88            | 110             | 110           | 123           | 123           |
| Other   | -              | -             | -             | -             | -             | -             | 8               | -             | 52            | 40            |

(Continued)

TABLE 10 - USAF TACTICAL AND OTHER AIR CREW PERSONNEL BY TYPE OF AIRCRAFT, BY COMMAND -  
FY 1952 - CONTINUED

| Command and Type   | 31 July (1951) |            | 30 September |            | 31 December  |              | 31 March (1952) |              | 30 June      |              |
|--|----------------|------------|--------------|------------|--------------|--------------|-----------------|--------------|--------------|--------------|
|  | Total          | Tac-tical  | Total        | Tac-tical  | Total        | Tac-tical    | Total           | Tac-tical    | Total        | Tac-tical    |
| <u>USAF /CS Graduates on Hand, End of Month and Pipeline - Total . . . .</u> | <u>538</u>     | <u>538</u> | <u>562</u>   | <u>562</u> | <u>1,731</u> | <u>1,731</u> | <u>2,325</u>    | <u>2,325</u> | <u>2,086</u> | <u>2,086</u> |
| Fighter . . . . .  | 119            | 119        | 92           | 92         | 89           | 89           | 86              | 86           | 48           | 48           |
| Bombardment . . . . .  | 213            | 213        | 183          | 183        | 380          | 380          | 373             | 373          | 563          | 563          |
| Reconnaissance . . . . .   | -              | -          | 8            | 8          | 84           | 84           | 146             | 146          | 154          | 154          |
| Transport . . . . .  | 189            | 189        | 275          | 275        | 1,128        | 1,128        | 1,584           | 1,584        | 1,177        | 1,177        |
| Rescue . . . . .   | 11             | 11         | 3            | 3          | 50           | 50           | 135             | 135          | 143          | 143          |
| Other . . . . .  | 6              | 6          | 1            | 1          | -            | -            | 1               | 1            | 1            | 1            |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 11 - USAF TACTICAL AND OTHER CREW PERSONNEL BY TYPE AND MODEL OF AIRCRAFT - FY 1952

| Type and Model Aircraft       | 30 June (1951) |               | 30 September  |               | 31 December   |               | 31 March (1952) |               | 30 June       |               |
|-------------------------------|----------------|---------------|---------------|---------------|---------------|---------------|-----------------|---------------|---------------|---------------|
|                               | Total          | Tac-tical     | Total         | Tac-tical     | Total         | Tac-tical     | Total           | Tac-tical     | Total         | Tac-tical     |
| <b>WORLDWIDE - TOTAL</b>      | <b>24,961</b>  | <b>26,853</b> | <b>27,328</b> | <b>28,356</b> | <b>39,480</b> | <b>30,553</b> | <b>42,002</b>   | <b>32,541</b> | <b>42,933</b> | <b>33,880</b> |
| <b>Fighter - Total</b>        | <b>3,688</b>   | <b>3,161</b>  | <b>3,896</b>  | <b>3,414</b>  | <b>4,191</b>  | <b>3,599</b>  | <b>4,192</b>    | <b>3,492</b>  | <b>4,431</b>  | <b>3,798</b>  |
| F-47                          | 184            | 184           | 175           | 174           | 184           | 183           | 156             | 154           | 107           | 105           |
| F-51                          | 951            | 849           | 896           | 795           | 841           | 725           | 766             | 646           | 695           | 583           |
| F-80                          | 740            | 400           | 671           | 391           | 686           | 342           | 703             | 327           | 572           | 277           |
| F-82                          | 83             | 83            | 91            | 91            | 60            | 60            | 31              | 31            | 15            | 15            |
| F-84                          | 869            | 839           | 1,078         | 1,048         | 1,073         | 1,035         | 1,000           | 959           | 1,034         | 988           |
| F-86                          | 429            | 426           | 481           | 473           | 609           | 601           | 604             | 566           | 691           | 652           |
| F-89                          | 28             | 23            | 33            | 28            | 56            | 52            | 126             | 95            | 205           | 169           |
| F-94                          | 404            | 357           | 471           | 414           | 682           | 601           | 806             | 714           | 1,112         | 1,009         |
| <b>Bombardment - Total</b>    | <b>13,684</b>  | <b>10,288</b> | <b>15,238</b> | <b>10,838</b> | <b>15,851</b> | <b>11,770</b> | <b>17,019</b>   | <b>12,706</b> | <b>17,515</b> | <b>13,597</b> |
| B-17                          | 291            | 50            | 280           | 33            | 320           | 73            | 300             | 34            | 241           | -             |
| B-24                          | 1              | -             | 1             | -             | 1             | -             | 1               | -             | 1             | -             |
| B-25                          | 1,602          | 5             | 2,262         | 11            | 2,163         | 3             | 2,277           | 27            | 1,965         | 1             |
| B-26                          | 1,181          | 888           | 1,109         | 776           | 1,048         | 734           | 1,252           | 916           | 1,246         | 930           |
| B-29                          | 6,834          | 5,774         | 7,544         | 6,233         | 7,606         | 6,468         | 8,259           | 7,120         | 8,936         | 7,835         |
| B-36                          | 1,016          | 985           | 1,131         | 1,100         | 1,610         | 1,577         | 1,642           | 1,609         | 1,875         | 1,845         |
| B-45                          | 141            | 125           | 164           | 148           | 185           | 167           | 239             | 224           | 153           | 139           |
| B-47                          | 149            | 135           | 197           | 135           | 149           | 135           | 195             | 135           | 223           | 143           |
| B-50                          | 2,469          | 2,326         | 2,550         | 2,402         | 2,769         | 2,613         | 2,854           | 2,641         | 2,875         | 2,704         |
| <b>Reconnaissance - Total</b> | <b>2,936</b>   | <b>2,764</b>  | <b>3,188</b>  | <b>3,140</b>  | <b>3,745</b>  | <b>3,685</b>  | <b>3,957</b>    | <b>3,908</b>  | <b>4,369</b>  | <b>4,331</b>  |
| RB-17                         | 25             | 25            | 24            | 24            | 28            | 28            | 28              | 28            | 30            | 30            |
| RB-25                         | 18             | -             | 16            | -             | 37            | -             | 32              | -             | 14            | -             |
| RB-26                         | 250            | 223           | 304           | 296           | 339           | 339           | 338             | 338           | 309           | 309           |
| RB-29                         | 372            | 372           | 313           | 313           | 455           | 455           | 508             | 508           | 578           | 578           |
| RB-36                         | 988            | 981           | 1,096         | 1,088         | 1,269         | 1,261         | 1,408           | 1,408         | 1,551         | 1,543         |
| RB-45                         | 87             | 87            | 85            | 85            | 96            | 96            | 93              | 93            | 95            | 95            |
| RB-50                         | 370            | 370           | 478           | 478           | 510           | 510           | 513             | 513           | 659           | 659           |
| RC-45                         | 7              | 7             | 6             | 6             | 6             | 6             | 5               | 5             | 7             | 7             |
| RC-47                         | 11             | -             | 16            | -             | 15            | -             | 17              | -             | 16            | -             |
| RF-51                         | 41             | 41            | 82            | 82            | 83            | 63            | 68              | 68            | 60            | 60            |
| RF-80                         | 115            | 115           | 133           | 133           | 110           | 110           | 160             | 160           | 182           | 182           |
| RF-86                         | -              | -             | -             | -             | 1             | -             | -               | -             | 9             | 9             |
| WB-29                         | 652            | 543           | 635           | 635           | 796           | 796           | 787             | 787           | 859           | 859           |
| <b>Tankers - Total</b>        | <b>1,679</b>   | <b>1,679</b>  | <b>1,717</b>  | <b>1,717</b>  | <b>1,836</b>  | <b>1,836</b>  | <b>2,028</b>    | <b>2,028</b>  | <b>2,203</b>  | <b>2,181</b>  |
| KB-29                         | 1,504          | 1,504         | 1,442         | 1,442         | 1,531         | 1,531         | 1,652           | 1,652         | 1,720         | 1,720         |
| KC-97                         | 175            | 175           | 275           | 275           | 305           | 305           | 376             | 376           | 483           | 461           |
| <b>Transports - Total</b>     | <b>10,142</b>  | <b>7,279</b>  | <b>10,348</b> | <b>7,443</b>  | <b>10,529</b> | <b>7,789</b>  | <b>11,169</b>   | <b>8,300</b>  | <b>10,756</b> | <b>7,791</b>  |
| C-45                          | 206            | 2             | 214           | 2             | 241           | 2             | 223             | 1             | 225           | -             |
| C-46                          | 1,780          | 1,761         | 1,596         | 1,578         | 1,528         | 1,517         | 1,525           | 1,518         | 1,248         | 1,233         |
| C-47                          | 2,111          | 711           | 1,836         | 668           | 2,344         | 747           | 2,320           | 754           | 2,357         | 711           |
| C-54                          | 3,028          | 2,218         | 3,386         | 2,267         | 2,490         | 1,867         | 2,994           | 2,295         | 2,870         | 2,167         |
| C-74                          | 208            | 208           | 209           | 183           | 183           | 167           | 167             | 167           | 155           | 155           |
| C-82                          | 548            | 475           | 472           | 389           | 482           | 443           | 488             | 439           | 475           | 439           |
| C-97                          | 885            | 556           | 794           | 510           | 690           | 466           | 802             | 494           | 816           | 521           |
| C-119                         | 683            | 676           | 1,072         | 1,067         | 1,199         | 1,188         | 1,313           | 1,307         | 1,349         | 1,330         |
| C-120                         | 2              | -             | -             | -             | -             | -             | -               | -             | -             | -             |
| C-121                         | 15             | 2             | 11            | -             | 8             | -             | -               | -             | -             | -             |
| C-122                         | 1              | -             | -             | -             | -             | -             | -               | -             | 1             | -             |
| C-123                         | 1              | -             | -             | -             | -             | -             | -               | -             | -             | -             |
| C-124                         | 674            | 670           | 758           | 753           | 1,361         | 1,356         | 1,337           | 1,325         | 1,260         | 1,235         |
| C-125                         | -              | -             | -             | -             | 3             | -             | -               | -             | -             | -             |
| <b>Rescue - Total</b>         | <b>1,289</b>   | <b>1,253</b>  | <b>1,352</b>  | <b>1,312</b>  | <b>1,415</b>  | <b>1,356</b>  | <b>1,651</b>    | <b>1,604</b>  | <b>1,734</b>  | <b>1,687</b>  |
| H-5                           | 106            | 80            | 93            | 62            | 118           | 79            | 114             | 80            | 119           | 82            |
| H-10                          | 3              | -             | -             | -             | -             | -             | -               | -             | -             | -             |
| H-13                          | 1              | -             | 1             | -             | 1             | -             | -               | -             | -             | -             |
| SA-10                         | 109            | 107           | 108           | 106           | 113           | 111           | 69              | 67            | 47            | 45            |
| SA-16                         | 380            | 378           | 479           | 476           | 499           | 493           | 681             | 678           | 765           | 760           |
| SB-17                         | 456            | 456           | 362           | 354           | 354           | 354           | 296             | 296           | 270           | 270           |
| SB-29                         | 157            | 157           | 242           | 242           | 249           | 249           | 402             | 402           | 432           | 432           |
| SC-47                         | 16             | 16            | 19            | 19            | 23            | 23            | 26              | 26            | 30            | 30            |
| YH-12                         | -              | -             | -             | -             | 5             | -             | 1               | -             | -             | -             |
| YH-19                         | -              | 2             | 7             | 4             | 8             | 3             | 30              | 25            | 28            | 25            |
| YC-122                        | 4              | 57            | 41            | 41            | 43            | 43            | 30              | 30            | 43            | 43            |
| YT-34                         | -              | -             | -             | -             | 2             | -             | 2               | -             | -             | -             |

TABLE 11 - USAF TACTICAL AND OTHER CREW PERSONNEL BY  
TYPE AND MODEL OF AIRCRAFT - FY 1952 - CONTINUED

| Type and Model Aircraft | 30 June (1951) |           | 30 September |           | 31 December |           | 31 March (1952) |           | 30 June |           |
|-------------------------|----------------|-----------|--------------|-----------|-------------|-----------|-----------------|-----------|---------|-----------|
|                         | Total          | Tac-tical | Total        | Tac-tical | Total       | Tac-tical | Total           | Tac-tical | Total   | Tac-tical |
| Other - Total . . . . . | 1,543          | 429       | 1,589        | 492       | 1,913       | 518       | 1,986           | 503       | 1,925   | 495       |
| DC-45 . . . . .         | 3              | -         | 2            | -         | 3           | -         | 3               | -         | 1       | -         |
| L-5 . . . . .           | 67             | 1         | 204          | 5         | 76          | -         | 88              | 10        | 97      | 12        |
| L-13 . . . . .          | 19             | 19        | 26           | 26        | 31          | 31        | 33              | 33        | 23      | 22        |
| L-16 . . . . .          | 1              | -         | 2            | -         | -           | -         | -               | -         | -       | -         |
| L-19 . . . . .          | 1              | -         | 1            | -         | 1           | -         | -               | -         | -       | -         |
| L-20 . . . . .          | -              | -         | -            | -         | 2           | -         | -               | -         | 7       | 7         |
| LC-126 . . . . .        | 7              | 7         | 5            | 5         | 5           | 5         | 2               | 2         | 2       | 2         |
| T-6 . . . . .           | 438            | 100       | 523          | 92        | 773         | 123       | 836             | 132       | 629     | 92        |
| T-7 . . . . .           | 1              | -         | -            | -         | 15          | -         | 9               | -         | 5       | -         |
| T-11 . . . . .          | 19             | -         | 19           | -         | 17          | -         | 22              | -         | 17      | -         |
| T-28 . . . . .          | 347            | -         | 3            | -         | 160         | -         | 107             | -         | 133     | -         |
| T-29 . . . . .          | 152            | -         | 188          | -         | 210         | -         | 194             | -         | 185     | -         |
| T-33 . . . . .          | 63             | -         | 74           | -         | 102         | -         | 153             | -         | 234     | -         |
| TB-17 . . . . .         | -              | -         | 2            | -         | 2           | -         | 9               | -         | 5       | -         |
| TB-25 . . . . .         | 12             | -         | 29           | -         | 9           | -         | 6               | -         | 41      | -         |
| TB-26 . . . . .         | 304            | 293       | 381          | 356       | 373         | 351       | 367             | 322       | 392     | 340       |
| TB-29 . . . . .         | 71             | -         | 68           | -         | 72          | -         | 81              | -         | 89      | 16        |
| VB-17 . . . . .         | 12             | -         | 32           | -         | 26          | -         | 37              | -         | 28      | -         |
| VC-45 . . . . .         | -              | -         | -            | -         | -           | -         | -               | -         | 1       | -         |
| VC-47 . . . . .         | 22             | 9         | 23           | 8         | 25          | 8         | 22              | 4         | 13      | 4         |
| VC-54 . . . . .         | -              | -         | -            | -         | 4           | -         | 8               | -         | 13      | -         |
| VC-121 . . . . .        | -              | -         | 1            | -         | 1           | -         | 4               | -         | 5       | -         |
| XC-99 . . . . .         | 4              | -         | 5            | -         | 5           | -         | 5               | -         | 5       | -         |
| YR-12 . . . . .         | -              | -         | -            | -         | 1           | -         | -               | -         | -       | -         |
| Q-14 . . . . .          | -              | -         | 1            | -         | -           | -         | -               | -         | -       | -         |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 12 - COMMAND STRENGTH WITHIN CONTINENTAL US BY STATE,  
BASED ON OPERATING LOCATION - FY 1952

| State                         | 1951           |                |                |                |                |                | 1952           |                |                |                |                |                |
|-------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                               | July           | August         | September      | October        | November       | December       | January        | February       | March          | April          | May            | June           |
| <b>Total . . .</b>            | <b>658,221</b> | <b>661,536</b> | <b>662,592</b> | <b>665,926</b> | <b>679,954</b> | <b>682,708</b> | <b>697,867</b> | <b>713,061</b> | <b>720,657</b> | <b>724,845</b> | <b>728,013</b> | <b>722,098</b> |
| Alabama . . .                 | 13,808         | 14,115         | 14,304         | 14,335         | 14,226         | 14,287         | 14,644         | 14,788         | 14,810         | 14,565         | 14,565         | 14,284         |
| Arizona . . .                 | 13,322         | 13,226         | 13,146         | 13,243         | 13,421         | 14,203         | 14,992         | 15,894         | 16,567         | 17,681         | 18,231         | 18,074         |
| Arkansas . . .                | 176            | 162            | 158            | 128            | 137            | 136            | 142            | 141            | 139            | 137            | 140            | 118            |
| California . .                | 66,344         | 73,961         | 72,246         | 73,189         | 78,026         | 76,091         | 76,876         | 82,151         | 89,969         | 93,161         | 95,445         | 90,704         |
| Colorado . . .                | 19,068         | 18,754         | 20,110         | 20,941         | 21,947         | 21,154         | 21,823         | 20,821         | 20,433         | 20,244         | 19,370         | 18,919         |
| Connecticut . .               | 668            | 426            | 429            | 101            | 106            | 107            | 99             | 100            | 106            | 102            | 108            | 108            |
| Delaware . . .                | 4,081          | 4,202          | 4,181          | 2,755          | 2,749          | 2,796          | 3,193          | 2,893          | 2,902          | 3,095          | 3,145          | 3,278          |
| District of<br>Columbia . . . | 11,066         | 11,167         | 11,441         | 11,300         | 11,021         | 11,353         | 10,892         | 11,125         | 11,045         | 10,718         | 11,314         | 11,266         |
| Florida . . .                 | 36,074         | 36,847         | 35,965         | 36,236         | 36,598         | 36,515         | 36,367         | 37,621         | 36,967         | 39,822         | 41,356         | 41,814         |
| Georgia . . .                 | 20,149         | 20,840         | 20,932         | 22,369         | 21,475         | 21,868         | 23,864         | 22,815         | 23,746         | 24,235         | 24,659         | 24,826         |
| Idaho . . .                   | 2,376          | 3,757          | 4,226          | 4,464          | 5,322          | 6,146          | 6,286          | 6,769          | 7,139          | 7,416          | 7,649          | 7,400          |
| Illinois . . .                | 28,676         | 28,171         | 30,393         | 27,972         | 27,694         | 27,146         | 28,039         | 28,969         | 30,556         | 31,602         | 31,173         | 32,072         |
| Indiana . . .                 | 3,388          | 3,324          | 3,407          | 3,638          | 3,699          | 3,632          | 2,516          | 1,764          | 1,134          | 1,134          | 1,076          | 1,152          |
| Iowa . . .                    | 270            | 269            | 309            | 290            | 336            | 343            | 412            | 477            | 1,084          | 1,312          | 1,322          | 1,271          |
| Kansas . . .                  | 6,660          | 7,039          | 8,011          | 8,197          | 8,200          | 8,571          | 8,916          | 9,204          | 9,200          | 9,229          | 10,087         | 10,703         |
| Kentucky . . .                | 2,765          | 2,809          | 2,956          | 3,073          | 3,375          | 3,216          | 3,140          | 3,205          | 2,972          | 2,910          | 2,630          | 2,292          |
| Louisiana . . .               | 13,982         | 15,614         | 14,850         | 15,583         | 16,410         | 16,907         | 17,445         | 18,005         | 18,005         | 17,988         | 18,677         | 20,636         |
| Maine . . .                   | 5,296          | 5,421          | 6,164          | 5,825          | 5,972          | 5,943          | 5,841          | 5,710          | 5,769          | 6,150          | 7,056          | 4,370          |
| Maryland . . .                | 7,222          | 7,061          | 7,231          | 7,259          | 6,992          | 7,057          | 7,114          | 7,185          | 7,279          | 7,840          | 7,761          | 7,721          |
| Massachusetts .               | 13,325         | 12,989         | 13,395         | 14,204         | 14,283         | 13,904         | 14,106         | 14,251         | 14,346         | 14,580         | 14,643         | 14,568         |
| Michigan . . .                | 7,140          | 6,919          | 6,774          | 6,977          | 6,958          | 6,885          | 6,953          | 6,822          | 6,767          | 6,841          | 7,047          | 7,108          |
| Minnesota . . .               | 2,777          | 3,028          | 3,135          | 3,139          | 3,115          | 3,191          | 3,235          | 3,124          | 3,345          | 3,364          | 3,273          | 3,151          |
| Mississippi . .               | 25,887         | 25,719         | 26,119         | 26,401         | 25,639         | 25,705         | 26,568         | 26,860         | 27,293         | 26,974         | 25,596         | 24,066         |
| Missouri . . .                | 2,179          | 2,489          | 2,634          | 2,583          | 2,838          | 2,866          | 3,048          | 3,047          | 2,762          | 2,540          | 2,390          | 2,230          |
| Montana . . .                 | 4,460          | 4,397          | 4,292          | 3,978          | 3,822          | 3,876          | 3,931          | 4,137          | 4,481          | 4,740          | 5,037          | 5,094          |
| Nebraska . . .                | 5,030          | 4,939          | 5,018          | 5,003          | 5,036          | 5,121          | 5,141          | 5,146          | 5,308          | 5,607          | 5,522          | 5,584          |
| Nevada . . .                  | 4,279          | 4,297          | 4,260          | 4,205          | 4,374          | 4,162          | 4,315          | 4,637          | 4,786          | 5,413          | 6,224          | 6,346          |
| New Hampshire .               | 1,747          | 1,680          | 2,776          | 2,749          | 2,515          | 2,565          | 2,687          | 2,597          | 2,562          | 1,706          | 1,254          | 1,440          |
| New Jersey . .                | 10,675         | 10,746         | 8,559          | 8,743          | 9,624          | 8,782          | 9,387          | 9,540          | 8,663          | 9,875          | 10,883         | 10,536         |
| New Mexico . .                | 16,202         | 16,295         | 16,243         | 17,148         | 17,279         | 19,555         | 20,145         | 20,170         | 20,539         | 20,606         | 20,484         | 21,192         |
| New York . . .                | 40,208         | 42,506         | 44,659         | 46,406         | 43,105         | 40,202         | 39,826         | 39,818         | 40,147         | 38,866         | 36,564         | 38,573         |
| North Carolina .              | 3,810          | 4,025          | 4,109          | 4,158          | 4,476          | 4,535          | 4,998          | 4,860          | 5,034          | 5,272          | 5,220          | 5,317          |
| North Dakota . .              | 592            | 625            | 671            | 571            | 622            | 590            | 604            | 552            | 472            | 432            | 430            | 407            |
| Ohio . . .                    | 13,201         | 13,186         | 15,153         | 15,821         | 17,555         | 17,450         | 18,403         | 17,913         | 18,097         | 18,414         | 17,554         | 17,190         |
| Oklahoma . . .                | 10,630         | 10,473         | 10,798         | 10,403         | 10,602         | 10,345         | 10,336         | 10,017         | 9,853          | 9,434          | 9,208          | 9,597          |
| Oregon . . .                  | 3,347          | 3,222          | 3,198          | 3,087          | 3,122          | 3,325          | 3,728          | 3,632          | 2,024          | 2,451          | 2,456          | 2,378          |
| Pennsylvania . .              | 3,795          | 3,229          | 2,866          | 2,870          | 2,793          | 3,249          | 2,771          | 2,677          | 2,887          | 3,015          | 3,157          | 3,260          |
| Rhode Island . .              | 49             | 120            | 278            | 37             | 39             | 37             | 37             | 35             | 38             | 37             | 37             | 24             |
| South Carolina .              | 9,209          | 9,082          | 9,452          | 9,244          | 9,584          | 8,856          | 10,995         | 11,988         | 12,218         | 12,880         | 13,108         | 13,027         |
| South Dakota . .              | 5,919          | 5,699          | 5,702          | 5,650          | 5,679          | 5,808          | 5,972          | 6,249          | 6,490          | 6,924          | 7,063          | 7,478          |
| Tennessee . . .               | 10,855         | 11,001         | 11,319         | 10,710         | 10,680         | 10,867         | 9,423          | 9,079          | 9,376          | 9,462          | 9,167          | 8,100          |
| Texas . . .                   | 155,101        | 145,243        | 140,949        | 139,894        | 146,189        | 149,471        | 152,886        | 158,453        | 157,411        | 149,034        | 147,594        | 152,044        |
| Utah . . .                    | 4,007          | 3,797          | 3,893          | 3,838          | 3,468          | 3,252          | 2,950          | 2,720          | 2,436          | 2,534          | 2,564          | 2,543          |
| Vermont . . .                 | 831            | 813            | 790            | 803            | 1,004          | 984            | 998            | 1,035          | 1,096          | 1,153          | 1,225          | 1,205          |
| Virginia . . .                | 13,950         | 14,120         | 12,423         | 12,784         | 13,629         | 13,074         | 13,239         | 14,679         | 14,864         | 14,581         | 14,813         | 9,663          |
| Washington . . .              | 21,108         | 21,290         | 19,445         | 19,441         | 20,128         | 20,788         | 20,829         | 21,511         | 21,967         | 22,830         | 23,612         | 24,164         |
| West Virginia . .             | 204            | 223            | 220            | 381            | 232            | 218            | 216            | 209            | 220            | 213            | 224            | 228            |
| Wisconsin . . .               | 2,590          | 2,579          | 2,637          | 2,615          | 2,823          | 2,847          | 2,862          | 2,820          | 2,830          | 2,744          | 2,760          | 2,632          |
| Wyoming . . .                 | 9,721          | 9,616          | 10,300         | 10,660         | 10,864         | 10,405         | 10,593         | 11,037         | 11,137         | 11,664         | 11,731         | 11,805         |
| Unknown . . .                 | 2              | 4              | 66             | 525            | 171            | 2,322          | 4,084          | 3,809          | 1,386          | 1,318          | 1,409          | 140            |

Source: Personnel Statistical Division DCS/Comptroller, Headquarters, USAF.

TABLE 13 - COMMAND STRENGTH OUTSIDE CONTINENTAL US BY COUNTRY,  
BASED ON OPERATING LOCATION - FY 1952

| Country               | 1951           |                |                |                |                |                | 1952           |                |                |                |                |                |
|-----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                       | July           | August         | September      | October        | November       | December       | January        | February       | March          | April          | May            | June           |
| <b>Total</b> . . .    | <b>163,981</b> | <b>173,208</b> | <b>190,018</b> | <b>198,325</b> | <b>202,724</b> | <b>214,658</b> | <b>217,890</b> | <b>224,686</b> | <b>232,049</b> | <b>238,003</b> | <b>239,038</b> | <b>251,376</b> |
| Afghanistan . . .     | 5              | 5              | 5              | 5              | 5              | 5              | 3              | 3              | 3              | 3              | 3              | 3              |
| Alaska . . . . .      | 18,623         | 18,313         | 18,805         | 19,158         | 19,359         | 19,071         | 20,076         | 20,307         | 20,681         | 21,073         | 21,266         | 21,481         |
| Arabia . . . . .      | 708            | 744            | 772            | 893            | 875            | 816            | 823            | 767            | 842            | 851            | 865            | 889            |
| Argentina . . . .     | 15             | 15             | 15             | 15             | 9              | 9              | 9              | 9              | 9              | 9              | 6              | 6              |
| Australia . . . .     | 5              | 5              | 4              | 4              | 4              | 4              | 4              | 4              | 5              | 4              | 4              | 4              |
| Austria . . . . .     | 324            | 338            | 359            | 371            | 360            | 335            | 299            | 318            | 330            | 309            | 286            | 275            |
| Azores . . . . .      | 712            | 875            | 898            | 898            | 885            | 876            | 955            | 1,000          | 1,052          | 1,053          | 1,078          | 1,081          |
| Belgium . . . . .     | 14             | 14             | 13             | 13             | 15             | 8              | 22             | 23             | 24             | 26             | 26             | 28             |
| Bermuda . . . . .     | 2,075          | 2,095          | 2,074          | 2,079          | 1,953          | 1,904          | 1,934          | 2,077          | 2,049          | 2,139          | 2,204          | 2,223          |
| Bolivia . . . . .     | 14             | 16             | 17             | 17             | 16             | 15             | 16             | 15             | 15             | 15             | 15             | 11             |
| Brazil . . . . .      | 114            | 116            | 115            | 112            | 109            | 113            | 108            | 107            | 106            | 113            | 112            | 119            |
| Brit. W. Inds. . .    | 125            | 123            | 121            | 143            | 194            | 245            | 224            | 230            | 256            | 243            | 267            | 286            |
| Burma . . . . .       | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 6              |
| Canada . . . . .      | 57             | 53             | 48             | 46             | 53             | 53             | 51             | 58             | 50             | 54             | 66             | 387            |
| Canal Zone . . . .    | 1,545          | 1,653          | 1,788          | 1,820          | 1,845          | 1,908          | 1,947          | 2,021          | 2,022          | 2,019          | 2,056          | 2,041          |
| Chile . . . . .       | 17             | 15             | 15             | 15             | 15             | 14             | 14             | 14             | 14             | 14             | 14             | 16             |
| China . . . . .       | 4              | 4              | 4              | 4              | 4              | -              | 3              | 3              | 3              | 3              | 3              | 3              |
| Colombia . . . . .    | 11             | 9              | 9              | 9              | 9              | 9              | 9              | 10             | 10             | 10             | 10             | 9              |
| Cuba . . . . .        | 18             | 18             | 17             | 17             | 17             | 17             | 17             | 17             | 17             | 17             | 17             | 18             |
| Cyprus . . . . .      | 1              | 1              | 1              | 1              | 1              | -              | 2              | 2              | 2              | 2              | 2              | 2              |
| Czechoslovakia . .    | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              | 2              |
| Denmark . . . . .     | 14             | 14             | 15             | 15             | 16             | 8              | 19             | 19             | 19             | 19             | 20             | 19             |
| Dominican Rep. . .    | -              | -              | -              | 2              | -              | -              | 2              | 2              | 2              | 2              | 2              | 2              |
| Ecuador . . . . .     | 14             | 18             | 17             | 17             | 16             | 16             | 17             | 16             | 17             | 20             | 21             | 19             |
| Egypt . . . . .       | 7              | 6              | 7              | 7              | 7              | 5              | 5              | 6              | 6              | 7              | 8              | 8              |
| El Salvador . . . .   | 8              | 10             | 10             | 16             | 12             | 12             | 12             | 12             | 12             | 13             | 7              | 10             |
| England . . . . .     | 18,939         | 20,092         | 23,072         | 24,357         | 25,074         | 27,800         | 29,223         | 30,791         | 31,847         | 34,384         | 35,107         | 38,463         |
| Eritrea . . . . .     | -              | -              | -              | 1              | 1              | 1              | 1              | 1              | 1              | 1              | 1              | -              |
| Finland . . . . .     | 7              | 7              | 7              | 7              | 7              | 7              | 7              | 8              | 8              | 8              | 8              | 8              |
| Formosa . . . . .     | 65             | 67             | 70             | 77             | 83             | 85             | 73             | 71             | 74             | 86             | 97             | 107            |
| France . . . . .      | 1,900          | 2,442          | 2,872          | 3,115          | 3,285          | 5,072          | 5,494          | 6,772          | 6,934          | 7,318          | 7,525          | 9,786          |
| Fr. Morocco . . . .   | 380            | 3,204          | 3,188          | 3,491          | 3,650          | 4,182          | 4,805          | 4,970          | 5,223          | 5,296          | 5,339          | 6,251          |
| Germany . . . . .     | 23,867         | 28,095         | 29,302         | 29,715         | 29,270         | 29,758         | 29,433         | 29,871         | 31,291         | 29,988         | 30,068         | 30,377         |
| Greece . . . . .      | 184            | 233            | 242            | 242            | 247            | 245            | 251            | 255            | 233            | 240            | 208            | 211            |
| Greenland . . . . .   | 889            | 906            | 1,199          | 1,351          | 1,393          | 1,436          | 1,553          | 1,659          | 1,887          | 2,276          | 2,309          | 2,192          |
| Guam . . . . .        | 4,195          | 4,115          | 4,139          | 3,876          | 3,593          | 3,972          | 4,439          | 4,412          | 4,766          | 4,597          | 4,951          | 4,849          |
| Guatemala . . . . .   | 16             | 11             | 16             | 16             | 17             | 16             | 16             | 17             | 16             | 17             | 17             | 16             |
| Haiti . . . . .       | 7              | 7              | 8              | 8              | 9              | 10             | 11             | 11             | 10             | 12             | 12             | 11             |
| Hawaii . . . . .      | 6,482          | 6,516          | 6,695          | 6,609          | 6,348          | 6,611          | 6,816          | 6,779          | 6,802          | 6,656          | 6,680          | 6,753          |
| Honduras . . . . .    | 7              | 7              | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 8              | 8              | 8              |
| Hungary . . . . .     | 3              | 3              | 4              | 4              | 3              | 3              | 5              | 4              | 4              | 3              | 3              | 3              |
| Iceland . . . . .     | 293            | 497            | 605            | 638            | 682            | 780            | 934            | 1,107          | 1,142          | 1,218          | 1,280          | 1,278          |
| India . . . . .       | 28             | 32             | 21             | 20             | 20             | 20             | 20             | 19             | 17             | 17             | 16             | 17             |
| Indo China . . . . .  | 24             | 25             | 27             | 26             | 32             | 31             | 22             | 20             | 19             | 26             | 26             | 25             |
| Iran . . . . .        | 42             | 37             | 40             | 42             | 48             | 46             | 52             | 56             | 67             | 49             | 47             | 44             |
| Iraq . . . . .        | 11             | 11             | 11             | 11             | 11             | 11             | 10             | 10             | 10             | 11             | 11             | 9              |
| Ireland . . . . .     | 13             | 14             | 13             | 13             | 13             | 45             | 3              | 5              | 19             | 4              | 3              | 2              |
| Israel . . . . .      | 6              | 6              | 7              | 6              | 7              | 7              | 6              | 6              | 6              | 6              | 5              | 5              |
| Italy . . . . .       | 44             | 36             | 36             | 42             | 165            | 174            | 225            | 245            | 254            | 291            | 304            | 125            |
| Iwo Jima . . . . .    | 265            | 268            | 273            | 274            | 287            | 307            | 293            | 295            | 297            | 287            | 301            | 317            |
| Japan . . . . .       | 34,077         | 32,857         | 37,250         | 38,034         | 39,882         | 43,468         | 41,280         | 41,241         | 44,870         | 45,447         | 43,204         | 46,543         |
| Johnson Is . . . . .  | 741            | 750            | 711            | 723            | 702            | 788            | 729            | 732            | 732            | 767            | 734            | 714            |
| Korea . . . . .       | 20,996         | 22,064         | 26,776         | 31,299         | 33,510         | 34,895         | 35,077         | 37,068         | 36,012         | 39,293         | 40,989         | 42,376         |
| Labrador . . . . .    | 1,137          | 1,167          | 1,263          | 1,395          | 1,624          | 1,707          | 1,809          | 1,867          | 1,894          | 1,790          | 1,745          | 1,453          |
| Levant States . . . . | 8              | 8              | 6              | 6              | 6              | 6              | 6              | 7              | 7              | 7              | 7              | 7              |
| Liberia . . . . .     | 1              | 1              | 1              | 1              | 2              | 1              | 1              | -              | -              | 1              | 1              | 1              |
| Libya . . . . .       | 2,078          | 2,077          | 2,099          | 2,099          | 2,044          | 2,174          | 2,134          | 2,197          | 2,090          | 2,202          | 2,221          | 2,177          |
| Malay States . . . .  | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 6              | 6              |

(Continued)

TABLE 13 - COMMAND STRENGTH OUTSIDE CONTINENTAL US BY COUNTRY,  
BASED ON OPERATING LOCATION - FY 1952 - CONTINUED

| Country                | 1951  |        |           |         |          |          | 1952    |          |        |       |       |        |
|------------------------|-------|--------|-----------|---------|----------|----------|---------|----------|--------|-------|-------|--------|
|                        | July  | August | September | October | November | December | January | February | March  | April | May   | June   |
| Malta . . . . .        | -     | -      | -         | -       | -        | -        | -       | 50       | -      | -     | -     | -      |
| Marshall Is. . . . .   | 429   | 462    | 440       | 485     | 493      | 548      | 573     | 593      | 554    | 720   | 747   | 917    |
| Mexico . . . . .       | 11    | 10     | 11        | 9       | 9        | 9        | 9       | 9        | 9      | 9     | 9     | 9      |
| Morocco . . . . .      | 21    | 19     | 50        | 49      | 43       | 45       | 47      | 81       | 27     | 47    | 26    | 50     |
| Netherlands . . . . .  | 10    | 11     | 12        | 12      | 15       | 8        | 19      | 18       | 18     | 20    | 20    | 23     |
| Newfoundland . . . . . | 4,162 | 4,338  | 4,334     | 4,487   | 4,651    | 4,654    | 5,250   | 5,565    | 5,682  | 6,205 | 6,183 | 6,041  |
| Norway . . . . .       | 19    | 18     | 23        | 23      | 25       | 14       | 58      | 58       | 61     | 58    | 72    | 85     |
| Okinawa . . . . .      | 8,312 | 8,296  | 8,865     | 9,423   | 8,217    | 8,913    | 9,535   | 10,069   | 11,097 | 9,996 | 9,473 | 10,550 |
| Paraguay . . . . .     | 10    | 10     | 9         | 9       | 9        | 9        | 11      | 12       | 12     | 13    | 12    | 13     |
| Peru . . . . .         | 39    | 39     | 38        | 38      | 37       | 35       | 37      | 36       | 34     | 35    | 34    | 33     |
| Philippine Is. . . . . | 5,060 | 5,001  | 5,923     | 5,092   | 5,453    | 5,635    | 5,724   | 5,367    | 5,216  | 4,891 | 5,066 | 5,120  |
| Poland . . . . .       | 2     | 2      | 2         | 2       | 2        | 2        | 2       | 2        | 2      | 2     | 2     | 2      |
| Portugal . . . . .     | 12    | 14     | 17        | 17      | 15       | 10       | 10      | 16       | 16     | 24    | 30    | 30     |
| Puerto Rico . . . . .  | 4,338 | 4,395  | 4,430     | 4,736   | 4,736    | 4,718    | 4,750   | 4,718    | 4,674  | 4,658 | 4,776 | 4,798  |
| Russia . . . . .       | 5     | 5      | 5         | 5       | 5        | 5        | 4       | 4        | 4      | 4     | 4     | 3      |
| Saint Thomas . . . . . | 1     | 1      | 1         | -       | -        | 1        | 1       | 1        | 1      | 1     | 1     | 1      |
| Scotland . . . . .     | -     | 5      | 25        | 50      | 82       | 125      | 154     | 178      | 178    | 241   | 248   | 243    |
| Siam . . . . .         | 29    | 29     | 35        | 36      | 33       | 36       | 37      | 37       | 38     | 40    | 41    | 40     |
| Spain . . . . .        | 7     | 7      | 7         | 12      | 7        | 7        | 5       | 5        | 5      | 7     | 7     | 10     |
| Sweden . . . . .       | 9     | 10     | 11        | 11      | 14       | 14       | 12      | 12       | 11     | 10    | 10    | 9      |
| Switzerland . . . . .  | 6     | 5      | 4         | 4       | 4        | 4        | 4       | 4        | 4      | 5     | 5     | 4      |
| Tinian . . . . .       | -     | -      | 26        | 26      | -        | -        | 25      | -        | -      | 364   | -     | -      |
| Transvaal . . . . .    | 7     | 7      | 8         | 6       | 8        | 8        | 6       | 5        | 6      | 7     | 7     | 7      |
| Trieste . . . . .      | 1     | 1      | 5         | 1       | 1        | 1        | -       | -        | -      | -     | -     | -      |
| Turkey . . . . .       | 237   | 233    | 235       | 246     | 251      | 260      | 251     | 247      | 254    | 258   | 253   | 247    |
| Uruguay . . . . .      | 3     | 3      | 3         | 3       | 3        | 3        | 4       | 3        | 3      | 4     | 12    | 12     |
| Venezuela . . . . .    | 5     | 28     | 26        | 26      | 26       | 26       | 28      | 30       | 29     | 30    | 28    | 27     |
| Yugoslavia . . . . .   | 7     | 6      | 7         | 7       | 7        | 10       | 15      | 16       | 16     | 16    | 15    | 15     |
| Unknown . . . . .      | 88    | 224    | 364       | 315     | 764      | 437      | -       | -        | -      | -     | 358   | 5      |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters, USAF.

TABLE 14 - PEAK STRENGTH BY FISCAL YEAR AND CALENDAR YEAR - JUN 1939 THROUGH JUN 1952

(A resume of Worldwide peak strengths covering fiscal years 1940 through 1952 and calendar years 1939 (first half) through 1951 may be of interest to recipients of this publication. Peak strengths for the respective types of military personnel are underscored and other types are shown for the corresponding periods. (The lowest point reached in Worldwide USAF military strength since World War II was in May 1947 with a total of 303,614 personnel - 43,076 Officers and 260,538 Enlisted.)

| Date                         | Total            | Officer<br>a/  | Enlisted<br>b/   | Calendar Year                  | Total            | Officer<br>a/  | Enlisted<br>b/   |
|------------------------------|------------------|----------------|------------------|--------------------------------|------------------|----------------|------------------|
| Peak Strength By Fiscal Year |                  |                |                  | Peak Strength by Calendar Year |                  |                |                  |
| <u>1940</u>                  |                  |                |                  | <u>1939 (Last Half)</u>        |                  |                |                  |
| June (1940) . . . . .        | <u>51,165</u>    | <u>3,361</u>   | <u>47,804</u>    | November . . . . .             | <u>39,058</u>    | <u>1,030</u>   | <u>36,028</u>    |
| <u>1941</u>                  |                  |                |                  | December . . . . .             | <u>43,118</u>    | <u>3,006</u>   | <u>40,112</u>    |
| May (1941) . . . . .         | <u>152,641</u>   | <u>9,078</u>   | <u>143,563</u>   | <u>1940</u>                    |                  |                |                  |
| June (1941) . . . . .        | <u>152,125</u>   | <u>10,611</u>  | <u>141,514</u>   | December . . . . .             | <u>99,993</u>    | <u>5,203</u>   | <u>94,790</u>    |
| <u>1942</u>                  |                  |                |                  | <u>1941</u>                    |                  |                |                  |
| June (1942) . . . . .        | <u>764,415</u>   | <u>55,956</u>  | <u>708,459</u>   | December . . . . .             | <u>354,161</u>   | <u>24,521</u>  | <u>329,640</u>   |
| <u>1943</u>                  |                  |                |                  | <u>1942</u>                    |                  |                |                  |
| June (1943) . . . . .        | <u>2,197,114</u> | <u>205,874</u> | <u>1,991,240</u> | December . . . . .             | <u>1,597,049</u> | <u>127,267</u> | <u>1,469,782</u> |
| <u>1944</u>                  |                  |                |                  | <u>1943</u>                    |                  |                |                  |
| January (1944) . . . . .     | <u>2,400,151</u> | <u>287,294</u> | <u>2,112,857</u> | November . . . . .             | <u>2,383,370</u> | <u>265,630</u> | <u>2,117,740</u> |
| March (1944) . . . . .       | <u>2,411,294</u> | <u>306,889</u> | <u>2,104,405</u> | December . . . . .             | <u>2,373,882</u> | <u>274,347</u> | <u>2,099,535</u> |
| June (1944) . . . . .        | <u>2,372,292</u> | <u>333,401</u> | <u>2,038,891</u> | <u>1944</u>                    |                  |                |                  |
| <u>1945</u>                  |                  |                |                  | January . . . . .              | <u>2,400,151</u> | <u>287,294</u> | <u>2,112,857</u> |
| July (1944) . . . . .        | <u>2,403,806</u> | <u>342,914</u> | <u>2,060,892</u> | July . . . . .                 | <u>2,403,806</u> | <u>342,914</u> | <u>2,060,892</u> |
| May (1945) . . . . .         | <u>2,310,436</u> | <u>388,295</u> | <u>1,922,141</u> | December . . . . .             | <u>2,359,456</u> | <u>375,973</u> | <u>1,983,483</u> |
| <u>1946</u>                  |                  |                |                  | <u>1945</u>                    |                  |                |                  |
| July (1945) . . . . .        | <u>2,262,092</u> | <u>371,269</u> | <u>1,890,823</u> | January . . . . .              | <u>2,345,068</u> | <u>377,426</u> | <u>1,967,642</u> |
| <u>1947</u>                  |                  |                |                  | May . . . . .                  | <u>2,310,436</u> | <u>388,295</u> | <u>1,922,141</u> |
| July (1946) . . . . .        | <u>450,626</u>   | <u>72,983</u>  | <u>377,643</u>   | <u>1946</u>                    |                  |                |                  |
| <u>1948</u>                  |                  |                |                  | January . . . . .              | <u>733,786</u>   | <u>141,643</u> | <u>592,143</u>   |
| June (1948) . . . . .        | <u>387,730</u>   | <u>48,957</u>  | <u>338,773</u>   | <u>1947</u>                    |                  |                |                  |
| <u>1949</u>                  |                  |                |                  | January . . . . .              | <u>327,404</u>   | <u>48,021</u>  | <u>279,383</u>   |
| June (1949) . . . . .        | <u>419,347</u>   | <u>57,851</u>  | <u>361,496</u>   | December . . . . .             | <u>339,246</u>   | <u>47,021</u>  | <u>292,225</u>   |
| <u>1950</u>                  |                  |                |                  | <u>1948</u>                    |                  |                |                  |
| July (1949) . . . . .        | <u>422,515</u>   | <u>59,120</u>  | <u>363,395</u>   | December . . . . .             | <u>412,312</u>   | <u>53,948</u>  | <u>358,364</u>   |
| December (1949) . . . . .    | <u>413,286</u>   | <u>60,770</u>  | <u>352,516</u>   | <u>1949</u>                    |                  |                |                  |
| <u>1951</u>                  |                  |                |                  | July . . . . .                 | <u>422,515</u>   | <u>59,120</u>  | <u>363,395</u>   |
| June (1951) . . . . .        | <u>788,381</u>   | <u>107,099</u> | <u>681,282</u>   | December . . . . .             | <u>413,286</u>   | <u>60,770</u>  | <u>352,516</u>   |
| <u>1952</u>                  |                  |                |                  | <u>1950</u>                    |                  |                |                  |
| June (1952) . . . . .        | <u>973,474</u>   | <u>128,401</u> | <u>845,073</u>   | December . . . . .             | <u>559,329</u>   | <u>69,901</u>  | <u>489,428</u>   |
|                              |                  |                |                  | <u>1951</u>                    |                  |                |                  |
|                              |                  |                |                  | December . . . . .             | <u>897,366</u>   | <u>121,635</u> | <u>775,731</u>   |

a/ Includes Flight and Warrant Officers.

b/ Includes Aviation cadets

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.



TABLE 15 - COMMAND STRENGTH BY TYPE OF PERSONNEL, WORLDWIDE - FY 1952

| End of Month        | WORLDWIDE |         |       |                   | CONTINENTAL US |        |       |                   | OVERSEAS |        |       |         |
|---------------------|-----------|---------|-------|-------------------|----------------|--------|-------|-------------------|----------|--------|-------|---------|
|                     | Total     | Off     | W/O   | E/P <sup>a/</sup> | Total          | Off    | W/O   | E/P <sup>a/</sup> | Total    | Off    | W/O   | E/P     |
| <u>1951</u>         |           |         |       |                   |                |        |       |                   |          |        |       |         |
| July . . . . .      | 822,202   | 109,793 | 2,635 | 709,774           | 658,179        | 89,236 | 1,912 | 567,031           | 164,023  | 20,557 | 723   | 142,743 |
| August . . . . .    | 834,744   | 112,545 | 2,604 | 719,595           | 662,162        | 90,909 | 1,916 | 569,337           | 172,582  | 21,636 | 688   | 150,258 |
| September . . . . . | 852,610   | 115,066 | 2,583 | 734,961           | 663,105        | 91,604 | 1,897 | 569,604           | 189,505  | 23,462 | 686   | 165,357 |
| October . . . . .   | 864,251   | 116,813 | 2,579 | 744,859           | 666,246        | 92,325 | 1,908 | 572,013           | 198,005  | 24,488 | 671   | 172,846 |
| November . . . . .  | 882,678   | 117,604 | 2,589 | 762,485           | 680,330        | 92,527 | 1,914 | 585,889           | 202,348  | 25,077 | 675   | 176,596 |
| December . . . . .  | 897,366   | 119,086 | 2,549 | 775,731           | 683,128        | 93,192 | 1,885 | 588,051           | 214,238  | 25,894 | 664   | 187,680 |
| <u>1952</u>         |           |         |       |                   |                |        |       |                   |          |        |       |         |
| January . . . . .   | 915,757   | 118,965 | 2,522 | 794,270           | 698,388        | 93,158 | 1,893 | 603,337           | 217,369  | 25,807 | 629   | 190,933 |
| February . . . . .  | 937,747   | 119,788 | 2,544 | 815,415           | 713,785        | 93,335 | 1,939 | 618,511           | 223,962  | 26,453 | 605   | 196,904 |
| March . . . . .     | 952,706   | 121,834 | 2,569 | 828,303           | 723,808        | 93,996 | 1,952 | 627,860           | 228,898  | 27,838 | 617   | 200,443 |
| April . . . . .     | 962,848   | 122,821 | 3,047 | 836,980           | 727,390        | 93,876 | 2,328 | 631,186           | 235,458  | 28,945 | 719   | 205,794 |
| May . . . . .       | 967,051   | 123,147 | 3,999 | 839,905           | 730,669        | 94,510 | 3,046 | 633,113           | 236,382  | 28,637 | 953   | 206,792 |
| June . . . . .      | 973,474   | 124,239 | 4,162 | 845,073           | 723,163        | 94,705 | 3,159 | 625,299           | 250,311  | 29,534 | 1,003 | 219,774 |

<sup>a/</sup> Includes Aviation Cadets.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 16 - COMMAND STRENGTH OF NEGRO PERSONNEL BY TYPE OF PERSONNEL - FY 1952

| End of Month        | Worldwide |                 |                        | Continental US |                 |                        | Overseas |                 |                        |
|---------------------|-----------|-----------------|------------------------|----------------|-----------------|------------------------|----------|-----------------|------------------------|
|                     | Officer   | Warrant Officer | Enlisted <sup>a/</sup> | Officer        | Warrant Officer | Enlisted <sup>a/</sup> | Officer  | Warrant Officer | Enlisted <sup>a/</sup> |
| <u>1951</u>         |           |                 |                        |                |                 |                        |          |                 |                        |
| July . . . . .      | 634       | 17              | 42,953                 | 411            | 11              | 32,167                 | 223      | 6               | 10,786                 |
| August . . . . .    | 669       | 19              | 44,891                 | 435            | 13              | 33,750                 | 234      | 6               | 11,141                 |
| September . . . . . | 686       | 19              | 46,495                 | 441            | 12              | 34,566                 | 245      | 7               | 11,929                 |
| October . . . . .   | 673       | 20              | 48,138                 | 437            | 13              | 35,975                 | 236      | 7               | 12,163                 |
| November . . . . .  | 710       | 19              | 49,852                 | 460            | 13              | 37,923                 | 250      | 6               | 11,929                 |
| December . . . . .  | 711       | 20              | 49,239                 | 458            | 14              | 37,505                 | 253      | 6               | 11,734                 |
| <u>1952</u>         |           |                 |                        |                |                 |                        |          |                 |                        |
| January . . . . .   | 730       | 22              | 52,471                 | 481            | 15              | 40,538                 | 249      | 7               | 11,933                 |
| February . . . . .  | 730       | 22              | 53,977                 | 488            | 16              | 41,237                 | 242      | 6               | 12,740                 |
| March . . . . .     | 756       | 25              | 55,249                 | 516            | 18              | 42,218                 | 240      | 7               | 13,031                 |
| April . . . . .     | 762       | 38              | 56,703                 | 523            | 25              | 43,077                 | 239      | 13              | 13,626                 |
| May . . . . .       | 767       | 41              | 58,329                 | 536            | 27              | 44,690                 | 231      | 14              | 13,639                 |
| June . . . . .      | 784       | 46              | 60,294                 | 548            | 31              | 45,425                 | 236      | 15              | 14,869                 |

<sup>a/</sup> Includes Aviation cadets.

Source: Personnel Statistics Division DCS/Comptroller, Headquarters USAF.

TABLE 17 - COMMAND STRENGTH BY GRADE IN WHICH SERVING WORLDWIDE - FY 1952

| Grade  | July<br>(1951) | August         | September      | October        | November       | December       |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| <u>Total</u> . . . . .                               | <u>822,202</u> | <u>834,744</u> | <u>852,610</u> | <u>864,251</u> | <u>882,678</u> | <u>897,366</u> |
| <u>Officer and Warrant Officer - Total</u> . . . . . | <u>112,428</u> | <u>115,149</u> | <u>117,649</u> | <u>119,392</u> | <u>120,193</u> | <u>121,635</u> |
| <u>Officer - Total</u> . . . . .                     | <u>109,793</u> | <u>112,545</u> | <u>115,066</u> | <u>116,813</u> | <u>117,604</u> | <u>119,086</u> |
| General . . . . .                                    | 304            | 298            | 295            | 311            | 311            | 311            |
| Colonel . . . . .                                    | 2,930          | 3,271          | 3,371          | 3,345          | 3,371          | 3,549          |
| Lieutenant Colonel . . . . .                         | 6,932          | 7,311          | 7,361          | 7,386          | 7,444          | 7,552          |
| Major . . . . .                                      | 14,349         | 13,813         | 16,098         | 16,641         | 16,812         | 17,058         |
| Captain . . . . .                                    | 37,810         | 38,351         | 38,611         | 39,031         | 39,286         | 39,642         |
| First Lieutenant . . . . .                           | 30,020         | 30,768         | 29,675         | 30,087         | 30,304         | 30,448         |
| Second Lieutenant . . . . .                          | 17,448         | 18,733         | 19,655         | 20,012         | 20,076         | 20,526         |
| <u>Warrant Officer - Total</u> . . . . .             | <u>2,635</u>   | <u>2,604</u>   | <u>2,583</u>   | <u>2,579</u>   | <u>2,589</u>   | <u>2,549</u>   |
| Warrant Officer - 4 . . . . .                        | 81             | 78             | 74             | 81             | 86             | 82             |
| Warrant Officer - 3 . . . . .                        | 172            | 178            | 170            | 168            | 164            | 175            |
| Warrant Officer - 2 . . . . .                        | 804            | 799            | 809            | 792            | 801            | 774            |
| Warrant Officer - 1 . . . . .                        | 1,578          | 1,548          | 1,530          | 1,538          | 1,538          | 1,518          |
| <u>Enlisted - Total</u> . . . . .                    | <u>707,165</u> | <u>716,870</u> | <u>732,066</u> | <u>741,281</u> | <u>758,092</u> | <u>771,418</u> |
| Master Sergeant . . . . .                            | 39,206         | 40,019         | 41,439         | 41,942         | 42,478         | 43,297         |
| Technical Sergeant & Sergeant 1st Class . . . . .    | 47,464         | 47,678         | 48,195         | 49,146         | 49,635         | 50,155         |
| Staff Sergeant & Sergeant . . . . .                  | 98,884         | 98,088         | 97,627         | 98,679         | 101,139        | 104,194        |
| Airman 1st Class & Corporal . . . . .                | 106,296        | 106,332        | 109,323        | 111,168        | 117,906        | 123,561        |
| Airman 2nd Class & Private 1st Class . . . . .       | 112,436        | 112,356        | 121,641        | 128,395        | 136,047        | 144,403        |
| Airman 3rd Class & Private 2 . . . . .               | 232,830        | 251,043        | 254,950        | 252,960        | 248,162        | 245,638        |
| Basic Airman & Private 1 . . . . .                   | 70,049         | 61,354         | 58,891         | 58,991         | 62,725         | 60,170         |
| <u>Aviation Cadet - Total</u> . . . . .              | <u>2,609</u>   | <u>2,725</u>   | <u>2,895</u>   | <u>3,578</u>   | <u>4,393</u>   | <u>4,313</u>   |

|  | January<br>(1952) | February       | March          | April          | May            | June           |
|--|-------------------|----------------|----------------|----------------|----------------|----------------|
| <u>Total</u> . . . . .                               | <u>915,757</u>    | <u>937,747</u> | <u>952,706</u> | <u>962,848</u> | <u>967,051</u> | <u>973,474</u> |
| <u>Officer and Warrant Officer - Total</u> . . . . . | <u>121,487</u>    | <u>122,332</u> | <u>124,403</u> | <u>125,868</u> | <u>127,146</u> | <u>128,401</u> |
| <u>Officer - Total</u> . . . . .                     | <u>118,965</u>    | <u>119,788</u> | <u>121,834</u> | <u>122,821</u> | <u>123,147</u> | <u>124,239</u> |
| General . . . . .                                    | 307               | 305            | 326            | 325            | 323            | 320            |
| Colonel . . . . .                                    | 3,614             | 3,626          | 3,613          | 3,599          | 3,589          | 4,118          |
| Lieutenant Colonel . . . . .                         | 7,608             | 7,670          | 7,762          | 7,797          | 7,798          | 8,437          |
| Major . . . . .                                      | 17,739            | 17,759         | 17,957         | 17,973         | 18,038         | 20,666         |
| Captain . . . . .                                    | 39,653            | 40,048         | 40,271         | 40,434         | 40,232         | 39,845         |
| First Lieutenant . . . . .                           | 29,844            | 30,191         | 31,100         | 32,033         | 32,536         | 29,213         |
| Second Lieutenant . . . . .                          | 20,200            | 20,189         | 20,805         | 20,660         | 20,631         | 21,640         |
| <u>Warrant Officer - Total</u> . . . . .             | <u>2,522</u>      | <u>2,544</u>   | <u>2,569</u>   | <u>3,047</u>   | <u>3,999</u>   | <u>4,162</u>   |
| Warrant Officer - 4 . . . . .                        | 92                | 135            | 130            | 140            | 127            | 131            |
| Warrant Officer - 3 . . . . .                        | 160               | 265            | 256            | 274            | 287            | 285            |
| Warrant Officer - 2 . . . . .                        | 777               | 1,052          | 1,024          | 1,032          | 1,028          | 1,025          |
| Warrant Officer - 1 . . . . .                        | 1,493             | 1,092          | 1,159          | 1,601          | 2,557          | 2,721          |
| <u>Enlisted - Total</u> . . . . .                    | <u>789,233</u>    | <u>810,549</u> | <u>822,680</u> | <u>830,732</u> | <u>833,635</u> | <u>838,291</u> |
| Master Sergeant . . . . .                            | 43,454            | 44,062         | 44,743         | 45,071         | 44,827         | 44,986         |
| Technical Sergeant & Sergeant 1st Class . . . . .    | 50,257            | 50,991         | 51,909         | 52,749         | 53,155         | 53,676         |
| Staff Sergeant & Sergeant . . . . .                  | 107,360           | 112,371        | 117,440        | 121,967        | 125,052        | 126,219        |
| Airman 1st Class & Corporal . . . . .                | 126,856           | 132,369        | 138,140        | 146,420        | 152,951        | 158,712        |
| Airman 2nd Class & Private 1st Class . . . . .       | 146,945           | 158,625        | 164,963        | 174,220        | 178,914        | 179,705        |
| Airman 3rd Class & Private 2 . . . . .               | 254,070           | 249,186        | 245,572        | 239,764        | 232,609        | 225,388        |
| Basic Airman & Private 1 . . . . .                   | 60,291            | 62,945         | 59,913         | 50,541         | 46,127         | 49,605         |
| <u>Aviation Cadet - Total</u> . . . . .              | <u>5,037</u>      | <u>4,866</u>   | <u>5,623</u>   | <u>6,248</u>   | <u>6,270</u>   | <u>6,782</u>   |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 18 - COMMAND STRENGTH OF GENERAL OFFICERS BY GRADE IN WHICH SERVING - FY 1952

| End of Month        | Total |          |     | General |          |     | Lieutenant General |          |     | Major General |          |     | Brigadier General |          |     |
|---------------------|-------|----------|-----|---------|----------|-----|--------------------|----------|-----|---------------|----------|-----|-------------------|----------|-----|
|                     | Total | Contl US | O/S | Total   | Contl US | O/S | Total              | Contl US | O/S | Total         | Contl US | O/S | Total             | Contl US | O/S |
| <u>1951</u>         |       |          |     |         |          |     |                    |          |     |               |          |     |                   |          |     |
| July . . . . .      | 304   | 248      | 56  | 4       | 4        | -   | 19                 | 15       | 4   | 109           | 94       | 15  | 172               | 135      | 37  |
| August . . . . .    | 298   | 243      | 55  | 3       | 3        | -   | 18                 | 14       | 4   | 105           | 89       | 16  | 172               | 137      | 35  |
| September . . . . . | 295   | 238      | 57  | 3       | 3        | -   | 18                 | 14       | 4   | 104           | 87       | 17  | 170               | 134      | 36  |
| October . . . . .   | 311   | 252      | 59  | 6       | 6        | -   | 14                 | 10       | 4   | 111           | 93       | 18  | 180               | 143      | 37  |
| November . . . . .  | 311   | 255      | 56  | 6       | 6        | -   | 14                 | 11       | 3   | 111           | 95       | 16  | 180               | 143      | 37  |
| December . . . . .  | 311   | 254      | 57  | 6       | 6        | -   | 15                 | 11       | 4   | 110           | 95       | 15  | 180               | 142      | 38  |
| <u>1952</u>         |       |          |     |         |          |     |                    |          |     |               |          |     |                   |          |     |
| January . . . . .   | 307   | 250      | 57  | 5       | 5        | -   | 14                 | 10       | 4   | 109           | 94       | 15  | 179               | 141      | 38  |
| February . . . . .  | 305   | 250      | 55  | 5       | 5        | -   | 14                 | 10       | 4   | 108           | 93       | 15  | 178               | 142      | 36  |
| March . . . . .     | 326   | 267      | 59  | 5       | 5        | -   | 14                 | 10       | 4   | 122           | 106      | 16  | 185               | 146      | 39  |
| April . . . . .     | 325   | 263      | 62  | 5       | 5        | -   | 14                 | 10       | 4   | 121           | 105      | 16  | 185               | 143      | 42  |
| May . . . . .       | 323   | 260      | 63  | 5       | 5        | -   | 13                 | 10       | 3   | 122           | 105      | 17  | 183               | 140      | 43  |
| June . . . . .      | 320   | 255      | 65  | 5       | 5        | -   | 14                 | 10       | 4   | 120           | 103      | 17  | 181               | 137      | 44  |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 19 - COMMAND STRENGTH OF NEGRO PERSONNEL BY GRADE IN WHICH SERVING - FY 1952

| Grade  | July (1951)   | August        | September     | October       | November      | December      |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| <u>Total</u> . . . . .                               | <u>43,604</u> | <u>45,579</u> | <u>47,200</u> | <u>48,831</u> | <u>50,581</u> | <u>49,970</u> |
| <u>Officer and Warrant Officer - Total</u> . . . . . | <u>651</u>    | <u>688</u>    | <u>705</u>    | <u>693</u>    | <u>729</u>    | <u>731</u>    |
| <u>Officer - Total</u> . . . . .                     | <u>634</u>    | <u>669</u>    | <u>686</u>    | <u>673</u>    | <u>710</u>    | <u>711</u>    |
| General . . . . .                                    | -             | -             | -             | -             | -             | -             |
| Colonel . . . . .                                    | 2             | 2             | 2             | 2             | 2             | 2             |
| Lieutenant Colonel . . . . .                         | 8             | 7             | 8             | 7             | 7             | 7             |
| Major . . . . .                                      | 41            | 43            | 52            | 51            | 52            | 57            |
| Captain . . . . .                                    | 206           | 215           | 224           | 216           | 235           | 228           |
| First Lieutenant . . . . .                           | 185           | 202           | 185           | 184           | 192           | 184           |
| Second Lieutenant . . . . .                          | 192           | 200           | 215           | 213           | 222           | 233           |
| <u>Warrant Officer - Total</u> . . . . .             | <u>17</u>     | <u>19</u>     | <u>19</u>     | <u>20</u>     | <u>19</u>     | <u>20</u>     |
| Chief Warrant Officer . . . . .                      | 4             | 4             | 4             | 4             | 4             | 5             |
| Warrant Officer, JG . . . . .                        | 13            | 15            | 15            | 16            | 15            | 15            |
| <u>Enlisted - Total</u> . . . . .                    | <u>42,936</u> | <u>44,881</u> | <u>46,480</u> | <u>48,120</u> | <u>49,825</u> | <u>49,211</u> |
| Master Sergeant . . . . .                            | 646           | 658           | 679           | 695           | 731           | 693           |
| Technical Sergeant & Sergeant 1st Class . . . . .    | 1,142         | 1,154         | 1,249         | 1,301         | 1,360         | 1,334         |
| Staff Sergeant & Sergeant . . . . .                  | 4,398         | 4,489         | 4,566         | 4,717         | 4,976         | 4,925         |
| Airman 1st Class & Corporal . . . . .                | 6,842         | 6,925         | 7,160         | 7,481         | 8,018         | 8,050         |
| Airman 2nd Class & Private 1st Class . . . . .       | 8,923         | 8,558         | 8,236         | 8,178         | 7,932         | 7,690         |
| Airman 3rd Class & Private 2 . . . . .               | 11,177        | 14,377        | 16,536        | 18,216        | 19,537        | 19,878        |
| Basic Airman & Private 1 . . . . .                   | 9,808         | 8,720         | 8,054         | 7,532         | 7,271         | 6,641         |
| <u>Aviation Cadet - Total</u> . . . . .              | <u>17</u>     | <u>10</u>     | <u>15</u>     | <u>18</u>     | <u>27</u>     | <u>28</u>     |

|  | January (1952) | February      | March         | April         | May           | June          |
|--|----------------|---------------|---------------|---------------|---------------|---------------|
| <u>Total</u> . . . . .                               | <u>53,223</u>  | <u>54,729</u> | <u>56,030</u> | <u>57,503</u> | <u>59,137</u> | <u>61,124</u> |
| <u>Officer and Warrant Officer - Total</u> . . . . . | <u>752</u>     | <u>752</u>    | <u>781</u>    | <u>800</u>    | <u>808</u>    | <u>830</u>    |
| <u>Officer - Total</u> . . . . .                     | <u>730</u>     | <u>730</u>    | <u>756</u>    | <u>762</u>    | <u>767</u>    | <u>784</u>    |
| General . . . . .                                    | -              | -             | -             | -             | -             | -             |
| Colonel . . . . .                                    | 2              | 2             | 3             | 3             | 3             | 4             |
| Lieutenant Colonel . . . . .                         | 7              | 7             | 7             | 8             | 9             | 8             |
| Major . . . . .                                      | 58             | 60            | 65            | 69            | 69            | 83            |
| Captain . . . . .                                    | 244            | 250           | 261           | 244           | 242           | 245           |
| First Lieutenant . . . . .                           | 194            | 195           | 201           | 217           | 231           | 221           |
| Second Lieutenant . . . . .                          | 225            | 216           | 219           | 221           | 213           | 223           |
| <u>Warrant Officer - Total</u> . . . . .             | <u>22</u>      | <u>22</u>     | <u>25</u>     | <u>38</u>     | <u>41</u>     | <u>46</u>     |
| Chief Warrant Officer . . . . .                      | 5              | 18            | 9             | 10            | 10            | 10            |
| Warrant Officer, JG . . . . .                        | 17             | 4             | 16            | 28            | 31            | 36            |
| <u>Enlisted - Total</u> . . . . .                    | <u>52,436</u>  | <u>53,943</u> | <u>55,211</u> | <u>56,667</u> | <u>58,289</u> | <u>60,255</u> |
| Master Sergeant . . . . .                            | 711            | 738           | 744           | 759           | 760           | 770           |
| Technical Sergeant & Sergeant 1st Class . . . . .    | 1,361          | 1,448         | 1,447         | 1,495         | 1,526         | 1,578         |
| Staff Sergeant & Sergeant . . . . .                  | 5,197          | 5,525         | 5,856         | 6,225         | 6,457         | 6,630         |
| Airman 1st Class & Corporal . . . . .                | 8,408          | 8,603         | 8,629         | 8,879         | 9,082         | 9,274         |
| Airman 2nd Class & Private 1st Class . . . . .       | 8,027          | 8,272         | 8,778         | 9,762         | 10,578        | 11,275        |
| Airman 3rd Class & Private 2 . . . . .               | 21,958         | 22,187        | 22,514        | 22,733        | 22,802        | 22,809        |
| Basic Airman & Private 1 . . . . .                   | 6,774          | 7,170         | 7,243         | 6,814         | 7,084         | 7,919         |
| <u>Aviation Cadet - Total</u> . . . . .              | <u>35</u>      | <u>34</u>     | <u>38</u>     | <u>36</u>     | <u>40</u>     | <u>39</u>     |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 20 - COMMAND STRENGTH OF NEGRO PERSONNEL BY SEX - FY 1952

| End of Month        | Worldwide |        |        | Continental US |        |        | Overseas |        |        |
|---------------------|-----------|--------|--------|----------------|--------|--------|----------|--------|--------|
|                     | Total     | Male   | Female | Total          | Male   | Female | Total    | Male   | Female |
| <u>1951</u>         |           |        |        |                |        |        |          |        |        |
| July . . . . .      | 43,604    | 43,230 | 374    | 32,589         | 32,245 | 344    | 11,015   | 10,985 | 30     |
| August . . . . .    | 45,579    | 45,188 | 391    | 34,198         | 33,839 | 359    | 11,381   | 11,349 | 32     |
| September . . . . . | 47,200    | 46,786 | 414    | 35,019         | 34,638 | 381    | 12,181   | 12,148 | 33     |
| October . . . . .   | 48,831    | 48,359 | 472    | 36,425         | 35,988 | 437    | 12,406   | 12,371 | 35     |
| November . . . . .  | 50,581    | 50,084 | 497    | 38,396         | 37,939 | 457    | 12,185   | 12,145 | 40     |
| December . . . . .  | 49,970    | 49,461 | 509    | 37,977         | 37,510 | 467    | 11,993   | 11,951 | 42     |
| <u>1952</u>         |           |        |        |                |        |        |          |        |        |
| January . . . . .   | 53,223    | 52,667 | 556    | 41,034         | 40,525 | 509    | 12,189   | 12,142 | 47     |
| February . . . . .  | 54,729    | 54,126 | 603    | 41,741         | 41,185 | 556    | 12,988   | 12,941 | 47     |
| March . . . . .     | 56,030    | 55,386 | 644    | 42,752         | 42,156 | 596    | 13,278   | 13,230 | 48     |
| April . . . . .     | 57,503    | 56,809 | 694    | 43,625         | 42,981 | 644    | 13,878   | 13,828 | 50     |
| May . . . . .       | 59,137    | 58,415 | 722    | 45,253         | 44,580 | 673    | 13,884   | 13,835 | 49     |
| June . . . . .      | 61,124    | 60,311 | 813    | 46,004         | 45,242 | 762    | 15,120   | 15,069 | 51     |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters, USAF.

TABLE 21 - COMMAND STRENGTH BY PERSONNEL IDENTITY, WORLDWIDE - FY 1952

( WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps)

| End of Month          | Total   | Officer |     |                     | Warrant Officer |        | Aviation<br>Cadet | Enlisted |        |
|-----------------------|---------|---------|-----|---------------------|-----------------|--------|-------------------|----------|--------|
|                       |         | Male    | WAF | AFNC<br>and<br>WMSC | Male            | Female |                   | Male     | Female |
| <u>WORLDWIDE</u>      |         |         |     |                     |                 |        |                   |          |        |
| <u>1951</u>           |         |         |     |                     |                 |        |                   |          |        |
| July . . . . .        | 822,202 | 106,952 | 487 | 2,354               | 2,628           | 7      | 2,609             | 699,484  | 7,681  |
| August . . . . .      | 834,744 | 109,610 | 495 | 2,440               | 2,597           | 7      | 2,725             | 709,104  | 7,766  |
| September . . . . .   | 852,610 | 111,945 | 592 | 2,529               | 2,576           | 7      | 2,895             | 723,936  | 8,130  |
| October . . . . .     | 864,251 | 113,631 | 603 | 2,579               | 2,572           | 7      | 3,578             | 732,825  | 8,456  |
| November . . . . .    | 882,678 | 114,349 | 686 | 2,569               | 2,582           | 7      | 4,393             | 749,380  | 8,712  |
| December . . . . .    | 897,366 | 115,728 | 719 | 2,639               | 2,542           | 7      | 4,313             | 762,788  | 8,630  |
| <u>1952</u>           |         |         |     |                     |                 |        |                   |          |        |
| January . . . . .     | 915,757 | 115,561 | 726 | 2,678               | 2,515           | 7      | 5,037             | 780,117  | 9,116  |
| February . . . . .    | 937,747 | 116,287 | 792 | 2,709               | 2,538           | 6      | 4,866             | 801,116  | 9,433  |
| March . . . . .       | 952,706 | 118,290 | 800 | 2,744               | 2,563           | 6      | 5,623             | 812,995  | 9,685  |
| April . . . . .       | 962,848 | 119,178 | 850 | 2,793               | 3,041           | 6      | 6,248             | 820,676  | 10,056 |
| May . . . . .         | 967,051 | 119,445 | 850 | 2,852               | 3,993           | 6      | 6,270             | 823,253  | 10,372 |
| June . . . . .        | 973,474 | 120,418 | 942 | 2,879               | 4,156           | 6      | 6,782             | 827,348  | 10,943 |
| <u>CONTINENTAL US</u> |         |         |     |                     |                 |        |                   |          |        |
| <u>1951</u>           |         |         |     |                     |                 |        |                   |          |        |
| July . . . . .        | 658,179 | 86,989  | 396 | 1,851               | 1,908           | 4      | 2,609             | 557,027  | 7,395  |
| August . . . . .      | 662,162 | 88,584  | 409 | 1,916               | 1,912           | 4      | 2,725             | 559,129  | 7,483  |
| September . . . . .   | 663,105 | 89,127  | 507 | 1,970               | 1,894           | 3      | 2,895             | 558,847  | 7,862  |
| October . . . . .     | 666,246 | 89,780  | 521 | 2,024               | 1,904           | 4      | 3,578             | 560,249  | 8,186  |
| November . . . . .    | 680,330 | 89,920  | 596 | 2,011               | 1,910           | 4      | 4,393             | 573,071  | 8,425  |
| December . . . . .    | 683,128 | 90,490  | 629 | 2,073               | 1,881           | 4      | 4,313             | 575,394  | 8,344  |
| <u>1952</u>           |         |         |     |                     |                 |        |                   |          |        |
| January . . . . .     | 698,388 | 90,389  | 641 | 2,128               | 1,889           | 4      | 5,037             | 589,533  | 8,767  |
| February . . . . .    | 713,785 | 90,522  | 690 | 2,123               | 1,935           | 4      | 4,866             | 604,539  | 9,106  |
| March . . . . .       | 723,808 | 91,172  | 697 | 2,127               | 1,948           | 4      | 5,623             | 612,905  | 9,332  |
| April . . . . .       | 727,390 | 91,010  | 727 | 2,139               | 2,324           | 4      | 6,248             | 615,242  | 9,696  |
| May . . . . .         | 730,669 | 91,563  | 728 | 2,219               | 3,042           | 4      | 6,270             | 616,839  | 10,004 |
| June . . . . .        | 723,163 | 91,653  | 815 | 2,237               | 3,155           | 4      | 6,782             | 607,984  | 10,533 |

(Continued)

TABLE 21 - COMMAND STRENGTH BY PERSONNEL IDENTITY, WORLDWIDE - FY 1952 - CONTINUED

(WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps)

| End of Month        | Total   | Officer |     |               | Warrant Officer |        | Aviation Cadet | Enlisted |        |
|---------------------|---------|---------|-----|---------------|-----------------|--------|----------------|----------|--------|
|                     |         | Male    | WAF | AFNC and WMSC | Male            | Female |                | Male     | Female |
| OVERSEAS            |         |         |     |               |                 |        |                |          |        |
| <u>1951</u>         |         |         |     |               |                 |        |                |          |        |
| July . . . . .      | 164,023 | 19,963  | 91  | 503           | 720             | 3      | -              | 142,457  | 286    |
| August . . . . .    | 172,582 | 21,026  | 86  | 524           | 685             | 3      | -              | 149,975  | 283    |
| September . . . . . | 189,505 | 22,818  | 85  | 559           | 683             | 3      | -              | 165,089  | 268    |
| October . . . . .   | 198,005 | 23,851  | 82  | 555           | 668             | 3      | -              | 172,576  | 270    |
| November . . . . .  | 202,348 | 24,429  | 90  | 558           | 672             | 3      | -              | 176,309  | 287    |
| December . . . . .  | 214,238 | 25,238  | 90  | 566           | 661             | 3      | -              | 187,394  | 286    |
| <u>1952</u>         |         |         |     |               |                 |        |                |          |        |
| January . . . . .   | 217,369 | 25,172  | 85  | 550           | 626             | 3      | -              | 190,584  | 349    |
| February . . . . .  | 223,962 | 25,765  | 102 | 586           | 603             | 2      | -              | 196,577  | 327    |
| March . . . . .     | 228,898 | 27,118  | 103 | 617           | 615             | 2      | -              | 200,090  | 353    |
| April . . . . .     | 235,458 | 28,168  | 123 | 654           | 717             | 2      | -              | 205,434  | 360    |
| May . . . . .       | 236,382 | 27,882  | 122 | 633           | 951             | 2      | -              | 206,424  | 368    |
| June . . . . .      | 250,311 | 28,765  | 127 | 642           | 1,001           | 2      | -              | 219,364  | 410    |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 22 - COMMAND STRENGTH BY TYPE, BY PERSONNEL IDENTITY, BY COMMAND - FY 1952

(WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps)

| End of Month                                  | Total  | Officer |     |               | Warrant Officer |        | Aviation Cadet | Enlisted |        |
|---|--------|---------|-----|---------------|-----------------|--------|----------------|----------|--------|
|   |        | Male    | WAF | AFNC and WMSC | Male            | Female |                | Male     | Female |
| CONTINENTAL US (PERMANENT PARTY AND STUDENTS) |        |         |     |               |                 |        |                |          |        |
| Air Defense Command <sup>a/</sup>             |        |         |     |               |                 |        |                |          |        |
| <u>1951</u>                                   |        |         |     |               |                 |        |                |          |        |
| July . . . . .                                | 67,529 | 7,954   | 45  | 105           | 182             | -      | -              | 58,299   | 944    |
| August . . . . .                              | 65,280 | 7,947   | 43  | 94            | 187             | -      | -              | 56,187   | 822    |
| September . . . . .                           | 64,655 | 8,090   | 48  | 94            | 182             | -      | -              | 55,481   | 760    |
| October . . . . .                             | 63,715 | 8,144   | 50  | 104           | 196             | -      | -              | 54,490   | 731    |
| November . . . . .                            | 64,022 | 8,098   | 62  | 110           | 200             | -      | -              | 54,822   | 730    |
| December . . . . .                            | 64,581 | 7,902   | 52  | 118           | 191             | -      | -              | 55,561   | 757    |
| <u>1952</u>                                   |        |         |     |               |                 |        |                |          |        |
| January . . . . .                             | 66,010 | 8,213   | 48  | 122           | 202             | -      | -              | 56,673   | 752    |
| February . . . . .                            | 64,356 | 7,873   | 45  | 120           | 199             | -      | -              | 55,354   | 765    |
| March . . . . .                               | 65,865 | 7,796   | 41  | 119           | 199             | -      | -              | 56,904   | 806    |
| April . . . . .                               | 66,437 | 7,755   | 57  | 100           | 256             | -      | -              | 57,431   | 838    |
| May . . . . .                                 | 67,510 | 7,760   | 59  | 93            | 290             | -      | -              | 58,409   | 899    |
| June . . . . .                                | 67,554 | 7,834   | 65  | 92            | 302             | -      | -              | 58,339   | 922    |
| Air Force Finance Division                    |        |         |     |               |                 |        |                |          |        |
| <u>1951</u>                                   |        |         |     |               |                 |        |                |          |        |
| July . . . . .                                | 72     | 72      | -   | -             | -               | -      | -              | -        | -      |
| August . . . . .                              | 75     | 75      | -   | -             | -               | -      | -              | -        | -      |
| September . . . . .                           | 78     | 78      | -   | -             | -               | -      | -              | -        | -      |
| October . . . . .                             | 83     | 83      | -   | -             | -               | -      | -              | -        | -      |
| November . . . . .                            | 81     | 81      | -   | -             | -               | -      | -              | -        | -      |
| December . . . . .                            | 81     | 81      | -   | -             | -               | -      | -              | -        | -      |
| <u>1952</u>                                   |        |         |     |               |                 |        |                |          |        |
| January . . . . .                             | 80     | 80      | -   | -             | -               | -      | -              | -        | -      |
| February . . . . .                            | 76     | 76      | -   | -             | -               | -      | -              | -        | -      |
| March . . . . .                               | 71     | 71      | -   | -             | -               | -      | -              | -        | -      |
| April . . . . .                               | 71     | 71      | -   | -             | -               | -      | -              | -        | -      |
| May . . . . .                                 | 71     | 71      | -   | -             | -               | -      | -              | -        | -      |
| June . . . . .                                | 68     | 68      | -   | -             | -               | -      | -              | -        | -      |

(Continued)

TABLE 22- COMMAND STRENGTH BY TYPE, BY PERSONNEL IDENTITY, BY COMMAND - FY 1952 - CONTINUED

(WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps)

| End of Month                         | Total  | Officer |     |               | Warrant Officer |        | Aviation Cadets | Enlisted |        |
|--------------------------------------|--------|---------|-----|---------------|-----------------|--------|-----------------|----------|--------|
|                                      |        | Male    | WAF | AFNC and WMSC | Male            | Female |                 | Male     | Female |
| AIR FORCE TRANSIENTS AND PATIENTS b/ |        |         |     |               |                 |        |                 |          |        |
| July . . . . . 1951                  | 24,989 | 3,401   | 1   | 40            | 28              | -      | 4               | 21,367   | 148    |
| August . . . . .                     | 32,684 | 3,886   | 7   | 26            | 30              | -      | 5               | 28,626   | 104    |
| September . . . . .                  | 31,996 | 3,268   | 3   | 24            | 31              | -      | 2               | 28,625   | 43     |
| October . . . . .                    | 31,833 | 3,164   | 9   | 52            | 40              | -      | 2               | 28,473   | 93     |
| November . . . . .                   | 34,826 | 3,087   | 13  | 53            | 46              | -      | 1               | 31,495   | 131    |
| December . . . . .                   | 31,016 | 3,543   | 12  | 55            | 44              | -      | 1               | 27,262   | 99     |
| January . . . . . 1952               | 30,563 | 3,021   | 8   | 62            | 53              | -      | 1               | 27,215   | 203    |
| February . . . . .                   | 33,550 | 3,759   | 17  | 60            | 64              | 1      | 3               | 29,541   | 105    |
| March . . . . .                      | 34,431 | 3,994   | 42  | 72            | 38              | -      | 3               | 30,142   | 140    |
| April . . . . .                      | 32,685 | 3,597   | 21  | 29            | 40              | -      | 3               | 28,802   | 193    |
| May . . . . .                        | 35,648 | 4,196   | 25  | 48            | 51              | -      | 3               | 31,161   | 164    |
| June . . . . .                       | 31,181 | 4,137   | 31  | 31            | 69              | -      | 3               | 26,745   | 165    |
| AIR MATERIEL COMMAND                 |        |         |     |               |                 |        |                 |          |        |
| July . . . . . 1951                  | 23,542 | 4,884   | 19  | 104           | 115             | -      | -               | 18,153   | 267    |
| August . . . . .                     | 22,281 | 4,755   | 18  | 116           | 117             | -      | -               | 17,007   | 268    |
| September . . . . .                  | 22,141 | 4,703   | 17  | 122           | 120             | -      | -               | 16,915   | 264    |
| October . . . . .                    | 21,093 | 4,615   | 20  | 128           | 122             | -      | -               | 15,957   | 251    |
| November . . . . .                   | 21,621 | 4,510   | 27  | 129           | 120             | -      | -               | 16,581   | 254    |
| December . . . . .                   | 22,578 | 4,474   | 33  | 127           | 124             | -      | -               | 17,565   | 255    |
| January . . . . . 1952               | 23,256 | 4,488   | 34  | 124           | 127             | -      | -               | 18,236   | 247    |
| February . . . . .                   | 22,409 | 4,452   | 39  | 115           | 130             | -      | -               | 17,419   | 254    |
| March . . . . .                      | 21,759 | 4,447   | 39  | 112           | 133             | -      | -               | 16,779   | 249    |
| April . . . . .                      | 22,910 | 4,497   | 52  | 117           | 183             | -      | -               | 17,800   | 261    |
| May . . . . .                        | 23,531 | 4,561   | 49  | 130           | 201             | -      | -               | 18,324   | 266    |
| June . . . . .                       | 24,093 | 4,736   | 51  | 133           | 211             | -      | -               | 18,685   | 277    |
| AIR PICTORIAL SERVICE c/             |        |         |     |               |                 |        |                 |          |        |
| July . . . . . 1951                  | 267    | 77      | -   | -             | 1               | -      | -               | 189      | -      |
| August . . . . .                     | 284    | 81      | -   | -             | 1               | -      | -               | 202      | -      |
| September . . . . .                  | 299    | 84      | 1   | -             | 1               | -      | -               | 213      | -      |
| October . . . . .                    | 341    | 93      | 1   | -             | 1               | -      | -               | 246      | -      |
| November . . . . .                   | 383    | 106     | 1   | -             | 1               | -      | -               | 275      | -      |
| December . . . . .                   | 433    | 111     | -   | -             | 1               | -      | -               | 321      | -      |
| January . . . . . 1952               | 502    | 110     | -   | -             | 1               | -      | -               | 391      | -      |
| February . . . . .                   | 607    | 128     | -   | -             | 1               | -      | -               | 478      | -      |
| March . . . . .                      | 883    | 143     | 1   | -             | 1               | -      | -               | 738      | -      |
| April . . . . .                      | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| May . . . . .                        | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| June . . . . .                       | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| AIR PROVING GROUND                   |        |         |     |               |                 |        |                 |          |        |
| July . . . . . 1951                  | 9,047  | 1,032   | 3   | 28            | 39              | -      | -               | 7,889    | 56     |
| August . . . . .                     | 8,993  | 963     | 3   | 30            | 35              | -      | -               | 7,904    | 58     |
| September . . . . .                  | 9,100  | 984     | 3   | 30            | 37              | -      | -               | 7,990    | 56     |
| October . . . . .                    | 9,449  | 1,011   | 4   | 32            | 35              | -      | -               | 8,312    | 55     |
| November . . . . .                   | 9,586  | 1,010   | 4   | 34            | 35              | -      | -               | 8,449    | 54     |
| December . . . . .                   | 8,717  | 866     | 3   | 35            | 29              | -      | -               | 7,707    | 77     |
| January . . . . . 1952               | 8,714  | 847     | 5   | 41            | 29              | -      | -               | 7,718    | 74     |
| February . . . . .                   | 8,793  | 847     | 6   | 41            | 29              | -      | -               | 7,784    | 86     |
| March . . . . .                      | 8,981  | 858     | 7   | 40            | 31              | -      | -               | 7,953    | 92     |
| April . . . . .                      | 9,082  | 868     | 7   | 40            | 65              | -      | -               | 8,004    | 98     |
| May . . . . .                        | 9,011  | 875     | 7   | 40            | 68              | -      | -               | 7,911    | 110    |
| June . . . . .                       | 8,980  | 876     | 8   | 40            | 69              | -      | -               | 7,871    | 116    |

(CONTINUED)

TABLE 22 - COMMAND STRENGTH BY TYPE, BY PERSONNEL IDENTITY, BY COMMAND - FY 1952 - CONTINUED

(WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps)

| End of Month                       | Total   | Officer |     |               | Warrant Officer |        | Aviation Cadets | Enlisted |        |
|------------------------------------|---------|---------|-----|---------------|-----------------|--------|-----------------|----------|--------|
|                                    |         | Male    | WAF | AFNC and WMSC | Male            | Female |                 | Male     | Female |
| AIR RESEARCH & DEVELOPMENT COMMAND |         |         |     |               |                 |        |                 |          |        |
| 1951                               |         |         |     |               |                 |        |                 |          |        |
| July . . . . .                     | 10,204  | 3,115   | 4   | 45            | 39              | -      | -               | 6,922    | 79     |
| August . . . . .                   | 11,583  | 3,449   | 4   | 47            | 42              | -      | -               | 7,966    | 75     |
| September . . . . .                | 11,904  | 3,522   | 5   | 50            | 43              | -      | -               | 8,216    | 68     |
| October . . . . .                  | 12,309  | 3,577   | 7   | 47            | 46              | -      | -               | 8,574    | 58     |
| November . . . . .                 | 12,256  | 3,553   | 5   | 49            | 46              | -      | -               | 8,542    | 61     |
| December . . . . .                 | 13,075  | 3,707   | 6   | 48            | 51              | -      | -               | 9,207    | 56     |
| 1952                               |         |         |     |               |                 |        |                 |          |        |
| January . . . . .                  | 13,130  | 3,707   | 7   | 46            | 51              | -      | -               | 9,264    | 55     |
| February . . . . .                 | 13,268  | 3,670   | 9   | 51            | 52              | -      | -               | 9,425    | 61     |
| March . . . . .                    | 13,509  | 3,716   | 9   | 55            | 56              | -      | -               | 9,604    | 69     |
| April . . . . .                    | 17,728  | 4,247   | 19  | 58            | 96              | -      | -               | 13,232   | 76     |
| May . . . . .                      | 18,621  | 4,233   | 20  | 62            | 116             | -      | -               | 14,095   | 95     |
| June . . . . .                     | 19,219  | 4,298   | 25  | 64            | 119             | -      | -               | 14,600   | 113    |
| AIR TRAINING COMMAND a/            |         |         |     |               |                 |        |                 |          |        |
| 1951                               |         |         |     |               |                 |        |                 |          |        |
| July . . . . .                     | 252,252 | 20,595  | 118 | 712           | 410             | -      | 2,605           | 224,586  | 3,226  |
| August . . . . .                   | 247,012 | 20,982  | 113 | 757           | 402             | -      | 2,720           | 218,663  | 3,375  |
| September . . . . .                | 248,116 | 21,434  | 181 | 780           | 400             | -      | 2,893           | 218,670  | 3,758  |
| October . . . . .                  | 249,102 | 21,913  | 160 | 786           | 401             | -      | 3,576           | 218,234  | 4,032  |
| November . . . . .                 | 255,132 | 21,874  | 183 | 780           | 398             | -      | 4,392           | 223,331  | 4,174  |
| December . . . . .                 | 256,976 | 21,903  | 224 | 785           | 387             | -      | 4,312           | 225,394  | 3,971  |
| 1952                               |         |         |     |               |                 |        |                 |          |        |
| January . . . . .                  | 265,056 | 21,804  | 233 | 798           | 379             | -      | 5,036           | 232,512  | 4,294  |
| February . . . . .                 | 268,835 | 21,501  | 254 | 798           | 378             | -      | 4,863           | 236,680  | 4,361  |
| March . . . . .                    | 269,988 | 21,677  | 257 | 801           | 381             | -      | 5,620           | 236,854  | 4,398  |
| April . . . . .                    | 264,845 | 21,505  | 243 | 834           | 393             | -      | 6,245           | 231,306  | 4,319  |
| May . . . . .                      | 260,670 | 21,303  | 234 | 897           | 609             | -      | 6,267           | 226,943  | 4,417  |
| June . . . . .                     | 264,999 | 22,150  | 274 | 952           | 686             | -      | 6,779           | 229,314  | 4,844  |
| AIR UNIVERSITY a/                  |         |         |     |               |                 |        |                 |          |        |
| 1951                               |         |         |     |               |                 |        |                 |          |        |
| July . . . . .                     | 8,042   | 2,609   | 10  | 108           | 33              | -      | -               | 5,171    | 111    |
| August . . . . .                   | 8,176   | 2,704   | 6   | 108           | 34              | -      | -               | 5,229    | 95     |
| September . . . . .                | 8,553   | 2,968   | 7   | 116           | 31              | -      | -               | 5,338    | 93     |
| October . . . . .                  | 8,834   | 3,100   | 7   | 114           | 31              | -      | -               | 5,491    | 91     |
| November . . . . .                 | 8,780   | 3,147   | 9   | 113           | 30              | -      | -               | 5,385    | 96     |
| December . . . . .                 | 8,582   | 3,144   | 12  | 117           | 31              | -      | -               | 5,183    | 95     |
| 1952                               |         |         |     |               |                 |        |                 |          |        |
| January . . . . .                  | 8,942   | 3,256   | 16  | 121           | 30              | -      | -               | 5,427    | 92     |
| February . . . . .                 | 9,081   | 3,278   | 18  | 122           | 32              | -      | -               | 5,530    | 101    |
| March . . . . .                    | 9,155   | 3,277   | 21  | 127           | 32              | -      | -               | 5,599    | 99     |
| April . . . . .                    | 9,198   | 3,277   | 22  | 136           | 46              | -      | -               | 5,611    | 106    |
| May . . . . .                      | 9,008   | 3,290   | 20  | 134           | 55              | -      | -               | 5,395    | 114    |
| June . . . . .                     | 8,507   | 3,036   | 20  | 127           | 54              | -      | -               | 5,147    | 123    |
| CONTINENTAL AIR COMMAND            |         |         |     |               |                 |        |                 |          |        |
| 1951                               |         |         |     |               |                 |        |                 |          |        |
| July . . . . .                     | 25,242  | 3,694   | 27  | 45            | 154             | -      | -               | 20,969   | 353    |
| August . . . . .                   | 25,677  | 3,793   | 28  | 53            | 154             | -      | -               | 21,315   | 334    |
| September . . . . .                | 28,140  | 4,219   | 69  | 62            | 154             | -      | -               | 23,036   | 600    |
| October . . . . .                  | 28,181  | 4,188   | 75  | 59            | 152             | -      | -               | 23,131   | 576    |
| November . . . . .                 | 28,615  | 4,152   | 80  | 61            | 161             | -      | -               | 23,598   | 563    |
| December . . . . .                 | 29,228  | 4,241   | 77  | 70            | 159             | -      | -               | 24,118   | 563    |
| 1952                               |         |         |     |               |                 |        |                 |          |        |
| January . . . . .                  | 29,728  | 4,207   | 76  | 67            | 157             | -      | -               | 24,691   | 530    |
| February . . . . .                 | 36,423  | 4,445   | 74  | 64            | 194             | -      | -               | 31,021   | 625    |
| March . . . . .                    | 37,963  | 4,513   | 74  | 61            | 229             | -      | -               | 32,445   | 641    |
| April . . . . .                    | 38,637  | 4,552   | 78  | 69            | 303             | -      | -               | 32,988   | 647    |
| May . . . . .                      | 37,794  | 4,488   | 75  | 70            | 312             | -      | -               | 32,199   | 650    |
| June . . . . .                     | 36,409  | 4,476   | 78  | 67            | 295             | -      | -               | 30,831   | 662    |

(CONTINUED)



TABLE 22 - COMMAND STRENGTH BY TYPE, BY PERSONNEL IDENTITY, BY COMMAND - FY 1952 - CONTINUED

(WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps)

| End of Month   | Total  | Officer |     |               | Warrant Officer |        | Aviation Cadets | Enlisted |        |
|--|--------|---------|-----|---------------|-----------------|--------|-----------------|----------|--------|
|  |        | Male    | WAF | AFNC and WMSC | Male            | Female |                 | Male     | Female |
| <b>HEADQUARTERS COMMAND USAF a/</b>                    |        |         |     |               |                 |        |                 |          |        |
| <u>1951</u>  |        |         |     |               |                 |        |                 |          |        |
| July . . . . .   | 22,755 | 4,057   | 56  | 89            | 155             | 1      | -               | 17,643   | 754    |
| August . . . . .                                       | 23,553 | 4,317   | 63  | 75            | 158             | 1      | -               | 18,036   | 903    |
| September . . . . .                                    | 20,559 | 4,089   | 42  | 63            | 150             | -      | -               | 15,440   | 775    |
| October . . . . .                                      | 21,132 | 4,203   | 50  | 60            | 146             | 1      | -               | 15,816   | 856    |
| November . . . . .                                     | 20,612 | 4,399   | 62  | 44            | 141             | 1      | -               | 15,057   | 908    |
| December . . . . .                                     | 21,109 | 4,612   | 58  | 60            | 135             | 1      | -               | 15,326   | 917    |
| <u>1952</u>  |        |         |     |               |                 |        |                 |          |        |
| January . . . . .                                      | 21,072 | 4,764   | 62  | 63            | 136             | 1      | -               | 15,152   | 894    |
| February . . . . .                                     | 22,012 | 4,804   | 67  | 59            | 134             | 1      | -               | 15,992   | 955    |
| March . . . . .  | 22,545 | 4,897   | 50  | 72            | 132             | 1      | -               | 16,421   | 972    |
| April . . . . .  | 22,539 | 5,024   | 55  | 71            | 164             | 1      | -               | 16,136   | 1,088  |
| May . . . . .  | 21,203 | 5,164   | 55  | 49            | 224             | 1      | -               | 14,613   | 1,097  |
| June . . . . .   | 20,956 | 5,232   | 59  | 50            | 230             | 1      | -               | 14,281   | 1,103  |
| <b>HEADQUARTERS USAF</b>                               |        |         |     |               |                 |        |                 |          |        |
| <u>1951</u>  |        |         |     |               |                 |        |                 |          |        |
| July . . . . .   | 3,076  | 2,994   | 40  | 5             | 35              | 2      | -               | -        | -      |
| August . . . . .                                       | 3,008  | 2,926   | 42  | 5             | 33              | 2      | -               | -        | -      |
| September . . . . .                                    | 2,924  | 2,844   | 41  | 5             | 32              | 2      | -               | -        | -      |
| October . . . . .                                      | 2,851  | 2,775   | 37  | 5             | 32              | 2      | -               | -        | -      |
| November . . . . .                                     | 2,855  | 2,774   | 40  | 7             | 32              | 2      | -               | -        | -      |
| December . . . . .                                     | 2,851  | 2,771   | 39  | 7             | 32              | 2      | -               | -        | -      |
| <u>1952</u>  |        |         |     |               |                 |        |                 |          |        |
| January . . . . .                                      | 2,887  | 2,807   | 37  | 7             | 32              | 2      | -               | -        | -      |
| February . . . . .                                     | 2,876  | 2,796   | 37  | 8             | 34              | 1      | -               | -        | -      |
| March . . . . .  | 2,906  | 2,823   | 38  | 8             | 36              | 1      | -               | -        | -      |
| April . . . . .  | 2,908  | 2,823   | 40  | 8             | 36              | 1      | -               | -        | -      |
| May . . . . .  | 2,904  | 2,817   | 41  | 8             | 37              | 1      | -               | -        | -      |
| June . . . . .   | 3,009  | 2,922   | 41  | 8             | 37              | 1      | -               | -        | -      |
| <b>MILITARY AIR TRANSPORT SERVICE (CONTINENTAL US)</b> |        |         |     |               |                 |        |                 |          |        |
| <u>1951</u>  |        |         |     |               |                 |        |                 |          |        |
| July . . . . .   | 38,799 | 7,295   | 19  | 191           | 215             | 1      | -               | 30,535   | 543    |
| August . . . . .                                       | 40,532 | 7,464   | 22  | 177           | 211             | 1      | -               | 32,122   | 535    |
| September . . . . .                                    | 40,498 | 7,442   | 23  | 164           | 209             | 1      | -               | 32,114   | 545    |
| October . . . . .                                      | 39,074 | 7,059   | 29  | 162           | 204             | 1      | -               | 31,058   | 561    |
| November . . . . .                                     | 40,158 | 7,054   | 29  | 155           | 203             | 1      | -               | 32,119   | 597    |
| December . . . . .                                     | 40,526 | 7,179   | 36  | 157           | 197             | 1      | -               | 32,312   | 644    |
| <u>1952</u>  |        |         |     |               |                 |        |                 |          |        |
| January . . . . .                                      | 40,609 | 7,307   | 41  | 166           | 190             | 1      | -               | 32,274   | 630    |
| February . . . . .                                     | 41,621 | 7,433   | 48  | 170           | 190             | 1      | -               | 33,042   | 737    |
| March . . . . .  | 43,031 | 7,477   | 44  | 164           | 181             | 2      | -               | 34,421   | 742    |
| April . . . . .  | 46,542 | 7,663   | 49  | 166           | 188             | 2      | -               | 37,716   | 758    |
| May . . . . .  | 48,311 | 7,721   | 52  | 171           | 271             | 2      | -               | 39,279   | 815    |
| June . . . . .   | 48,425 | 7,486   | 60  | 176           | 270             | 2      | -               | 39,633   | 798    |
| <b>SPECIAL WEAPONS COMMAND d/</b>                      |        |         |     |               |                 |        |                 |          |        |
| <u>1951</u>  |        |         |     |               |                 |        |                 |          |        |
| July . . . . .   | 2,869  | 352     | -   | 2             | 10              | -      | -               | 2,505    | -      |
| August . . . . .                                       | 3,090  | 405     | -   | 2             | 11              | -      | -               | 2,672    | -      |
| September . . . . .                                    | 3,129  | 460     | -   | 2             | 12              | -      | -               | 2,655    | -      |
| October . . . . .                                      | 3,252  | 479     | -   | 1             | 13              | -      | -               | 2,759    | -      |
| November . . . . .                                     | 3,381  | 482     | -   | 1             | 13              | -      | -               | 2,885    | -      |
| December . . . . .                                     | 3,465  | 484     | 1   | 1             | 12              | -      | -               | 2,967    | -      |
| <u>1952</u>  |        |         |     |               |                 |        |                 |          |        |
| January . . . . .                                      | 3,517  | 479     | -   | 2             | 14              | -      | -               | 3,022    | -      |
| February . . . . .                                     | 3,293  | 468     | -   | 1             | 14              | -      | -               | 2,810    | -      |
| March . . . . .  | 3,599  | 481     | -   | 1             | 14              | -      | -               | 3,103    | -      |
| April . . . . .  | -      | -       | -   | d/            | -               | -      | -               | -        | -      |
| May . . . . .  | -      | -       | -   | d/            | -               | -      | -               | -        | -      |
| June . . . . .   | -      | -       | -   | d/            | -               | -      | -               | -        | -      |

(CONTINUED)

TABLE 22 - COMMAND STRENGTH BY TYPE, BY PERSONNEL IDENTITY, BY COMMAND - FY 1952 - CONTINUED

( WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps)

| End of Month                            | Total   | Officer |     |               | Warrant Officer |        | Aviation Cadets | Enlisted |        |
|---|---------|---------|-----|---------------|-----------------|--------|-----------------|----------|--------|
|   |         | Male    | WAF | AFNC and WMSC | Male            | Female |                 | Male     | Female |
| STRATEGIC AIR COMMAND                   |         |         |     |               |                 |        |                 |          |        |
| 1951                                    |         |         |     |               |                 |        |                 |          |        |
| July . . . . .                          | 116,442 | 16,876  | 34  | 296           | 385             | -      | -               | 98,343   | 508    |
| August . . . . .                        | 117,866 | 17,234  | 35  | 348           | 388             | -      | -               | 99,337   | 524    |
| September . . . . .                     | 119,748 | 17,701  | 38  | 383           | 388             | -      | -               | 100,713  | 525    |
| October . . . . .                       | 121,982 | 17,994  | 39  | 394           | 378             | -      | -               | 102,647  | 530    |
| November . . . . .                      | 115,984 | 17,231  | 44  | 357           | 367             | -      | -               | 97,501   | 484    |
| December . . . . .                      | 119,360 | 17,493  | 44  | 370           | 372             | -      | -               | 100,542  | 539    |
| 1952                                    |         |         |     |               |                 |        |                 |          |        |
| January . . . . .                       | 122,572 | 17,405  | 40  | 382           | 372             | -      | -               | 103,739  | 634    |
| February . . . . .                      | 125,589 | 17,377  | 43  | 382           | 369             | -      | -               | 106,717  | 701    |
| March . . . . .                         | 127,812 | 17,528  | 43  | 363           | 366             | -      | -               | 108,771  | 741    |
| April . . . . .                         | 131,391 | 17,720  | 49  | 368           | 364             | -      | -               | 112,045  | 845    |
| May . . . . .                           | 133,481 | 17,782  | 56  | 368           | 566             | -      | -               | 113,831  | 878    |
| June . . . . .                          | 134,749 | 17,956  | 60  | 365           | 592             | -      | -               | 114,888  | 888    |
| TACTICAL AIR COMMAND                    |         |         |     |               |                 |        |                 |          |        |
| 1951                                    |         |         |     |               |                 |        |                 |          |        |
| July . . . . .                          | 48,783  | 7,456   | 16  | 81            | 92              | -      | -               | 40,752   | 386    |
| August . . . . .                        | 47,615  | 7,086   | 21  | 78            | 94              | -      | -               | 39,965   | 371    |
| September . . . . .                     | 46,682  | 6,710   | 21  | 75            | 90              | -      | -               | 39,433   | 353    |
| October . . . . .                       | 48,299  | 6,859   | 25  | 80            | 93              | -      | -               | 40,904   | 338    |
| November . . . . .                      | 57,290  | 7,843   | 30  | 118           | 105             | -      | -               | 48,838   | 356    |
| December . . . . .                      | 55,850  | 7,421   | 26  | 123           | 102             | -      | -               | 47,823   | 355    |
| 1952                                    |         |         |     |               |                 |        |                 |          |        |
| January . . . . .                       | 57,268  | 7,362   | 25  | 127           | 101             | -      | -               | 49,314   | 339    |
| February . . . . .                      | 56,627  | 7,096   | 26  | 132           | 102             | -      | -               | 48,938   | 333    |
| March . . . . .                         | 56,931  | 6,952   | 24  | 132           | 106             | -      | -               | 49,357   | 360    |
| April . . . . .                         | 58,062  | 6,894   | 28  | 143           | 177             | -      | -               | 50,373   | 447    |
| May . . . . .                           | 57,993  | 6,768   | 27  | 149           | 223             | -      | -               | 50,347   | 479    |
| June . . . . .                          | 50,118  | 5,900   | 35  | 132           | 198             | -      | -               | 43,352   | 501    |
| USAF SECURITY SERVICE                   |         |         |     |               |                 |        |                 |          |        |
| 1951                                    |         |         |     |               |                 |        |                 |          |        |
| July . . . . .                          | 4,269   | 526     | 4   | -             | 15              | -      | -               | 3,704    | 20     |
| August . . . . .                        | 4,453   | 517     | 4   | -             | 15              | -      | -               | 3,898    | 19     |
| September . . . . .                     | 4,583   | 531     | 8   | -             | 14              | -      | -               | 4,008    | 22     |
| October . . . . .                       | 4,716   | 523     | 8   | -             | 14              | -      | -               | 4,157    | 14     |
| November . . . . .                      | 4,748   | 519     | 7   | -             | 12              | -      | -               | 4,193    | 17     |
| December . . . . .                      | 4,700   | 558     | 6   | -             | 14              | -      | -               | 4,106    | 16     |
| 1952                                    |         |         |     |               |                 |        |                 |          |        |
| January . . . . .                       | 4,482   | 532     | 7   | -             | 15              | -      | -               | 3,905    | 23     |
| February . . . . .                      | 4,369   | 519     | 7   | -             | 13              | -      | -               | 3,808    | 22     |
| March . . . . .                         | 4,379   | 522     | 7   | -             | 13              | -      | -               | 3,814    | 23     |
| April . . . . .                         | 4,355   | 517     | 7   | -             | 13              | -      | -               | 3,798    | 20     |
| May . . . . .                           | 4,913   | 534     | 8   | -             | 19              | -      | -               | 4,332    | 20     |
| June . . . . .                          | 4,896   | 546     | 8   | -             | 23              | -      | -               | 4,298    | 21     |
| OVERSEAS (PERMANENT PARTY AND PIPELINE) |         |         |     |               |                 |        |                 |          |        |
| AIR DEFENSE COMMAND e/                  |         |         |     |               |                 |        |                 |          |        |
| 1951                                    |         |         |     |               |                 |        |                 |          |        |
| July . . . . .                          | -       | -       | -   | -             | -               | -      | -               | -        | -      |
| August . . . . .                        | -       | -       | -   | -             | -               | -      | -               | -        | -      |
| September . . . . .                     | -       | -       | -   | -             | -               | -      | -               | -        | -      |
| October . . . . .                       | 1,732   | 241     | -   | -             | 1               | -      | -               | 1,490    | -      |
| November . . . . .                      | 1,769   | 232     | -   | -             | 1               | -      | -               | 1,536    | -      |
| December . . . . .                      | 1,854   | 247     | -   | -             | 1               | -      | -               | 1,606    | -      |
| 1952                                    |         |         |     |               |                 |        |                 |          |        |
| January . . . . .                       | 2,027   | 258     | -   | -             | 1               | -      | -               | 1,768    | -      |
| February . . . . .                      | 2,079   | 251     | -   | -             | 1               | -      | -               | 1,827    | -      |
| March . . . . .                         | 2,535   | 323     | -   | -             | 1               | -      | -               | 2,211    | -      |
| April . . . . .                         | 2,727   | 329     | -   | -             | 1               | -      | -               | 2,397    | -      |
| May . . . . .                           | 2,676   | 350     | -   | -             | 7               | -      | -               | 2,319    | -      |
| June . . . . .                          | 2,614   | 343     | -   | -             | 6               | -      | -               | 2,265    | -      |

(CONTINUED)

TABLE 22- COMMAND STRENGTH BY TYPE, BY PERSONNEL IDENTITY, BY COMMAND - FY 1952 - CONTINUED

(WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps)

| End of Month                    | Total  | Officer |     |               | Warrant Officer |        | Aviation Cadets | Enlisted |        |
|---------------------------------|--------|---------|-----|---------------|-----------------|--------|-----------------|----------|--------|
|                                 |        | Male    | WAF | AFNC and WMSC | Male            | Female |                 | Male     | Female |
| AIR RESEARCH AND DEVELOPMENT f/ |        |         |     |               |                 |        |                 |          |        |
| 1951                            |        |         |     |               |                 |        |                 |          |        |
| July                            | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| August                          | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| September                       | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| October                         | 135    | 19      | -   | -             | -               | -      | -               | 116      | -      |
| November                        | 202    | 31      | -   | -             | -               | -      | -               | 171      | -      |
| December                        | 222    | 30      | -   | -             | -               | -      | -               | 192      | -      |
| 1952                            |        |         |     |               |                 |        |                 |          |        |
| January                         | 202    | 23      | -   | -             | -               | -      | -               | 179      | -      |
| February                        | 198    | 23      | -   | -             | -               | -      | -               | 175      | -      |
| March                           | 208    | 23      | -   | -             | -               | -      | -               | 185      | -      |
| April                           | 291    | 33      | -   | -             | -               | -      | -               | 258      | -      |
| May                             | 278    | 31      | -   | -             | -               | -      | -               | 247      | -      |
| June                            | 282    | 31      | -   | -             | -               | -      | -               | 251      | -      |
| ALASKAN AIR COMMAND             |        |         |     |               |                 |        |                 |          |        |
| 1951                            |        |         |     |               |                 |        |                 |          |        |
| July                            | 15,233 | 1,300   | 8   | 57            | 58              | -      | -               | 13,810   | -      |
| August                          | 15,125 | 1,288   | 6   | 55            | 48              | -      | -               | 13,728   | -      |
| September                       | 15,565 | 1,381   | 5   | 53            | 48              | -      | -               | 14,078   | -      |
| October                         | 15,920 | 1,386   | 5   | 58            | 45              | -      | -               | 14,426   | -      |
| November                        | 16,269 | 1,432   | 3   | 58            | 40              | -      | -               | 14,736   | -      |
| December                        | 15,942 | 1,422   | 3   | 54            | 43              | -      | -               | 14,420   | -      |
| 1952                            |        |         |     |               |                 |        |                 |          |        |
| January                         | 16,345 | 1,406   | 3   | 51            | 39              | -      | -               | 14,846   | -      |
| February                        | 16,417 | 1,441   | 6   | 55            | 30              | -      | -               | 14,885   | -      |
| March                           | 16,737 | 1,436   | 6   | 68            | 29              | -      | -               | 15,198   | -      |
| April                           | 17,039 | 1,445   | 5   | 78            | 35              | -      | -               | 15,476   | -      |
| May                             | 17,194 | 1,498   | 5   | 76            | 73              | -      | -               | 15,542   | -      |
| June                            | 17,390 | 1,518   | 6   | 76            | 71              | -      | -               | 15,719   | -      |
| CARIBBEAN AIR COMMAND           |        |         |     |               |                 |        |                 |          |        |
| 1951                            |        |         |     |               |                 |        |                 |          |        |
| July                            | 1,263  | 180     | 1   | 2             | 9               | -      | -               | 1,071    | -      |
| August                          | 1,388  | 180     | 1   | 2             | 9               | -      | -               | 1,196    | -      |
| September                       | 1,534  | 179     | 1   | 3             | 10              | -      | -               | 1,341    | -      |
| October                         | 1,544  | 180     | 1   | 2             | 10              | -      | -               | 1,351    | -      |
| November                        | 1,557  | 187     | 1   | 2             | 9               | -      | -               | 1,358    | -      |
| December                        | 1,612  | 182     | -   | 2             | 9               | -      | -               | 1,419    | -      |
| 1952                            |        |         |     |               |                 |        |                 |          |        |
| January                         | 1,660  | 183     | -   | 2             | 8               | -      | -               | 1,467    | -      |
| February                        | 1,727  | 191     | -   | 2             | 10              | -      | -               | 1,524    | -      |
| March                           | 1,723  | 186     | 1   | 2             | 11              | -      | -               | 1,523    | -      |
| April                           | 1,704  | 193     | 1   | 1             | 15              | -      | -               | 1,494    | -      |
| May                             | 1,722  | 194     | 1   | 2             | 18              | -      | -               | 1,507    | -      |
| June                            | 1,695  | 192     | 1   | 2             | 20              | -      | -               | 1,480    | -      |
| FAR EAST AIR FORCES             |        |         |     |               |                 |        |                 |          |        |
| 1951                            |        |         |     |               |                 |        |                 |          |        |
| July                            | 61,447 | 7,830   | 27  | 169           | 263             | 1      | -               | 53,112   | 45     |
| August                          | 61,298 | 7,889   | 26  | 171           | 246             | 1      | -               | 52,921   | 44     |
| September                       | 67,698 | 8,362   | 24  | 172           | 243             | 1      | -               | 58,854   | 42     |
| October                         | 68,844 | 8,380   | 21  | 168           | 234             | 1      | -               | 59,998   | 42     |
| November                        | 71,300 | 8,541   | 21  | 201           | 233             | 1      | -               | 62,258   | 45     |
| December                        | 76,523 | 8,662   | 25  | 187           | 231             | 1      | -               | 67,372   | 45     |
| 1952                            |        |         |     |               |                 |        |                 |          |        |
| January                         | 75,199 | 8,486   | 20  | 196           | 210             | 1      | -               | 66,242   | 44     |
| February                        | 77,247 | 8,567   | 22  | 193           | 185             | 1      | -               | 68,235   | 44     |
| March                           | 78,409 | 9,230   | 27  | 199           | 201             | 1      | -               | 68,707   | 44     |
| April                           | 81,121 | 9,806   | 41  | 236           | 243             | 1      | -               | 70,749   | 45     |
| May                             | 80,622 | 9,488   | 39  | 225           | 302             | 1      | -               | 70,524   | 43     |
| June                            | 86,347 | 9,495   | 40  | 219           | 300             | 1      | -               | 76,232   | 60     |

(CONTINUED)

TABLE 22 - COMMAND STRENGTH BY TYPE, BY PERSONNEL IDENTITY, BY COMMAND - FY 1952 - CONTINUED

(WAF - Women in the Air Force; AFNC - Air Force Nurse, Corps; WMSC - Women's Medical Specialist Corps)

| End of Month                   | Total  | Officer |     |               | Warrant Officer |        | Aviation Cadets | Enlisted |        |
|--------------------------------|--------|---------|-----|---------------|-----------------|--------|-----------------|----------|--------|
|                                |        | Male    | WAF | AFNC and WMSC | Male            | Female |                 | Male     | Female |
| HEADQUARTERS COMMAND, USAF     |        |         |     |               |                 |        |                 |          |        |
| 1951                           |        |         |     |               |                 |        |                 |          |        |
| July . . . . .                 | 1,366  | 615     | 11  | 66            | 28              | -      | -               | 643      | 3      |
| August . . . . .               | 1,351  | 604     | 9   | 66            | 28              | -      | -               | 641      | 3      |
| September . . . . .            | 1,335  | 554     | 8   | 49            | 27              | -      | -               | 693      | 4      |
| October . . . . .              | 1,300  | 538     | 8   | 34            | 27              | -      | -               | 689      | 4      |
| November . . . . .             | 1,319  | 542     | 8   | 13            | 27              | -      | -               | 725      | 4      |
| December . . . . .             | 1,246  | 534     | 8   | 12            | 27              | -      | -               | 661      | 4      |
| 1952                           |        |         |     |               |                 |        |                 |          |        |
| January . . . . .              | 1,242  | 496     | 5   | -             | 29              | -      | -               | 711      | 1      |
| February . . . . .             | 1,254  | 499     | 2   | -             | 29              | -      | -               | 723      | 1      |
| March . . . . .                | 1,301  | 547     | 2   | -             | 28              | -      | -               | 723      | 1      |
| April . . . . .                | 1,416  | 587     | 1   | -             | 28              | -      | -               | 798      | 2      |
| May . . . . .                  | 1,505  | 635     | 2   | -             | 38              | -      | -               | 828      | 2      |
| June . . . . .                 | 1,580  | 650     | 2   | -             | 39              | -      | -               | 887      | 2      |
| MILITARY AIR TRANSPORT SERVICE |        |         |     |               |                 |        |                 |          |        |
| 1951                           |        |         |     |               |                 |        |                 |          |        |
| July . . . . .                 | 33,754 | 4,434   | 12  | 88            | 152             | 2      | -               | 29,004   | 62     |
| August . . . . .               | 34,519 | 4,647   | 12  | 89            | 150             | 2      | -               | 29,556   | 63     |
| September . . . . .            | 35,446 | 4,763   | 11  | 86            | 143             | 2      | -               | 30,380   | 61     |
| October . . . . .              | 35,877 | 4,798   | 11  | 84            | 143             | 2      | -               | 30,780   | 59     |
| November . . . . .             | 35,947 | 4,858   | 11  | 81            | 144             | 2      | -               | 30,792   | 59     |
| December . . . . .             | 37,221 | 4,879   | 13  | 83            | 138             | 2      | -               | 32,038   | 68     |
| 1952                           |        |         |     |               |                 |        |                 |          |        |
| January . . . . .              | 38,078 | 4,871   | 13  | 83            | 132             | 2      | -               | 32,900   | 77     |
| February . . . . .             | 38,835 | 4,869   | 17  | 88            | 132             | 1      | -               | 33,653   | 75     |
| March . . . . .                | 38,707 | 4,972   | 15  | 103           | 133             | 1      | -               | 33,394   | 89     |
| April . . . . .                | 39,234 | 4,989   | 15  | 98            | 134             | 1      | -               | 33,898   | 99     |
| May . . . . .                  | 39,312 | 5,038   | 16  | 93            | 184             | 1      | -               | 33,872   | 108    |
| June . . . . .                 | 39,311 | 5,008   | 17  | 92            | 187             | 1      | -               | 33,898   | 108    |
| NORTHEAST AIR COMMAND          |        |         |     |               |                 |        |                 |          |        |
| 1951                           |        |         |     |               |                 |        |                 |          |        |
| July . . . . .                 | 4,508  | 553     | 3   | 18            | -               | 20     | -               | 3,840    | 74     |
| August . . . . .               | 4,558  | 546     | 3   | 15            | -               | 20     | -               | 3,901    | 73     |
| September . . . . .            | 4,918  | 708     | 3   | 21            | -               | 15     | -               | 4,107    | 64     |
| October . . . . .              | 5,340  | 760     | 3   | 18            | -               | 15     | -               | 4,483    | 61     |
| November . . . . .             | 5,477  | 799     | 11  | 17            | -               | 18     | -               | 4,565    | 67     |
| December . . . . .             | 5,471  | 799     | 2   | 25            | -               | 17     | -               | 4,566    | 62     |
| 1952                           |        |         |     |               |                 |        |                 |          |        |
| January . . . . .              | 6,409  | 825     | 2   | 23            | -               | 17     | -               | 5,458    | 84     |
| February . . . . .             | 6,848  | 881     | 6   | 35            | -               | 15     | -               | 5,843    | 68     |
| March . . . . .                | 7,147  | 930     | 5   | 36            | -               | 16     | -               | 6,088    | 72     |
| April . . . . .                | 8,050  | 1,039   | 8   | 30            | -               | 16     | -               | 6,894    | 63     |
| May . . . . .                  | 7,968  | 986     | 6   | 26            | -               | 32     | -               | 6,858    | 60     |
| June . . . . .                 | 7,781  | 937     | 4   | 29            | -               | 31     | -               | 6,718    | 62     |
| SPECIAL WEAPONS COMMAND g/     |        |         |     |               |                 |        |                 |          |        |
| 1951                           |        |         |     |               |                 |        |                 |          |        |
| July . . . . .                 | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| August . . . . .               | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| September . . . . .            | 79     | 12      | -   | -             | -               | -      | -               | 67       | -      |
| October . . . . .              | 73     | 10      | -   | -             | -               | -      | -               | 63       | -      |
| November . . . . .             | 75     | 11      | -   | -             | -               | -      | -               | 64       | -      |
| December . . . . .             | 79     | 11      | -   | -             | -               | -      | -               | 68       | -      |
| 1952                           |        |         |     |               |                 |        |                 |          |        |
| January . . . . .              | 110    | 13      | -   | -             | -               | -      | -               | 97       | -      |
| February . . . . .             | 104    | 16      | -   | -             | -               | -      | -               | 88       | -      |
| March . . . . .                | 73     | 10      | -   | -             | -               | -      | -               | 63       | -      |
| April . . . . .                | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| May . . . . .                  | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| June . . . . .                 | -      | -       | -   | -             | -               | -      | -               | -        | -      |

(CONTINUED)

TABLE 22- COMMAND STRENGTH BY TYPE, BY PERSONNEL IDENTITY, BY COMMAND - FY 1952 - CONTINUED

(WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps)

| End of Month                       | Total  | Officer |     |               | Warrant Officer |        | Aviation Cadets | Enlisted |        |
|------------------------------------|--------|---------|-----|---------------|-----------------|--------|-----------------|----------|--------|
|                                    |        | Male    | WAF | AFNC and WMSC | Male            | Female |                 | Male     | Female |
| STRATEGIC AIR COMMAND              |        |         |     |               |                 |        |                 |          |        |
| 1951                               |        |         |     |               |                 |        |                 |          |        |
| July . . . . .                     | 9,660  | 1,094   | 2   | 14            | 32              | -      | -               | 8,518    | -      |
| August . . . . .                   | 10,381 | 1,184   | 2   | 15            | 30              | -      | -               | 9,150    | -      |
| September . . . . .                | 10,967 | 1,193   | 1   | 15            | 30              | -      | -               | 9,728    | -      |
| October . . . . .                  | 11,889 | 1,228   | 1   | 29            | 31              | -      | -               | 10,600   | -      |
| November . . . . .                 | 12,431 | 1,318   | 1   | 29            | 31              | -      | -               | 11,052   | -      |
| December . . . . .                 | 13,611 | 1,407   | 1   | 29            | 31              | -      | -               | 12,143   | -      |
| 1952                               |        |         |     |               |                 |        |                 |          |        |
| January . . . . .                  | 14,575 | 1,477   | 1   | 29            | 32              | -      | -               | 13,036   | -      |
| February . . . . .                 | 14,748 | 1,518   | 3   | 31            | 32              | -      | -               | 13,164   | -      |
| March . . . . .                    | 14,775 | 1,558   | 2   | 31            | 32              | -      | -               | 13,152   | -      |
| April . . . . .                    | 14,813 | 1,595   | 2   | 31            | 32              | -      | -               | 13,153   | -      |
| May . . . . .                      | 15,056 | 1,627   | 2   | 33            | 54              | -      | -               | 13,340   | -      |
| June . . . . .                     | 15,181 | 1,675   | 2   | 33            | 58              | -      | -               | 13,413   | -      |
| TACTICAL AIR COMMAND <sup>h/</sup> |        |         |     |               |                 |        |                 |          |        |
| 1951                               |        |         |     |               |                 |        |                 |          |        |
| July . . . . .                     | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| August . . . . .                   | -      | -       | -   | -             | -               | -      | -               | -        | -      |
| September . . . . .                | 3,772  | 476     | -   | 11            | 5               | -      | -               | 3,280    | -      |
| October . . . . .                  | 5,576  | 995     | -   | 11            | 8               | -      | -               | 4,562    | -      |
| November . . . . .                 | 5,579  | 985     | -   | 8             | 8               | -      | -               | 4,578    | -      |
| December . . . . .                 | 5,983  | 977     | 1   | 12            | 9               | -      | -               | 4,984    | -      |
| 1952                               |        |         |     |               |                 |        |                 |          |        |
| January . . . . .                  | 6,031  | 969     | 2   | 11            | 9               | -      | -               | 5,040    | -      |
| February . . . . .                 | 5,965  | 932     | 3   | 13            | 8               | -      | -               | 5,009    | -      |
| March . . . . .                    | 5,944  | 1,023   | 3   | 7             | 8               | -      | -               | 4,903    | -      |
| April . . . . .                    | 7,776  | 1,280   | 5   | 15            | 14              | -      | -               | 6,462    | -      |
| May . . . . .                      | 7,652  | 1,222   | 5   | 15            | 19              | -      | -               | 6,391    | -      |
| June . . . . .                     | 7,478  | 1,211   | 5   | 17            | 20              | -      | -               | 6,225    | -      |
| US AIR FORCES, EUROPE              |        |         |     |               |                 |        |                 |          |        |
| 1951                               |        |         |     |               |                 |        |                 |          |        |
| July . . . . .                     | 34,257 | 3,804   | 27  | 89            | 149             | -      | -               | 30,087   | 101    |
| August . . . . .                   | 41,226 | 4,528   | 27  | 111           | 145             | -      | -               | 36,316   | 99     |
| September . . . . .                | 45,185 | 5,005   | 32  | 149           | 152             | -      | -               | 39,751   | 96     |
| October . . . . .                  | 46,685 | 5,112   | 32  | 151           | 143             | -      | -               | 41,144   | 103    |
| November . . . . .                 | 47,140 | 5,266   | 34  | 149           | 149             | -      | -               | 41,431   | 111    |
| December . . . . .                 | 51,136 | 5,853   | 37  | 162           | 144             | -      | -               | 44,834   | 106    |
| 1952                               |        |         |     |               |                 |        |                 |          |        |
| January . . . . .                  | 51,499 | 5,924   | 39  | 155           | 139             | -      | -               | 45,100   | 142    |
| February . . . . .                 | 54,339 | 6,327   | 43  | 169           | 150             | -      | -               | 47,512   | 138    |
| March . . . . .                    | 56,894 | 6,618   | 42  | 171           | 146             | -      | -               | 49,771   | 146    |
| April . . . . .                    | 56,910 | 6,606   | 45  | 165           | 189             | -      | -               | 49,755   | 150    |
| May . . . . .                      | 57,396 | 6,520   | 46  | 163           | 206             | -      | -               | 50,310   | 151    |
| June . . . . .                     | 65,581 | 7,406   | 49  | 174           | 254             | -      | -               | 57,524   | 174    |
| US SECURITY SERVICE                |        |         |     |               |                 |        |                 |          |        |
| 1951                               |        |         |     |               |                 |        |                 |          |        |
| July . . . . .                     | 2,535  | 153     | -   | -             | 9               | -      | -               | 2,372    | 1      |
| August . . . . .                   | 2,736  | 160     | -   | -             | 9               | -      | -               | 2,566    | 1      |
| September . . . . .                | 3,006  | 185     | -   | -             | 10              | -      | -               | 2,810    | 1      |
| October . . . . .                  | 3,090  | 204     | -   | -             | 11              | -      | -               | 2,874    | 1      |
| November . . . . .                 | 3,283  | 227     | -   | -             | 12              | -      | -               | 3,043    | 1      |
| December . . . . .                 | 3,338  | 235     | -   | -             | 11              | -      | -               | 3,091    | 1      |
| 1952                               |        |         |     |               |                 |        |                 |          |        |
| January . . . . .                  | 3,992  | 241     | -   | -             | 10              | -      | -               | 3,740    | 1      |
| February . . . . .                 | 4,201  | 250     | -   | -             | 11              | -      | -               | 3,939    | 1      |
| March . . . . .                    | 4,445  | 262     | -   | -             | 10              | -      | -               | 4,172    | 1      |
| April . . . . .                    | 4,377  | 266     | -   | -             | 10              | -      | -               | 4,100    | 1      |
| May . . . . .                      | 5,001  | 293     | -   | -             | 18              | -      | -               | 4,686    | 4      |
| June . . . . .                     | 5,071  | 299     | 1   | -             | 15              | -      | -               | 4,752    | 4      |

Footnotes and Source may be found on next page.

(Continued)

TABLE 22-- COMMAND STRENGTH BY TYPE, BY PERSONNEL IDENTITY, BY COMMAND - FY 1952 - CONTINUED

- a/ Includes Students.
- b/ See Table 25 for complete distribution.
- c/ Air Pictorial Service was redesignated Air Photo and Charting Service and reassigned to MATS, 16 April 1952.
- d/ Special Weapons Command was terminated as a Major Command; redesignated Special Weapons Center; and assigned to Research and Development, 1 April 1952.
- e/ Initial reporting date for Overseas strength, 15 October 1951, under Operational Control of FEAF.
- f/ Initial reporting date for Overseas strength, 15 October 1951.
- g/ Initial reporting date Overseas strength, 15 September 1951.
- h/ Initial reporting date for Overseas strength, 15 September 1951, under Operational Control of FEAF.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters, USAF

TABLE 23 -- COMMAND STRENGTH OF SCARWAF COMMISSIONED OFFICERS BY CONTROL BRANCH, BY GRADE IN WHICH SERVING - FY 1952

| Control Branch                             | Total        | GRADE     |                    |            |            |                  |                   |
|--|--------------|-----------|--------------------|------------|------------|------------------|-------------------|
|  |              | Colonel   | Lieutenant Colonel | Major      | Captain    | First Lieutenant | Second Lieutenant |
| <u>September (1951) - Total</u> . . . . .  | <u>836</u>   | <u>11</u> | <u>46</u>          | <u>105</u> | <u>293</u> | <u>295</u>       | <u>86</u>         |
| Adjutant General's Department . . . . .    | -            | -         | -                  | -          | -          | -                | -                 |
| Army Nurse Corps . . . . .                 | 1            | -         | -                  | 1          | -          | -                | -                 |
| Chemical Corps . . . . .                   | 755          | 11        | 45                 | 92         | 256        | 269              | 82                |
| Corps of Engineers . . . . .               | -            | -         | -                  | -          | -          | -                | -                 |
| Corps of Military Police . . . . .         | 3            | -         | -                  | -          | 2          | 1                | -                 |
| Dental Corps . . . . .                     | -            | -         | -                  | -          | -          | -                | -                 |
| Finance Department . . . . .               | 1            | -         | -                  | 1          | -          | -                | -                 |
| Infantry . . . . .                         | 8            | -         | -                  | 1          | 3          | 4                | -                 |
| Medical Corps . . . . .                    | 2            | -         | -                  | -          | -          | -                | 2                 |
| Medical Service Corps . . . . .            | 2            | -         | -                  | 1          | -          | 1                | -                 |
| Ordnance Department . . . . .              | -            | -         | -                  | -          | -          | -                | -                 |
| Quartermaster Corps . . . . .              | 62           | -         | 1                  | 8          | 32         | 19               | 2                 |
| Signal Corps . . . . .                     | 2            | -         | -                  | 1          | -          | 1                | -                 |
| Transportation Corps . . . . .             | -            | -         | -                  | -          | -          | -                | -                 |
| Veterinary Corps . . . . .                 | -            | -         | -                  | -          | -          | -                | -                 |
| Women's Medical Specialist Corps . . . . . | -            | -         | -                  | -          | -          | -                | -                 |
| <u>December - Total</u> . . . . .          | <u>918</u>   | <u>15</u> | <u>46</u>          | <u>108</u> | <u>312</u> | <u>332</u>       | <u>105</u>        |
| Adjutant General's Department . . . . .    | 1            | -         | -                  | -          | 1          | -                | -                 |
| Army Nurse Corps . . . . .                 | 1            | -         | -                  | -          | -          | -                | -                 |
| Chemical Corps . . . . .                   | 837          | 15        | 44                 | 100        | 277        | 299              | 102               |
| Corps of Engineers . . . . .               | -            | -         | -                  | -          | -          | -                | -                 |
| Corps of Military Police . . . . .         | 3            | -         | -                  | -          | 1          | 2                | -                 |
| Dental Corps . . . . .                     | -            | -         | -                  | -          | -          | -                | -                 |
| Finance Department . . . . .               | 3            | -         | -                  | 1          | 1          | 1                | -                 |
| Infantry . . . . .                         | 6            | -         | 1                  | -          | 1          | 4                | -                 |
| Medical Corps . . . . .                    | 3            | -         | -                  | -          | 2          | 1                | -                 |
| Medical Service Corps . . . . .            | 1            | -         | -                  | -          | -          | 1                | -                 |
| Ordnance Department . . . . .              | -            | -         | -                  | -          | -          | -                | -                 |
| Quartermaster Corps . . . . .              | 60           | -         | 1                  | 7          | 29         | 21               | 2                 |
| Signal Corps . . . . .                     | 3            | -         | -                  | -          | -          | 3                | -                 |
| Transportation Corps . . . . .             | -            | -         | -                  | -          | -          | -                | -                 |
| Veterinary Corps . . . . .                 | -            | -         | -                  | -          | -          | -                | -                 |
| Women's Medical Specialist Corps . . . . . | -            | -         | -                  | -          | -          | -                | -                 |
| <u>March (1952) - Total</u> . . . . .      | <u>1,155</u> | <u>18</u> | <u>50</u>          | <u>114</u> | <u>366</u> | <u>387</u>       | <u>220</u>        |
| Adjutant General's Department . . . . .    | -            | -         | -                  | -          | -          | -                | -                 |
| Army Nurse Corps . . . . .                 | 1            | -         | -                  | -          | -          | -                | 1                 |
| Chemical Corps . . . . .                   | 1,083        | 18        | 48                 | 104        | 337        | 360              | 216               |
| Corps of Engineers . . . . .               | -            | -         | -                  | -          | -          | -                | -                 |
| Corps of Military Police . . . . .         | 2            | -         | -                  | -          | 1          | 1                | -                 |
| Dental Corps . . . . .                     | -            | -         | -                  | -          | -          | -                | -                 |
| Finance Department . . . . .               | 2            | -         | 1                  | 1          | -          | -                | -                 |
| Infantry . . . . .                         | 12           | -         | -                  | -          | 4          | 8                | -                 |
| Medical Corps . . . . .                    | 2            | -         | -                  | 1          | 1          | -                | -                 |
| Medical Service Corps . . . . .            | -            | -         | -                  | -          | -          | -                | -                 |
| Ordnance Department . . . . .              | 1            | -         | -                  | -          | -          | -                | 1                 |
| Quartermaster Corps . . . . .              | 49           | -         | 1                  | 8          | 22         | 16               | 2                 |
| Signal Corps . . . . .                     | 3            | -         | -                  | -          | 1          | 2                | -                 |
| Transportation Corps . . . . .             | -            | -         | -                  | -          | -          | -                | -                 |
| Veterinary Corps . . . . .                 | -            | -         | -                  | -          | -          | -                | -                 |
| Women's Medical Specialist Corps . . . . . | -            | -         | -                  | -          | -          | -                | -                 |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 24 - COMMAND STRENGTH OF PIPELINE PERSONNEL BY PIPELINE CATEGORY - FY 1952

| End of Month                       | Total          | Pipeline Category |              |               |                       | Patients     |
|------------------------------------|----------------|-------------------|--------------|---------------|-----------------------|--------------|
|                                    |                | Students          | Transients   |               |                       |              |
|                                    |                |                   | Fillers      | Returnees     | Overseas Replacements |              |
| <u>1951</u>                        |                |                   |              |               |                       |              |
| <u>July - Total</u> . . . . .      | <u>163,809</u> | <u>136,292</u>    | <u>5,595</u> | <u>3,672</u>  | <u>15,981</u>         | <u>2,269</u> |
| Officers . . . . .                 | 10,688         | 6,827             | 941          | 363           | 2,263                 | 294          |
| Enlisted . . . . .                 | 153,121        | 129,465           | 4,654        | 3,309         | 13,718                | 1,975        |
| <u>August - Total</u> . . . . .    | <u>167,526</u> | <u>131,784</u>    | <u>7,219</u> | <u>3,924</u>  | <u>22,279</u>         | <u>2,320</u> |
| Officers . . . . .                 | 11,484         | 7,190             | 782          | 520           | 2,673                 | 319          |
| Enlisted . . . . .                 | 156,042        | 124,594           | 6,437        | 3,404         | 19,606                | 2,001        |
| <u>September - Total</u> . . . . . | <u>165,432</u> | <u>128,800</u>    | <u>8,167</u> | <u>5,998</u>  | <u>19,954</u>         | <u>2,513</u> |
| Officers . . . . .                 | 11,345         | 7,601             | 763          | 550           | 2,203                 | 228          |
| Enlisted . . . . .                 | 154,087        | 121,199           | 7,404        | 5,448         | 17,751                | 2,285        |
| <u>October - Total</u> . . . . .   | <u>167,782</u> | <u>129,907</u>    | <u>6,175</u> | <u>6,922</u>  | <u>21,963</u>         | <u>2,815</u> |
| Officers . . . . .                 | 12,139         | 8,401             | 477          | 557           | 2,349                 | 355          |
| Enlisted . . . . .                 | 155,643        | 121,506           | 5,698        | 6,365         | 19,614                | 2,460        |
| <u>November - Total</u> . . . . .  | <u>174,919</u> | <u>133,821</u>    | <u>6,748</u> | <u>8,290</u>  | <u>23,104</u>         | <u>2,956</u> |
| Officers . . . . .                 | 12,467         | 8,588             | 601          | 473           | 2,403                 | 402          |
| Enlisted . . . . .                 | 162,452        | 125,233           | 6,147        | 7,817         | 20,701                | 2,554        |
| <u>December - Total</u> . . . . .  | <u>171,529</u> | <u>131,878</u>    | <u>6,313</u> | <u>8,281</u>  | <u>22,156</u>         | <u>2,901</u> |
| Officers . . . . .                 | 12,785         | 8,368             | 602          | 791           | 2,648                 | 376          |
| Enlisted . . . . .                 | 158,744        | 123,510           | 5,711        | 7,490         | 19,508                | 2,525        |
| <u>1952</u>                        |                |                   |              |               |                       |              |
| <u>January - Total</u> . . . . .   | <u>172,814</u> | <u>137,044</u>    | <u>5,216</u> | <u>7,187</u>  | <u>20,580</u>         | <u>2,787</u> |
| Officers . . . . .                 | 12,385         | 8,951             | 411          | 441           | 2,239                 | 343          |
| Enlisted . . . . .                 | 160,429        | 128,093           | 4,805        | 6,746         | 18,341                | 2,444        |
| <u>February - Total</u> . . . . .  | <u>175,006</u> | <u>136,993</u>    | <u>5,128</u> | <u>10,014</u> | <u>20,217</u>         | <u>2,654</u> |
| Officers . . . . .                 | 13,390         | 8,950             | 404          | 631           | 3,049                 | 356          |
| Enlisted . . . . .                 | 161,616        | 128,043           | 4,724        | 9,383         | 17,168                | 2,298        |
| <u>March - Total</u> . . . . .     | <u>179,180</u> | <u>135,576</u>    | <u>5,391</u> | <u>11,826</u> | <u>23,943</u>         | <u>2,444</u> |
| Officers . . . . .                 | 14,283         | 9,165             | 793          | 830           | 3,156                 | 339          |
| Enlisted . . . . .                 | 164,897        | 126,411           | 4,598        | 10,996        | 20,787                | 2,105        |
| <u>April - Total</u> . . . . .     | <u>167,506</u> | <u>128,018</u>    | <u>3,094</u> | <u>9,062</u>  | <u>24,792</u>         | <u>2,540</u> |
| Officers . . . . .                 | 13,680         | 8,966             | 405          | 764           | 3,194                 | 351          |
| Enlisted . . . . .                 | 153,826        | 119,052           | 2,689        | 8,298         | 21,598                | 2,189        |
| <u>May - Total</u> . . . . .       | <u>159,542</u> | <u>120,223</u>    | <u>2,984</u> | <u>7,935</u>  | <u>25,809</u>         | <u>2,591</u> |
| Officers . . . . .                 | 13,286         | 8,628             | 324          | 654           | 3,308                 | 372          |
| Enlisted . . . . .                 | 146,256        | 111,595           | 2,660        | 7,281         | 22,501                | 2,219        |
| <u>June - Total</u> . . . . .      | <u>161,068</u> | <u>123,691</u>    | <u>1,917</u> | <u>9,342</u>  | <u>23,516</u>         | <u>2,602</u> |
| Officers . . . . .                 | 13,712         | 8,914             | 535          | 688           | 3,201                 | 374          |
| Enlisted . . . . .                 | 147,356        | 114,777           | 1,382        | 8,654         | 20,315                | 2,228        |

Source: Personnel Statistical Division, DCS/Comptroller, Headquarters USAF.

TABLE 25 - COMMAND STRENGTH BY DEPART

| Grade                                      | Total          | USAF <sup>a/</sup> | SCARWAF       | Total          | USAF <sup>b/</sup> | SCARWAF       | FIRST HALF     |                |               |           |  |
|--|----------------|--------------------|---------------|----------------|--------------------|---------------|----------------|----------------|---------------|-----------|--|
|  |                |                    |               |                |                    |               | July (1951)    | August         |               | September |  |
|  |                |                    |               |                |                    |               |                |                |               |           |  |
| <b>Total</b> . . . . .                     | <b>822,202</b> | <b>803,007</b>     | <b>19,195</b> | <b>834,744</b> | <b>814,545</b>     | <b>20,199</b> | <b>852,610</b> | <b>831,380</b> | <b>21,230</b> |           |  |
| <b>Officer and Warrant Officer - Total</b> | <b>112,428</b> | <b>111,576</b>     | <b>852</b>    | <b>115,149</b> | <b>114,283</b>     | <b>866</b>    | <b>117,649</b> | <b>116,750</b> | <b>899</b>    |           |  |
| <b>Officer - Total</b> . . . . .           | <b>109,793</b> | <b>108,997</b>     | <b>796</b>    | <b>112,545</b> | <b>111,743</b>     | <b>802</b>    | <b>115,066</b> | <b>114,230</b> | <b>836</b>    |           |  |
| General . . . . .                          | 304            | 304                | -             | 298            | 298                | -             | 295            | 295            | -             |           |  |
| Colonel . . . . .                          | 2,930          | 2,920              | 10            | 3,271          | 3,261              | 10            | 3,371          | 3,360          | 11            |           |  |
| Lieutenant Colonel . . . . .               | 6,932          | 6,882              | 50            | 7,311          | 7,264              | 47            | 7,361          | 7,315          | 46            |           |  |
| Major . . . . .                            | 14,349         | 14,254             | 95            | 13,813         | 13,712             | 101           | 16,098         | 15,993         | 105           |           |  |
| Captain . . . . .                          | 37,810         | 37,525             | 285           | 38,351         | 38,048             | 303           | 38,611         | 38,318         | 293           |           |  |
| First Lieutenant . . . . .                 | 30,020         | 29,731             | 289           | 30,768         | 30,500             | 268           | 29,675         | 29,380         | 295           |           |  |
| Second Lieutenant . . . . .                | 17,448         | 17,381             | 67            | 18,733         | 18,660             | 73            | 19,655         | 19,569         | 86            |           |  |
| <b>Warrant Officer - Total</b> . . . . .   | <b>2,635</b>   | <b>2,579</b>       | <b>56</b>     | <b>2,604</b>   | <b>2,540</b>       | <b>64</b>     | <b>2,583</b>   | <b>2,520</b>   | <b>63</b>     |           |  |
| Chief Warrant Officer . . . . .            | 1,057          | 1,053              | 4             | 1,055          | 1,051              | 4             | 1,053          | 1,050          | 3             |           |  |
| Warrant Officer, JG . . . . .              | 1,578          | 1,526              | 52            | 1,549          | 1,489              | 60            | 1,530          | 1,470          | 60            |           |  |
| <b>Enlisted - Total c/</b> . . . . .       | <b>707,165</b> | <b>688,822</b>     | <b>18,343</b> | <b>716,870</b> | <b>697,537</b>     | <b>19,333</b> | <b>732,066</b> | <b>711,735</b> | <b>20,331</b> |           |  |
| Seventh Grade . . . . .                    | 39,206         | 38,853             | 353           | 40,019         | 39,871             | 348           | 41,439         | 41,060         | 379           |           |  |
| Sixth Grade . . . . .                      | 47,464         | 46,699             | 765           | 47,678         | 46,898             | 780           | 48,195         | 47,344         | 851           |           |  |
| Fifth Grade . . . . .                      | 98,884         | 96,539             | 2,345         | 98,088         | 95,635             | 2,453         | 97,627         | 95,106         | 2,521         |           |  |
| Fourth Grade . . . . .                     | 106,296        | 101,645            | 4,651         | 106,332        | 101,510            | 4,822         | 109,323        | 104,132        | 5,191         |           |  |
| Third Grade . . . . .                      | 112,436        | 107,449            | 4,987         | 112,356        | 107,052            | 5,304         | 121,641        | 115,709        | 5,932         |           |  |
| Second Grade . . . . .                     | 232,830        | 228,170            | 4,660         | 251,043        | 246,107            | 4,936         | 254,950        | 250,369        | 4,581         |           |  |
| First Grade . . . . .                      | 70,049         | 69,467             | 582           | 61,354         | 60,664             | 690           | 58,891         | 58,015         | 876           |           |  |
| <b>Aviation Cadet - Total</b> . . . . .    | <b>2,609</b>   | <b>2,609</b>       | <b>-</b>      | <b>2,725</b>   | <b>2,725</b>       | <b>-</b>      | <b>2,895</b>   | <b>2,895</b>   | <b>-</b>      |           |  |

| Grade                                      | Total          | USAF <sup>a/</sup> | SCARWAF       | Total          | USAF <sup>b/</sup> | SCARWAF       | LAST HALF      |                |               |       |  |
|--|----------------|--------------------|---------------|----------------|--------------------|---------------|----------------|----------------|---------------|-------|--|
|  |                |                    |               |                |                    |               | January        | February       |               | March |  |
|  |                |                    |               |                |                    |               |                |                |               |       |  |
| <b>Total</b> . . . . .                     | <b>915,757</b> | <b>893,412</b>     | <b>22,345</b> | <b>937,747</b> | <b>909,024</b>     | <b>28,723</b> | <b>952,706</b> | <b>923,197</b> | <b>29,509</b> |       |  |
| <b>Officer and Warrant Officer - Total</b> | <b>121,487</b> | <b>120,510</b>     | <b>977</b>    | <b>122,332</b> | <b>121,065</b>     | <b>1,267</b>  | <b>124,403</b> | <b>123,057</b> | <b>1,346</b>  |       |  |
| <b>Officer - Total</b> . . . . .           | <b>118,965</b> | <b>118,108</b>     | <b>857</b>    | <b>119,788</b> | <b>118,680</b>     | <b>1,108</b>  | <b>121,834</b> | <b>120,679</b> | <b>1,155</b>  |       |  |
| General . . . . .                          | 307            | 307                | -             | 305            | 305                | -             | 326            | 326            | -             |       |  |
| Colonel . . . . .                          | 3,614          | 3,599              | 15            | 3,626          | 3,609              | 17            | 3,613          | 3,595          | 18            |       |  |
| Lieutenant Colonel . . . . .               | 7,608          | 7,564              | 44            | 7,670          | 7,621              | 49            | 7,762          | 7,712          | 50            |       |  |
| Major . . . . .                            | 17,739         | 17,642             | 97            | 17,759         | 17,645             | 114           | 17,957         | 17,843         | 114           |       |  |
| Captain . . . . .                          | 39,653         | 39,361             | 292           | 40,048         | 39,691             | 357           | 40,271         | 39,905         | 366           |       |  |
| First Lieutenant . . . . .                 | 29,844         | 29,537             | 307           | 30,191         | 29,802             | 389           | 31,100         | 30,713         | 387           |       |  |
| Second Lieutenant . . . . .                | 20,200         | 20,098             | 102           | 20,189         | 20,007             | 182           | 20,805         | 20,585         | 220           |       |  |
| <b>Warrant Officer - Total</b> . . . . .   | <b>2,522</b>   | <b>2,402</b>       | <b>120</b>    | <b>2,544</b>   | <b>2,385</b>       | <b>159</b>    | <b>2,569</b>   | <b>2,378</b>   | <b>191</b>    |       |  |
| Chief Warrant Officer . . . . .            | 1,029          | 1,022              | 7             | 1,452          | 1,434              | 18            | 1,416          | 1,389          | 21            |       |  |
| Warrant Officer, JG . . . . .              | 1,493          | 1,380              | 113           | 1,092          | 951                | 141           | 1,159          | 989            | 170           |       |  |
| <b>Enlisted - Total c/</b> . . . . .       | <b>789,233</b> | <b>767,865</b>     | <b>21,368</b> | <b>810,549</b> | <b>783,093</b>     | <b>27,456</b> | <b>822,680</b> | <b>794,517</b> | <b>28,163</b> |       |  |
| Seventh Grade . . . . .                    | 43,454         | 42,959             | 495           | 44,062         | 43,473             | 589           | 44,743         | 44,148         | 595           |       |  |
| Sixth Grade . . . . .                      | 50,257         | 49,298             | 959           | 50,991         | 49,855             | 1,136         | 51,909         | 50,757         | 1,152         |       |  |
| Fifth Grade . . . . .                      | 107,360        | 104,470            | 2,890         | 112,371        | 109,082            | 3,289         | 117,440        | 113,958        | 3,482         |       |  |
| Fourth Grade . . . . .                     | 126,856        | 120,439            | 6,417         | 132,369        | 124,391            | 7,978         | 138,140        | 129,584        | 8,556         |       |  |
| Third Grade . . . . .                      | 146,945        | 140,498            | 6,447         | 158,625        | 149,134            | 9,491         | 164,963        | 155,576        | 9,387         |       |  |
| Second Grade . . . . .                     | 254,070        | 250,316            | 3,754         | 249,186        | 244,619            | 4,567         | 245,572        | 240,976        | 4,596         |       |  |
| First Grade . . . . .                      | 60,291         | 59,885             | 406           | 62,945         | 62,539             | 406           | 59,913         | 59,518         | 395           |       |  |
| <b>Aviation Cadets - Total</b> . . . . .   | <b>5,037</b>   | <b>5,037</b>       | <b>-</b>      | <b>4,866</b>   | <b>4,866</b>       | <b>-</b>      | <b>5,623</b>   | <b>5,623</b>   | <b>-</b>      |       |  |

a/ Includes 7 Naval Officers  
 b/ Includes 4 Naval Officers  
 c/ Enlisted are reported on a pay scale basis because of the inclusion of SCARWAF

Source: Personnel Statistical Division, DCS/Comptroller, Headquarters USAF.



MENTAL STATUS, BY GRADE IN WHICH SERVING - FY 1952

| Total   | USAF    | SCARWAF | Total    | USAF    | SCARWAF | Total    | USAF    | SCARWAF | Grade                                      |
|---------|---------|---------|----------|---------|---------|----------|---------|---------|--|
| FY 1952 |         |         |          |         |         |          |         |         |  |
| October |         |         | November |         |         | December |         |         |  |
| 864,251 | 843,640 | 20,611  | 882,678  | 861,584 | 21,094  | 897,366  | 876,017 | 21,349  | <u>Total</u>                               |
| 119,392 | 118,515 | 877     | 120,193  | 119,264 | 929     | 121,635  | 120,599 | 1,036   | <u>Officer and Warrant Officer - Total</u> |
| 116,813 | 116,006 | 807     | 117,604  | 116,783 | 821     | 119,086  | 118,168 | 918     | <u>Officer - Total</u>                     |
| 311     | 311     | -       | 311      | 311     | -       | 311      | 311     | -       | General                                    |
| 3,345   | 3,335   | 10      | 3,371    | 3,361   | 10      | 3,549    | 3,534   | 15      | Colonel                                    |
| 7,386   | 7,344   | 42      | 7,444    | 7,402   | 42      | 7,552    | 7,506   | 46      | Lieutenant Colonel                         |
| 16,641  | 16,542  | 99      | 16,812   | 16,712  | 100     | 17,058   | 16,950  | 108     | Major                                      |
| 39,031  | 38,751  | 280     | 39,286   | 39,000  | 286     | 39,642   | 39,330  | 312     | Captain                                    |
| 30,087  | 29,789  | 298     | 30,304   | 30,004  | 300     | 30,448   | 30,116  | 332     | First Lieutenant                           |
| 20,122  | 19,934  | 78      | 20,076   | 19,993  | 83      | 20,526   | 20,421  | 105     | Second Lieutenant                          |
| 2,579   | 2,509   | 70      | 2,589    | 2,481   | 108     | 2,549    | 2,431   | 118     | <u>Warrant Officer - Total</u>             |
| 1,041   | 1,038   | 3       | 1,051    | 1,045   | 6       | 1,031    | 1,025   | 6       | Chief Warrant Officer                      |
| 1,538   | 1,471   | 67      | 1,538    | 1,436   | 102     | 1,518    | 1,406   | 112     | Warrant Officer, JG                        |
| 741,281 | 721,547 | 19,734  | 758,092  | 737,927 | 20,165  | 771,418  | 751,105 | 20,313  | <u>Enlisted - Total c/</u>                 |
| 41,942  | 41,528  | 414     | 42,478   | 42,042  | 436     | 43,297   | 42,826  | 471     | Seventh Grade                              |
| 49,146  | 48,271  | 875     | 49,635   | 48,708  | 927     | 50,155   | 49,234  | 921     | Sixth Grade                                |
| 98,679  | 96,242  | 2,537   | 101,139  | 98,441  | 2,698   | 104,194  | 101,425 | 2,769   | Fifth Grade                                |
| 111,168 | 105,642 | 5,526   | 117,906  | 111,954 | 5,952   | 123,561  | 117,382 | 6,179   | Fourth Grade                               |
| 128,395 | 122,445 | 5,950   | 136,047  | 129,987 | 6,060   | 144,403  | 138,188 | 6,215   | Third Grade                                |
| 252,960 | 249,182 | 3,778   | 248,162  | 244,675 | 3,487   | 245,638  | 242,251 | 3,387   | Second Grade                               |
| 58,991  | 58,337  | 654     | 62,725   | 62,120  | 605     | 60,170   | 59,799  | 371     | First Grade                                |
| 3,578   | 3,578   | -       | 4,393    | 4,393   | -       | 4,313    | 4,313   | -       | <u>Aviation Cadet - Total</u>              |
| FY 1952 |         |         |          |         |         |          |         |         |  |
| April   |         |         | May      |         |         | June     |         |         |  |
| 962,848 | 932,625 | 30,223  | 967,051  | 936,941 | 30,110  | 973,474  | 943,411 | 30,063  | <u>Total</u>                               |
| 125,868 | 124,470 | 1,398   | 127,146  | 125,814 | 1,332   | 128,401  | 127,043 | 1,358   | <u>Officer and Warrant Officer - Total</u> |
| 122,821 | 121,637 | 1,184   | 123,147  | 122,028 | 1,119   | 124,239  | 123,096 | 1,143   | <u>Officer - Total</u>                     |
| 325     | 325     | -       | 323      | 323     | -       | 320      | 320     | -       | General                                    |
| 3,599   | 3,582   | 17      | 3,589    | 3,572   | 17      | 4,118    | 4,101   | 17      | Colonel                                    |
| 7,797   | 7,745   | 52      | 7,798    | 7,747   | 51      | 8,437    | 8,387   | 50      | Lieutenant Colonel                         |
| 17,973  | 17,858  | 115     | 18,038   | 17,931  | 107     | 20,666   | 20,555  | 111     | Major                                      |
| 40,434  | 40,067  | 367     | 40,232   | 39,893  | 339     | 39,845   | 39,497  | 348     | Captain                                    |
| 32,033  | 31,626  | 407     | 32,536   | 32,152  | 384     | 29,213   | 28,833  | 380     | First Lieutenant                           |
| 20,660  | 20,434  | 226     | 20,631   | 20,410  | 221     | 21,640   | 21,403  | 237     | Second Lieutenant                          |
| 3,047   | 2,833   | 214     | 3,999    | 3,786   | 213     | 4,162    | 3,947   | 215     | <u>Warrant Officer - Total</u>             |
| 1,445   | 1,427   | 19      | 1,442    | 1,425   | 17      | 1,441    | 1,424   | 17      | Chief Warrant Officer                      |
| 1,601   | 1,406   | 195     | 2,557    | 2,361   | 196     | 2,721    | 2,523   | 198     | Warrant Officer, JG                        |
| 830,732 | 801,907 | 28,825  | 833,635  | 804,857 | 28,778  | 838,291  | 809,586 | 28,705  | <u>Enlisted - Total c/</u>                 |
| 45,071  | 44,455  | 616     | 44,827   | 44,212  | 615     | 44,986   | 44,356  | 630     | Seventh Grade                              |
| 52,749  | 51,543  | 1,206   | 53,155   | 52,020  | 1,135   | 53,676   | 52,555  | 1,121   | Sixth Grade                                |
| 121,967 | 118,345 | 3,622   | 125,052  | 121,213 | 3,839   | 126,219  | 122,316 | 3,903   | Fifth Grade                                |
| 146,420 | 137,108 | 9,312   | 152,951  | 143,349 | 9,602   | 158,712  | 148,985 | 9,727   | Fourth Grade                               |
| 174,220 | 165,125 | 9,095   | 178,914  | 170,367 | 8,547   | 179,705  | 171,819 | 7,886   | Third Grade                                |
| 239,764 | 235,080 | 4,684   | 232,609  | 227,942 | 4,667   | 225,388  | 220,410 | 4,978   | Second Grade                               |
| 50,541  | 50,251  | 290     | 46,127   | 45,754  | 373     | 49,605   | 49,145  | 460     | First Grade                                |
| 6,248   | 6,248   | -       | 6,270    | 6,270   | -       | 6,782    | 6,782   | -       | <u>Aviation Cadet - Total</u>              |

TABLE 26 - COMMAND STRENGTH BY DEPARTMENTAL STATUS - WORLDWIDE - FY 1952

| End of Month        | USAF    |         |       |                   | SCARWAF |       |     |        | SONAWAF |     |     |     |
|---------------------|---------|---------|-------|-------------------|---------|-------|-----|--------|---------|-----|-----|-----|
|                     | Total   | Off     | W/O   | E/P <sup>a/</sup> | Total   | Off   | W/O | E/P    | Total   | Off | W/O | E/P |
| <u>1951</u>         |         |         |       |                   |         |       |     |        |         |     |     |     |
| July . . . . .      | 803,000 | 108,990 | 2,579 | 691,431           | 19,195  | 796   | 56  | 18,343 | 7       | 7   | -   | -   |
| August . . . . .    | 814,541 | 111,739 | 2,540 | 700,262           | 20,199  | 802   | 64  | 19,333 | 4       | 4   | -   | -   |
| September . . . . . | 831,380 | 114,230 | 2,520 | 714,630           | 21,230  | 836   | 63  | 20,331 | -       | -   | -   | -   |
| October . . . . .   | 843,640 | 116,006 | 2,509 | 725,125           | 20,611  | 807   | 70  | 19,734 | -       | -   | -   | -   |
| November . . . . .  | 861,584 | 116,783 | 2,481 | 742,320           | 21,094  | 821   | 108 | 20,165 | -       | -   | -   | -   |
| December . . . . .  | 876,017 | 118,168 | 2,431 | 755,418           | 21,349  | 918   | 118 | 20,313 | -       | -   | -   | -   |
| <u>1952</u>         |         |         |       |                   |         |       |     |        |         |     |     |     |
| January . . . . .   | 893,412 | 118,108 | 2,402 | 772,902           | 22,345  | 857   | 120 | 21,368 | -       | -   | -   | -   |
| February . . . . .  | 909,024 | 118,680 | 2,385 | 787,959           | 28,723  | 1,108 | 159 | 27,456 | -       | -   | -   | -   |
| March . . . . .     | 923,197 | 120,679 | 2,378 | 800,140           | 29,509  | 1,155 | 191 | 28,163 | -       | -   | -   | -   |
| April . . . . .     | 932,625 | 121,637 | 2,833 | 808,155           | 30,223  | 1,184 | 214 | 28,825 | -       | -   | -   | -   |
| May . . . . .       | 936,941 | 122,028 | 3,786 | 811,127           | 30,110  | 1,119 | 213 | 28,778 | -       | -   | -   | -   |
| June . . . . .      | 943,411 | 123,096 | 3,947 | 816,368           | 30,063  | 1,143 | 215 | 28,705 | -       | -   | -   | -   |

<sup>a/</sup> Includes Aviation Cadets.

Source: Personnel Statistics Division DCS/Comptroller, Headquarter USAF.

TABLE 27- DEPARTMENTAL STRENGTH BY TYPE OF PERSONNEL - FY 1952

| End of Month        | WORLDWIDE |         |       |                   | CONTINENTAL US |        |       |                   | OVERSEAS |        |     |         |
|---------------------|-----------|---------|-------|-------------------|----------------|--------|-------|-------------------|----------|--------|-----|---------|
|                     | Total     | Off     | W/O   | E/P <sup>a/</sup> | Total          | Off    | W/O   | E/P <sup>a/</sup> | Total    | Off    | W/O | E/P     |
| <u>1951</u>         |           |         |       |                   |                |        |       |                   |          |        |     |         |
| July . . . . .      | 803,000   | 108,990 | 2,579 | 691,431           | 649,522        | 88,925 | 1,871 | 558,726           | 153,478  | 20,065 | 708 | 132,705 |
| August . . . . .    | 814,541   | 111,739 | 2,540 | 700,262           | 652,361        | 90,582 | 1,867 | 559,912           | 162,180  | 21,157 | 673 | 140,350 |
| September . . . . . | 831,380   | 114,230 | 2,520 | 714,630           | 653,659        | 91,307 | 1,852 | 560,500           | 177,721  | 22,923 | 668 | 154,130 |
| October . . . . .   | 843,640   | 116,006 | 2,509 | 725,125           | 657,887        | 92,038 | 1,859 | 563,990           | 185,753  | 23,968 | 650 | 161,135 |
| November . . . . .  | 861,584   | 116,783 | 2,481 | 742,320           | 671,541        | 92,238 | 1,843 | 577,460           | 190,043  | 24,545 | 638 | 164,860 |
| December . . . . .  | 876,017   | 118,168 | 2,431 | 755,418           | 674,256        | 92,814 | 1,830 | 579,612           | 201,761  | 25,354 | 601 | 175,806 |
| <u>1952</u>         |           |         |       |                   |                |        |       |                   |          |        |     |         |
| January . . . . .   | 893,412   | 118,108 | 2,402 | 772,902           | 688,157        | 92,803 | 1,836 | 593,518           | 205,255  | 25,305 | 566 | 179,384 |
| February . . . . .  | 909,024   | 118,680 | 2,385 | 787,959           | 697,609        | 92,705 | 1,854 | 603,050           | 211,415  | 25,975 | 531 | 184,909 |
| March . . . . .     | 923,197   | 120,679 | 2,378 | 800,140           | 706,709        | 93,342 | 1,837 | 611,530           | 216,488  | 27,337 | 541 | 188,610 |
| April . . . . .     | 932,625   | 121,637 | 2,833 | 808,155           | 709,935        | 93,203 | 2,194 | 614,538           | 222,690  | 28,434 | 639 | 193,617 |
| May . . . . .       | 936,941   | 122,028 | 3,786 | 811,127           | 713,752        | 93,932 | 2,927 | 616,893           | 223,189  | 28,096 | 859 | 194,234 |
| June . . . . .      | 943,411   | 123,096 | 3,947 | 816,368           | 708,504        | 94,178 | 3,056 | 611,270           | 234,907  | 28,918 | 891 | 205,098 |

<sup>a/</sup> Includes Aviation Cadets.

Source: Personnel Statistics Division DCS/Comptroller, Headquarters USAF.

TABLE 28 - DEPARTMENTAL STRENGTH OF GENERAL OFFICERS BY PERMANENT GRADE,  
BY GRADE IN WHICH SERVING - FY 1952

(SCARWAF Generals were excluded from the table below)

| End of Month | Total<br>b/ | Permanent Grade a/     |                    |               |                   |                   |                    |               |                   |         |                    |               |                   |                    |                    |               |
|--------------|-------------|------------------------|--------------------|---------------|-------------------|-------------------|--------------------|---------------|-------------------|---------|--------------------|---------------|-------------------|--------------------|--------------------|---------------|
|              |             | Major General          |                    |               |                   | Brigadier General |                    |               |                   | Colonel |                    |               |                   | Lieutenant Colonel |                    |               |
|              |             | Grade in Which Serving |                    |               |                   |                   |                    |               |                   |         |                    |               |                   |                    |                    |               |
|              |             | General                | Lieutenant General | Major General | Brigadier General | General           | Lieutenant General | Major General | Brigadier General | General | Lieutenant General | Major General | Brigadier General | General            | Lieutenant General | Major General |
| <u>1951</u>  |             |                        |                    |               |                   |                   |                    |               |                   |         |                    |               |                   |                    |                    |               |
| July . . .   | 277         | 4                      | 18                 | 25            | -                 | -                 | 1                  | 58            | 8                 | -       | -                  | 21            | 138               | -                  | -                  | 4             |
| August . .   | 271         | 3                      | 17                 | 23            | -                 | -                 | 1                  | 56            | 9                 | -       | -                  | 21            | 137               | -                  | -                  | 4             |
| September .  | 268         | 3                      | 17                 | 22            | -                 | -                 | 1                  | 56            | 9                 | -       | -                  | 21            | 136               | -                  | -                  | 3             |
| October . .  | 284         | 6                      | 14                 | 35            | -                 | -                 | -                  | 57            | 18                | -       | -                  | 13            | 138               | -                  | -                  | 2             |
| November .   | 284         | 6                      | 14                 | 35            | -                 | -                 | -                  | 57            | 18                | -       | -                  | 13            | 138               | -                  | -                  | 2             |
| December .   | 284         | 6                      | 14                 | 35            | -                 | -                 | 1                  | 56            | 18                | -       | -                  | 13            | 138               | -                  | -                  | 2             |
| <u>1952</u>  |             |                        |                    |               |                   |                   |                    |               |                   |         |                    |               |                   |                    |                    |               |
| January . .  | 281         | 5                      | 13                 | 35            | -                 | -                 | 1                  | 55            | 18                | -       | -                  | 13            | 138               | -                  | -                  | 2             |
| February .   | 280         | 5                      | 13                 | 34            | -                 | -                 | 1                  | 55            | 18                | -       | -                  | 14            | 137               | -                  | -                  | 2             |
| March . . .  | 300         | 5                      | 13                 | 34            | -                 | -                 | 1                  | 57            | 17                | -       | -                  | 25            | 145               | -                  | -                  | 2             |
| April . . .  | 301         | 5                      | 13                 | 33            | -                 | -                 | 1                  | 57            | 17                | -       | -                  | 25            | 147               | -                  | -                  | 2             |
| May . . . .  | 300         | 5                      | 13                 | 33            | -                 | -                 | -                  | 58            | 17                | -       | -                  | 25            | 146               | -                  | -                  | 2             |
| June . . . . | 297         | 5                      | 14                 | 32            | -                 | -                 | -                  | 57            | 17                | -       | -                  | 25            | 144               | -                  | -                  | 2             |

a/ No General Officers in the USAF possess the permanent grade of General or Lieutenant General.

b/ Excludes Air Reserve and Air National Guard Officers.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 29 -- SUMMARY -- DEPARTMENTAL STRENGTH OF FEMALE MEDICAL OFFICERS BY GRADE  
IN WHICH SERVING -- FY 1952

| End of Month        | Total | General | Colonel | Lieutenant<br>Colonel | Major | Captain | First<br>Lieutenant | Second<br>Lieutenant | Warrant<br>Officer |
|---------------------|-------|---------|---------|-----------------------|-------|---------|---------------------|----------------------|--------------------|
| <u>1951</u>         |       |         |         |                       |       |         |                     |                      |                    |
| July . . . . .      | 2,353 | -       | -       | 5                     | 49    | 657     | 965                 | 677                  | -                  |
| August . . . . .    | 2,440 | -       | 2       | 4                     | 49    | 664     | 1,006               | 715                  | -                  |
| September . . . . . | 2,529 | -       | 2       | 5                     | 46    | 674     | 1,023               | 779                  | -                  |
| October . . . . .   | 2,579 | -       | 2       | 5                     | 53    | 713     | 1,014               | 792                  | -                  |
| November . . . . .  | 2,569 | -       | 2       | 5                     | 50    | 699     | 1,005               | 808                  | -                  |
| December . . . . .  | 2,639 | -       | 2       | 5                     | 52    | 707     | 1,047               | 826                  | -                  |
| <u>1952</u>         |       |         |         |                       |       |         |                     |                      |                    |
| January . . . . .   | 2,678 | -       | 2       | 8                     | 70    | 757     | 1,003               | 838                  | -                  |
| February . . . . .  | 2,709 | -       | 2       | 8                     | 68    | 773     | 1,001               | 857                  | -                  |
| March . . . . .     | 2,744 | -       | 2       | 8                     | 67    | 798     | 1,014               | 855                  | -                  |
| April . . . . .     | 2,793 | -       | 2       | 9                     | 72    | 798     | 1,049               | 863                  | -                  |
| May . . . . .       | 2,852 | -       | 2       | 9                     | 72    | 793     | 1,090               | 886                  | -                  |
| June . . . . .      | 2,879 | -       | 2       | 11                    | 95    | 814     | 1,073               | 884                  | -                  |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 30 - DEPARTMENTAL STRENGTH OF COMMISSIONED OFFICERS BY CONTROL BRANCH,  
BY GRADE IN WHICH SERVING - FY 1952

| Control Branch                       | Total          | General    | Colonel      | Lieutenant<br>Colonel | Major         | Captain       | First<br>Lieutenant | Second<br>Lieutenant |
|--------------------------------------|----------------|------------|--------------|-----------------------|---------------|---------------|---------------------|----------------------|
| <u>1951</u>                          |                |            |              |                       |               |               |                     |                      |
| <u>September - Total</u> . . . . .   | <u>114,230</u> | <u>295</u> | <u>3,360</u> | <u>7,315</u>          | <u>15,993</u> | <u>38,318</u> | <u>29,380</u>       | <u>19,569</u>        |
| Air Force Nurse . . . . .            | 2,428          | -          | 1            | 4                     | 43            | 638           | 974                 | 768                  |
| Chaplain . . . . .                   | 786            | 2          | 22           | 76                    | 287           | 242           | 157                 | -                    |
| Dentist . . . . .                    | 1,549          | 1          | 43           | 92                    | 138           | 649           | 626                 | -                    |
| Medical . . . . .                    | 2,902          | 12         | 137          | 168                   | 187           | 757           | 1,641               | -                    |
| Medical Service . . . . .            | 1,440          | -          | 5            | 54                    | 148           | 376           | 281                 | 576                  |
| Veterinary . . . . .                 | 151            | -          | 6            | 18                    | 35            | 65            | 27                  | -                    |
| Women's Medical Specialist . . . . . | 101            | -          | 1            | 1                     | 3             | 36            | 49                  | 11                   |
| Women in the Air Force . . . . .     | 592            | -          | 1            | 30                    | 131           | 160           | 112                 | 158                  |
| All Other Air Force . . . . .        | 104,281        | 280        | 3,144        | 6,872                 | 15,021        | 35,395        | 25,513              | 18,056               |
| <u>December - Total</u> . . . . .    | <u>118,168</u> | <u>311</u> | <u>3,534</u> | <u>7,506</u>          | <u>16,950</u> | <u>39,330</u> | <u>30,116</u>       | <u>20,421</u>        |
| Air Force Nurse . . . . .            | 2,521          | -          | 1            | 5                     | 46            | 665           | 1,008               | 796                  |
| Chaplain . . . . .                   | 826            | 2          | 21           | 76                    | 308           | 242           | 177                 | -                    |
| Dentist . . . . .                    | 1,614          | 1          | 44           | 97                    | 149           | 706           | 617                 | -                    |
| Medical . . . . .                    | 3,117          | 14         | 141          | 171                   | 210           | 1,013         | 1,568               | -                    |
| Medical Service . . . . .            | 1,734          | -          | 7            | 60                    | 193           | 395           | 310                 | 769                  |
| Veterinary . . . . .                 | 182            | -          | 6            | 20                    | 35            | 83            | 38                  | -                    |
| Women's Medical Specialist . . . . . | 118            | -          | 1            | -                     | 6             | 42            | 39                  | 30                   |
| Women in the Air Force . . . . .     | 719            | -          | 1            | 32                    | 133           | 178           | 139                 | 236                  |
| All Other Air Force . . . . .        | 107,337        | 294        | 3,312        | 7,045                 | 15,870        | 36,006        | 26,220              | 18,590               |
| <u>1952</u>                          |                |            |              |                       |               |               |                     |                      |
| <u>March - Total</u> . . . . .       | <u>120,679</u> | <u>326</u> | <u>3,595</u> | <u>7,712</u>          | <u>17,843</u> | <u>39,905</u> | <u>30,713</u>       | <u>20,585</u>        |
| Air Force Nurse . . . . .            | 2,629          | -          | 1            | 8                     | 59            | 750           | 983                 | 828                  |
| Chaplain . . . . .                   | 883            | 2          | 22           | 79                    | 340           | 241           | 199                 | -                    |
| Dentist . . . . .                    | 1,641          | 1          | 49           | 100                   | 160           | 882           | 449                 | -                    |
| Medical . . . . .                    | 3,234          | 14         | 142          | 176                   | 247           | 1,440         | 1,215               | -                    |
| Medical Service . . . . .            | 1,892          | -          | 9            | 58                    | 214           | 402           | 325                 | 884                  |
| Veterinary . . . . .                 | 202            | -          | 5            | 26                    | 34            | 99            | 38                  | -                    |
| Women's Medical Specialist . . . . . | 115            | -          | 1            | -                     | 8             | 48            | 31                  | 27                   |
| Women in the Air Force . . . . .     | 800            | -          | 1            | 34                    | 141           | 171           | 186                 | 267                  |
| All Other Air Force . . . . .        | 109,283        | 309        | 3,365        | 7,231                 | 16,640        | 35,872        | 27,287              | 18,579               |

Source: Personnel Statistics Division, DCS/Comptroller, Hq, USAF

TABLE 31 - DEPARTMENTAL STRENGTH OF FEMALE PERSONNEL

| Grade  | Total          | Women in the Air Force | Air Force Nurse Corps | Women's Medical Specialists | FIRST HALF    |                        |                       |                             |               |                        |                       |                             |
|--|----------------|------------------------|-----------------------|-----------------------------|---------------|------------------------|-----------------------|-----------------------------|---------------|------------------------|-----------------------|-----------------------------|
|  |                |                        |                       |                             | Total         | Women in the Air Force | Air Force Nurse Corps | Women's Medical Specialists | Total         | Women in the Air Force | Air Force Nurse Corps | Women's Medical Specialists |
| FIRST HALF   |                |                        |                       |                             |               |                        |                       |                             |               |                        |                       |                             |
|  | July (1951)    |                        |                       |                             | August        |                        |                       |                             | September     |                        |                       |                             |
| <u>Total . . . . .</u>                               | <u>10,528</u>  | <u>8,175</u>           | <u>2,253</u>          | <u>100</u>                  | <u>10,708</u> | <u>8,268</u>           | <u>2,339</u>          | <u>101</u>                  | <u>11,257</u> | <u>8,728</u>           | <u>2,428</u>          | <u>101</u>                  |
| <u>Officer and Warrant Officer - Total . . . . .</u> | <u>2,847</u>   | <u>494</u>             | <u>2,253</u>          | <u>100</u>                  | <u>2,942</u>  | <u>502</u>             | <u>2,339</u>          | <u>101</u>                  | <u>3,127</u>  | <u>598</u>             | <u>2,428</u>          | <u>101</u>                  |
| <u>Officer - Total . . . . .</u>                     | <u>2,840</u>   | <u>487</u>             | <u>2,253</u>          | <u>100</u>                  | <u>2,935</u>  | <u>495</u>             | <u>2,339</u>          | <u>101</u>                  | <u>3,121</u>  | <u>592</u>             | <u>2,428</u>          | <u>101</u>                  |
| Colonel . . . . .                                    | 1              | 1                      | -                     | -                           | 3             | 1                      | 1                     | 1                           | 3             | 1                      | 1                     | 1                           |
| Lieutenant Colonel . . . . .                         | 26             | 21                     | 4                     | 1                           | 33            | 29                     | 3                     | 1                           | 35            | 30                     | 4                     | 1                           |
| Major . . . . .                                      | 185            | 136                    | 46                    | 3                           | 172           | 123                    | 46                    | 3                           | 177           | 131                    | 43                    | 3                           |
| Captain . . . . .                                    | 804            | 147                    | 625                   | 32                          | 814           | 150                    | 632                   | 51                          | 834           | 160                    | 638                   | 36                          |
| First Lieutenant . . . . .                           | 1,040          | 75                     | 913                   | 52                          | 1,092         | 86                     | 955                   | 51                          | 1,135         | 112                    | 974                   | 49                          |
| Second Lieutenant . . . . .                          | 784            | 107                    | 665                   | 12                          | 821           | 106                    | 702                   | 13                          | 937           | 158                    | 768                   | 11                          |
| <u>Warrant Officer - Total . . . . .</u>             | <u>7</u>       | <u>7</u>               | <u>-</u>              | <u>-</u>                    | <u>7</u>      | <u>7</u>               | <u>-</u>              | <u>-</u>                    | <u>6</u>      | <u>6</u>               | <u>-</u>              | <u>-</u>                    |
| Chief Warrant Off . . . . .                          | 2              | 2                      | -                     | -                           | 2             | 2                      | -                     | -                           | 2             | 2                      | -                     | -                           |
| Warrant Officer JG . . . . .                         | 5              | 5                      | -                     | -                           | 5             | 5                      | -                     | -                           | 4             | 4                      | -                     | -                           |
| <u>Enlisted - Total . . . . .</u>                    | <u>7,681</u>   | <u>7,681</u>           | <u>-</u>              | <u>-</u>                    | <u>7,766</u>  | <u>7,766</u>           | <u>-</u>              | <u>-</u>                    | <u>8,130</u>  | <u>8,130</u>           | <u>-</u>              | <u>-</u>                    |
| Master Sergeant . . . . .                            | 88             | 88                     | -                     | -                           | 90            | 90                     | -                     | -                           | 102           | 102                    | -                     | -                           |
| Technical Sergeant . . . . .                         | 246            | 246                    | -                     | -                           | 247           | 247                    | -                     | -                           | 267           | 267                    | -                     | -                           |
| Staff Sergeant . . . . .                             | 697            | 697                    | -                     | -                           | 719           | 719                    | -                     | -                           | 656           | 656                    | -                     | -                           |
| Airman 1st Class . . . . .                           | 915            | 915                    | -                     | -                           | 968           | 968                    | -                     | -                           | 1,083         | 1,083                  | -                     | -                           |
| Airman 2nd Class . . . . .                           | 1,634          | 1,634                  | -                     | -                           | 1,511         | 1,511                  | -                     | -                           | 1,660         | 1,660                  | -                     | -                           |
| Airman 3rd Class . . . . .                           | 3,120          | 3,120                  | -                     | -                           | 3,343         | 3,343                  | -                     | -                           | 3,545         | 3,545                  | -                     | -                           |
| Basic Airman . . . . .                               | 981            | 981                    | -                     | -                           | 888           | 888                    | -                     | -                           | 817           | 817                    | -                     | -                           |
| LAST HALF  |                |                        |                       |                             |               |                        |                       |                             |               |                        |                       |                             |
|  | January (1952) |                        |                       |                             | February      |                        |                       |                             | March         |                        |                       |                             |
| <u>Total . . . . .</u>                               | <u>12,527</u>  | <u>9,849</u>           | <u>2,564</u>          | <u>114</u>                  | <u>12,940</u> | <u>10,231</u>          | <u>2,585</u>          | <u>124</u>                  | <u>13,235</u> | <u>10,491</u>          | <u>2,629</u>          | <u>115</u>                  |
| <u>Officer and Warrant Officer - Total . . . . .</u> | <u>3,411</u>   | <u>733</u>             | <u>2,564</u>          | <u>114</u>                  | <u>3,507</u>  | <u>798</u>             | <u>2,585</u>          | <u>124</u>                  | <u>3,550</u>  | <u>806</u>             | <u>2,629</u>          | <u>115</u>                  |
| <u>Officer - Total . . . . .</u>                     | <u>3,404</u>   | <u>726</u>             | <u>2,564</u>          | <u>114</u>                  | <u>3,501</u>  | <u>792</u>             | <u>2,585</u>          | <u>124</u>                  | <u>3,544</u>  | <u>800</u>             | <u>2,629</u>          | <u>115</u>                  |
| Colonel . . . . .                                    | 3              | 1                      | 1                     | 1                           | 3             | 1                      | 1                     | 1                           | 3             | 1                      | 1                     | 1                           |
| Lieutenant Colonel . . . . .                         | 38             | 30                     | 8                     | -                           | 42            | 34                     | 8                     | -                           | 42            | 34                     | 8                     | -                           |
| Major . . . . .                                      | 199            | 129                    | 62                    | 8                           | 194           | 126                    | 60                    | 8                           | 208           | 141                    | 59                    | 8                           |
| Captain . . . . .                                    | 931            | 174                    | 709                   | 48                          | 950           | 177                    | 722                   | 51                          | 969           | 171                    | 750                   | 48                          |
| First Lieutenant . . . . .                           | 1,162          | 159                    | 971                   | 32                          | 1,190         | 189                    | 970                   | 31                          | 1,200         | 186                    | 983                   | 31                          |
| Second Lieutenant . . . . .                          | 1,071          | 233                    | 813                   | 25                          | 1,122         | 265                    | 824                   | 33                          | 1,122         | 267                    | 828                   | 27                          |
| <u>Warrant Officer - Total . . . . .</u>             | <u>7</u>       | <u>7</u>               | <u>-</u>              | <u>-</u>                    | <u>6</u>      | <u>6</u>               | <u>-</u>              | <u>-</u>                    | <u>6</u>      | <u>6</u>               | <u>-</u>              | <u>-</u>                    |
| Chief Warrant Off . . . . .                          | 2              | 2                      | -                     | -                           | 4             | 4                      | -                     | -                           | 6             | 6                      | -                     | -                           |
| Warrant Officer JG . . . . .                         | 5              | 5                      | -                     | -                           | 2             | 2                      | -                     | -                           | -             | -                      | -                     | -                           |
| <u>Enlisted - Total . . . . .</u>                    | <u>9,116</u>   | <u>9,116</u>           | <u>-</u>              | <u>-</u>                    | <u>9,433</u>  | <u>9,433</u>           | <u>-</u>              | <u>-</u>                    | <u>9,685</u>  | <u>9,685</u>           | <u>-</u>              | <u>-</u>                    |
| Master Sergeant . . . . .                            | 108            | 108                    | -                     | -                           | 113           | 113                    | -                     | -                           | 115           | 115                    | -                     | -                           |
| Technical Sergeant . . . . .                         | 286            | 286                    | -                     | -                           | 286           | 286                    | -                     | -                           | 295           | 295                    | -                     | -                           |
| Staff Sergeant . . . . .                             | 785            | 785                    | -                     | -                           | 835           | 835                    | -                     | -                           | 874           | 874                    | -                     | -                           |
| Airman 1st Class . . . . .                           | 1,439          | 1,439                  | -                     | -                           | 1,475         | 1,475                  | -                     | -                           | 1,509         | 1,509                  | -                     | -                           |
| Airman 2nd Class . . . . .                           | 1,832          | 1,832                  | -                     | -                           | 1,917         | 1,917                  | -                     | -                           | 2,068         | 2,068                  | -                     | -                           |
| Airman 3rd Class . . . . .                           | 3,753          | 3,753                  | -                     | -                           | 3,644         | 3,644                  | -                     | -                           | 3,692         | 3,692                  | -                     | -                           |
| Basic Airman . . . . .                               | 913            | 913                    | -                     | -                           | 1,163         | 1,163                  | -                     | -                           | 1,132         | 1,132                  | -                     | -                           |

a/ Includes both Air Force Nurse Corps and Women's Medical Specialists.  
 Source: Personnel Statistics Division, DCS/Comptroller, Hq, USAF.

BY GRADE IN WHICH SERVING, BY CONTROL BRANCH - FY 1952

| Total   | Women in the Air Force | Air Force Nurse Corps | Women's Medical Specialists | Total    | Women in the Air Force | Air Force Nurse Corps | Women's Medical Specialists | Total    | Women in the Air Force | Air Force Nurse Corps | Women's Medical Specialists | Grade                                |
|---------|------------------------|-----------------------|-----------------------------|----------|------------------------|-----------------------|-----------------------------|----------|------------------------|-----------------------|-----------------------------|--------------------------------------|
| FY 1952 |                        |                       |                             |          |                        |                       |                             |          |                        |                       |                             |                                      |
| October |                        |                       |                             | November |                        |                       |                             | December |                        |                       |                             |                                      |
| 11,645  | 9,066                  | 2,475                 | 104                         | 11,974   | 9,405                  | 2,472                 | 97                          | 11,995   | 9,356                  | 2,521                 | 118                         | Total                                |
| 3,189   | 610                    | 2,475                 | 104                         | 3,262    | 693                    | 2,472                 | 97                          | 3,365    | 726                    | 2,521                 | 118                         | Officers and Warrant Officer - Total |
| 3,182   | 603                    | 2,475                 | 104                         | 3,255    | 686                    | 2,472                 | 97                          | 3,358    | 719                    | 2,521                 | 118                         | Officer - Total                      |
| 3       | 1                      | 1                     | 1                           | 3        | 1                      | 1                     | 1                           | 3        | 1                      | 1                     | 1                           | Colonel                              |
| 35      | 30                     | 5                     | -                           | 34       | 29                     | 5                     | -                           | 37       | 32                     | 5                     | -                           | Lieutenant Colonel                   |
| 185     | 132                    | 49                    | 4                           | 185      | 135                    | 47                    | 3                           | 185      | 133                    | 46                    | 6                           | Major                                |
| 890     | 167                    | 673                   | 40                          | 880      | 181                    | 659                   | 40                          | 885      | 178                    | 665                   | 42                          | Captain                              |
| 1,120   | 106                    | 972                   | 42                          | 1,142    | 137                    | 970                   | 35                          | 1,186    | 139                    | 1,008                 | 39                          | First Lieutenant                     |
| 959     | 167                    | 775                   | 17                          | 1,011    | 203                    | 790                   | 18                          | 1,062    | 236                    | 796                   | 30                          | Second Lieutenant                    |
| 7       | 7                      | -                     | -                           | 7        | 7                      | -                     | -                           | 7        | 7                      | -                     | -                           | Warrant Officer - Total              |
| 2       | 2                      | -                     | -                           | 2        | 2                      | -                     | -                           | 2        | 2                      | -                     | -                           | Chief Warrant Off                    |
| 5       | 5                      | -                     | -                           | 5        | 5                      | -                     | -                           | 5        | 5                      | -                     | -                           | Warrant Officer, JG                  |
| 8,456   | 8,456                  | -                     | -                           | 8,712    | 8,712                  | -                     | -                           | 8,630    | 8,630                  | -                     | -                           | Enlisted - Total                     |
| 102     | 102                    | -                     | -                           | 104      | 104                    | -                     | -                           | 104      | 104                    | -                     | -                           | Master Sergeant                      |
| 281     | 281                    | -                     | -                           | 300      | 300                    | -                     | -                           | 293      | 293                    | -                     | -                           | Technical Sergeant                   |
| 700     | 700                    | -                     | -                           | 774      | 774                    | -                     | -                           | 737      | 737                    | -                     | -                           | Staff Sergeant                       |
| 1,184   | 1,184                  | -                     | -                           | 1,283    | 1,283                  | -                     | -                           | 1,385    | 1,385                  | -                     | -                           | Airman 1st Class                     |
| 1,712   | 1,712                  | -                     | -                           | 1,758    | 1,758                  | -                     | -                           | 1,859    | 1,859                  | -                     | -                           | Airman 2nd Class                     |
| 3,568   | 3,568                  | -                     | -                           | 3,634    | 3,634                  | -                     | -                           | 3,610    | 3,610                  | -                     | -                           | Airman 3rd Class                     |
| 909     | 909                    | -                     | -                           | 859      | 859                    | -                     | -                           | 642      | 642                    | -                     | -                           | Basic Airman                         |
| FY 1952 |                        |                       |                             |          |                        |                       |                             |          |                        |                       |                             |                                      |
| April   |                        |                       |                             | May      |                        |                       |                             | June     |                        |                       |                             |                                      |
| 13,705  | 10,912                 | 2,673                 | 120                         | 14,080   | 11,228                 | 2,725                 | 127                         | 14,770   | 11,891                 | 2,879                 | -                           | Total                                |
| 3,649   | 856                    | 2,673                 | 120                         | 3,708    | 856                    | 2,725                 | 127                         | 3,827    | 948                    | 2,879                 | -                           | Officer and Warrant Officer - Total  |
| 3,643   | 850                    | 2,673                 | 120                         | 3,702    | 850                    | 2,725                 | 127                         | 3,821    | 942                    | 2,879                 | -                           | Officer - Total                      |
| 3       | 1                      | 1                     | 1                           | 3        | 1                      | 1                     | 1                           | 3        | 1                      | 2                     | -                           | Colonel                              |
| 40      | 31                     | 8                     | 1                           | 42       | 33                     | 8                     | 1                           | 48       | 37                     | 11                    | -                           | Lieutenant Colonel                   |
| 195     | 123                    | 65                    | 7                           | 205      | 133                    | 65                    | 7                           | 236      | 141                    | 95                    | -                           | Major                                |
| 961     | 163                    | 752                   | 46                          | 941      | 148                    | 741                   | 52                          | 955      | 141                    | 814                   | -                           | Captain                              |
| 1,271   | 222                    | 1,013                 | 36                          | 1,317    | 227                    | 1,058                 | 32                          | 1,329    | 256                    | 1,073                 | -                           | First Lieutenant                     |
| 1,173   | 310                    | 834                   | 29                          | 1,194    | 308                    | 852                   | 34                          | 1,250    | 366                    | 884                   | -                           | Second Lieutenant                    |
| 6       | 6                      | -                     | -                           | 6        | 6                      | -                     | -                           | 6        | 6                      | -                     | -                           | Warrant Officer - Total              |
| 6       | 6                      | -                     | -                           | 6        | 6                      | -                     | -                           | 6        | 6                      | -                     | -                           | Chief Warrant Off                    |
| -       | -                      | -                     | -                           | -        | -                      | -                     | -                           | -        | -                      | -                     | -                           | Warrant Officer JG                   |
| 10,056  | 10,056                 | -                     | -                           | 10,372   | 10,372                 | -                     | -                           | 10,943   | 10,943                 | -                     | -                           | Enlisted - Total                     |
| 120     | 120                    | -                     | -                           | 126      | 126                    | -                     | -                           | 129      | 129                    | -                     | -                           | Master Sergeant                      |
| 325     | 325                    | -                     | -                           | 338      | 338                    | -                     | -                           | 345      | 345                    | -                     | -                           | Technical Sergeant                   |
| 938     | 938                    | -                     | -                           | 1,023    | 1,023                  | -                     | -                           | 1,047    | 1,047                  | -                     | -                           | Staff Sergeant                       |
| 1,601   | 1,601                  | -                     | -                           | 1,654    | 1,654                  | -                     | -                           | 1,753    | 1,753                  | -                     | -                           | Airman 1st Class                     |
| 2,290   | 2,290                  | -                     | -                           | 2,475    | 2,475                  | -                     | -                           | 2,553    | 2,553                  | -                     | -                           | Airman 2nd Class                     |
| 3,733   | 3,733                  | -                     | -                           | 3,740    | 3,740                  | -                     | -                           | 3,737    | 3,737                  | -                     | -                           | Airman 3rd Class                     |
| 1,049   | 1,049                  | -                     | -                           | 1,016    | 1,016                  | -                     | -                           | 1,379    | 1,379                  | -                     | -                           | Basic Airman                         |

TABLE 32 - PERCENTAGE DISTRIBUTION OF MILITARY PERSONNEL BY AGE AND BY GRADE - FY 1952

(Table is based on Command Strength and Sample Survey of Military Personnel as reported in AF-P3 for the periods covered.)

| Grade                                    | Per Cent by Age Group |             |               |             |               |             |               |             |               |             |               |             |              |             |
|--|-----------------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|--------------|-------------|
|  | 21 through 25         |             | 26 through 30 |             | 31 through 35 |             | 36 through 40 |             | 41 through 45 |             | 46 through 50 |             | 51 and older |             |
|  | 31 Oct 1951           | 29 Feb 1952 | 31 Oct 1951   | 29 Feb 1952 | 31 Oct 1951   | 29 Feb 1952 | 31 Oct 1951   | 29 Feb 1952 | 31 Oct 1951   | 29 Feb 1952 | 31 Oct 1951   | 29 Feb 1952 | 31 Oct 1951  | 29 Feb 1952 |
| <u>Officer - Total</u> . . . . .         | <u>12.3</u>           | <u>12.0</u> | <u>35.7</u>   | <u>35.0</u> | <u>34.8</u>   | <u>34.5</u> | <u>9.6</u>    | <u>10.4</u> | <u>4.5</u>    | <u>5.1</u>  | <u>1.9</u>    | <u>2.0</u>  | <u>1.2</u>   | <u>1.0</u>  |
| Colonel . . . . .                        | -                     | -           | -             | -           | 18.5          | 16.2        | 32.3          | 32.2        | 22.2          | 23.5        | 14.1          | 19.8        | 12.9         | 8.3         |
| Lieutenant Colonel . . . . .             | -                     | -           | 4.0           | 2.2         | 44.9          | 42.3        | 22.0          | 23.3        | 17.4          | 18.8        | 6.7           | 8.0         | 5.0          | 5.4         |
| Major . . . . .                          | -                     | -           | 12.2          | 11.6        | 54.1          | 52.7        | 17.3          | 19.5        | 9.9           | 11.1        | 4.2           | 3.6         | 2.3          | 1.5         |
| Captain . . . . .                        | 0.5                   | 0.3         | 37.8          | 39.6        | 47.1          | 44.5        | 10.3          | 10.8        | 3.0           | 3.5         | 0.9           | 0.9         | 0.4          | 0.4         |
| First Lieutenant . . . . .               | 10.6                  | 11.4        | 58.6          | 55.4        | 26.9          | 29.3        | 3.3           | 3.3         | 0.5           | 0.6         | 0.1           | -           | -            | -           |
| Second Lieutenant . . . . .              | 56.5                  | 55.0        | 38.7          | 37.9        | 4.4           | 6.6         | 0.4           | 0.5         | -             | -           | -             | -           | -            | -           |
| Warrant Officer . . . . .                | 2.1                   | -           | 6.6           | 6.0         | 39.3          | 38.5        | 29.1          | 31.8        | 14.8          | 16.7        | 6.6           | 6.0         | 1.5          | 1.0         |
| <u>Regular Officer - Total</u> . . . . . | <u>6.7</u>            | <u>6.6</u>  | <u>23.9</u>   | <u>21.1</u> | <u>42.9</u>   | <u>42.9</u> | <u>16.4</u>   | <u>17.5</u> | <u>6.7</u>    | <u>7.7</u>  | <u>2.5</u>    | <u>3.6</u>  | <u>0.9</u>   | <u>0.6</u>  |
| Colonel . . . . .                        | -                     | -           | -             | -           | 19.7          | 18.2        | 37.5          | 36.2        | 24.1          | 24.5        | 12.8          | 18.2        | 5.9          | 2.9         |
| Lieutenant Colonel . . . . .             | -                     | -           | 5.0           | 2.9         | 55.5          | 53.6        | 22.9          | 24.4        | 13.2          | 14.9        | 2.6           | 3.7         | 0.8          | 0.5         |
| Major . . . . .                          | -                     | -           | 18.3          | 14.6        | 62.0          | 65.7        | 17.8          | 16.9        | 1.9           | 2.4         | -             | 0.2         | -            | 0.2         |
| Captain . . . . .                        | 1.0                   | 0.2         | 51.0          | 53.2        | 43.4          | 39.2        | 4.1           | 6.0         | 0.5           | 1.2         | -             | -           | -            | 0.2         |
| First Lieutenant . . . . .               | 37.9                  | 41.7        | 59.4          | 49.5        | 2.7           | 7.8         | -             | 1.0         | -             | -           | -             | -           | -            | -           |
| Second Lieutenant . . . . .              | 68.1                  | 83.0        | 31.9          | 14.9        | -             | 1.4         | -             | 0.7         | -             | -           | -             | -           | -            | -           |
| Warrant Officer . . . . .                | 1.3                   | -           | 4.1           | 6.2         | 40.7          | 37.1        | 31.0          | 35.8        | 12.1          | 11.1        | 9.5           | 8.7         | 1.3          | 1.1         |
| Rated Officer on Flying Status . . . . . | 6.6                   | a/          | 44.9          | a/          | 40.3          | a/          | 5.6           | a/          | 1.3           | a/          | 0.7           | a/          | 0.6          | a/          |

| Grade  | Per Cent by Age Group |             |             |             |               |             |               |             |               |             |               |             |               |             |              |             |
|--|-----------------------|-------------|-------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|---------------|-------------|--------------|-------------|
|  | 17 and 18             |             | 19 and 20   |             | 21 through 25 |             | 26 through 30 |             | 31 through 35 |             | 36 through 40 |             | 41 through 50 |             | 51 and older |             |
|  | 31 Oct 1951           | 29 Feb 1952 | 31 Oct 1951 | 29 Feb 1952 | 31 Oct 1951   | 29 Feb 1952 | 31 Oct 1951   | 29 Feb 1952 | 31 Oct 1951   | 29 Feb 1952 | 31 Oct 1951   | 29 Feb 1952 | 31 Oct 1951   | 29 Feb 1952 | 31 Oct 1951  | 29 Feb 1952 |
| <u>Enlisted-Airmen - Total</u> . . . . .           | <u>7.9</u>            | <u>7.6</u>  | <u>28.0</u> | <u>28.1</u> | <u>40.4</u>   | <u>42.6</u> | <u>11.2</u>   | <u>9.7</u>  | <u>7.9</u>    | <u>7.5</u>  | <u>3.0</u>    | <u>2.9</u>  | <u>1.5</u>    | <u>1.4</u>  | <u>0.1</u>   | <u>0.2</u>  |
| Master Sergeant . . . . .                          | -                     | -           | 0.1         | 0.1         | 1.0           | 1.1         | 21.8          | 19.6        | 45.1          | 45.8        | 19.0          | 20.8        | 11.6          | 11.5        | 1.4          | 1.1         |
| Technical Sergeant . . . . .                       | -                     | -           | 0.2         | 0.1         | 12.0          | 13.6        | 38.9          | 34.5        | 31.2          | 33.3        | 11.5          | 12.5        | 5.8           | 5.3         | 0.4          | 0.7         |
| Staff Sergeant . . . . .                           | -                     | -           | 2.6         | 3.1         | 48.4          | 53.4        | 27.0          | 23.6        | 14.0          | 12.7        | 5.6           | 4.9         | 2.2           | 2.0         | 0.2          | 0.3         |
| Sergeant - Airman First Class . . . . .            | 0.9                   | 0.5         | 18.6        | 22.4        | 63.3          | 62.7        | 11.2          | 9.2         | 3.9           | 3.4         | 1.5           | 1.3         | 0.6           | 0.5         | -            | -           |
| Corporal - Airman Second Class . . . . .           | 4.6                   | 3.2         | 37.8        | 37.8        | 49.7          | 53.6        | 5.3           | 3.7         | 2.0           | 1.2         | 0.5           | 0.3         | 0.1           | 0.2         | -            | -           |
| Private First Class - Airman Third Class . . . . . | 13.7                  | 15.2        | 45.3        | 43.8        | 37.1          | 37.1        | 2.6           | 2.6         | 1.0           | 1.0         | 0.2           | 0.2         | 0.1           | 0.1         | -            | -           |
| Private - Basic Airman . . . . .                   | 29.9                  | 29.6        | 37.3        | 43.7        | 26.5          | 22.8        | 3.5           | 2.8         | 2.1           | 0.7         | 0.5           | 0.3         | 0.2           | 0.1         | -            | -           |
| Aviation Cadet . . . . .                           | -                     | -           | 4.5         | 1.7         | 94.0          | 96.4        | 1.5           | 1.9         | -             | -           | -             | -           | -             | -           | -            | -           |

a/ Not available

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.



TABLE 33 - PERCENTAGE DISTRIBUTION OF MILITARY PERSONNEL BY MONTHS OF ACTIVE MILITARY SERVICE IN PRESENT GRADE - FY 1952

(Table is based on Command Strength for 31 Oct 1951, Departmental Strength for 31 May 1952, and Sample Survey of Military Personnel from AF-P3.)

| Grade  | Per Cent By Number of Months |               |              |               |               |               |               |               |               |               |               |               |               |               |               |               |             |               |
|--|------------------------------|---------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------|---------------|
|  | 0 through 5                  |               | 6 through 11 |               | 12 through 17 |               | 18 through 23 |               | 24 through 35 |               | 36 through 47 |               | 48 through 71 |               | 72 through 83 |               | 84 and over |               |
|  | 31 Oct 1951                  | 31 May 1952   | 31 Oct 1951  | 31 May 1952   | 31 Oct 1951   | 31 May 1952   | 31 Oct 1951   | 31 May 1952   | 31 Oct 1951   | 31 May 1952   | 31 Oct 1951   | 31 May 1952   | 31 Oct 1951   | 31 May 1952   | 31 Oct 1951   | 31 May 1952   | 31 Oct 1951 | 31 May 1952   |
| <u>Officer - Total</u> . . . . .                   | 19.9                         |               | 31.9         |               | 16.6          |               | 7.1           |               | 6.8           |               | 4.0           |               | 5.8           |               | 2.8           |               | 5.1         |               |
| Colonel . . . . .                                  | 13.5                         |               | 26.1         |               | 8.5           |               | 1.3           |               | 3.4           |               | 3.8           |               | 3.0           |               | 9.7           |               | 30.7        |               |
| Lieutenant Colonel . . . . .                       | 13.7                         | NOT AVAILABLE | 37.9         | NOT AVAILABLE | 12.7          | NOT AVAILABLE | 4.8           | NOT AVAILABLE | 4.4           | NOT AVAILABLE | 2.3           | NOT AVAILABLE | 4.8           | NOT AVAILABLE | 7.4           | NOT AVAILABLE | 12.0        | NOT AVAILABLE |
| Major . . . . .                                    | 22.4                         | NOT AVAILABLE | 40.1         | NOT AVAILABLE | 6.9           | NOT AVAILABLE | 4.7           | NOT AVAILABLE | 4.6           | NOT AVAILABLE | 3.3           | NOT AVAILABLE | 6.3           | NOT AVAILABLE | 4.4           | NOT AVAILABLE | 7.3         | NOT AVAILABLE |
| Captain . . . . .                                  | 12.6                         | NOT AVAILABLE | 32.9         | NOT AVAILABLE | 20.2          | NOT AVAILABLE | 5.6           | NOT AVAILABLE | 8.1           | NOT AVAILABLE | 3.4           | NOT AVAILABLE | 8.4           | NOT AVAILABLE | 3.9           | NOT AVAILABLE | 4.9         | NOT AVAILABLE |
| First Lieutenant . . . . .                         | 15.0                         | NOT AVAILABLE | 27.7         | NOT AVAILABLE | 18.3          | NOT AVAILABLE | 13.1          | NOT AVAILABLE | 10.2          | NOT AVAILABLE | 7.8           | NOT AVAILABLE | 6.5           | NOT AVAILABLE | 0.5           | NOT AVAILABLE | 0.9         | NOT AVAILABLE |
| Second Lieutenant . . . . .                        | 44.8                         |               | 29.1         |               | 18.6          |               | 5.2           |               | 1.6           |               | 0.7           |               | -             |               | -             |               | -           |               |
| Warrant Officer . . . . .                          | 5.1                          |               | 28.1         |               | 12.2          |               | 3.6           |               | 11.2          |               | 5.6           |               | 4.6           |               | 1.0           |               | 28.6        |               |
| <u>Enlisted-Airman - Total</u> . . . . .           | 44.0                         | 46.1          | 31.7         | 26.2          | 8.9           | 13.3          | 2.6           | 5.4           | 3.9           | 2.5           | 2.6           | 2.0           | 2.5           | 1.5           | 1.0           | 0.7           | 2.8         | 2.3           |
| Master Sergeant . . . . .                          | 17.4                         | 9.9           | 21.0         | 16.8          | 11.6          | 18.4          | 1.8           | 10.6          | 3.5           | 3.7           | 3.9           | 4.1           | 9.1           | 5.2           | 5.3           | 5.2           | 26.4        | 26.1          |
| Technical Sergeant . . . . .                       | 29.6                         | 19.2          | 31.1         | 24.4          | 12.6          | 24.0          | 2.7           | 11.9          | 6.7           | 5.1           | 5.4           | 5.3           | 5.1           | 4.1           | 2.0           | 2.1           | 4.8         | 3.9           |
| Staff Sergeant . . . . .                           | 27.7                         | 28.6          | 31.2         | 22.4          | 13.0          | 20.2          | 3.0           | 10.8          | 8.6           | 5.1           | 6.3           | 5.4           | 5.8           | 3.7           | 1.7           | 1.2           | 2.7         | 2.6           |
| Sergeant - Airman First Class . . . . .            | 36.5                         | 49.4          | 34.8         | 28.0          | 12.5          | 11.0          | 4.2           | 5.9           | 5.4           | 2.4           | 3.2           | 1.7           | 2.0           | 1.0           | 0.6           | 0.2           | 0.8         | 0.4           |
| Corporal - Airman Second Class . . . . .           | 49.7                         | 61.4          | 29.9         | 24.8          | 9.5           | 8.2           | 3.4           | 3.2           | 3.6           | 1.4           | 1.5           | 0.4           | 1.2           | 0.3           | 0.3           | -             | 0.9         | 0.3           |
| Private First Class - Airman Third Class . . . . . | 49.4                         | 48.5          | 38.2         | 33.3          | 5.6           | 13.4          | 1.7           | 2.0           | 1.6           | 1.3           | 1.2           | 0.6           | 1.1           | 0.5           | 0.4           | 0.2           | 0.8         | 0.2           |
| Private - Basic Airman . . . . .                   | 79.1                         | 77.9          | 11.0         | 13.0          | 3.6           | 4.5           | 1.5           | 1.7           | 2.2           | 1.3           | 1.0           | 0.5           | 0.8           | 0.6           | 0.4           | 0.1           | 0.4         | 0.4           |
| Aviation Cadet . . . . .                           | 68.4                         | -             | 28.9         | -             | 2.7           | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -           | -             |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 34 - PERCENTAGE DISTRIBUTION OF MILITARY PERSONNEL BY MONTH OF ACTIVE FEDERAL MILITARY SERVICE - 31 OCT 1951 AND 31 MAY 1952

(Table below is based on Command Strength for 31 Oct 1951, Departmental Strength for 31 May 1952, and Sample Survey of Military Personnel as reported in AF-P3)

| Grade                         | Total Per Cent | Per Cent of Military Personnel By Months of AFMS |               |               |               |               |             |               |               |                |             |                 |             |                 |             |                 |             |              |               |
|-------------------------------|----------------|--|---------------|---------------|---------------|---------------|-------------|---------------|---------------|----------------|-------------|-----------------|-------------|-----------------|-------------|-----------------|-------------|--------------|---------------|
|                               |                | 0 through 23                                     |               | 24 through 47 |               | 48 through 71 |             | 72 through 95 |               | 96 through 119 |             | 120 through 167 |             | 168 through 239 |             | 240 through 299 |             | 300 and over |               |
|                               |                | 31 Oct 1951                                      | 31 May 1952   | 31 Oct 1951   | 31 May 1952   | 31 Oct 1951   | 31 May 1952 | 31 Oct 1951   | 31 May 1952   | 31 Oct 1951    | 31 May 1952 | 31 Oct 1951     | 31 May 1952 | 31 Oct 1951     | 31 May 1952 | 31 Oct 1951     | 31 May 1952 | 31 Oct 1951  | 31 May 1952   |
| <u>Officer - Total</u>        | 100.0          | 9.8  |               | 16.9          |               | 22.7          |             | 11.3          |               | 19.3           |             | 15.2            |             | 3.6             |             | 0.5             |             | 0.7          |               |
| Colonel . . . . .             | 100.0          | -  | Not Available | 1.4           | Not Available | 3.2           | 5.5         | 8.4           | Not Available | 8.7            | 40.7        | 48.0            | 30.0        | 7.6             | 4.1         | 0.7             | 6.4         | 1.7          | Not Available |
| Lieutenant Colonel . . . . .  | 100.0          | 0.7  |               | 0.5           |               | 13.3          | 13.3        | 18.4          | Not Available | 32.1           | 27.5        | 4.4             | 2.7         | 1.1             | 0.2         | 0.1             | 1.1         | 0.2          | Not Available |
| Major . . . . .               | 100.0          | 1.2  |               | 2.8           |               | 25.7          | 15.2        | 31.9          | Not Available | 9.5            | 14.5        | 4.7             | 0.6         | 0.1             | -           | -               | -           | -            | Not Available |
| Captain . . . . .             | 100.0          | 2.7  |               | 8.1           |               | 15.3          | 5.1         | 3.6           | Not Available | 3.2            | 3.2         | 0.1             | 0.1         | -               | -           | -               | -           | -            | Not Available |
| First Lieutenant . . . . .    | 100.0          | 8.4  | Not Available | 32.5          | Not Available | 31.9          | 12.3        | 5.1           | Not Available | 3.6            | 3.2         | 0.1             | 0.1         | -               | -           | -               | -           | -            | Not Available |
| Second Lieutenant . . . . .   | 100.0          | 39.5   |               | 33.2          |               | 15.3          | 5.1         | 3.6           | Not Available | 3.6            | 3.2         | 0.1             | 0.1         | -               | -           | -               | -           | -            | Not Available |
| <u>Enlisted - Total</u>       | 100.0          | 51.0   | 55.1          | 20.0          | 15.8          | 10.0          | 10.0        | 6.3           | 5.6           | 6.3            | 6.0         | 4.4             | 5.2         | 1.3             | 1.7         | 0.5             | 0.3         | 0.2          | 0.3           |
| Master Sergeant . . . . .     | 100.0          | 2.2  | 2.1           | 2.9           | 1.0           | 6.9           | 3.9         | 7.3           | 6.5           | 22.5           | 19.7        | 38.9            | 42.3        | 15.0            | 17.6        | 2.2             | 4.6         | 2.1          | 2.3           |
| Technical Sergeant . . . . .  | 100.0          | 2.4  | 3.0           | 7.4           | 4.6           | 15.6          | 14.5        | 21.4          | 20.6          | 30.0           | 30.8        | 18.7            | 21.3        | 3.8             | 3.8         | 0.4             | 0.5         | 0.3          | 0.9           |
| Staff Sergeant . . . . .      | 100.0          | 4.6  | 6.4           | 28.5          | 29.1          | 26.7          | 28.8        | 18.7          | 15.9          | 14.5           | 12.0        | 5.7             | 6.2         | 1.0             | 1.1         | 0.2             | 0.3         | 0.1          | 0.2           |
| Airman First Class . . . . .  | 100.0          | 17.5   | 42.8          | 54.4          | 33.8          | 17.3          | 13.9        | 6.1           | 4.2           | 3.3            | 2.7         | 0.8             | 1.4         | 0.4             | 1.0         | 0.1             | 0.1         | 0.1          | 0.2           |
| Airman Second Class . . . . . | 100.0          | 64.8   | 77.3          | 24.2          | 12.8          | 6.9           | 4.5         | 2.1           | 2.0           | 1.4            | 1.8         | 0.2             | 1.0         | 0.2             | 0.5         | 0.2             | 0.2         | 0.1          | 0.1           |
| Airman Third Class . . . . .  | 100.0          | 86.9   | 88.8          | 7.0           | 6.1           | 2.7           | 2.9         | 1.5           | 0.9           | 1.0            | 0.7         | 0.1             | 0.4         | 0.1             | 0.1         | 0.8             | 0.1         | 0.1          | 0.1           |
| Basic Airman . . . . .        | 100.0          | 81.0   | 83.4          | 11.1          | 8.2           | 4.2           | 5.0         | 1.8           | 1.3           | 1.1            | 0.7         | 0.4             | 0.7         | 0.2             | 0.4         | 0.2             | 0.2         | 0.1          | 0.1           |
| Aviation Cadet . . . . .      | 100.0          | 86.2   | 91.4          | 6.5           | 5.0           | 1.5           | 2.1         | 3.5           | 0.6           | 2.3            | 0.6         | -               | 0.3         | -               | -           | -               | -           | -            | -             |

a/ Less than 0.05 per cent  
Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 35 - PERCENTAGE DISTRIBUTION OF OFFICER PERSONNEL BY MONTHS OF ACTIVE FEDERAL MILITARY COMMISSIONED SERVICE - 31 OCT 1951

(Table below is based on command strength and sample survey of military personnel as reported in AF-P3)

| Grade                        | Total Per Cent | Per Cent of Officers By Months of AFMS |               |               |               |               |                |                 |                 |                 |              |
|------------------------------|----------------|--|---------------|---------------|---------------|---------------|----------------|-----------------|-----------------|-----------------|--------------|
|                              |                | 0 through 11                           | 12 through 23 | 24 through 47 | 48 through 71 | 72 through 95 | 96 through 119 | 120 through 167 | 168 through 239 | 240 through 299 | 300 and over |
| <u>Officer - Total</u>       | 100.0          | 15.6                                   | 8.6           | 22.4          | 15.6          | 14.4          | 16.9           | 5.4             | 0.9             | 0.1             | 0.1          |
| Colonel . . . . .            | 100.0          | -                                      | -             | 0.9           | 4.4           | 6.7           | 11.6           | 46.2            | 23.1            | 2.2             | 4.9          |
| Lieutenant Colonel . . . . . | 100.0          | 0.6                                    | 0.2           | 2.0           | 15.0          | 8.4           | 33.8           | 37.4            | 2.6             | -               | -            |
| Major . . . . .              | 100.0          | 0.8                                    | 0.3           | 7.6           | 18.1          | 19.0          | 45.0           | 8.9             | 0.3             | -               | -            |
| Captain . . . . .            | 100.0          | 2.4                                    | 1.4           | 23.5          | 22.7          | 27.2          | 21.5           | 1.2             | 0.1             | -               | -            |
| First Lieutenant . . . . .   | 100.0          | 13.2                                   | 15.5          | 48.2          | 16.2          | 5.8           | 1.1            | -               | -               | -               | -            |
| Second Lieutenant . . . . .  | 100.0          | 68.7                                   | 25.4          | 5.9           | -             | -             | -              | -               | -               | -               | -            |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 36 - PERCENTAGE DISTRIBUTION OF MILITARY PERSONNEL BY EDUCATIONAL LEVEL, BY GRADE -  
31 OCT 1951 AND 31 MAY 1952

(Table is based on Command Strength for 31 Oct 1951, Departmental Strength for 31 May 1952, and Sample Survey of Military Personnel from AF-P3)

| Grade  | Per Cent By Educational Level - 31 Oct 1951 |                               |                           |  |                    |                  |
|--|---|-------------------------------|---------------------------|--|--------------------|------------------|
|  | Less Than High School Graduate              | High School Graduate          | College Non-Graduate      | College Graduate                       | Post Graduate Work |                  |
| <u>Officer - Total</u> . . . . .                   | <u>2.1</u>                                  | <u>20.9</u>                   | <u>37.0</u>               | <u>24.3</u>                            | <u>15.7</u>        |                  |
| Colonel . . . . .                                  | 0.8   | 3.3                           | 28.3                      | 42.6                                   | 25.0               |                  |
| Lieutenant Colonel . . . . .                       | 1.8   | 7.3                           | 32.9                      | 31.4                                   | 26.6               |                  |
| Major . . . . .                                    | 2.2   | 15.1                          | 40.6                      | 22.7                                   | 18.4               |                  |
| Captain . . . . .                                  | 2.4   | 27.3                          | 42.2                      | 15.2                                   | 12.9               |                  |
| First Lieutenant . . . . .                         | 1.5   | 24.3                          | 37.5                      | 18.5                                   | 18.2               |                  |
| Second Lieutenant . . . . .                        | 1.1   | 12.0                          | 27.0                      | 49.2                                   | 10.7               |                  |
| Warrant Officer . . . . .                          | 14.6  | 46.2                          | 30.2                      | 5.0                                    | 4.0                |                  |
| <u>Enlisted-Airman - Total</u> . . . . .           | <u>36.9</u>                                 | <u>45.1</u>                   | <u>15.8</u>               | <u>1.5</u>                             | <u>0.7</u>         |                  |
| Master Sergeant . . . . .                          | 25.2  | 54.0                          | 19.5                      | 0.8                                    | 0.5                |                  |
| Technical Sergeant . . . . .                       | 32.9  | 49.8                          | 15.6                      | 0.9                                    | 0.8                |                  |
| Staff Sergeant . . . . .                           | 42.6  | 43.8                          | 12.1                      | 1.0                                    | 0.5                |                  |
| Sergeant - Airman First Class . . . . .            | 38.5  | 47.7                          | 12.5                      | 0.8                                    | 0.5                |                  |
| Corporal - Airman Second Class . . . . .           | 34.6  | 45.5                          | 17.8                      | 1.7                                    | 0.4                |                  |
| Private First Class - Airman Third Class . . . . . | 34.0  | 45.5                          | 17.7                      | 2.0                                    | 0.8                |                  |
| Private - Airman Basic . . . . .                   | 55.5  | 32.4                          | 9.7                       | 1.2                                    | 1.2                |                  |
| Aviation Cadet . . . . .                           | -   | 1.1                           | 71.8                      | 22.9                                   | 4.2                |                  |
| Grade  | Per Cent By Educational Level - 31 May 1952 |                               |                           |  |                    |                  |
|  | Less than High School                       | High School Grad and Non-Grad | Less than 2 years College | 2 years or more of College (No degree) | College Degree     | Post-Grad Degree |
| <u>Officer - Total</u> . . . . .                   | <u>0.5</u>                                  | <u>19.8</u>                   | <u>14.6</u>               | <u>24.7</u>                            | <u>30.9</u>        | <u>9.5</u>       |
| Colonel . . . . .                                  | 0.7   | 7.4                           | 5.2                       | 16.5                                   | 50.2               | 20.0             |
| Lieutenant Colonel . . . . .                       | 0.5   | 11.0                          | 6.2                       | 29.1                                   | 38.0               | 15.2             |
| Major . . . . .                                    | 0.3   | 18.1                          | 13.6                      | 30.3                                   | 25.1               | 12.6             |
| Captain . . . . .                                  | 0.7   | 23.5                          | 18.2                      | 27.2                                   | 20.1               | 10.3             |
| First Lieutenant . . . . .                         | 0.3   | 23.1                          | 18.8                      | 23.3                                   | 25.7               | 8.8              |
| Second Lieutenant . . . . .                        | 0.3   | 9.3                           | 7.8                       | 18.4                                   | 60.5               | 3.7              |
| Warrant Officer . . . . .                          | 2.0   | 56.4                          | 17.4                      | 15.6                                   | 7.1                | 1.5              |
| <u>Enlisted-Airman - Total</u> . . . . .           | <u>8.9</u>                                  | <u>72.9</u>                   | <u>10.8</u>               | <u>5.5</u>                             | <u>1.7</u>         | <u>0.2</u>       |
| Master Sergeant . . . . .                          | 6.0   | 72.6                          | 12.9                      | 7.0                                    | 1.2                | 0.3              |
| Technical Sergeant . . . . .                       | 8.7   | 73.0                          | 11.3                      | 5.7                                    | 1.2                | 0.1              |
| Staff Sergeant . . . . .                           | 10.5  | 73.8                          | 9.5                       | 4.3                                    | 1.6                | 0.3              |
| Sergeant - Airman First Class . . . . .            | 7.2   | 71.8                          | 12.6                      | 6.5                                    | 1.7                | 0.2              |
| Corporal - Airman Second Class . . . . .           | 5.7   | 71.2                          | 14.1                      | 6.8                                    | 2.0                | 0.2              |
| Private First Class - Airman Third Class . . . . . | 10.9  | 75.8                          | 8.3                       | 3.6                                    | 1.3                | 0.1              |
| Private - Airman Basic . . . . .                   | 16.0  | 75.7                          | 6.3                       | 1.4                                    | 0.4                | 0.2              |
| Aviation Cadet . . . . .                           | -   | 11.4                          | 3.8                       | 59.9                                   | 23.3               | 1.6              |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

**TABLE 37 - PERCENTAGE DISTRIBUTION OF ENLISTED PERSONNEL  
BY TSAI GCT AND AFQT SCORES, BY GRADE - 31 OCT 1951**

(Based on Command Strength and the sample survey of Military Personnel reporting TSAI or AFQT Score. Excludes Aviation Cadets.)

| Score Group       |                    | Per Cent     |                 |               |                |              |              |                   |              |
|-------------------|--------------------|--------------|-----------------|---------------|----------------|--------------|--------------|-------------------|--------------|
|                   |                    | Total        | Master Sergeant | Tech Sergeant | Staff Sergeant | Sergeant     | Corporal     | Private 1st Class | Private      |
| <u>TSAI Group</u> | <u>GCT</u>         | <u>100.0</u> | <u>100.0</u>    | <u>100.0</u>  | <u>100.0</u>   | <u>100.0</u> | <u>100.0</u> | <u>100.0</u>      | <u>100.0</u> |
| 1                 | 39 through 74      | 3.4          | 2.7             | 2.7           | 2.8            | 2.7          | 3.0          | 4.2               | 8.6          |
| 2                 | 75 through 84      | 3.3          | 0.9             | 1.1           | 2.6            | 2.8          | 3.2          | 4.5               | 10.6         |
| 3                 | 85 through 89      | 3.7          | 0.8             | 1.2           | 2.5            | 2.8          | 3.4          | 5.9               | 11.2         |
| 4                 | 90 through 99      | 10.4         | 4.5             | 7.9           | 11.8           | 12.2         | 11.0         | 9.7               | 15.6         |
| 5                 | 100 through 109    | 16.4         | 11.5            | 16.5          | 20.4           | 20.2         | 16.7         | 12.6              | 16.4         |
| 6                 | 110 through 114    | 15.3         | 15.6            | 16.0          | 15.4           | 15.7         | 16.0         | 14.9              | 11.1         |
| 7                 | 115 through 119    | 15.5         | 16.1            | 15.7          | 14.0           | 14.6         | 15.2         | 17.8              | 10.3         |
| 8                 | 120 through 124    | 13.4         | 16.8            | 15.1          | 12.9           | 12.7         | 13.5         | 13.4              | 6.2          |
| 9                 | 125 and over       | 18.6         | 31.1            | 23.8          | 17.6           | 16.3         | 18.0         | 17.0              | 10.0         |
|                   | <u>AFQT Group</u>  | <u>100.0</u> | <u>100.0</u>    | <u>100.0</u>  | <u>100.0</u>   | <u>100.0</u> | <u>100.0</u> | <u>100.0</u>      | <u>100.0</u> |
| 0 through 12      | (Mental Group V)   | 2.0          | 0.1             | 0.6           | 0.8            | 1.2          | 0.7          | 2.0               | 7.3          |
| 13 through 30     | (Mental Group IV)  | 15.3         | 2.4             | 3.3           | 6.5            | 7.3          | 8.8          | 19.9              | 26.2         |
| 31 through 64     | (Mental Group III) | 35.4         | 16.4            | 20.3          | 27.5           | 31.3         | 37.3         | 38.0              | 36.6         |
| 65 through 92     | (Mental Group II)  | 31.2         | 40.0            | 37.5          | 36.0           | 35.4         | 36.2         | 28.7              | 22.1         |
| 93 through 100    | (Mental Group I)   | 16.1         | 41.1            | 38.3          | 29.2           | 24.8         | 17.0         | 11.4              | 7.8          |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF; Primary Source: AF-P3.

TABLE 38 - DISTRIBUTION OF WORLD WIDE AIR FORCE MILITARY PERSONNEL BY STATE OR TERRITORY OF PRE-SERVICE RESIDENCE-30 JUN 1948 THROUGH 31 MAY 1952

(General Officers were included in the table below from 30 Jun 1948 through 31 Oct 1951 but were excluded in the 31 May 1952 figures. Table is based on Sample Survey reported in AF-XDC-P4 and Command Strength, 30 Jun 1948 through 31 Oct 1951 and AF-XDC-P4 reports and Departmental Strength, 31 May 1952.)

| State or Territory         | FY 1948        | FY 1949        |                | FY 1950        |                | FY 1951        |                | FY 1952        |                |                |                |
|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                            | 30 Jun 1948    | 31 Dec 1948    | 31 Mar 1949    | 31 Dec 1949    | 30 Jun 1950    | 31 Jan 1951    | 30 Apr 1951    | 31 Oct 1951    | 31 May 1952    |                |                |
|                            |                |                |                |                |                |                |                |                | Total          | Officer        | Enlisted       |
| <b>Total</b>               | <b>387,730</b> | <b>412,312</b> | <b>417,024</b> | <b>413,286</b> | <b>411,277</b> | <b>621,867</b> | <b>727,778</b> | <b>864,251</b> | <b>936,618</b> | <b>125,491</b> | <b>811,127</b> |
| Alabama . . . . .          | 11,124         | 12,253         | 11,331         | 11,916         | 12,179         | 16,076         | 18,374         | 22,556         | 24,430         | 2,585          | 21,845         |
| Arizona . . . . .          | 2,594          | 2,692          | 2,757          | 2,583          | 2,499          | 3,830          | 4,587          | 4,787          | 5,842          | 1,087          | 4,755          |
| Arkansas . . . . .         | 6,291          | 6,796          | 6,424          | 6,516          | 6,970          | 10,204         | 10,693         | 12,824         | 12,299         | 1,337          | 10,962         |
| California . . . . .       | 22,871         | 22,859         | 24,427         | 24,243         | 25,338         | 38,364         | 46,893         | 55,463         | 63,380         | 11,633         | 51,747         |
| Colorado . . . . .         | 3,992          | 4,520          | 4,287          | 3,977          | 4,216          | 6,450          | 8,610          | 8,977          | 9,303          | 1,748          | 7,555          |
| Connecticut . . . . .      | 3,354          | 3,361          | 3,791          | 4,021          | 3,959          | 6,391          | 8,695          | 10,220         | 11,668         | 1,895          | 9,773          |
| Delaware . . . . .         | 380            | 571            | 620            | 602            | 859            | 785            | 1,463          | 2,194          | 1,818          | 206            | 1,612          |
| Dist of Columbia . . . . . | 1,652          | 1,925          | 1,985          | 1,790          | 2,137          | 3,260          | 4,206          | 4,666          | 4,215          | 1,072          | 3,143          |
| Florida . . . . .          | 11,372         | 12,147         | 12,076         | 11,094         | 10,855         | 14,404         | 15,772         | 19,249         | 19,981         | 2,732          | 17,249         |
| Georgia . . . . .          | 10,627         | 10,972         | 10,863         | 11,065         | 9,545          | 16,537         | 18,219         | 23,706         | 23,527         | 2,791          | 20,736         |
| Idaho . . . . .            | 1,520          | 1,729          | 2,302          | 2,040          | 1,657          | 2,813          | 2,870          | 3,794          | 10,475         | 1,072          | 9,403          |
| Illinois . . . . .         | 18,444         | 19,563         | 19,947         | 19,547         | 18,669         | 29,442         | 35,329         | 40,773         | 45,021         | 6,640          | 38,381         |
| Indiana . . . . .          | 8,794          | 9,276          | 9,525          | 9,524          | 8,717          | 7,582          | 17,151         | 19,924         | 24,989         | 2,879          | 22,110         |
| Iowa . . . . .             | 5,851          | 6,477          | 6,121          | 6,589          | 6,338          | 9,936          | 12,789         | 14,028         | 15,493         | 2,233          | 13,260         |
| Kansas . . . . .           | 6,726          | 7,701          | 7,113          | 6,868          | 6,940          | 9,333          | 10,285         | 11,939         | 13,368         | 2,115          | 11,253         |
| Kentucky . . . . .         | 7,223          | 7,350          | 7,596          | 6,193          | 7,106          | 11,652         | 13,859         | 18,074         | 19,649         | 1,792          | 17,857         |
| Louisiana . . . . .        | 10,081         | 10,793         | 10,297         | 8,379          | 9,439          | 11,740         | 13,365         | 15,575         | 16,273         | 1,983          | 14,290         |
| Maine . . . . .            | 2,462          | 3,133          | 2,840          | 2,465          | 3,161          | 4,372          | 5,825          | 6,320          | 7,083          | 558            | 6,525          |
| Maryland . . . . .         | 4,193          | 4,609          | 5,114          | 5,077          | 5,059          | 7,456          | 8,610          | 10,140         | 11,641         | 1,498          | 10,143         |
| Massachusetts . . . . .    | 9,843          | 11,421         | 11,938         | 12,268         | 12,014         | 18,512         | 22,090         | 28,029         | 31,420         | 3,922          | 27,498         |
| Michigan . . . . .         | 12,624         | 14,652         | 15,122         | 14,396         | 13,609         | 20,556         | 27,858         | 32,075         | 35,864         | 3,849          | 32,015         |
| Minnesota . . . . .        | 6,427          | 6,942          | 7,347          | 7,792          | 7,889          | 12,417         | 15,799         | 17,108         | 18,575         | 2,145          | 16,430         |
| Mississippi . . . . .      | 8,316          | 8,452          | 7,899          | 7,866          | 7,362          | 9,792          | 11,819         | 13,353         | 12,464         | 1,528          | 10,936         |
| Missouri . . . . .         | 9,868          | 10,972         | 11,000         | 11,285         | 10,252         | 15,430         | 18,825         | 24,062         | 25,150         | 2,909          | 22,241         |
| Montana . . . . .          | 1,935          | 1,974          | 1,861          | 2,069          | 1,957          | 3,979          | 3,770          | 4,415          | 5,044          | 764            | 4,280          |
| Nebraska . . . . .         | 3,687          | 3,557          | 4,025          | 3,889          | 4,065          | 6,373          | 7,822          | 8,898          | 9,115          | 1,190          | 7,925          |
| Nevada . . . . .           | 233            | 457            | 524            | 396            | 407            | 500            | 914            | 1,242          | 1,377          | 294            | 1,083          |
| New Hampshire . . . . .    | 1,900          | 1,787          | 1,640          | 1,746          | 1,837          | 2,606          | 3,531          | 3,926          | 4,967          | 529            | 4,438          |
| New Jersey . . . . .       | 8,100          | 8,892          | 8,891          | 9,260          | 10,026         | 14,345         | 16,982         | 19,567         | 21,663         | 3,305          | 18,358         |
| New Mexico . . . . .       | 2,365          | 2,456          | 2,082          | 2,275          | 1,701          | 2,612          | 3,152          | 4,205          | 8,430          | 1,219          | 7,211          |
| New York . . . . .         | 26,049         | 25,844         | 27,088         | 27,603         | 27,641         | 49,296         | 50,875         | 62,589         | 67,883         | 9,798          | 58,085         |
| North Carolina . . . . .   | 11,301         | 11,225         | 10,959         | 11,505         | 10,629         | 15,389         | 18,403         | 22,238         | 21,974         | 2,189          | 19,785         |
| North Dakota . . . . .     | 1,124          | 1,566          | 1,585          | 1,717          | 1,732          | 2,619          | 3,236          | 3,848          | 4,373          | 411            | 3,962          |
| Ohio . . . . .             | 17,300         | 18,021         | 18,927         | 18,622         | 18,578         | 30,207         | 34,034         | 40,880         | 42,508         | 5,817          | 36,691         |
| Oklahoma . . . . .         | 11,104         | 11,674         | 10,573         | 10,698         | 10,629         | 14,270         | 17,939         | 19,276         | 20,613         | 3,364          | 17,249         |
| Oregon . . . . .           | 3,420          | 3,532          | 4,204          | 3,375          | 3,418          | 6,466          | 8,498          | 10,062         | 9,267          | 1,792          | 7,475          |
| Pennsylvania . . . . .     | 27,121         | 29,369         | 32,243         | 32,607         | 32,083         | 48,720         | 54,912         | 62,907         | 62,135         | 6,742          | 55,393         |
| Rhode Island . . . . .     | 1,504          | 1,893          | 1,737          | 2,231          | 2,078          | 2,987          | 3,770          | 5,064          | 4,662          | 382            | 4,280          |
| South Carolina . . . . .   | 5,998          | 6,208          | 5,376          | 5,826          | 6,038          | 8,327          | 9,567          | 13,063         | 15,290         | 1,395          | 13,895         |
| South Dakota . . . . .     | 1,570          | 1,893          | 2,068          | 1,761          | 1,460          | 2,449          | 3,250          | 3,808          | 6,000          | 823            | 5,177          |
| Tennessee . . . . .        | 9,468          | 9,945          | 9,746          | 9,891          | 9,936          | 13,561         | 17,516         | 22,383         | 24,193         | 2,453          | 21,740         |
| Texas . . . . .            | 32,390         | 33,864         | 34,863         | 32,431         | 32,792         | 48,169         | 48,244         | 58,279         | 57,952         | 10,326         | 47,626         |
| Utah . . . . .             | 2,032          | 1,958          | 1,709          | 1,849          | 1,972          | 3,448          | 4,418          | 5,249          | 6,039          | 1,205          | 4,834          |
| Vermont . . . . .          | 1,155          | 1,134          | 1,075          | 1,262          | 1,008          | 1,829          | 2,476          | 2,856          | 4,277          | 367            | 3,910          |
| Virginia . . . . .         | 8,592          | 9,839          | 10,008         | 9,964          | 9,425          | 20,227         | 16,658         | 18,853         | 20,008         | 2,336          | 17,672         |
| Washington . . . . .       | 6,115          | 5,898          | 6,245          | 6,222          | 6,127          | 9,795          | 11,761         | 12,586         | 13,782         | 2,292          | 11,490         |
| West Virginia . . . . .    | 6,727          | 6,184          | 6,617          | 6,838          | 7,181          | 9,816          | 12,972         | 14,953         | 15,243         | 1,190          | 14,053         |
| Wisconsin . . . . .        | 6,991          | 8,615          | 8,836          | 8,526          | 9,304          | 13,404         | 15,251         | 18,528         | 17,665         | 1,895          | 15,770         |
| Wyoming . . . . .          | 825            | 857            | 703            | 851            | 723            | 1,296          | 1,900          | 1,706          | 3,399          | 837            | 2,562          |
| Alaska . . . . .           | 156            | 147            | 110            | 176            | 106            | 15             | 57             | 119            | 1,054          | 103            | 951            |
| Canal Zone . . . . .       | 88             | 82             | 14             | 103            | 75             | 29             | 84             | 119            | 610            | 29             | 581            |
| Hawaii . . . . .           | 1,570          | 1,224          | 400            | 528            | 1,038          | 1,096          | 1,238          | 1,600          | 2,677          | 220            | 2,457          |
| Philippine Is . . . . .    | 198            | 106            | 28             | 572            | 30             | 182            | 168            | 172            | 158            | -              | 158            |
| Puerto Rico . . . . .      | 66             | 122            | 27             | 88             | 135            | 141            | 70             | 92             | 332            | 15             | 317            |
| US Possessions . . . . .   | 16             | 823            | 138            | 59             | 151            | 57             | 70             | 119            | -              | -              | -              |
| US at Large . . . . .      | a/             | a/             | a/             | 250            | 226            | 326            | 254            | 819            | a/             | a/             | a/             |

a/ Not available

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 39 - GAINS AND LOSSES TO AIR FORCE MILITARY COMMAND STRENGTH - FY 1952

| Type of Gain or Loss  | Total          | Commissioned Officer |            |              | Warrant Officer |          | Enlisted       |              |
|---|----------------|----------------------|------------|--------------|-----------------|----------|----------------|--------------|
|   |                | Male                 | WAP        | AN/WS        | Male            | WAP      | Male           | WAP          |
| <b>GAIN - TOTAL</b> . . . . .   | <b>348,788</b> | <b>23,165</b>        | <b>441</b> | <b>1,009</b> | <b>1,776</b>    | <b>-</b> | <b>315,993</b> | <b>6,404</b> |
| Jul thru Sep (1951) . . . . .   | 98,898         | 8,826                | 53         | 310          | 34              | -        | 88,149         | 1,526        |
| Oct thru Dec . . . . .  | 92,391         | 5,381                | 91         | 207          | 69              | -        | 85,444         | 1,199        |
| Jan thru Mar (1952) . . . . .   | 89,770         | 4,151                | 159        | 217          | 90              | -        | 83,400         | 1,753        |
| Apr thru Jun . . . . .  | 67,729         | 4,807                | 138        | 275          | 1,583           | -        | 59,000         | 1,926        |
| <b>Commissioned From Civil Life - Total</b> . . . . .   | <b>597</b>     | <b>534</b>           | <b>40</b>  | <b>23</b>    | <b>-</b>        | <b>-</b> | <b>-</b>       | <b>-</b>     |
| Jul thru Sep (1951) . . . . .   | 74             | 71                   | -          | 3            | -               | -        | -              | -            |
| Oct thru Dec . . . . .  | 23             | 22                   | 1          | -            | -               | -        | -              | -            |
| Jan thru Mar (1952) . . . . .   | 17             | 15                   | -          | 2            | -               | -        | -              | -            |
| Apr thru Jun . . . . .  | 483            | 426                  | 39         | 18           | -               | -        | -              | -            |
| <b>Ordered to Active Military Service From Reserve Forces - Total</b> . . . . .                             | <b>26,398</b>  | <b>14,430</b>        | <b>261</b> | <b>959</b>   | <b>7</b>        | <b>-</b> | <b>10,713</b>  | <b>28</b>    |
| Jul thru Sep (1951) . . . . .   | 12,671         | 7,428                | 25         | 304          | 3               | -        | 4,898          | 13           |
| Oct thru Dec . . . . .  | 8,044          | 3,247                | 39         | 202          | 4               | -        | 4,549          | 3            |
| Jan thru Mar (1952) . . . . .   | 2,711          | 1,707                | 121        | 207          | -               | -        | 666            | 8            |
| Apr thru Jun . . . . .  | 2,972          | 2,048                | 76         | 246          | -               | -        | 598            | 4            |
| <b>No Prior Service Enlistment - Total</b> . . . . .  | <b>218,722</b> | <b>-</b>             | <b>-</b>   | <b>-</b>     | <b>-</b>        | <b>-</b> | <b>212,765</b> | <b>5,957</b> |
| Jul thru Sep (1951) . . . . .   | 63,291         | -                    | -          | -            | -               | -        | 61,906         | 1,385        |
| Oct thru Dec . . . . .  | 59,110         | -                    | -          | -            | -               | -        | 58,038         | 1,072        |
| Jan thru Mar (1952) . . . . .   | 55,343         | -                    | -          | -            | -               | -        | 53,681         | 1,662        |
| Apr thru Jun . . . . .  | 40,978         | -                    | -          | -            | -               | -        | 39,140         | 1,838        |
| <b>Prior Service Enlistment - Total</b> . . . . .   | <b>20,197</b>  | <b>-</b>             | <b>-</b>   | <b>-</b>     | <b>-</b>        | <b>-</b> | <b>20,125</b>  | <b>72</b>    |
| Jul thru Sep (1951) . . . . .   | 5,425          | -                    | -          | -            | -               | -        | 5,401          | 24           |
| Oct thru Dec . . . . .  | 4,569          | -                    | -          | -            | -               | -        | 4,558          | 11           |
| Jan thru Mar (1952) . . . . .   | 7,020          | -                    | -          | -            | -               | -        | 6,997          | 23           |
| Apr thru Jun . . . . .  | 3,183          | -                    | -          | -            | -               | -        | 3,169          | 14           |
| <b>Reenlistment Within 30 Days - Total</b> . . . . .  | <b>1,089</b>   | <b>-</b>             | <b>-</b>   | <b>-</b>     | <b>-</b>        | <b>-</b> | <b>1,085</b>   | <b>4</b>     |
| Jul thru Sep (1951) . . . . .   | 35             | -                    | -          | -            | -               | -        | 35             | -            |
| Oct thru Dec . . . . .  | 198            | -                    | -          | -            | -               | -        | 197            | 1            |
| Jan thru Mar (1952) . . . . .   | 350            | -                    | -          | -            | -               | -        | 350            | -            |
| Apr thru Jun . . . . .  | 506            | -                    | -          | -            | -               | -        | 503            | 3            |
| <b>Assigned From Department of Army - Total</b> . . . . .   | <b>15,483</b>  | <b>786</b>           | <b>1</b>   | <b>12</b>    | <b>121</b>      | <b>-</b> | <b>14,562</b>  | <b>1</b>     |
| Jul thru Sep (1951) . . . . .   | 2,891          | 111                  | -          | 2            | 6               | -        | 2,772          | -            |
| Oct thru Dec . . . . .  | 1,454          | 191                  | -          | 2            | 32              | -        | 1,229          | -            |
| Jan thru Mar (1952) . . . . .   | 7,746          | 353                  | -          | 2            | 58              | -        | 7,333          | -            |
| Apr thru Jun . . . . .  | 3,392          | 131                  | 1          | 6            | 25              | -        | 3,228          | 1            |
| <b>Commissioned Officer or Appointed Warrant Officer From Active Military Status - Total</b> . . . . .      | <b>3,115</b>   | <b>1,467</b>         | <b>8</b>   | <b>3</b>     | <b>1,637</b>    | <b>-</b> | <b>-</b>       | <b>-</b>     |
| Jul thru Sep (1951) . . . . .   | 715            | 689                  | -          | 1            | 25              | -        | -              | -            |
| Oct thru Dec . . . . .  | 175            | 145                  | 3          | -            | 27              | -        | -              | -            |
| Jan thru Mar (1952) . . . . .   | 257            | 222                  | 4          | 1            | 30              | -        | -              | -            |
| Apr thru Jun . . . . .  | 1,968          | 411                  | 1          | 1            | 1,555           | -        | -              | -            |
| <b>Commissioned Officer From Officer Candidate School or Aviation Cadet - Total</b> . . . . .               | <b>3,585</b>   | <b>3,462</b>         | <b>123</b> | <b>-</b>     | <b>-</b>        | <b>-</b> | <b>-</b>       | <b>-</b>     |
| Jul thru Sep (1951) . . . . .   | 538            | 510                  | 28         | -            | -               | -        | -              | -            |
| Oct thru Dec . . . . .  | 816            | 772                  | 44         | -            | -               | -        | -              | -            |
| Jan thru Mar (1952) . . . . .   | 988            | 956                  | 32         | -            | -               | -        | -              | -            |
| Apr thru Jun . . . . .  | 1,243          | 1,224                | 19         | -            | -               | -        | -              | -            |
| <b>Returned to Military Control From Desertion, General Prisoner, Captured or Missing - Total</b> . . . . . | <b>5,832</b>   | <b>24</b>            | <b>-</b>   | <b>2</b>     | <b>-</b>        | <b>-</b> | <b>5,802</b>   | <b>4</b>     |
| Jul thru Sep (1951) . . . . .   | 820            | 5                    | -          | -            | -               | -        | 815            | -            |
| Oct thru Dec . . . . .  | 1,121          | 6                    | -          | -            | -               | -        | 1,114          | 1            |
| Jan thru Mar (1952) . . . . .   | 2,007          | 7                    | -          | -            | -               | -        | 2,000          | -            |
| Apr thru Jun . . . . .  | 1,884          | 6                    | -          | 2            | -               | -        | 1,873          | 3            |

(Continued)

TABLE 39 - GAINS AND LOSSES TO AIR FORCE MILITARY COMMAND STRENGTH - FY 1952 - CONTINUED

| Type of Gain or Loss  | Total          | Commissioned Officer |           |            | Warrant Officer |          | Enlisted       |              |
|---|----------------|----------------------|-----------|------------|-----------------|----------|----------------|--------------|
|   |                | Male                 | WAF       | AN/WS      | Male            | WAF      | Male           | WAF          |
|   |                |                      |           |            |                 |          |                |              |
| <u>Correction of Erroneous Loss - Total</u>                               | <u>1,019</u>   | <u>73</u>            | <u>2</u>  | <u>5</u>   | <u>1</u>        | <u>-</u> | <u>933</u>     | <u>5</u>     |
| Jul thru Sep (1951)   | 365            | 12                   | -         | -          | -               | -        | 351            | 2            |
| Oct thru Dec  | 300            | 19                   | 2         | 3          | -               | -        | 276            | -            |
| Jan thru Mar (1952)   | 211            | 31                   | -         | 1          | 1               | -        | 177            | 2            |
| Apr thru Jun  | 143            | 11                   | -         | 1          | 1               | -        | 129            | 1            |
| <u>Immediate Reenlistment - Total</u>                                     | <u>50,251</u>  | <u>-</u>             | <u>-</u>  | <u>-</u>   | <u>-</u>        | <u>-</u> | <u>49,920</u>  | <u>331</u>   |
| Jul thru Sep (1951)   | 12,073         | -                    | -         | -          | -               | -        | 11,971         | 102          |
| Oct thru Dec  | 15,594         | -                    | -         | -          | -               | -        | 15,483         | 111          |
| Jan thru Mar (1952)   | 12,216         | -                    | -         | -          | -               | -        | 12,159         | 57           |
| Apr thru Jun  | 10,368         | -                    | -         | -          | -               | -        | 10,307         | 61           |
| <u>Immediate Recalls in Volunteer Indefinite Status - Total</u>           | <u>2,500</u>   | <u>2,389</u>         | <u>6</u>  | <u>5</u>   | <u>10</u>       | <u>-</u> | <u>88</u>      | <u>2</u>     |
| Jul thru Sep (1951)   | -              | -                    | -         | -          | -               | -        | -              | -            |
| Oct thru Dec  | 987            | 979                  | 2         | -          | 6               | -        | -              | -            |
| Jan thru Mar (1952)   | 904            | 860                  | 2         | 4          | 2               | -        | 35             | 1            |
| Apr thru Jun  | 609            | 550                  | 2         | 1          | 2               | -        | 53             | 1            |
| <u>LOSS - TOTAL</u>   | <u>174,055</u> | <u>8,915</u>         | <u>82</u> | <u>435</u> | <u>289</u>      | <u>1</u> | <u>161,455</u> | <u>2,878</u> |
| Jul thru Sep (1951)   | 39,787         | 1,134                | 13        | 44         | 88              | -        | 37,664         | 844          |
| Oct thru Dec  | 44,259         | 2,106                | 14        | 114        | 76              | -        | 41,246         | 703          |
| Jan thru Mar (1952)   | 39,014         | 2,582                | 29        | 138        | 74              | 1        | 35,551         | 639          |
| Apr thru Jun  | 50,995         | 3,093                | 26        | 139        | 51              | -        | 46,994         | 692          |
| <u>Expiration Term of Service - Total</u>                                 | <u>67,224</u>  | <u>-</u>             | <u>-</u>  | <u>-</u>   | <u>-</u>        | <u>-</u> | <u>66,898</u>  | <u>326</u>   |
| Jul thru Sep (1951)   | 13,372         | -                    | -         | -          | -               | -        | 13,253         | 119          |
| Oct thru Dec  | 17,824         | -                    | -         | -          | -               | -        | 17,714         | 110          |
| Jan thru Mar (1952)   | 16,037         | -                    | -         | -          | -               | -        | 15,996         | 41           |
| Apr thru Jun  | 19,991         | -                    | -         | -          | -               | -        | 19,935         | 56           |
| <u>Non-Regular Personnel Released From Active Duty - Total</u>            | <u>34,664</u>  | <u>2,718</u>         | <u>15</u> | <u>194</u> | <u>12</u>       | <u>-</u> | <u>31,649</u>  | <u>76</u>    |
| Jul thru Sep (1951)   | 11,519         | 142                  | 1         | 4          | 2               | -        | 11,353         | 17           |
| Oct thru Dec  | 8,865          | 211                  | 1         | 47         | -               | -        | 8,573          | 33           |
| Jan thru Mar (1952)   | 4,272          | 832                  | 6         | 81         | 3               | -        | 3,241          | 9            |
| Apr thru Jun  | 10,108         | 1,533                | 7         | 62         | 7               | -        | 8,482          | 17           |
| <u>Dependency or Hardship - Total</u>                                     | <u>9,349</u>   | <u>137</u>           | <u>1</u>  | <u>6</u>   | <u>4</u>        | <u>-</u> | <u>9,132</u>   | <u>69</u>    |
| Jul thru Sep (1951)   | 2,244          | 25                   | -         | -          | 1               | -        | 2,203          | 15           |
| Oct thru Dec  | 2,264          | 25                   | -         | 2          | 1               | -        | 2,217          | 19           |
| Jan thru Mar (1952)   | 2,369          | 26                   | -         | -          | -               | -        | 2,329          | 14           |
| Apr thru Jun  | 2,472          | 61                   | 1         | 4          | 2               | -        | 2,383          | 21           |
| <u>National Health, Safety, or Interest - Total</u>                       | <u>144</u>     | <u>76</u>            | <u>1</u>  | <u>-</u>   | <u>2</u>        | <u>-</u> | <u>64</u>      | <u>-</u>     |
| Jul thru Sep (1951)   | 19             | 17                   | 1         | -          | -               | -        | 1              | -            |
| Oct thru Dec  | 23             | 18                   | -         | -          | -               | -        | 5              | -            |
| Jan thru Mar (1952)   | 43             | 27                   | -         | -          | -               | -        | 16             | -            |
| Apr thru Jun  | 59             | 14                   | -         | -          | 3               | -        | 42             | -            |
| <u>Maximum Age in Grade or Failure of Selection for Promotion - Total</u> | <u>80</u>      | <u>77</u>            | <u>1</u>  | <u>1</u>   | <u>1</u>        | <u>-</u> | <u>-</u>       | <u>-</u>     |
| Jul thru Sep (1951)   | 10             | 10                   | -         | -          | -               | -        | -              | -            |
| Oct thru Dec  | 21             | 21                   | -         | -          | -               | -        | -              | -            |
| Jan thru Mar (1952)   | 7              | 7                    | -         | -          | -               | -        | -              | -            |
| Apr thru Jun  | 42             | 39                   | 1         | 1          | 1               | -        | -              | -            |
| <u>Medical Reasons or Best Interest of Service - Total</u>                | <u>145</u>     | <u>126</u>           | <u>1</u>  | <u>17</u>  | <u>1</u>        | <u>-</u> | <u>-</u>       | <u>-</u>     |
| Jul thru Sep (1951)   | 40             | 39                   | -         | 1          | -               | -        | -              | -            |
| Oct thru Dec  | 31             | 26                   | -         | 5          | -               | -        | -              | -            |
| Jan thru Mar (1952)   | 33             | 25                   | 1         | 6          | 1               | -        | -              | -            |
| Apr thru Jun  | 41             | 36                   | -         | 5          | -               | -        | -              | -            |

(Continued)

TABLE 39 - GAINS AND LOSSES TO AIR FORCE MILITARY COMMAND STRENGTH - FY 1953 - CONTINUED

| Type of Gain or Loss                                | Total        | Commissioned Officer |           |            | Warrant Officer |          | Enlisted     |              |
|---|--------------|----------------------|-----------|------------|-----------------|----------|--------------|--------------|
|   |              | Male                 | WAP       | AN/WS      | Male            | WAP      | Male         | WAP          |
| <b>Offenders - Total</b>                            | <b>5,088</b> | <b>125</b>           | <b>1</b>  | <b>1</b>   | <b>-</b>        | <b>-</b> | <b>4,892</b> | <b>69</b>    |
| Jul thru Sep (1951)                                 | 894          | 45                   | 1         | 1          | -               | -        | 829          | 18           |
| Oct thru Dec  | 1,147        | 45                   | -         | -          | -               | -        | 1,075        | 27           |
| Jan thru Mar (1952)                                 | 1,365        | 19                   | -         | -          | -               | -        | 1,338        | 8            |
| Apr thru Jun  | 1,682        | 16                   | -         | -          | -               | -        | 1,650        | 16           |
| <b>Absentees or Deserters - Total</b>               | <b>6,971</b> | <b>16</b>            | <b>1</b>  | <b>1</b>   | <b>1</b>        | <b>-</b> | <b>6,949</b> | <b>3</b>     |
| Jul thru Sep (1951)                                 | 1,240        | 5                    | 1         | -          | -               | -        | 1,233        | 1            |
| Oct thru Dec  | 1,482        | 6                    | -         | -          | -               | -        | 1,476        | -            |
| Jan thru Mar (1952)                                 | 1,977        | 3                    | -         | 1          | 1               | -        | 1,971        | 1            |
| Apr thru Jun  | 2,272        | 2                    | -         | -          | -               | -        | 2,269        | 1            |
| <b>Substandard Efficiency or Conduct (Officers)</b> |              |                      |           |            |                 |          |              |              |
| <b>Undesirables (Enlisted) - Total</b>              | <b>7,452</b> | <b>128</b>           | <b>1</b>  | <b>1</b>   | <b>1</b>        | <b>-</b> | <b>7,168</b> | <b>153</b>   |
| Jul thru Sep (1951)                                 | 1,758        | 9                    | 1         | -          | -               | -        | 1,693        | 55           |
| Oct thru Dec  | 1,975        | 13                   | -         | 1          | -               | -        | 1,912        | 49           |
| Jan thru Mar (1952)                                 | 1,804        | 16                   | -         | -          | 1               | -        | 1,766        | 21           |
| Apr thru Jun  | 1,915        | 90                   | -         | -          | -               | -        | 1,797        | 28           |
| <b>Retirements and Disability Discharge - Total</b> | <b>7,922</b> | <b>454</b>           | <b>4</b>  | <b>14</b>  | <b>25</b>       | <b>-</b> | <b>7,323</b> | <b>102</b>   |
| Jul thru Sep (1951)                                 | 941          | 95                   | -         | 2          | 5               | -        | 833          | 6            |
| Oct thru Dec  | 2,011        | 92                   | -         | 3          | 2               | -        | 1,900        | 14           |
| Jan thru Mar (1952)                                 | 2,358        | 148                  | 2         | 4          | 11              | -        | 2,164        | 29           |
| Apr thru Jun  | 2,612        | 119                  | 2         | 5          | 7               | -        | 2,426        | 53           |
| <b>Convenience of Government - Total</b>            | <b>2,925</b> | <b>-</b>             | <b>-</b>  | <b>-</b>   | <b>-</b>        | <b>-</b> | <b>2,893</b> | <b>32</b>    |
| Jul thru Sep (1951)                                 | 942          | -                    | -         | -          | -               | -        | 927          | 15           |
| Oct thru Dec  | 788          | -                    | -         | -          | -               | -        | 775          | 13           |
| Jan thru Mar (1952)                                 | 756          | -                    | -         | -          | -               | -        | 752          | 4            |
| Apr thru Jun  | 439          | -                    | -         | -          | -               | -        | 439          | -            |
| <b>Marriage and Pregnancy - Total</b>               | <b>1,976</b> | <b>-</b>             | <b>28</b> | <b>149</b> | <b>-</b>        | <b>-</b> | <b>-</b>     | <b>1,799</b> |
| Jul thru Sep (1951)                                 | 561          | -                    | 3         | 22         | -               | -        | -            | 536          |
| Oct thru Dec  | 409          | -                    | 6         | 42         | -               | -        | -            | 361          |
| Jan thru Mar (1952)                                 | 496          | -                    | 10        | 37         | -               | -        | -            | 449          |
| Apr thru Jun  | 510          | -                    | 9         | 48         | -               | -        | -            | 453          |
| <b>Resignations - Total</b>                         | <b>831</b>   | <b>758</b>           | <b>13</b> | <b>24</b>  | <b>14</b>       | <b>-</b> | <b>21</b>    | <b>1</b>     |
| Jul thru Sep (1951)                                 | 124          | 110                  | 3         | 6          | 5               | -        | 5            | -            |
| Oct thru Dec  | 221          | 201                  | 2         | 9          | 4               | -        | 4            | 1            |
| Jan thru Mar (1952)                                 | 257          | 238                  | 5         | 3          | 4               | -        | 7            | -            |
| Apr thru Jun  | 229          | 209                  | 3         | 6          | 6               | -        | 5            | -            |
| <b>Deaths - Total a/</b>                            | <b>2,107</b> | <b>623</b>           | <b>1</b>  | <b>8</b>   | <b>4</b>        | <b>-</b> | <b>1,462</b> | <b>9</b>     |
| Jul thru Sep (1951)                                 | 467          | 134                  | -         | 2          | 2               | -        | 324          | 5            |
| Oct thru Dec  | 550          | 148                  | -         | 1          | 1               | -        | 400          | -            |
| Jan thru Mar (1952)                                 | 500          | 150                  | -         | -          | -               | -        | 348          | 2            |
| Apr thru Jun  | 590          | 191                  | 1         | 5          | 1               | -        | 390          | 2            |
| <b>General Prisoner - Total</b>                     | <b>355</b>   | <b>7</b>             | <b>-</b>  | <b>-</b>   | <b>-</b>        | <b>-</b> | <b>347</b>   | <b>1</b>     |
| Jul thru Sep (1951)                                 | 78           | 3                    | -         | -          | -               | -        | 74           | 1            |
| Oct thru Dec  | 62           | 2                    | -         | -          | -               | -        | 60           | -            |
| Jan thru Mar (1952)                                 | 83           | -                    | -         | -          | -               | -        | 83           | -            |
| Apr thru Jun  | 132          | 2                    | -         | -          | -               | -        | 130          | -            |
| <b>Dropped From Strength as Missing - Total</b>     | <b>604</b>   | <b>397</b>           | <b>-</b>  | <b>-</b>   | <b>1</b>        | <b>-</b> | <b>205</b>   | <b>1</b>     |
| Jul thru Sep (1951)                                 | 150          | 109                  | -         | -          | -               | -        | 41           | -            |
| Oct thru Dec  | 139          | 109                  | -         | -          | 1               | -        | 29           | -            |
| Jan thru Mar (1952)                                 | 142          | 103                  | -         | -          | -               | -        | 38           | 1            |
| Apr thru Jun  | 173          | 76                   | -         | -          | -               | -        | 97           | -            |

(Continued)



TABLE 39 - GAINS AND LOSSES TO AIR FORCE MILITARY COMMAND STRENGTH - FY 1953 - CONTINUED

| Type of Gain or Loss  | Total | Commissioned Officer |     |       | Warrant Officer |     | Enlisted |     |
|---|-------|----------------------|-----|-------|-----------------|-----|----------|-----|
|   |       | Male                 | WAF | AN/WS | Male            | WAF | Male     | WAF |
| <u>To Accept Commission, Appointment as Warrant Officer, or</u> |       |                      |     |       |                 |     |          |     |
| <u>Enlistment in Other Than Air Force, to Enter U. S.</u>       |       |                      |     |       |                 |     |          |     |
| <u>Military Academy or U. S. Naval Academy - Total</u>          | 1,231 | -                    | -   | -     | -               | -   | 1,226    | 5   |
| Jul thru Sep (1951)   | 217   | -                    | -   | -     | -               | -   | 217      | -   |
| Oct thru Dec  | 372   | -                    | -   | -     | -               | -   | 370      | 2   |
| Jan thru Mar (1952)   | 351   | -                    | -   | -     | -               | -   | 349      | 2   |
| Apr thru Jun  | 291   | -                    | -   | -     | -               | -   | 290      | 1   |
| <u>To Accept Commission, Appointment as Warrant Officer, or</u> |       |                      |     |       |                 |     |          |     |
| <u>Enlistment in Air Force - Total</u>                          |       |                      |     |       |                 |     |          |     |
| Jul thru Sep (1951)   | 1,597 | 17                   | -   | -     | 78              | -   | 1,472    | 30  |
| Oct thru Dec  | 1,158 | 6                    | -   | -     | 58              | -   | 1,045    | 49  |
| Jan thru Mar (1952)   | 1,384 | 6                    | -   | -     | 48              | 1   | 1,290    | 39  |
| Apr thru Jun  | 3,435 | 2                    | -   | -     | 17              | -   | 3,394    | 22  |
| <u>Assigned to Department of Army - Total</u>                   |       |                      |     |       |                 |     |          |     |
| Jul thru Sep (1951)   | 4,234 | 242                  | -   | 5     | 9               | -   | 3,978    | -   |
| Oct thru Dec  | 876   | 47                   | -   | 4     | -               | -   | 825      | -   |
| Jan thru Mar (1952)   | 1,847 | 48                   | -   | 1     | 2               | -   | 1,796    | -   |
| Apr thru Jun  | 1,027 | 46                   | -   | -     | 2               | -   | 1,436    | -   |
| <u>Delays, Following Order of Reservists to Active</u>          |       |                      |     |       |                 |     |          |     |
| <u>Military Duty - Total</u>                                    | 189   | 142                  | 3   | 2     | -               | -   | 42       | -   |
| Jul thru Sep (1951)   | 117   | 97                   | -   | -     | -               | -   | 20       | -   |
| Oct thru Dec  | 46    | 31                   | 2   | -     | -               | -   | 13       | -   |
| Jan thru Mar (1952)   | 19    | 12                   | 1   | 1     | -               | -   | 5        | -   |
| Apr thru Jun  | 7     | 2                    | -   | 1     | -               | -   | 4        | -   |
| <u>Correction of Erroneous Gain - Total</u>                     |       |                      |     |       |                 |     |          |     |
| Jul thru Sep (1951)   | 1,709 | 551                  | 5   | 5     | -               | -   | 1,128    | 20  |
| Oct thru Dec  | 421   | 230                  | 2   | 2     | -               | -   | 184      | 3   |
| Jan thru Mar (1952)   | 643   | 179                  | 1   | 1     | -               | -   | 447      | 15  |
| Apr thru Jun  | 458   | 92                   | 2   | 1     | -               | -   | 361      | 2   |
|   | 187   | 50                   | -   | 1     | -               | -   | 136      | -   |
| <u>Separated for Immediate Recall in Voluntary Indefinite</u>   |       |                      |     |       |                 |     |          |     |
| <u>Status - Total</u>   | 2,425 | 2,307                | 6   | 7     | 12              | -   | 92       | 1   |
| Jul thru Sep (1951)   | -     | -                    | -   | -     | -               | -   | -        | -   |
| Oct thru Dec  | 936   | 925                  | 2   | 2     | 7               | -   | -        | -   |
| Jan thru Mar (1952)   | 877   | 832                  | 2   | 4     | 3               | -   | 36       | -   |
| Apr thru Jun  | 612   | 550                  | 2   | 1     | 2               | -   | 56       | 1   |
| <u>Separated to Reenlist Prior to Expiration Term of</u>        |       |                      |     |       |                 |     |          |     |
| <u>Service - Total</u>  | 8,856 | -                    | -   | -     | -               | -   | 8,785    | 71  |
| Jul thru Sep (1951)   | 2,200 | -                    | -   | -     | -               | -   | 2,177    | 23  |
| Oct thru Dec  | 2,445 | -                    | -   | -     | -               | -   | 2,435    | 10  |
| Jan thru Mar (1952)   | 2,042 | -                    | -   | -     | -               | -   | 2,025    | 17  |
| Apr thru Jun  | 2,169 | -                    | -   | -     | -               | -   | 2,148    | 21  |

(Concluded)

a/ Deaths reported cannot be considered a complete accounting of deceased personnel inasmuch as personnel initially reported as a loss because of Missing, Captured, Desertion or General Prisoner are not further reported in the Accession and Separation Systems.

Source: Personnel Statistics Division, DCS/Comptroller, Hq USAF.

TABLE 40 - ENLISTMENTS AND REENLISTMENTS BY GRADE - FY 1952

(Excludes Reenlistments in the Army for SCARWAF duty)

| Month                              | Total Enlistments | Master Sergeant | Technical Sergeant | Staff Sergeant | Airman First Class | Airman Second Class | Airman Third Class | Basic Airman a/ |
|------------------------------------|-------------------|-----------------|--------------------|----------------|--------------------|---------------------|--------------------|-----------------|
| <u>1951</u>                        |                   |                 |                    |                |                    |                     |                    |                 |
| <u>July - Total</u> . . . . .      | 31,613            | 197             | 241                | 990            | 1,517              | 548                 | 1,608              | 26,512          |
| No Prior Service . . . . .         | 26,379            | -               | -                  | 19             | 4                  | 19                  | 171                | 26,166          |
| Prior Service . . . . .            | 1,841             | 1               | 12                 | 33             | 83                 | 96                  | 1,328              | 288             |
| Reenlistment . . . . .             | 3,393             | 196             | 229                | 938            | 1,430              | 433                 | 109                | 58              |
| <u>August - Total</u> . . . . .    | 21,378            | 292             | 387                | 1,445          | 1,627              | 478                 | 1,513              | 15,606          |
| No Prior Service . . . . .         | 15,455            | 1               | -                  | 4              | 6                  | 19                  | 23                 | 15,402          |
| Prior Service . . . . .            | 1,689             | 5               | 3                  | 28             | 70                 | 32                  | 1,395              | 156             |
| Reenlistment . . . . .             | 4,234             | 286             | 384                | 1,413          | 1,581              | 427                 | 95                 | 48              |
| <u>September - Total</u> . . . . . | 27,232            | 500             | 475                | 1,283          | 1,371              | 418                 | 1,419              | 21,766          |
| No Prior Service . . . . .         | 21,457            | 1               | 1                  | -              | 4                  | 21                  | 60                 | 21,370          |
| Prior Service . . . . .            | 1,895             | 7               | 15                 | 64             | 133                | 57                  | 1,278              | 341             |
| Reenlistment . . . . .             | 3,880             | 492             | 459                | 1,219          | 1,234              | 340                 | 81                 | 55              |
| <u>October - Total</u> . . . . .   | 26,117            | 1,274           | 728                | 1,543          | 1,368              | 457                 | 693                | 20,054          |
| No Prior Service . . . . .         | 19,926            | -               | 1                  | 1              | 4                  | 9                   | 19                 | 19,892          |
| Prior Service . . . . .            | 854               | 6               | 23                 | 55             | 61                 | 36                  | 546                | 127             |
| Reenlistment . . . . .             | 5,337             | 1,268           | 704                | 1,487          | 1,303              | 412                 | 128                | 35              |
| <u>November - Total</u> . . . . .  | 28,483            | 1,336           | 751                | 1,625          | 1,320              | 448                 | 1,662              | 21,341          |
| No Prior Service . . . . .         | 21,083            | -               | -                  | -              | 2                  | 7                   | 29                 | 21,045          |
| Prior Service . . . . .            | 2,017             | 10              | 14                 | 72             | 114                | 73                  | 1,482              | 252             |
| Reenlistment . . . . .             | 5,383             | 1,326           | 737                | 1,553          | 1,204              | 368                 | 151                | 44              |
| <u>December - Total</u> . . . . .  | 24,329            | 920             | 643                | 1,371          | 1,222              | 463                 | 1,359              | 18,351          |
| No Prior Service . . . . .         | 18,101            | 1               | -                  | -              | 1                  | 11                  | 29                 | 18,059          |
| Prior Service . . . . .            | 1,698             | 13              | 21                 | 68             | 118                | 84                  | 1,141              | 253             |
| Reenlistment . . . . .             | 4,530             | 906             | 622                | 1,303          | 1,103              | 368                 | 189                | 39              |
| <u>1952</u>                        |                   |                 |                    |                |                    |                     |                    |                 |
| <u>January - Total</u> . . . . .   | 27,594            | 749             | 562                | 1,408          | 1,262              | 504                 | 2,223              | 20,886          |
| No Prior Service . . . . .         | 20,557            | -               | -                  | -              | 1                  | 3                   | 60                 | 20,493          |
| Prior Service . . . . .            | 2,696             | 6               | 11                 | 73             | 175                | 99                  | 2,014              | 318             |
| Reenlistment . . . . .             | 4,341             | 743             | 551                | 1,335          | 1,086              | 402                 | 149                | 75              |
| <u>February - Total</u> . . . . .  | 25,794            | 571             | 496                | 1,401          | 1,181              | 436                 | 1,736              | 19,973          |
| No Prior Service . . . . .         | 19,683            | -               | -                  | 1              | 1                  | 2                   | 31                 | 19,688          |
| Prior Service . . . . .            | 2,163             | 14              | 14                 | 63             | 141                | 101                 | 1,972              | 262             |
| Reenlistment . . . . .             | 3,948             | 561             | 482                | 1,337          | 1,039              | 333                 | 133                | 63              |
| <u>March - Total</u> . . . . .     | 20,974            | 407             | 475                | 1,451          | 1,156              | 484                 | 1,617              | 15,384          |
| No Prior Service . . . . .         | 15,103            | -               | -                  | -              | 1                  | 8                   | 57                 | 15,037          |
| Prior Service . . . . .            | 2,161             | 7               | 14                 | 80             | 192                | 134                 | 1,451              | 283             |
| Reenlistment . . . . .             | 3,710             | 400             | 461                | 1,371          | 963                | 342                 | 109                | 64              |
| <u>April - Total</u> . . . . .     | 17,559            | 381             | 494                | 1,240          | 924                | 444                 | 1,237              | 12,839          |
| No Prior Service . . . . .         | 12,678            | -               | 1                  | -              | -                  | 3                   | 45                 | 12,629          |
| Prior Service . . . . .            | 1,531             | 5               | 15                 | 63             | 127                | 88                  | 1,071              | 162             |
| Reenlistment . . . . .             | 3,350             | 376             | 478                | 1,177          | 797                | 353                 | 121                | 48              |
| <u>May - Total</u> . . . . .       | 15,868            | 426             | 532                | 1,517          | 931                | 268                 | 532                | 11,662          |
| No Prior Service . . . . .         | 11,628            | -               | -                  | -              | 1                  | 4                   | 22                 | 11,601          |
| Prior Service . . . . .            | 756               | 26              | 23                 | 90             | 117                | 60                  | 403                | 37              |
| Reenlistment . . . . .             | 3,484             | 400             | 509                | 1,427          | 813                | 204                 | 107                | 24              |
| <u>June - Total</u> . . . . .      | 21,202            | 448             | 573                | 1,588          | 913                | 320                 | 682                | 16,678          |
| No Prior Service . . . . .         | 16,672            | -               | 1                  | -              | -                  | 14                  | 38                 | 16,619          |
| Prior Service . . . . .            | 896               | 10              | 27                 | 96             | 117                | 66                  | 543                | 37              |
| Reenlistment . . . . .             | 3,634             | 438             | 545                | 1,492          | 796                | 240                 | 101                | 22              |

a/ Includes Aviation Cadets (See AFR 39-9, Dated 31 December 1951).

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 41 - WAF ENLISTMENTS AND REENLISTMENTS BY GRADE - FY 1952

(Excludes reenlistments in the Army for SCARWAF duty. Figures in parentheses indicate Negro personnel and are included in the open figures. Data in table below is included in Table 40.)

| Month                       | Total Enlistments | Master Sergeant | Technical Sergeant | Staff Sergeant | Airman First Class | Airman Second Class | Airman Third Class | Basic Airman |
|-----------------------------|-------------------|-----------------|--------------------|----------------|--------------------|---------------------|--------------------|--------------|
| <u>1951</u>                 |                   |                 |                    |                |                    |                     |                    |              |
| July - Total . . . . .      | (39) 550          | -               | 1                  | (1) 11         | -                  | -                   | (2) 8              | (36) 530     |
| No Prior Service . . . . .  | (36) 533          | -               | -                  | 2              | -                  | -                   | 1                  | (36) 530     |
| Prior Service . . . . .     | (2) 15            | -               | -                  | 8              | -                  | -                   | (2) 7              | -            |
| Reenlistment . . . . .      | (1) 2             | -               | 1                  | (1) 1          | -                  | -                   | -                  | -            |
| August - Total . . . . .    | (24) 416          | 1               | 6                  | (2) 28         | 6                  | 2                   | 7                  | (22) 366     |
| No Prior Service . . . . .  | (22) 366          | -               | -                  | -              | -                  | -                   | -                  | (22) 366     |
| Prior Service . . . . .     | 7                 | -               | -                  | -              | -                  | -                   | 7                  | -            |
| Reenlistment . . . . .      | (2) 43            | 1               | 6                  | (2) 28         | 6                  | 2                   | -                  | -            |
| September - Total . . . . . | (23) 585          | 3               | 16                 | (3) 17         | (1) 9              | 6                   | 5                  | (19) 489     |
| No Prior Service . . . . .  | (18) 486          | -               | -                  | -              | -                  | -                   | 1                  | (18) 485     |
| Prior Service . . . . .     | (1) 2             | -               | 1                  | -              | -                  | -                   | -                  | (1) 1        |
| Reenlistment . . . . .      | (4) 57            | 3               | 15                 | (3) 17         | (1) 9              | 6                   | 4                  | 3            |
| October - Total . . . . .   | (39) 497          | 4               | 17                 | (2) 28         | (2) 13             | 4                   | -                  | (35) 431     |
| No Prior Service . . . . .  | (35) 431          | -               | -                  | -              | -                  | -                   | -                  | (35) 431     |
| Prior Service . . . . .     | 3                 | -               | -                  | -              | 1                  | 2                   | -                  | -            |
| Reenlistment . . . . .      | (4) 63            | 4               | 17                 | (2) 28         | (2) 12             | 2                   | -                  | -            |
| November - Total . . . . .  | (41) 495          | 2               | 4                  | (1) 12         | (1) 7              | (1) 8               | (1) 3              | (37) 459     |
| No Prior Service . . . . .  | (38) 460          | -               | -                  | -              | -                  | 4                   | (1) 1              | (37) 459     |
| Prior Service . . . . .     | 6                 | -               | -                  | -              | -                  | -                   | 2                  | -            |
| Reenlistment . . . . .      | (3) 29            | 2               | 4                  | (1) 12         | (1) 7              | (1) 4               | -                  | -            |
| December - Total . . . . .  | (14) 202          | 3               | 2                  | 8              | (2) 5              | 1                   | 2                  | (12) 181     |
| No Prior Service . . . . .  | (12) 181          | -               | -                  | -              | -                  | -                   | -                  | (12) 181     |
| Prior Service . . . . .     | 2                 | -               | -                  | -              | -                  | -                   | 2                  | -            |
| Reenlistment . . . . .      | (2) 19            | 3               | 2                  | 8              | (2) 5              | 1                   | -                  | -            |
| <u>1952</u>                 |                   |                 |                    |                |                    |                     |                    |              |
| January - Total . . . . .   | (54) 732          | 2               | -                  | 6              | (2) 6              | 3                   | 7                  | (52) 708     |
| No Prior Service . . . . .  | (52) 712          | -               | -                  | -              | -                  | 4                   | 4                  | (52) 708     |
| Prior Service . . . . .     | 8                 | -               | -                  | 1              | 1                  | 3                   | 3                  | -            |
| Reenlistment . . . . .      | (2) 12            | 2               | -                  | 5              | (2) 5              | -                   | -                  | -            |
| February - Total . . . . .  | (53) 497          | 2               | 1                  | (1) 16         | 5                  | 1                   | 9                  | (52) 463     |
| No Prior Service . . . . .  | (52) 464          | -               | -                  | -              | -                  | 1                   | 1                  | (52) 463     |
| Prior Service . . . . .     | 8                 | -               | -                  | -              | -                  | 1                   | 7                  | -            |
| Reenlistment . . . . .      | (1) 25            | 2               | 1                  | (1) 16         | 5                  | -                   | 1                  | -            |
| March - Total . . . . .     | (53) 513          | -               | 3                  | 6              | (2) 9              | 6                   | 8                  | (51) 481     |
| No Prior Service . . . . .  | (51) 486          | -               | -                  | -              | -                  | 2                   | 3                  | (51) 481     |
| Prior Service . . . . .     | 7                 | -               | -                  | -              | -                  | 3                   | 4                  | -            |
| Reenlistment . . . . .      | (2) 20            | -               | 3                  | 6              | (2) 9              | 1                   | 1                  | -            |
| April - Total . . . . .     | (58) 555          | 1               | 1                  | 7              | 12                 | 7                   | 4                  | (58) 523     |
| No Prior Service . . . . .  | (58) 526          | -               | -                  | -              | -                  | 1                   | 2                  | (58) 523     |
| Prior Service . . . . .     | 3                 | -               | -                  | -              | -                  | 1                   | 2                  | -            |
| Reenlistment . . . . .      | 26                | 1               | 1                  | 7              | 12                 | 5                   | -                  | -            |
| May - Total . . . . .       | (44) 512          | 2               | 3                  | 4              | 5                  | 2                   | 3                  | (44) 493     |
| No Prior Service . . . . .  | (44) 493          | -               | -                  | -              | -                  | 1                   | 1                  | (44) 492     |
| Prior Service . . . . .     | 3                 | -               | -                  | -              | -                  | 1                   | 2                  | -            |
| Reenlistment . . . . .      | 16                | 2               | 3                  | 4              | 5                  | 1                   | -                  | 1            |
| June - Total . . . . .      | (94) 847          | -               | 4                  | 9              | (2) 9              | 2                   | 4                  | (92) 819     |
| No Prior Service . . . . .  | (92) 819          | -               | -                  | -              | -                  | 1                   | 1                  | (92) 818     |
| Prior Service . . . . .     | 8                 | -               | 1                  | -              | 1                  | 2                   | 3                  | 1            |
| Reenlistment . . . . .      | (2) 20            | -               | 3                  | 9              | (2) 8              | -                   | -                  | -            |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 42 - NEGRO ENLISTMENTS AND REENLISTMENTS BY GRADE - FY 1952

(Excludes reenlistments in the Army for SCARWAF duty. Data in table below is included in Table 40.)

| Month                              | Total Enlistments | Master Sergeant | Technical Sergeant | Staff Sergeant | Airman First Class | Airman Second Class | Airman Third Class | Basic Airman a/ |
|------------------------------------|-------------------|-----------------|--------------------|----------------|--------------------|---------------------|--------------------|-----------------|
| <u>1951</u>                        |                   |                 |                    |                |                    |                     |                    |                 |
| <u>July - Total</u> . . . . .      | <u>3,645</u>      | <u>1</u>        | <u>6</u>           | <u>27</u>      | <u>51</u>          | <u>53</u>           | <u>330</u>         | <u>3,177</u>    |
| No Prior Service . . . . .         | 3,168             | -               | -                  | -              | -                  | -                   | 52                 | 3,116           |
| Prior Service . . . . .            | 331               | -               | 6                  | 27             | 51                 | 44                  | 267                | 55              |
| Reenlistment . . . . .             | 146               | 1               | 6                  | 27             | 51                 | 44                  | 11                 | 6               |
| <u>August - Total</u> . . . . .    | <u>2,486</u>      | <u>5</u>        | <u>8</u>           | <u>47</u>      | <u>100</u>         | <u>41</u>           | <u>235</u>         | <u>2,050</u>    |
| No Prior Service . . . . .         | 2,015             | -               | -                  | -              | -                  | -                   | -                  | 2,015           |
| Prior Service . . . . .            | 256               | 1               | -                  | 1              | 1                  | 3                   | 221                | 29              |
| Reenlistment . . . . .             | 215               | 4               | 8                  | 46             | 99                 | 38                  | 14                 | 6               |
| <u>September - Total</u> . . . . . | <u>2,808</u>      | <u>8</u>        | <u>9</u>           | <u>73</u>      | <u>104</u>         | <u>49</u>           | <u>200</u>         | <u>2,365</u>    |
| No Prior Service . . . . .         | 2,292             | -               | -                  | -              | -                  | -                   | 3                  | 2,289           |
| Prior Service . . . . .            | 272               | -               | -                  | 5              | 14                 | 4                   | 184                | 65              |
| Reenlistment . . . . .             | 244               | 8               | 9                  | 68             | 90                 | 45                  | 13                 | 11              |
| <u>October - Total</u> . . . . .   | <u>2,288</u>      | <u>12</u>       | <u>21</u>          | <u>89</u>      | <u>105</u>         | <u>51</u>           | <u>87</u>          | <u>1,923</u>    |
| No Prior Service . . . . .         | 1,887             | -               | -                  | -              | -                  | -                   | 1                  | 1,886           |
| Prior Service . . . . .            | 110               | -               | 1                  | 3              | 4                  | 5                   | 68                 | 29              |
| Reenlistment . . . . .             | 291               | 12              | 20                 | 86             | 101                | 46                  | 18                 | 8               |
| <u>November - Total</u> . . . . .  | <u>2,353</u>      | <u>25</u>       | <u>25</u>          | <u>115</u>     | <u>161</u>         | <u>69</u>           | <u>248</u>         | <u>1,710</u>    |
| No Prior Service . . . . .         | 1,663             | -               | -                  | -              | -                  | -                   | 2                  | 1,661           |
| Prior Service . . . . .            | 276               | -               | -                  | 1              | 8                  | 6                   | 219                | 42              |
| Reenlistment . . . . .             | 414               | 25              | 25                 | 114            | 153                | 63                  | 27                 | 7               |
| <u>December - Total</u> . . . . .  | <u>2,143</u>      | <u>11</u>       | <u>33</u>          | <u>156</u>     | <u>169</u>         | <u>81</u>           | <u>233</u>         | <u>1,460</u>    |
| No Prior Service . . . . .         | 1,412             | -               | -                  | -              | -                  | -                   | -                  | 1,412           |
| Prior Service . . . . .            | 244               | -               | 1                  | 1              | 2                  | 6                   | 194                | 40              |
| Reenlistment . . . . .             | 487               | 11              | 32                 | 155            | 167                | 75                  | 39                 | 8               |
| <u>1952</u>                        |                   |                 |                    |                |                    |                     |                    |                 |
| <u>January - Total</u> . . . . .   | <u>2,323</u>      | <u>19</u>       | <u>32</u>          | <u>175</u>     | <u>170</u>         | <u>77</u>           | <u>405</u>         | <u>1,445</u>    |
| No Prior Service . . . . .         | 1,358             | -               | -                  | -              | -                  | -                   | 2                  | 1,356           |
| Prior Service . . . . .            | 455               | -               | 1                  | 2              | 10                 | 7                   | 365                | 70              |
| Reenlistment . . . . .             | 510               | 19              | 31                 | 173            | 160                | 70                  | 38                 | 19              |
| <u>February - Total</u> . . . . .  | <u>2,400</u>      | <u>14</u>       | <u>26</u>          | <u>150</u>     | <u>188</u>         | <u>61</u>           | <u>327</u>         | <u>1,634</u>    |
| No Prior Service . . . . .         | 1,555             | -               | -                  | -              | -                  | -                   | 3                  | 1,552           |
| Prior Service . . . . .            | 379               | -               | -                  | 2              | 8                  | 5                   | 298                | 66              |
| Reenlistment . . . . .             | 466               | 14              | 26                 | 148            | 180                | 56                  | 26                 | 16              |
| <u>March - Total</u> . . . . .     | <u>1,892</u>      | <u>7</u>        | <u>21</u>          | <u>122</u>     | <u>145</u>         | <u>54</u>           | <u>297</u>         | <u>1,246</u>    |
| No Prior Service . . . . .         | 1,151             | -               | -                  | -              | -                  | 1                   | 2                  | 1,148           |
| Prior Service . . . . .            | 393               | -               | -                  | 2              | 13                 | 10                  | 281                | 87              |
| Reenlistment . . . . .             | 348               | 7               | 21                 | 120            | 132                | 43                  | 14                 | 11              |
| <u>April - Total</u> . . . . .     | <u>1,932</u>      | <u>8</u>        | <u>24</u>          | <u>112</u>     | <u>97</u>          | <u>50</u>           | <u>236</u>         | <u>1,405</u>    |
| No Prior Service . . . . .         | 1,353             | -               | -                  | -              | -                  | -                   | 2                  | 1,351           |
| Prior Service . . . . .            | 270               | -               | 1                  | 3              | 5                  | 3                   | 214                | 44              |
| Reenlistment . . . . .             | 309               | 8               | 23                 | 109            | 92                 | 47                  | 20                 | 10              |
| <u>May - Total</u> . . . . .       | <u>2,014</u>      | <u>9</u>        | <u>21</u>          | <u>128</u>     | <u>95</u>          | <u>24</u>           | <u>106</u>         | <u>1,631</u>    |
| No Prior Service . . . . .         | 1,615             | -               | -                  | -              | -                  | -                   | 1                  | 1,614           |
| Prior Service . . . . .            | 102               | 1               | -                  | 3              | 3                  | 4                   | 79                 | 12              |
| Reenlistment . . . . .             | 297               | 8               | 21                 | 125            | 92                 | 20                  | 26                 | 5               |
| <u>June - Total</u> . . . . .      | <u>2,755</u>      | <u>12</u>       | <u>19</u>          | <u>158</u>     | <u>142</u>         | <u>54</u>           | <u>126</u>         | <u>2,244</u>    |
| No Prior Service . . . . .         | 2,235             | -               | -                  | -              | -                  | -                   | 5                  | 2,230           |
| Prior Service . . . . .            | 130               | -               | 8                  | 8              | 3                  | 3                   | 97                 | 11              |
| Reenlistment . . . . .             | 390               | 12              | 11                 | 150            | 139                | 51                  | 24                 | 3               |

a/ Includes Aviation Cadets (See AFR 39-9, dated 31 December 1951.)

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 43 - ENLISTMENTS AND REENLISTMENTS BY TERM - FY 1952

(Excludes Reenlistments in Army for SCARWAF Duty)

| Month                              | Total         | Term of Enlistment or Reenlistment |              |               |           |              |            |
|------------------------------------|---------------|------------------------------------|--------------|---------------|-----------|--------------|------------|
|                                    |               | 2 Years                            | 3 Years      | 4 Years       | 5 Years   | 6 Years      | Indefinite |
| <u>1951</u>                        |               |                                    |              |               |           |              |            |
| <u>July - Total</u> . . . . .      | <u>31,613</u> | -                                  | <u>1,327</u> | <u>28,370</u> | <u>5</u>  | <u>1,449</u> | <u>462</u> |
| No Prior Service . . . . .         | 26,379        | -                                  | -            | 26,379        | -         | -            | -          |
| Prior Service . . . . .            | 1,841         | -                                  | -            | 1,826         | -         | 15           | -          |
| Reenlistment . . . . .             | 3,393         | -                                  | 1,327        | 165           | 5         | 1,434        | 462        |
| <u>August - Total</u> . . . . .    | <u>21,378</u> | -                                  | <u>1,680</u> | <u>17,209</u> | <u>10</u> | <u>1,824</u> | <u>655</u> |
| No Prior Service . . . . .         | 15,455        | -                                  | -            | 15,451        | -         | 4            | -          |
| Prior Service . . . . .            | 1,689         | -                                  | -            | 1,675         | -         | 14           | -          |
| Reenlistment . . . . .             | 4,234         | -                                  | 1,680        | 83            | 10        | 1,806        | 655        |
| <u>September - Total</u> . . . . . | <u>27,232</u> | -                                  | <u>1,469</u> | <u>23,491</u> | <u>9</u>  | <u>1,597</u> | <u>666</u> |
| No Prior Service . . . . .         | 21,457        | -                                  | -            | 21,454        | -         | 3            | -          |
| Prior Service . . . . .            | 1,895         | -                                  | -            | 1,864         | -         | 31           | -          |
| Reenlistment . . . . .             | 3,880         | -                                  | 1,469        | 173           | 9         | 1,563        | 666        |
| <u>October - Total</u> . . . . .   | <u>26,117</u> | -                                  | <u>1,994</u> | <u>20,890</u> | <u>19</u> | <u>2,244</u> | <u>970</u> |
| No Prior Service . . . . .         | 19,926        | -                                  | -            | 19,925        | -         | 1            | -          |
| Prior Service . . . . .            | 854           | -                                  | -            | 775           | -         | 79           | -          |
| Reenlistment . . . . .             | 5,337         | -                                  | 1,994        | 190           | 19        | 2,164        | 970        |
| <u>November - Total</u> . . . . .  | <u>28,483</u> | -                                  | <u>2,368</u> | <u>22,884</u> | <u>35</u> | <u>2,290</u> | <u>906</u> |
| No Prior Service . . . . .         | 21,083        | -                                  | 318          | 20,764        | -         | 1            | -          |
| Prior Service . . . . .            | 2,017         | -                                  | -            | 1,927         | -         | 90           | -          |
| Reenlistment . . . . .             | 5,383         | -                                  | 2,050        | 193           | 35        | 2,199        | 906        |
| <u>December - Total</u> . . . . .  | <u>24,329</u> | -                                  | <u>1,736</u> | <u>19,770</u> | <u>17</u> | <u>2,057</u> | <u>749</u> |
| No Prior Service . . . . .         | 18,101        | -                                  | 156          | 17,931        | -         | 14           | -          |
| Prior Service . . . . .            | 1,698         | -                                  | -            | 1,588         | 7         | 103          | -          |
| Reenlistment . . . . .             | 4,530         | -                                  | 1,580        | 251           | 10        | 1,940        | 749        |
| <u>1952</u>                        |               |                                    |              |               |           |              |            |
| <u>January - Total</u> . . . . .   | <u>27,594</u> | <u>112</u>                         | <u>2,180</u> | <u>22,508</u> | <u>4</u>  | <u>2,160</u> | <u>630</u> |
| No Prior Service . . . . .         | 20,557        | 112                                | 686          | 19,758        | -         | 1            | -          |
| Prior Service . . . . .            | 2,696         | -                                  | 8            | 2,604         | 2         | 82           | -          |
| Reenlistment . . . . .             | 4,341         | -                                  | 1,486        | 146           | 2         | 2,077        | 630        |
| <u>February - Total</u> . . . . .  | <u>25,794</u> | <u>30</u>                          | <u>1,773</u> | <u>21,417</u> | <u>2</u>  | <u>2,042</u> | <u>523</u> |
| No Prior Service . . . . .         | 19,683        | 30                                 | 453          | 19,198        | 1         | 2            | -          |
| Prior Service . . . . .            | 2,163         | -                                  | 5            | 2,065         | 1         | 92           | -          |
| Reenlistment . . . . .             | 3,948         | -                                  | 1,315        | 154           | 8         | 1,948        | 523        |
| <u>March - Total</u> . . . . .     | <u>20,974</u> | <u>287</u>                         | <u>1,609</u> | <u>16,532</u> | <u>8</u>  | <u>2,072</u> | <u>466</u> |
| No Prior Service . . . . .         | 15,103        | 287                                | 477          | 14,337        | -         | 2            | -          |
| Prior Service . . . . .            | 2,161         | -                                  | 7            | 2,045         | 2         | 107          | -          |
| Reenlistment . . . . .             | 3,710         | -                                  | 1,125        | 150           | 6         | 1,963        | 466        |
| <u>April - Total</u> . . . . .     | <u>17,559</u> | <u>255</u>                         | <u>1,575</u> | <u>13,518</u> | <u>4</u>  | <u>1,864</u> | <u>343</u> |
| No Prior Service . . . . .         | 12,678        | 245                                | 508          | 11,923        | -         | 2            | -          |
| Prior Service . . . . .            | 1,531         | -                                  | 1            | 1,473         | -         | 57           | -          |
| Reenlistment . . . . .             | 3,350         | 10                                 | 1,066        | 122           | 4         | 1,805        | 343        |
| <u>May - Total</u> . . . . .       | <u>15,868</u> | <u>73</u>                          | <u>1,662</u> | <u>11,948</u> | <u>7</u>  | <u>1,827</u> | <u>351</u> |
| No Prior Service . . . . .         | 11,628        | 71                                 | 462          | 11,093        | -         | 2            | -          |
| Prior Service . . . . .            | 756           | -                                  | 3            | 662           | 1         | 90           | -          |
| Reenlistment . . . . .             | 3,484         | 2                                  | 1,197        | 193           | 6         | 1,735        | 351        |
| <u>June - Total</u> . . . . .      | <u>21,202</u> | <u>101</u>                         | <u>2,303</u> | <u>16,747</u> | <u>7</u>  | <u>1,731</u> | <u>313</u> |
| No Prior Service . . . . .         | 16,672        | 101                                | 817          | 15,754        | -         | -            | -          |
| Prior Service . . . . .            | 896           | -                                  | 8            | 821           | 2         | 65           | -          |
| Reenlistment . . . . .             | 3,634         | -                                  | 1,478        | 172           | 5         | 1,666        | 313        |

Source: Personnel Statistics Division, DCS/Comptroller, HQ USAF

TABLE 44 - WAF ENLISTMENTS AND REENLISTMENTS BY TERM - FY 1952

(Excludes reenlistments in the Army for SCARWAF duty. Figures in parentheses indicate Negro personnel and are included in the open figures. Data are included in Table 43.)

| Month                       | Total Enlistments | Term of Enlistment or Reenlistment |          |          |         |         |            |
|-----------------------------|-------------------|------------------------------------|----------|----------|---------|---------|------------|
|                             |                   | 2 Years                            | 3 Years  | 4 Years  | 5 Years | 6 Years | Indefinite |
| <u>1951</u>                 |                   |                                    |          |          |         |         |            |
| July - Total . . . . .      | (39) 550          | -                                  | (1) 1    | (38) 548 | -       | 1       | -          |
| No Prior Service . . . . .  | (36) 533          | -                                  | -        | (36) 533 | -       | -       | -          |
| Prior Service . . . . .     | (2) 15            | -                                  | -        | (2) 15   | -       | -       | -          |
| Reenlistment . . . . .      | (1) 2             | -                                  | (1) 1    | -        | -       | 1       | -          |
| August - Total . . . . .    | (24) 416          | -                                  | (1) 19   | (23) 381 | -       | 6       | 10         |
| No Prior Service . . . . .  | (22) 366          | -                                  | -        | (22) 366 | -       | -       | -          |
| Prior Service . . . . .     | 7                 | -                                  | -        | 7        | -       | -       | -          |
| Reenlistment . . . . .      | (2) 43            | -                                  | (1) 19   | (1) 8    | -       | 6       | 10         |
| September - Total . . . . . | (23) 545          | -                                  | (3) 26   | (19) 489 | -       | 13      | (1) 17     |
| No Prior Service . . . . .  | (18) 486          | -                                  | -        | (18) 486 | -       | -       | -          |
| Prior Service . . . . .     | (1) 2             | -                                  | -        | (1) 2    | -       | -       | -          |
| Reenlistment . . . . .      | (4) 57            | -                                  | (3) 26   | 1        | -       | 13      | (1) 17     |
| October - Total . . . . .   | (39) 497          | -                                  | (2) 32   | (36) 435 | -       | (1) 10  | 20         |
| No Prior Service . . . . .  | (35) 431          | -                                  | -        | (35) 431 | -       | -       | -          |
| Prior Service . . . . .     | 3                 | -                                  | 1        | 2        | -       | -       | -          |
| Reenlistment . . . . .      | (4) 63            | -                                  | (2) 31   | (1) 2    | -       | (1) 10  | 20         |
| November - Total . . . . .  | (43) 495          | -                                  | (22) 332 | (17) 149 | -       | (2) 11  | 3          |
| No Prior Service . . . . .  | (38) 460          | -                                  | (21) 318 | (17) 142 | -       | -       | -          |
| Prior Service . . . . .     | 6                 | -                                  | -        | 6        | -       | -       | -          |
| Reenlistment . . . . .      | (3) 29            | -                                  | (1) 14   | 1        | -       | (2) 11  | 3          |
| December - Total . . . . .  | (14) 202          | -                                  | (12) 164 | (2) 25   | -       | 9       | 4          |
| No Prior Service . . . . .  | (12) 181          | -                                  | (10) 156 | (2) 25   | -       | -       | -          |
| Prior Service . . . . .     | 2                 | -                                  | -        | -        | -       | 2       | -          |
| Reenlistment . . . . .      | (2) 19            | -                                  | (2) 8    | -        | -       | 7       | 4          |
| <u>1952</u>                 |                   |                                    |          |          |         |         |            |
| January - Total . . . . .   | (54) 732          | -                                  | (46) 695 | (6) 26   | -       | (2) 8   | 3          |
| No Prior Service . . . . .  | (52) 712          | -                                  | (46) 686 | (6) 26   | -       | -       | -          |
| Prior Service . . . . .     | 8                 | -                                  | 8        | -        | -       | -       | -          |
| Reenlistment . . . . .      | (2) 12            | -                                  | 1        | -        | -       | (2) 8   | 3          |
| February - Total . . . . .  | (53) 497          | -                                  | (51) 471 | (2) 13   | -       | 11      | 2          |
| No Prior Service . . . . .  | (52) 464          | -                                  | (50) 453 | (2) 11   | -       | -       | -          |
| Prior Service . . . . .     | 8                 | -                                  | 5        | 2        | -       | 1       | -          |
| Reenlistment . . . . .      | (1) 25            | -                                  | (1) 13   | -        | -       | 10      | 2          |
| March - Total . . . . .     | (53) 513          | -                                  | (51) 496 | 11       | -       | (2) 4   | 2          |
| No Prior Service . . . . .  | (51) 486          | -                                  | (51) 477 | 9        | -       | -       | -          |
| Prior Service . . . . .     | 7                 | -                                  | 7        | -        | -       | -       | -          |
| Reenlistment . . . . .      | (2) 20            | -                                  | 12       | 2        | -       | (2) 4   | 2          |
| April - Total . . . . .     | (58) 555          | -                                  | (57) 526 | (1) 20   | -       | 8       | 1          |
| No Prior Service . . . . .  | (58) 526          | -                                  | (57) 508 | (1) 18   | -       | -       | -          |
| Prior Service . . . . .     | 3                 | -                                  | 1        | 2        | -       | -       | -          |
| Reenlistment . . . . .      | 26                | -                                  | 17       | -        | -       | 8       | 1          |
| May - Total . . . . .       | (44) 512          | -                                  | (40) 477 | (4) 31   | -       | 3       | 1          |
| No Prior Service . . . . .  | (44) 493          | -                                  | (40) 462 | (4) 31   | -       | -       | -          |
| Prior Service . . . . .     | 3                 | -                                  | 3        | -        | -       | -       | -          |
| Reenlistment . . . . .      | 16                | -                                  | 12       | -        | -       | 3       | 1          |
| June - Total . . . . .      | (94) 847          | -                                  | (91) 838 | (1) 4    | -       | (2) 5   | -          |
| No Prior Service . . . . .  | (92) 819          | -                                  | (91) 817 | (1) 2    | -       | -       | -          |
| Prior Service . . . . .     | 8                 | -                                  | 8        | -        | -       | -       | -          |
| Reenlistment . . . . .      | (2) 20            | -                                  | 13       | 2        | -       | (2) 5   | -          |

Source: Personnel Statistics Division, DCS/Comptroller, HQ USAF

TABLE 45. - NEGRO ENLISTMENTS AND REENLISTMENTS BY TERM - FY 1952

(Excludes Reenlistments in Army for SCARWAF duty. Data are included in Table 43.)

| Month                              | Total        | Term of Enlistment or Reenlistment |         |         |         |         |            |
|------------------------------------|--------------|------------------------------------|---------|---------|---------|---------|------------|
|                                    |              | 2 Years                            | 3 Years | 4 Years | 5 Years | 6 Years | Indefinite |
| <u>1951</u>                        |              |                                    |         |         |         |         |            |
| <u>July - Total</u> . . . . .      | <u>3,645</u> | -                                  | 66      | 3,505   | -       | 63      | 11         |
| No Prior Service . . . . .         | 3,168        | -                                  | -       | 3,168   | -       | -       | -          |
| Prior Service . . . . .            | 331          | -                                  | -       | 330     | -       | 1       | -          |
| Reenlistment . . . . .             | 146          | -                                  | 66      | 7       | -       | 62      | 11         |
| <u>August - Total</u> . . . . .    | <u>2,486</u> | -                                  | 60      | 2,270   | -       | 135     | 21         |
| No Prior Service . . . . .         | 2,015        | -                                  | -       | 2,014   | -       | 1       | -          |
| Prior Service . . . . .            | 256          | -                                  | -       | 253     | -       | 3       | -          |
| Reenlistment . . . . .             | 215          | -                                  | 60      | 3       | -       | 131     | 21         |
| <u>September - Total</u> . . . . . | <u>2,808</u> | -                                  | 74      | 2,579   | 1       | 130     | 24         |
| No Prior Service . . . . .         | 2,292        | -                                  | -       | 2,292   | -       | -       | -          |
| Prior Service . . . . .            | 272          | -                                  | -       | 270     | -       | 2       | -          |
| Reenlistment . . . . .             | 244          | -                                  | 74      | 17      | 1       | 128     | 24         |
| <u>October - Total</u> . . . . .   | <u>2,288</u> | -                                  | 76      | 1,994   | -       | 181     | 27         |
| No Prior Service . . . . .         | 1,887        | -                                  | -       | 1,887   | -       | -       | -          |
| Prior Service . . . . .            | 110          | -                                  | -       | 98      | -       | 12      | -          |
| Reenlistment . . . . .             | 291          | -                                  | 76      | 9       | -       | 169     | 37         |
| <u>November - Total</u> . . . . .  | <u>2,353</u> | -                                  | 117     | 1,930   | 5       | 250     | 51         |
| No Prior Service . . . . .         | 1,663        | -                                  | 21      | 1,642   | -       | 9       | -          |
| Prior Service . . . . .            | 276          | -                                  | -       | 267     | -       | 9       | -          |
| Reenlistment . . . . .             | 414          | -                                  | 96      | 21      | 5       | 241     | 51         |
| <u>December - Total</u> . . . . .  | <u>2,143</u> | -                                  | 122     | 1,657   | 1       | 300     | 63         |
| No Prior Service . . . . .         | 1,412        | -                                  | 10      | 1,402   | -       | -       | -          |
| Prior Service . . . . .            | 244          | -                                  | -       | 234     | -       | 10      | -          |
| Reenlistment . . . . .             | 487          | -                                  | 112     | 21      | 1       | 290     | 63         |
| <u>1952</u>                        |              |                                    |         |         |         |         |            |
| <u>January - Total</u> . . . . .   | <u>2,323</u> | -                                  | 157     | 1,771   | 2       | 350     | 43         |
| No Prior Service . . . . .         | 1,358        | -                                  | 46      | 1,312   | -       | -       | -          |
| Prior Service . . . . .            | 455          | -                                  | -       | 445     | 2       | 8       | -          |
| Reenlistment . . . . .             | 510          | -                                  | 111     | 14      | -       | 342     | 43         |
| <u>February - Total</u> . . . . .  | <u>2,400</u> | -                                  | 165     | 1,899   | 1       | 302     | 33         |
| No Prior Service . . . . .         | 1,555        | -                                  | 50      | 1,504   | -       | 1       | -          |
| Prior Service . . . . .            | 379          | -                                  | -       | 368     | -       | 11      | -          |
| Reenlistment . . . . .             | 466          | -                                  | 115     | 27      | 1       | 290     | 33         |
| <u>March - Total</u> . . . . .     | <u>1,892</u> | -                                  | 136     | 1,493   | 2       | 243     | 18         |
| No Prior Service . . . . .         | 1,151        | -                                  | 51      | 1,099   | -       | 1       | -          |
| Prior Service . . . . .            | 393          | -                                  | -       | 380     | -       | 13      | -          |
| Reenlistment . . . . .             | 348          | -                                  | 85      | 14      | 2       | 229     | 18         |
| <u>April - Total</u> . . . . .     | <u>1,932</u> | 1                                  | 124     | 1,561   | -       | 221     | 25         |
| No Prior Service . . . . .         | 1,353        | 1                                  | 57      | 1,295   | -       | -       | -          |
| Prior Service . . . . .            | 270          | -                                  | -       | 264     | -       | 6       | -          |
| Reenlistment . . . . .             | 309          | -                                  | 67      | 2       | -       | 215     | 25         |
| <u>May - Total</u> . . . . .       | <u>2,014</u> | -                                  | 123     | 1,682   | -       | 192     | 17         |
| No Prior Service . . . . .         | 1,615        | -                                  | 40      | 1,574   | -       | 1       | -          |
| Prior Service . . . . .            | 102          | -                                  | -       | 96      | -       | 6       | -          |
| Reenlistment . . . . .             | 297          | -                                  | 83      | 12      | -       | 185     | 17         |
| <u>June - Total</u> . . . . .      | <u>2,755</u> | -                                  | 240     | 2,276   | -       | 229     | 10         |
| No Prior Service . . . . .         | 2,235        | -                                  | 91      | 2,144   | -       | -       | -          |
| Prior Service . . . . .            | 130          | -                                  | -       | 124     | -       | 6       | -          |
| Reenlistment . . . . .             | 390          | -                                  | 149     | 8       | -       | 223     | 10         |

Source: Personnel Statistics Division, DCS/Comptroller, HQ USAF

**TABLE 46 - MILITARY PERSONNEL ARRIVALS FROM OVERSEAS COMMANDS  
BY AIR AND BY WATER - FY 1952**

(Table below represents personnel who have debarked by air and by water from Overseas Commands and includes only those personnel with permanent change of assignment who have been assigned to a Continental US or an Overseas Port Accounting Unit for separation or for further assignment.)

| Command from which Departed                                       | Jul<br>(1951) | Aug          | Sep          | Oct          | Nov          | Dec          | Jan<br>(1952) | Feb          | Mar          | Apr          | May          | Jun          |
|---|---------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| By AIR  |               |              |              |              |              |              |               |              |              |              |              |              |
| <u>Total</u>  | <u>1,070</u>  | <u>2,115</u> | <u>2,083</u> | <u>2,665</u> | <u>1,608</u> | <u>1,712</u> | <u>1,940</u>  | <u>2,218</u> | <u>2,336</u> | <u>3,652</u> | <u>2,375</u> | <u>2,480</u> |
| <u>Alaskan Air Command - Total</u> . . .                          | 694           | 944          | 354          | 127          | 210          | 523          | 504           | 402          | 367          | 425          | 691          | 672          |
| Officers . . . . .  | 88            | 105          | 48           | 106          | 15           | 17           | 40            | 35           | 20           | 13           | 39           | 21           |
| Enlisted . . . . .  | 606           | 839          | 306          | 21           | 195          | 506          | 464           | 367          | 347          | 412          | 652          | 651          |
| <u>Caribbean Air Command - Total</u> . . .                        | 23            | 43           | -            | 52           | 49           | 44           | 30            | 12           | 22           | 18           | 29           | 30           |
| Officers . . . . .  | 1             | 8            | -            | 13           | 4            | 2            | 3             | 5            | 4            | 2            | 1            | 3            |
| Enlisted . . . . .  | 22            | 35           | -            | 39           | 45           | 42           | 27            | 7            | 18           | 16           | 25           | 27           |
| <u>Far East Air Forces - Total</u> . . . . .                      | 90            | 271          | 1,036        | 1,795        | 729          | 582          | 464           | 1,099        | 872          | 2,152        | 1,311        | 1,386        |
| Officers . . . . .  | 38            | 96           | 416          | 205          | 202          | 263          | 248           | 525          | 526          | 811          | 557          | 538          |
| Enlisted . . . . .  | 52            | 175          | 620          | 1,590        | 527          | 319          | 216           | 574          | 346          | 1,341        | 754          | 848          |
| <u>Military Air Transport<br/>Service (O/S) - Total</u> . . . . . | 175           | 579          | 522          | 45           | 458          | 429          | 624           | 324          | 699          | 617          | 8            | 97           |
| Officers . . . . .  | 5             | 25           | 86           | -            | 24           | 25           | 41            | 90           | 81           | 69           | 8            | 17           |
| Enlisted . . . . .  | 170           | 554          | 436          | 45           | 434          | 404          | 583           | 234          | 618          | 548          | -            | 80           |
| <u>US Air Forces, Europe - Total</u> . . . . .                    | 40            | 70           | 70           | 583          | 77           | 62           | 30            | 203          | 184          | 197          | -            | -            |
| Officers . . . . .  | 18            | 35           | 26           | 99           | 31           | 28           | 13            | 39           | 27           | 26           | -            | -            |
| Enlisted . . . . .  | 22            | 35           | 44           | 484          | 46           | 34           | 17            | 164          | 157          | 171          | -            | -            |
| <u>Other Areas - Total</u> . . . . .                              | 48            | 208          | 101          | 63           | 85           | 72           | 288           | 178          | 192          | 243          | 336          | 295          |
| Officers . . . . .  | 7             | 55           | 16           | 7            | 4            | 12           | 24            | 15           | 14           | 19           | 68           | 57           |
| Enlisted . . . . .  | 41            | 153          | 85           | 56           | 81           | 60           | 264           | 163          | 178          | 224          | 268          | 238          |
| By WATER  |               |              |              |              |              |              |               |              |              |              |              |              |
| <u>Total</u>  | <u>2,757</u>  | <u>2,809</u> | <u>2,668</u> | <u>3,298</u> | <u>8,909</u> | <u>5,361</u> | <u>9,014</u>  | <u>8,101</u> | <u>7,319</u> | <u>6,750</u> | <u>7,964</u> | <u>5,086</u> |
| <u>Alaskan Air Command - Total</u> . . .                          | 144           | 100          | 74           | 375          | 72           | 121          | 68            | 112          | 163          | 54           | 103          | 94           |
| Officers . . . . .  | 27            | 18           | 4            | 120          | 26           | 26           | 24            | 1            | 27           | 22           | 26           | 35           |
| Enlisted . . . . .  | 117           | 82           | 70           | 255          | 46           | 95           | 44            | 111          | 136          | 32           | 77           | 59           |
| <u>Caribbean Air Command - Total</u> . . .                        | 35            | 53           | 40           | 24           | -            | -            | 68            | 29           | 42           | 36           | 12           | 17           |
| Officers . . . . .  | 7             | 10           | 1            | 2            | -            | -            | 9             | 15           | 14           | 13           | 8            | 7            |
| Enlisted . . . . .  | 28            | 43           | 36           | 22           | -            | -            | 59            | 14           | 28           | 23           | 4            | 10           |
| <u>Far East Air Forces - Total</u> . . . . .                      | 1,863         | 1,740        | 1,064        | 2,034        | 7,463        | 4,204        | 5,368         | 5,603        | 4,505        | 4,062        | 4,910        | 3,363        |
| Officers . . . . .  | 217           | 253          | 170          | 862          | 304          | 310          | 539           | 80           | 207          | 225          | 301          | 284          |
| Enlisted . . . . .  | 1,646         | 1,487        | 894          | 1,232        | 7,159        | 3,894        | 4,829         | 5,523        | 4,298        | 3,837        | 4,609        | 3,079        |
| <u>Military Air Transport<br/>Service (O/S) - Total</u> . . . . . | 59            | 22           | 1            | 603          | 54           | 205          | 374           | 636          | 545          | 553          | 582          | 592          |
| Officers . . . . .  | -             | 3            | -            | 273          | 33           | 9            | 36            | -            | 37           | 11           | 43           | 58           |
| Enlisted . . . . .  | 59            | 19           | 1            | 330          | 21           | 196          | 338           | 636          | 508          | 542          | 539          | 534          |
| <u>US Air Forces, Europe - Total</u> . . . . .                    | 615           | 856          | 1,422        | 142          | -            | 49           | 3,086         | 1,622        | 2,002        | 1,967        | 2,288        | 969          |
| Officers . . . . .  | 4             | 77           | 132          | 45           | -            | 48           | 376           | 149          | 192          | 202          | 191          | 123          |
| Enlisted . . . . .  | 611           | 779          | 1,290        | 97           | -            | 1            | 2,710         | 1,473        | 1,810        | 1,765        | 2,097        | 846          |
| <u>Other Areas - Total</u> . . . . .                              | 41            | 38           | 67           | 120          | 1,320        | 782          | 50            | 99           | 62           | 78           | 69           | 51           |
| Officers . . . . .  | -             | 3            | 3            | 13           | 168          | 132          | 10            | 8            | 16           | 10           | 18           | 3            |
| Enlisted . . . . .  | 41            | 35           | 64           | 107          | 1,152        | 650          | 40            | 91           | 46           | 68           | 51           | 48           |

Source: Personnel Statistics Division, DCS/Comptroller, HQ USAF



**TABLE 47 - DEPARTURES OF OVERSEAS REPLACEMENTS (MILITARY PERSONNEL)  
BY AIR AND BY WATER - FY 1952**

(Table below represents personnel who have embarked from Continental US Commands for Overseas by air and by water during the month and includes only those personnel with permanent change of assignment who have been assigned to a Continental US or Overseas Port Accounting Unit for further assignment to an Overseas unit.)

| Command Destination                  | Jul<br>(1951) | Aug           | Sep          | Oct          | Nov           | Dec           | Jan<br>(1952) | Feb           | Mar           | Apr           | May           | Jun           |
|--------------------------------------|---------------|---------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>By Air</b>                        |               |               |              |              |               |               |               |               |               |               |               |               |
| <u>Total</u>                         | <u>242</u>    | <u>1,003</u>  | <u>2,339</u> | <u>3,615</u> | <u>354</u>    | <u>645</u>    | <u>1,017</u>  | <u>1,533</u>  | <u>2,126</u>  | <u>1,462</u>  | <u>1,084</u>  | <u>765</u>    |
| <u>Alaskan Air Command - Total</u>   | -             | 26            | 122          | 377          | -             | 15            | 2             | 86            | 35            | 28            | 30            | 41            |
| Officers                             | -             | 1             | 15           | 12           | -             | 8             | 2             | 54            | -             | 18            | 16            | 37            |
| Enlisted                             | -             | 25            | 107          | 365          | -             | 7             | -             | 32            | 35            | 10            | 14            | 4             |
| <u>Caribbean Air Command - Total</u> | 1             | 16            | -            | 31           | 4             | 67            | 42            | 32            | 20            | -             | 30            | 12            |
| Officers                             | 1             | 2             | -            | 2            | 4             | 1             | -             | 6             | -             | -             | 4             | 3             |
| Enlisted                             | -             | 14            | -            | 29           | -             | 66            | 42            | 26            | 20            | -             | 26            | 9             |
| <u>Far East Air Forces - Total</u>   | 1             | 2             | 997          | 2,203        | 41            | 308           | 292           | 379           | 717           | 656           | 512           | 336           |
| Officers                             | 1             | 2             | 22           | 314          | 4             | 158           | 236           | 253           | 512           | 432           | 444           | 242           |
| Enlisted                             | -             | -             | 975          | 1,889        | 37            | 150           | 56            | 126           | 105           | 224           | 68            | 94            |
| <u>Military Air Transport</u>        |               |               |              |              |               |               |               |               |               |               |               |               |
| <u>Service (O/S) - Total</u>         | 223           | 868           | 790          | 787          | 290           | 238           | 495           | 887           | 589           | 391           | 170           | 298           |
| Officers                             | 41            | 67            | 117          | 248          | 28            | 49            | 82            | 98            | 92            | 42            | 13            | 12            |
| Enlisted                             | 182           | 801           | 673          | 539          | 262           | 189           | 413           | 789           | 497           | 349           | 157           | 286           |
| <u>US Air Forces, Europe - Total</u> | 10            | 26            | 166          | 104          | 13            | 15            | 93            | 122           | 610           | 145           | 261           | 3             |
| Officers                             | 9             | 19            | 84           | 33           | 8             | 10            | 12            | 103           | 113           | 66            | 4             | -             |
| Enlisted                             | 1             | 7             | 82           | 71           | 5             | 5             | 81            | 19            | 497           | 79            | 257           | 3             |
| <u>Other Areas - Total</u>           | 7             | 65            | 264          | 113          | 6             | 2             | 23            | 27            | 155           | 242           | 81            | 75            |
| Officers                             | 2             | 52            | 11           | -            | -             | 1             | -             | 1             | 28            | -             | 11            | 2             |
| Enlisted                             | 5             | 13            | 253          | 113          | 6             | 1             | 23            | 26            | 127           | 242           | 70            | 73            |
| <b>By Water</b>                      |               |               |              |              |               |               |               |               |               |               |               |               |
| <u>Total</u>                         | <u>6,366</u>  | <u>10,074</u> | <u>9,654</u> | <u>8,654</u> | <u>18,255</u> | <u>15,907</u> | <u>13,725</u> | <u>12,550</u> | <u>12,128</u> | <u>13,076</u> | <u>10,782</u> | <u>13,423</u> |
| <u>Alaskan Air Command - Total</u>   | 827           | 1,147         | 728          | 717          | 516           | 827           | 712           | 1,090         | 991           | 873           | 999           | 1,206         |
| Officers                             | 90            | 68            | 73           | 126          | 288           | 66            | 9             | 31            | 82            | 28            | 97            | 63            |
| Enlisted                             | 737           | 1,079         | 655          | 591          | 228           | 761           | 703           | 1,059         | 909           | 845           | 902           | 1,143         |
| <u>Caribbean Air Command - Total</u> | 106           | 174           | 176          | 31           | 14            | 51            | 72            | 74            | 22            | 6             | 32            | 12            |
| Officers                             | 9             | 4             | 8            | 4            | 6             | 6             | -             | 7             | 4             | 6             | 1             | 6             |
| Enlisted                             | 97            | 170           | 168          | 27           | 8             | 45            | 72            | 67            | 18            | -             | 31            | 6             |
| <u>Far East Air Forces - Total</u>   | 1,057         | 2,365         | 3,029        | 3,774        | 14,499        | 8,477         | 7,182         | 6,971         | 5,794         | 8,510         | 5,856         | 7,976         |
| Officers                             | 541           | 688           | 79           | 1            | 1,294         | 633           | 1,018         | 868           | 759           | 687           | 294           | 718           |
| Enlisted                             | 516           | 1,677         | 2,950        | 3,773        | 13,205        | 7,844         | 6,164         | 6,103         | 5,035         | 7,823         | 5,562         | 7,258         |
| <u>Military Air Transport</u>        |               |               |              |              |               |               |               |               |               |               |               |               |
| <u>Service (O/S) - Total</u>         | 713           | 1,228         | 904          | 1,476        | 1,071         | 2,254         | 2,139         | 1,404         | 1,530         | 1,283         | 1,262         | 1,290         |
| Officers                             | 52            | 160           | 83           | 28           | 236           | 88            | 92            | 81            | 203           | 163           | 157           | 151           |
| Enlisted                             | 661           | 1,068         | 821          | 1,448        | 835           | 2,166         | 2,047         | 1,323         | 1,327         | 1,120         | 1,105         | 1,139         |
| <u>US Air Forces, Europe - Total</u> | 2,847         | 3,992         | 3,230        | 2,134        | 1,721         | 3,184         | 3,006         | 2,148         | 3,052         | 1,865         | 1,993         | 2,015         |
| Officers                             | 301           | 370           | 315          | 180          | 348           | 418           | 159           | 180           | 218           | 82            | 99            | 240           |
| Enlisted                             | 2,546         | 3,622         | 2,915        | 1,954        | 1,373         | 2,766         | 2,847         | 1,968         | 2,834         | 1,783         | 1,894         | 1,775         |
| <u>Other Areas - Total</u>           | 816           | 1,168         | 1,587        | 522          | 434           | 1,114         | 614           | 863           | 739           | 539           | 640           | 924           |
| Officers                             | 91            | 171           | 63           | 23           | 349           | 111           | 71            | 62            | 146           | 81            | 40            | 57            |
| Enlisted                             | 725           | 997           | 1,524        | 499          | 85            | 1,003         | 543           | 801           | 593           | 458           | 600           | 867           |

Source: Personnel Statistics Division, DCS/Comptroller, HQ USAF

TABLE 48 - OFFICERS SELECTED FOR PERMANENT PROMOTIONS - FY 1949 THROUGH FY 1952

(All data indicates officers selected for promotion and not necessarily the number of actual promotions due to resignations, etc. All selections with the exception of lieutenants were made by Selection Boards. Promotions for lieutenants were accomplished under Public Law 381, Sec. 508, 1947. According to this law, all second lieutenants were automatically promoted to first lieutenant after completing three (3) years of Promotion List Service.

| Grade to Which Promoted                     | FY 1949       | FY 1950      | FY 1951      | FY 1952      |
|---|---------------|--------------|--------------|--------------|
| <u>TOTAL</u> . . . . .                      | <u>11,942</u> | <u>4,623</u> | <u>7,759</u> | <u>2,063</u> |
| <u>LINE - TOTAL</u> . . . . .               | 11,942        | 4,343        | 7,349        | 1,804        |
| <u>OTHER THAN LINE - TOTAL</u> . . . . .    | -             | 280          | 410          | 259          |
| <u>Colonel - Total</u> . . . . .            | -             | <u>481</u>   | <u>71</u>    | -            |
| Line . . . . .                              | -             | 431          | 51           | -            |
| Other than Line . . . . .                   | -             | 50           | 20           | -            |
| <u>Lieutenant Colonel - Total</u> . . . . . | <u>66</u>     | <u>713</u>   | <u>2,291</u> | <u>279</u>   |
| Line . . . . .                              | 66            | 656          | 2,170        | 255          |
| Other than Line . . . . .                   | -             | 57           | 121          | 24           |
| <u>Major - Total</u> . . . . .              | <u>3,071</u>  | <u>839</u>   | <u>3,795</u> | <u>487</u>   |
| Line . . . . .                              | 3,071         | 783          | 3,648        | 435          |
| Other than Line . . . . .                   | -             | 56           | 147          | 52           |
| <u>Captain - Total</u> . . . . .            | <u>8,059</u>  | <u>2,421</u> | <u>1,090</u> | <u>607</u>   |
| Line . . . . .                              | 8,059         | 2,306        | 991          | 455          |
| Other than Line . . . . .                   | -             | 115          | 99           | 152          |
| <u>First Lieutenant - Total</u> . . . . .   | <u>746</u>    | <u>169</u>   | <u>512</u>   | <u>690</u>   |
| Line . . . . .                              | 746           | 167          | 489          | 659          |
| Other than Line . . . . .                   | -             | 2            | 23           | 31           |

Source: Personnel Requirements and Analysis Division, Directorate of Military Personnel, Hq. USAF.

TABLE 49 - TEMPORARY PROMOTIONS OF OFFICERS TO GENERAL OFFICERS BY GRADE TO WHICH PROMOTED  
- FY 1951 AND FY 1952

(Table indicates the number of actual promotions by month in which promoted for the periods covered. Temporary promotions cover both regular and non regular officers.)

| Date                             | Total      | General  | Lieutenant General | Major General | Brigadier General |
|----------------------------------|------------|----------|--------------------|---------------|-------------------|
| <u>FY 1951 - Total</u> . . . . . | <u>78</u>  | <u>1</u> | <u>5</u>           | <u>22</u>     | <u>50</u>         |
| July (1950) . . . . .            | -          | -        | -                  | -             | -                 |
| August . . . . .                 | 19         | -        | -                  | 7             | 12                |
| September . . . . .              | 2          | -        | -                  | -             | 2                 |
| October . . . . .                | 4          | 1        | -                  | -             | 3                 |
| November . . . . .               | -          | -        | -                  | -             | -                 |
| December . . . . .               | 26         | -        | -                  | 5             | 21                |
| January (1951) . . . . .         | -          | -        | -                  | -             | -                 |
| February . . . . .               | -          | -        | -                  | -             | -                 |
| March . . . . .                  | -          | -        | -                  | -             | -                 |
| April . . . . .                  | 27         | -        | 5                  | 10            | 12                |
| May . . . . .                    | -          | -        | -                  | -             | -                 |
| June . . . . .                   | -          | -        | -                  | -             | -                 |
| <u>FY 1952 - Total</u> . . . . . | <u>103</u> | <u>3</u> | <u>4</u>           | <u>31</u>     | <u>65</u>         |
| July (1951) . . . . .            | 32         | -        | 3                  | 8             | 21                |
| August . . . . .                 | -          | -        | -                  | -             | -                 |
| September . . . . .              | -          | -        | -                  | -             | -                 |
| October . . . . .                | 31         | 3        | -                  | 9             | 19                |
| November . . . . .               | -          | -        | -                  | -             | -                 |
| December . . . . .               | 1          | -        | 1                  | -             | -                 |
| January (1952) . . . . .         | -          | -        | -                  | -             | -                 |
| February . . . . .               | -          | -        | -                  | -             | -                 |
| March . . . . .                  | 37         | -        | -                  | 14            | 23                |
| April . . . . .                  | 2          | -        | -                  | -             | 2                 |
| May . . . . .                    | -          | -        | -                  | -             | -                 |
| June . . . . .                   | -          | -        | -                  | -             | -                 |

Source: Personnel Requirement and Analysis Division, Directorate of Military Personnel, Hq. USAF

TABLE 50- OFFICERS SELECTED FOR TEMPORARY PROMOTIONS BY FISCAL YEAR IN WHICH SELECTED --  
FY 1949 THROUGH FY 1952

(Selections made by Selection Boards do not necessarily mean actual promotions, as cancellations may be made because of resignations, etc. The table includes both regular and non regular officers. The table excludes selections of Captains for promotions accomplished through other than Selection Board actions such as those selected under AFL-36-25. Temporary promotions of Second Lieutenants to First Lieutenants are also excluded as such promotions were not accomplished by action of a Selection Board. Complete data on temporary promotion of lieutenants were not available for this publication.

| Grade to which Selected                     | FY 1949      | FY 1950      | FY 1951       | FY 1952       |
|---|--------------|--------------|---------------|---------------|
| <u>Total</u> . . . . .                      | <u>2,957</u> | <u>2,705</u> | <u>15,097</u> | <u>20,933</u> |
| <u>Line - Total</u> . . . . .               | 2,957        | 2,157        | 14,282        | 19,595        |
| <u>Other Than Line - Total</u> . . . . .    | -            | 548          | 815           | 1,338         |
| <u>Colonel - Total</u> . . . . .            | <u>251</u>   | <u>218</u>   | <u>740</u>    | <u>1,277</u>  |
| Line . . . . .                              | 251          | 199          | 693           | 1,200         |
| Other than Line . . . . .                   | -            | 19           | 47            | 77            |
| <u>Lieutenant Colonel - Total</u> . . . . . | <u>400</u>   | <u>85</u>    | <u>1,499</u>  | <u>2,607</u>  |
| Line . . . . .                              | 400          | 66           | 1,428         | 2,426         |
| Other than Line . . . . .                   | -            | 19           | 71            | 181           |
| <u>Major - Total</u> . . . . .              | <u>793</u>   | <u>665</u>   | <u>3,591</u>  | <u>8,644</u>  |
| Line . . . . .                              | 793          | 607          | 3,444         | 8,008         |
| Other than Line . . . . .                   | -            | 58           | 147           | 636           |
| <u>Captain - Total</u> . . . . .            | <u>1,513</u> | <u>1,737</u> | <u>9,267</u>  | <u>8,405</u>  |
| Line . . . . .                              | 1,513        | 1,285        | 8,717         | 7,961         |
| Other than Line . . . . .                   | -            | 452          | 550           | 444           |

Source: Personnel Requirements and Analysis Division, Directorate of Military Personnel, Hq. USAF.

TABLE 51 - PERMANENT PARTY PERSONNEL BY PERSONNEL IDENTITY - FY 1952

(WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps).

| End of Month        | Total   | Officer |     |               | Warrant Officer |        | Aviation Cadets | Enlisted |        |
|---------------------|---------|---------|-----|---------------|-----------------|--------|-----------------|----------|--------|
|                     |         | Male    | WAF | AFNC and WMSC | Male            | Female |                 | Male     | Female |
| CONTINENTAL US      |         |         |     |               |                 |        |                 |          |        |
| <u>1951</u>         |         |         |     |               |                 |        |                 |          |        |
| July . . . . .      | 496,898 | 76,855  | 389 | 1,754         | 1,849           | 4      | -               | 410,697  | 5,350  |
| August . . . . .    | 497,694 | 77,590  | 398 | 1,839         | 1,855           | 4      | -               | 410,637  | 5,371  |
| September . . . . . | 502,309 | 78,376  | 456 | 1,901         | 1,838           | 3      | -               | 414,243  | 5,492  |
| October . . . . .   | 504,506 | 78,329  | 460 | 1,931         | 1,843           | 4      | -               | 416,367  | 5,572  |
| November . . . . .  | 511,683 | 78,371  | 514 | 1,920         | 1,845           | 4      | -               | 423,321  | 5,708  |
| December . . . . .  | 520,234 | 78,695  | 565 | 1,969         | 1,822           | 4      | -               | 431,243  | 5,936  |
| <u>1952</u>         |         |         |     |               |                 |        |                 |          |        |
| January . . . . .   | 530,781 | 78,591  | 526 | 2,013         | 1,822           | 4      | -               | 441,837  | 5,988  |
| February . . . . .  | 543,242 | 78,005  | 558 | 2,004         | 1,853           | 3      | -               | 454,370  | 6,449  |
| March . . . . .     | 553,801 | 78,212  | 538 | 1,993         | 1,890           | 4      | -               | 464,486  | 6,678  |
| April . . . . .     | 566,687 | 78,613  | 624 | 2,046         | 2,264           | 4      | -               | 475,991  | 7,145  |
| May . . . . .       | 574,798 | 78,901  | 631 | 2,106         | 2,966           | 4      | -               | 482,766  | 7,424  |
| June . . . . .      | 568,291 | 78,777  | 695 | 2,144         | 3,062           | 4      | -               | 476,117  | 7,492  |
| OVERSEAS            |         |         |     |               |                 |        |                 |          |        |
| <u>1951</u>         |         |         |     |               |                 |        |                 |          |        |
| July . . . . .      | 161,495 | 19,599  | 91  | 487           | 709             | 3      | -               | 140,323  | 283    |
| August . . . . .    | 169,524 | 20,697  | 85  | 517           | 677             | 3      | -               | 147,262  | 283    |
| September . . . . . | 184,869 | 22,437  | 83  | 542           | 665             | 3      | -               | 160,883  | 256    |
| October . . . . .   | 191,963 | 23,402  | 81  | 547           | 653             | 3      | -               | 167,009  | 268    |
| November . . . . .  | 196,076 | 23,792  | 81  | 556           | 640             | 3      | -               | 170,756  | 248    |
| December . . . . .  | 205,603 | 24,499  | 88  | 554           | 651             | 3      | -               | 179,547  | 261    |
| <u>1952</u>         |         |         |     |               |                 |        |                 |          |        |
| January . . . . .   | 212,162 | 24,901  | 85  | 541           | 616             | 3      | -               | 185,691  | 325    |
| February . . . . .  | 219,499 | 25,249  | 99  | 577           | 592             | 2      | -               | 192,658  | 322    |
| March . . . . .     | 219,725 | 26,191  | 99  | 605           | 586             | 2      | -               | 191,898  | 344    |
| April . . . . .     | 228,655 | 27,180  | 113 | 643           | 699             | 2      | -               | 199,665  | 353    |
| May . . . . .       | 232,711 | 27,556  | 120 | 630           | 944             | 2      | -               | 203,091  | 368    |
| June . . . . .      | 244,115 | 28,255  | 122 | 642           | 986             | 2      | -               | 213,705  | 403    |

Source: Personnel Statistics Division, DCS/Comptroller, Hq, USAF

TABLE 52 - CONTINENTAL U S STUDENTS (AIR FORCE ONLY) - FY 1952

(WAF - Women in the Air Force; AFNC - Air Force Nurse Corps; WMSC - Women's Medical Specialist Corps.)

| End of Month        | Total   | Officer |     |               | Warrant Officer |        | Aviation Cadets | Enlisted |        |
|---------------------|---------|---------|-----|---------------|-----------------|--------|-----------------|----------|--------|
|                     |         | Male    | WAF | AFNC and WMSC | Male            | Female |                 | Male     | Female |
| <u>1951</u>         |         |         |     |               |                 |        |                 |          |        |
| July . . . . .      | 136,292 | 6,733   | 6   | 57            | 31              | -      | 2,605           | 124,963  | 1,897  |
| August . . . . .    | 131,784 | 7,108   | 4   | 51            | 27              | -      | 2,720           | 119,866  | 2,008  |
| September . . . . . | 128,800 | 7,483   | 48  | 45            | 25              | -      | 2,893           | 115,979  | 2,327  |
| October . . . . .   | 129,907 | 8,287   | 52  | 41            | 21              | -      | 3,576           | 115,409  | 2,521  |
| November . . . . .  | 133,821 | 8,462   | 69  | 38            | 19              | -      | 4,392           | 118,255  | 2,586  |
| December . . . . .  | 131,878 | 8,252   | 52  | 49            | 15              | -      | 4,312           | 116,889  | 2,309  |
| <u>1952</u>         |         |         |     |               |                 |        |                 |          |        |
| January . . . . .   | 137,044 | 8,777   | 107 | 53            | 14              | -      | 5,036           | 120,481  | 2,576  |
| February . . . . .  | 136,993 | 8,758   | 115 | 59            | 18              | -      | 4,863           | 120,628  | 2,552  |
| March . . . . .     | 135,576 | 8,966   | 117 | 62            | 20              | -      | 5,620           | 118,277  | 2,514  |
| April . . . . .     | 128,018 | 8,800   | 82  | 64            | 20              | -      | 6,245           | 110,449  | 2,358  |
| May . . . . .       | 120,223 | 8,466   | 72  | 65            | 25              | -      | 6,267           | 102,912  | 2,416  |
| June . . . . .      | 123,691 | 8,739   | 89  | 62            | 24              | -      | 6,779           | 105,122  | 2,876  |

Source: Personnel Statistics Division DCS/Comptroller, Headquarters USAF.

TABLE 53 - USAF MILITARY DECORATIONS AND AWARDS - FY 1952

(Decorations and Awards are listed below in alphabetical order)

| Months             | Total      | Air Medal  |            |                  | Bronze Star Medal |          |                  | Commendation Ribbon |            |                  | Distinguished Flying Cross |           |                  |
|--------------------|------------|------------|------------|------------------|-------------------|----------|------------------|---------------------|------------|------------------|----------------------------|-----------|------------------|
|                    |            | Total      | Basic      | Oak Leaf Cluster | Total             | Basic    | Oak Leaf Cluster | Total               | Basic      | Oak Leaf Cluster | Total                      | Basic     | Oak Leaf Cluster |
| <u>Total</u> . . . | <u>690</u> | <u>223</u> | <u>204</u> | <u>19</u>        | <u>7</u>          | <u>5</u> | <u>2</u>         | <u>250</u>          | <u>235</u> | <u>15</u>        | <u>17</u>                  | <u>17</u> | -                |
| July (1951) . . .  | 56         | 21         | 20         | 1                | 1                 | -        | 1                | 14                  | 13         | 1                | 4                          | 4         | -                |
| August . . . . .   | 89         | 39         | 35         | 4                | 2                 | 2        | -                | 19                  | 17         | 2                | 1                          | 1         | -                |
| September . . . .  | 93         | 41         | 36         | 5                | -                 | -        | -                | 25                  | 25         | -                | 4                          | 4         | -                |
| October . . . . .  | 159        | 31         | 30         | 1                | 1                 | 1        | -                | 105                 | 102        | 3                | 2                          | 2         | -                |
| November . . . . . | 79         | 39         | 36         | 3                | 1                 | -        | 1                | 14                  | 13         | 1                | 1                          | 1         | -                |
| December . . . . . | 26         | 6          | 6          | -                | -                 | -        | -                | 11                  | 10         | 1                | -                          | -         | -                |
| January (1952)     | 7          | 4          | 3          | 1                | 1                 | 1        | -                | 2                   | 2          | -                | -                          | -         | -                |
| February . . . . . | 19         | 13         | 12         | 1                | 1                 | 1        | -                | 3                   | 2          | 1                | -                          | -         | -                |
| March . . . . .    | 47         | 12         | 11         | 1                | -                 | -        | -                | 7                   | 5          | 2                | 3                          | 3         | -                |
| April . . . . .    | 24         | 8          | 6          | 2                | -                 | -        | -                | 3                   | 2          | 1                | 1                          | 1         | -                |
| May . . . . .      | 47         | 4          | 4          | -                | -                 | -        | -                | 24                  | 23         | 1                | -                          | -         | -                |
| June . . . . .     | 44         | 5          | 5          | -                | -                 | -        | -                | 23                  | 21         | 2                | 1                          | 1         | -                |

| Months             | Distinguished Service Cross |          |                  | Distinguished Service Medal |           |                  | Legion of Merit |           |                  | Medal of Freedom |          |                  |
|--------------------|-----------------------------|----------|------------------|-----------------------------|-----------|------------------|-----------------|-----------|------------------|------------------|----------|------------------|
|                    | Total                       | Basic    | Oak Leaf Cluster | Total                       | Basic     | Oak Leaf Cluster | Total           | Basic     | Oak Leaf Cluster | Total            | Basic    | Oak Leaf Cluster |
| <u>Total</u> . . . | <u>1</u>                    | <u>1</u> | -                | <u>25</u>                   | <u>21</u> | <u>4</u>         | <u>65</u>       | <u>50</u> | <u>15</u>        | <u>1</u>         | <u>1</u> | -                |
| July (1951) . . .  | -                           | -        | -                | 6                           | 5         | 1                | 5               | 4         | 1                | -                | -        | -                |
| August . . . . .   | 1                           | 1        | -                | -                           | -         | -                | 8               | 7         | 1                | 1                | 1        | -                |
| September . . . .  | -                           | -        | -                | 5                           | 4         | 1                | 8               | 4         | 4                | -                | -        | -                |
| October . . . . .  | -                           | -        | -                | 1                           | 1         | -                | 9               | 6         | 3                | -                | -        | -                |
| November . . . . . | -                           | -        | -                | 3                           | 2         | 1                | 12              | 8         | 4                | -                | -        | -                |
| December . . . . . | -                           | -        | -                | 1                           | 1         | -                | 2               | 1         | 1                | -                | -        | -                |
| January (1952)     | -                           | -        | -                | -                           | -         | -                | -               | -         | -                | -                | -        | -                |
| February . . . . . | -                           | -        | -                | 2                           | 2         | -                | -               | -         | -                | -                | -        | -                |
| March . . . . .    | -                           | -        | -                | 3                           | 3         | -                | 7               | 7         | -                | -                | -        | -                |
| April . . . . .    | -                           | -        | -                | -                           | -         | -                | 4               | 4         | -                | -                | -        | -                |
| May . . . . .      | -                           | -        | -                | 3                           | 2         | 1                | 7               | 7         | -                | -                | -        | -                |
| June . . . . .     | -                           | -        | -                | 1                           | 1         | -                | 3               | 2         | 1                | -                | -        | -                |

| Months             | Medal of Honor |          |                  | Purple Heart |           |                  | Silver Medal |           |                  | Silver Star |          |                  |
|--------------------|----------------|----------|------------------|--------------|-----------|------------------|--------------|-----------|------------------|-------------|----------|------------------|
|                    | Total          | Basic    | Oak Leaf Cluster | Total        | Basic     | Oak Leaf Cluster | Total        | Basic     | Oak Leaf Cluster | Total       | Basic    | Oak Leaf Cluster |
| <u>Total</u> . . . | <u>1</u>       | <u>1</u> | -                | <u>50</u>    | <u>46</u> | <u>4</u>         | <u>49</u>    | <u>49</u> | -                | <u>1</u>    | <u>1</u> | -                |
| July (1951) . . .  | 1              | 1        | -                | 4            | 4         | -                | -            | -         | -                | -           | -        | -                |
| August . . . . .   | -              | -        | -                | 9            | 9         | -                | 9            | 9         | -                | -           | -        | -                |
| September . . . .  | -              | -        | -                | 5            | 4         | 1                | 4            | 4         | -                | 1           | 1        | -                |
| October . . . . .  | -              | -        | -                | 5            | 4         | 1                | 5            | 5         | -                | -           | -        | -                |
| November . . . . . | -              | -        | -                | 4            | 3         | 1                | 5            | 5         | -                | -           | -        | -                |
| December . . . . . | -              | -        | -                | 2            | 2         | -                | 4            | 4         | -                | -           | -        | -                |
| January (1952)     | -              | -        | -                | -            | -         | -                | -            | -         | -                | -           | -        | -                |
| February . . . . . | -              | -        | -                | -            | -         | -                | -            | -         | -                | -           | -        | -                |
| March . . . . .    | -              | -        | -                | 5            | 5         | -                | 10           | 10        | -                | -           | -        | -                |
| April . . . . .    | -              | -        | -                | 1            | 1         | -                | 7            | 7         | -                | -           | -        | -                |
| May . . . . .      | -              | -        | -                | 7            | 7         | -                | 2            | 2         | -                | -           | -        | -                |
| June . . . . .     | -              | -        | -                | 8            | 7         | 1                | 3            | 3         | -                | -           | -        | -                |

Source: Awards Branch, Personnel Service Division, Directorate of Military Personnel, DCS/P, Hq USAF

TABLE 54 - SAVING BOND PURCHASE BY AIR FORCE PERSONNEL IN CONTINENTAL US AND OVERSEAS -

FY 1952

(Data below is taken from the inter-departmental Savings Bond Committee Reports which are prepared Monthly for the Committee and are based upon reports from Headquarters USAF Civilian Personnel, Air Force Finance Center, and Statistical Services.

| Items   | July<br>(1951)     | August             | September          | October            | November           | December           |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| <u>Bond Sales (Allotments and Cash Purchases Total a/</u> . . . . . | <u>\$1,975,296</u> | <u>\$2,059,497</u> | <u>\$2,100,053</u> | <u>\$2,625,969</u> | <u>\$2,675,047</u> | <u>\$2,814,932</u> |
| Civilian Allotments and Cash Purchases a/                           | \$1,486,702        | \$1,538,934        | \$1,559,621        | \$1,808,270        | \$1,694,574        | \$1,731,731        |
| Military Allotments and Cash Purchases a/                           | \$488,594          | \$520,563          | \$540,432          | \$817,699          | \$980,473          | \$1,083,201        |
| <u>Civilian Personnel</u>   |                    |                    |                    |                    |                    |                    |
| Civilian Employees on Payroll b/ . . . . .                          | 265,187            | 271,809            | 274,241            | 278,451            | 280,338            | 260,696            |
| Civilians Participating in Pay Reservation Plan b/ . . . . .        | 62,441             | 64,221             | 64,291             | 75,773             | 74,214             | 74,831             |
| Percentage of Civilians Participating b/ . . . . .                  | 23.5               | 23.6               | 23.4               | 27.2               | 26.5               | 28.7               |
| Gross Payroll . . . . .   | \$64,070,062       | \$65,593,739       | \$66,296,787       | \$66,210,999       | \$67,714,864       | \$63,041,385       |
| Amount Allotted on Payroll . . . . .                                | \$1,444,839        | \$1,492,884        | \$1,508,486        | \$1,745,714        | \$1,655,143        | \$1,706,093        |
| Percentage of Total Pay Allotted by Civilians . . . . .             | 2.2                | 2.3                | 2.3                | 2.6                | 2.4                | 2.7                |
| Average Allotment by Civilians . . . . .                            | \$23.14            | \$23.25            | \$23.46            | \$23.04            | \$22.30            | \$22.80            |
| Cash Purchases by Civilians a/ . . . . .                            | \$41,863           | \$46,050           | \$51,135           | \$62,556           | \$39,431           | \$25,638           |
| <u>Military Personnel</u>   |                    |                    |                    |                    |                    |                    |
| Number of Military Personnel Allotments . . . . .                   | 10,223             | 11,429             | 11,473             | 17,299             | 28,707             | 36,043             |
| Amount Allotted by Military Personnel . . . . .                     | \$376,519          | \$410,194          | \$420,283          | \$549,499          | \$820,785          | \$963,688          |
| Average Allotment by Military Personnel . . . . .                   | \$36.83            | \$35.89            | \$37.63            | \$31.76            | \$28.59            | \$26.74            |
| Cash Purchases by Military Personnel a/ . . . . .                   | \$112,075          | \$110,369          | \$120,149          | \$268,200          | \$159,688          | \$119,513          |
|   | January<br>(1952)  | February           | March              | April              | May                | June               |
| <u>Bond Sales (Allotments and Cash Purchases Total a/</u> . . . . . | <u>\$3,664,713</u> | <u>\$3,408,032</u> | <u>\$3,734,574</u> | <u>\$3,572,159</u> | <u>\$3,969,478</u> | <u>\$3,925,750</u> |
| Civilian Allotments and Cash Purchases a/                           | \$2,059,463        | \$1,927,100        | \$1,992,056        | \$1,826,698        | \$2,390,939        | \$2,235,419        |
| Military Allotments and Cash Purchases a/                           | \$1,605,250        | \$1,480,932        | \$1,742,518        | \$1,745,461        | \$1,578,539        | \$1,690,331        |
| <u>Civilian Personnel</u>   |                    |                    |                    |                    |                    |                    |
| Civilian Employees on Payroll . . . . .                             | 263,516            | 264,681            | 270,563            | 269,248            | 275,447            | 286,590            |
| Civilians Participating in the Pay Reservation Plan . . . . .       | 89,110             | 82,431             | 85,664             | 79,406             | 104,530            | 97,193             |
| Percentage of Civilians Participating . . . . .                     | 33.8               | 31.1               | 31.7               | 29.5               | 37.9               | 33.9               |
| Gross Payroll . . . . .   | \$63,243,840       | \$64,773,150       | \$65,413,810       | \$65,104,168       | \$66,596,998       | \$83,111,100       |
| Amount Allotted on Payroll . . . . .                                | \$2,022,575        | \$1,878,381        | \$1,953,312        | \$1,778,692        | \$2,353,983        | \$2,182,057        |
| Percentage of Total Pay Allotted by Civilians . . . . .             | 3.2                | 2.9                | 3.0                | 2.7                | 3.5                | 2.6                |
| Average Allotment by Civilians . . . . .                            | \$22.70            | \$22.79            | \$22.80            | \$22.40            | \$22.52            | \$22.45            |
| Cash Purchases by Civilians a/ . . . . .                            | \$36,888           | \$48,719           | \$38,744           | \$48,006           | \$36,956           | \$53,362           |
| <u>Military Personnel</u>   |                    |                    |                    |                    |                    |                    |
| Number of Military Personnel Allotments . . . . .                   | 57,433             | 52,315             | 62,630             | 69,954             | 57,402             | 63,425             |
| Amount Allotted by Military Personnel . . . . .                     | \$1,479,037        | \$1,354,769        | \$1,609,923        | \$1,644,186        | \$1,473,281        | \$1,564,993        |
| Average Allotments by Military Personnel . . . . .                  | \$25.75            | \$25.90            | \$25.70            | \$23.50            | \$25.67            | \$24.67            |
| Cash Purchases by Military Personnel a/ . . . . .                   | \$126,213          | \$126,163          | \$132,595          | \$101,275          | \$105,258          | \$125,338          |

a/ Cash purchases represent only the cash amounts received from USAF Personnel and released by the disbursing office to the Treasury Department  
 b/ Non-citizens of US were included, July 1951 through November 1951.

Note: All of the following statements are based on end of six month period comparisons, beginning with June 1948:  
 Highest percentage of Civilian participation was indicated, December 1949 - 44.5%  
 Lowest percentage of Civilian participation was indicated, June 1951 - 24.0%  
 June 1952 showed an increase of 8.1 percent in Civilian personnel participation over June 1951.  
 Highest average allotments by Civilian personnel was indicated in June 1948 with an average of \$27.00 each.  
 The lowest average of \$19.00 was held December 1948, June 1949, and December 1949.  
 June 1952 showed an average of \$22.45 allotted per month by Civilian personnel as compared to \$24.00 for June 1951. A general average for Civilians for FY 1952 was \$22.80.  
 The highest monthly average allotment (\$36.00) by the Military was indicated in June 1950 and June 1952; the lowest, in June 1952 with an average of \$24.67 per month. The highest monthly average for Military personnel during FY 1952 was \$37.63 for the month of September 1951. The monthly average for Military personnel allotments for FY 1952 was \$29.05.

Source: Personnel Services Division, Directorate of Military Personnel, DCS/P, Hq. USAF.



TABLE 55 - SUMMARY OF SAVING BONDS PURCHASED BY AIR FORCE PERSONNEL IN CONTINENTAL US AND OVERSEAS - JUN 1948 THROUGH JUN 1952

(The table below is based on the Saving Bond Committee's reports. The Committee receives its reports from Headquarters USAF Civilian Personnel, Air Force Finance Center, and Statistical Services. A table on bonds was released to the "Digest" for the first time in 1947 and covered the period June 1943 through December 1947. However, the table gives only possible resume for the captions indicated and covers FY's 1948 through 1952.)

| Date               | Percentage of Civilian Employees Participating in Class A Pay Reservation Plan | Civilians Participating in Class A Pay Reservations | Military Allotors Participating | Cash Purchases By Civilian Employees<br>a/ | Cash Purchases By Military Personnel<br>a/ | Average Amount Allotted By Civilian Employees | Average Amount Allotted By Military Personnel |
|--------------------|--|---|---------------------------------|--|--|---|---|
| <u>1948</u>        |  |   |                                 |  |  |   |   |
| June . . . . .     | 26.8   | 33,032  | 28,493                          | \$ 89,029                                  | \$ 160,968                                 | \$ 27.00                                      | \$ 22.00                                      |
| December . . . . . | 39.2   | 61,250  | 21,780                          | 52,548                                     | 130,314                                    | 19.00   | 24.00   |
| <u>1949</u>        |  |   |                                 |  |  |   |   |
| June . . . . .     | 40.0   | 68,459  | 17,473                          | \$ 57,780                                  | \$ 165,100                                 | \$ 19.00                                      | \$ 25.00                                      |
| December . . . . . | 44.5   | 150,468   | 11,178                          | 56,639                                     | 88,786                                     | 19.00   | 29.00   |
| <u>1950</u>        |  |   |                                 |  |  |   |   |
| June . . . . .     | 43.7   | 154,453   | 9,241                           | \$ 50,163                                  | \$ 199,714                                 | \$ 20.00                                      | \$ 36.00                                      |
| December . . . . . | 26.5   | 68,107  | 10,540                          | 27,713                                     | 89,275                                     | 23.00   | 34.00   |
| <u>1951</u>        |  |   |                                 |  |  |   |   |
| June . . . . .     | 24.0   | 63,295  | 11,905                          | \$ 40,431                                  | \$ 140,388                                 | \$ 24.00                                      | \$ 36.00                                      |
| December . . . . . | b/ 28.7  | b/ 74,831   | 36,043                          | 25,638                                     | 119,513                                    | 22.80   | 26.74   |
| <u>1952</u>        |  |   |                                 |  |  |   |   |
| June . . . . .     | 33.9   | 97,193  | 63,425                          | \$ 53,362                                  | \$ 125,338                                 | \$ 22.45                                      | \$ 24.67                                      |

a/ Cash purchases as listed in this column represent only the cash amounts received from USAF Personnel and released by the disbursing offices to the Treasury Department.

b/ Non-citizens of US were included, July 1951 through November 1951.

Source: Personnel Services Division, Directorate of Military Personnel, DCS/P, Hq. USAF.

TABLE 56 - COST OF TRAINING USAF MILITARY STUDENTS BY COURSE - FY 1952

(Official costs of training USAF military students were developed in accordance with the uniform principles set forth by course in the table below. The data used to develop the training costs were obtained from reports prepared under the provisions of APR 170-13. The official costs of training are set forth by career fields. The career fields are listed alphabetically, and the courses offered in each career field are listed numerically by Officer and Airman Courses. The assumption has been made that ATRC and AU bases have the single major mission of training, and consequently, the total operating costs of bases, including student pay plus major and intermediate command Headquarters costs, are chargeable against the end product, namely: student graduates. Since costs generated by students eliminated from a course represent a part of the cost of the finished product, eliminate costs are included in the total course cost figures. All costs specifically identified with a particular course or department were costed directly to the course. Other base costs were distributed on an equitable basis to the courses being conducted.)

| Course Number                | Course Title  | Calendar Days | Course Cost |
|------------------------------|---|---------------|-------------|
| FIRST HALF FY 1952           |   |               |             |
| ADMINISTRATIVE COURSES       |   |               |             |
| <u>OFFICERS</u>              |   |               |             |
| 22103                        | Classification & Assignment Officer . . . . .                                 | 48            | \$ 1,170    |
| <u>AIRMEN</u>                |   |               |             |
| 73150                        | Career Guidance . . . . .   | 58            | 795         |
| 73250                        | Personnel Specialist . . . . .  | 42            | 590         |
| 75100                        | Technical Instructor (Armament & Photographic Fields) . . . . .               | 47            | 1,055       |
| 75100                        | Technical Instructor (Radio) . . . . .  | 56            | 970         |
| 75100                        | Technical Instructor (A & E Field General) . . . . .                          | 56            | 675         |
| 75100                        | Technical Instructor (Automotive, Supply & Wire Maintenance Fields) . . . . . | 47            | 610         |
| 75100                        | Technical Instructor (Radar & Electronic Fields) . . . . .                    | 47            | 615         |
| 75100                        | Technical Instructor (A & E Field Special) . . . . .                          | 45            | 745         |
| 75200                        | General Instructor . . . . .  | 56            | 765         |
| AIRCRAFT MAINTENANCE COURSES |   |               |             |
| <u>OFFICERS</u>              |   |               |             |
| 10281                        | Flight Engineer Refresher (Ground Phase B-36) . . . . .                       | 90            | 1,540       |
| 48230                        | Aircraft Maintenance Officer . . . . .  | 200           | 3,915       |
| 48231                        | Maintenance Administration . . . . .  | 60            | 1,030       |
| <u>AIRMEN</u>                |   |               |             |
| 30080                        | A & E Liaison Mechanic . . . . .  | 106           | 3,690       |
| 39950                        | Rotary Wing Mechanic H-13 . . . . .   | 48            | 1,765       |
| 42350                        | Aircraft Propeller Mechanic . . . . .   | 60            | 1,160       |
| 42450                        | Mechanical Accessories & Equipment Technician . . . . .                       | 50            | 1,015       |
| 42550                        | Aircraft Hydraulic Mechanic . . . . .   | 60            | 1,005       |
| 43150                        | Rotary Wing Mechanic H-5 . . . . .  | 48            | 1,765       |
| 43151                        | Aircraft Mechanic General - A & E . . . . .                                   | 163           | 1,640       |
| 43151-A                      | Aircraft Mechanic Special B-36 . . . . .                                      | 40            | 470         |
| 43151-B                      | Aircraft Mechanic Special B-29 . . . . .                                      | 46            | 485         |
| 43151-J                      | Aircraft Mechanic Special B-47 . . . . .                                      | 46            | 545         |
| 43151-SF                     | Aircraft Mechanic Special F-89B . . . . .                                     | 23            | 295         |
| 43152-A                      | Aircraft Reciprocating Mechanic Special R-4360 . . . . .                      | 40            | 770         |
| 43152-B                      | Aircraft Reciprocating Mechanic Special R-3350 . . . . .                      | 40            | 765         |
| 43152-Z                      | Engine Analyzer . . . . .   | 10            | 190         |
| 43153-1                      | Aircraft Jet Engine Mechanic Special J-33 . . . . .                           | 35            | 685         |
| 43153-2                      | Aircraft Jet Engine Mechanic Special J-35 . . . . .                           | 35            | 685         |
| 43153-3                      | Aircraft Jet Engine Mechanic Special J-47 . . . . .                           | 35            | 580         |
| 43154-A                      | Aircraft Electrician Special B-36 . . . . .                                   | 50            | 950         |
| 43154-B                      | Aircraft Electrician General . . . . .  | 60            | 1,145       |
| 43156                        | Aircraft Instrument Mechanic . . . . .  | 60            | 1,000       |
| 43271                        | Flight Engineer Technician . . . . .  | 120           | 2,355       |
| 53150                        | Machinist . . . . .   | 136           | 2,275       |
| 53250                        | Welder . . . . .  | 100           | 2,070       |
| 53450                        | Airframe Repairman . . . . .  | 106           | 1,720       |
| AIR POLICE TRAINING          |   |               |             |
| <u>AIRMAN</u>                |   |               |             |
| 96130                        | Air Police Course . . . . .   | 49            | 1,950       |

(Continued)

TABLE 56 - COST OF TRAINING USAF MILITARY STUDENTS BY COURSE - FY 1952 - CONTINUED

(See headnote on first page)

| Course Number          | Course Title  | Calendar Days | Course Cost |
|------------------------|---|---------------|-------------|
| FIRST HALF FY 1952     |   |               |             |
| COMMUNICATIONS COURSES |   |               |             |
| <u>OFFICERS</u>        |   |               |             |
| 02050                  | Communication Officer . . . . .                             | 315           | \$ 7,875    |
| <u>AIRMEN</u>          |   |               |             |
| 27251                  | Control Tower Operator . . . . .                            | 82            | 945         |
| 27270                  | Air Traffic Control Operator . . . . .                      | 47            | 670         |
| 29150                  | Teletype Operator . . . . .                                 | 76            | 885         |
| 29250                  | Cryptographic Operator . . . . .                            | 56            | 780         |
| 29350                  | Radio Operator - General . . . . .                          | 192           | 2,280       |
| 29352                  | Radio Intercept Operator . . . . .                          | 23            | 350         |
| 30120                  | Radio Fundamentals . . . . .                                | 154           | 2,155       |
| 30150                  | Radio Mechanic - Airborne Equipment . . . . .               | 56            | 890         |
| 30151                  | Radio Mechanic - Ground Equipment . . . . .                 | 56            | 835         |
| 30171                  | Radio Maintenance Technician - Airborne Equipment . . . . . | 189           | 3,215       |
| 30173                  | Radio Maintenance Technician - Ground Equipment . . . . .   | 224           | 3,795       |
| 36150                  | Installer Cableman . . . . .                                | 140           | 1,835       |
| 36250                  | Central Office Equipment Mechanic . . . . .                 | 99            | 1,270       |
| 36251                  | Carrier Repeater Mechanic . . . . .                         | 111           | 1,505       |
| 36350                  | Communications Machine Repairman . . . . .                  | 158           | 2,060       |
| CONTROLLER COURSES     |   |               |             |
| <u>OFFICERS</u>        |   |               |             |
| 24010                  | Machines Records Officer . . . . .                          | 53            | 1,260       |
| 63022                  | Budget Officer . . . . .                                    | 54            | 1,105       |
| 64022                  | Statistical Services Officer . . . . .                      | 60            | 1,235       |
| <u>AIRMEN</u>          |   |               |             |
| 26801                  | Budget & Fiscal Clerk . . . . .                             | 41            | 580         |
| 27201                  | Key Punch Machine Operator . . . . .                        | 12            | 205         |
| 40001                  | Tabulating Machine Operator . . . . .                       | 70            | 1,295       |
| 62200                  | Finance Technical Clerk . . . . .                           | 82            | 1,190       |
| 81050                  | Basic - Budget, Accounting & Disbursing Course . . . . .    | 88            | 1,180       |
| 81370                  | Cost Analysis Technician . . . . .                          | 58            | 815         |
| 81470                  | Auditing Technician . . . . .                               | 117           | 2,020       |
| 83150                  | Statistical Specialist . . . . .                            | 76            | 1,075       |
| 83250                  | Machine Accounting . . . . .                                | 76            | 1,095       |
| ENGINEER COURSES       |   |               |             |
| <u>AIRMEN</u>          |   |               |             |
| 56150-S                | Cummins Generator Operator . . . . .                        | 18            | 350         |
| 56550-S                | Heating Specialist . . . . .                                | 24            | 415         |
| FLYING COURSES         |   |               |             |
| <u>OFFICERS</u>        |   |               |             |
| 1025                   | Pilot to Pilot AOB . . . . .                                | 97            | 11,355      |
| 1035-G                 | Bombardment - Flexible Gunnery Training . . . . .           | 21            | 740         |
| 07888                  | Staff Officer - ECM Indoctrination . . . . .                | 5             | 145         |
| 10140                  | Aircraft Controller . . . . .                               | 56            | 4,580       |
| 32441                  | Bombardment Defense Officer . . . . .                       | 90            | 2,190       |
| 103100                 | Radar Bombardier Refresher . . . . .                        | 48            | 5,565       |
| 103401                 | Navigation Training for Bombardiers . . . . .               | 168           | 10,650      |
| 103403                 | Navigator Training (To include refresher) . . . . .         | 49            | 2,340       |
| 103404                 | Navigator Instructor . . . . .                              | 21            | 965         |
| 103700                 | Navigator to Navigator - Bombardier . . . . .               | 90            | 10,915      |
| 103700                 | Bombardier to Navigator - Bombardier . . . . .              | 66            | 8,445       |
| 103702                 | "K" System Training for Navigator - Bombardier . . . . .    | 54            | 6,135       |
| 103703                 | Bombardment Instructor . . . . .                            | 35            | 2,945       |
| 105400                 | Liaison Pilot . . . . .                                     | 120           | 9,455       |

(Continued)

TABLE 56 - COST OF TRAINING USAF MILITARY STUDENTS BY COURSE - FY 1952 - CONTINUED

(See headnote on first page)

| Course Number  | Course Title   | Calendar Days | Course Cost |
|--|--|---------------|-------------|
| FIRST HALF FY 1952                                       |  |               |             |
| FLYING COURSES (CONTINUED)                               |  |               |             |
| <u>OFFICERS</u>  |  |               |             |
| 105402-X   | Basic Pilot Instructor School . . . . .                | 40            | \$ 3,305    |
| 105403-K   | Single Engine Pilot Instructor School . . . . .        | 40            | 3,305       |
| 105404-K   | Multi Engine Pilot Instructor School . . . . .         | 40            | 3,305       |
| 105900   | A/C Gunnery Instructor Training . . . . .              | 70            | 38,725      |
| 106601   | Helicopter Pilot Training - H5 . . . . .               | 82            | 6,705       |
| 106602   | Helicopter Pilot Training - H13 . . . . .              | 34            | 4,040       |
|  | All Weather Fighter Interceptor Training . . . . .     | 56            | 7,310       |
|  | Combat Crew Training School (Jet) . . . . .            | 56            | 23,815      |
| <u>CADETS</u>  |  |               |             |
| 1051   | USAF Basic Pilot School M. E. . . . .                  | 168           | 18,195      |
| 1054   | USAF Basic Pilot School S. E. (Jet) . . . . .          | 182           | 22,730      |
| 1054   | USAF Basic Pilot School S. E. (Conventional) . . . . . | 171           | 13,970      |
| 105401   | USAF Primary Pilot School . . . . .                    | 205           | 12,635      |
| <u>AIRMEN</u>  |  |               |             |
| 32351-F  | Flexible Gunnery Training B-26 . . . . .               | 14            | 205         |
| 32351-F  | Flexible Gunnery Training B-29 . . . . .               | 56            | 1,505       |
| GUIDED MISSILES COURSES                                  |  |               |             |
| <u>OFFICERS</u>  |  |               |             |
| 10451  | Guided Missiles Guidance & Control Officer . . . . .   | 147           | 3,250       |
| <u>AIRMEN</u>  |  |               |             |
| 31100  | Guided Missiles Fundamentals . . . . .                 | 41            | 655         |
| 31300  | Guided Missiles Guidance Technician . . . . .          | 99            | 1,795       |
| 31400  | Guided Missiles Attitude Control Technician . . . . .  | 64            | 1,005       |
| INTELLIGENCE COURSES                                     |  |               |             |
| <u>OFFICERS</u>  |  |               |             |
| 85031  | Photo & Radar Interpretation Officer . . . . .         | 112           | 2,585       |
| 95000  | Air Intelligence Officer . . . . .                     | 71            | 1,660       |
| <u>AIRMEN</u>  |  |               |             |
| 20450  | Intelligence Operations Specialist . . . . .           | 64            | 980         |
| 20451  | Photo Interpretation Specialist . . . . .              | 76            | 1,170       |
| MILITARY INDOCTRINATION COURSES                          |  |               |             |
| <u>AIRMEN</u>  |  |               |             |
| 00010  | Basic Military Training (Male) . . . . .               | 56            | 735         |
| 00011  | Basic Military Training (Female) . . . . .             | 56            | 735         |
| 00012  | Basic Military Training (ANG) . . . . .                | 56            | 735         |
| 00013  | Basic Military Training (Prior Service) . . . . .      | 32            | 425         |
| 21200  | Officers Candidate School . . . . .                    | 168           | 2,660       |
| MUNITIONS WEAPONS MAINTENANCE & ARMAMENT SYSTEMS COURSES |  |               |             |
| <u>OFFICERS</u>  |  |               |             |
| 45930  | Armament Systems Officer . . . . .                     | 281           | 5,865       |
| 45931  | Armament Systems Officer-Cross Training . . . . .      | 170           | 3,530       |
| <u>AIRMEN</u>  |  |               |             |
| 32020  | Armament Systems Fundamentals . . . . .                | 117           | 1,685       |

(Continued)

TABLE 56 - COST OF TRAINING USAF MILITARY STUDENTS BY COURSE - FY 1952 - *Continued*

(See headnote on first page)

| Course Number  | Course Title   | Calendar Days | Course Cost |
|--|--|---------------|-------------|
| FIRST HALF FY 1952   |  |               |             |
| MUNITIONS WEAPONS MAINTENANCE & ARMAMENT SYSTEMS COURSES (CONTINUED) |  |               |             |
| <u>AIRMEN</u>  |  |               |             |
| 32150-A  | "M" Series Bombsight Mechanic . . . . .                  | 30            | \$ 485      |
| 32150-B  | "K" Series Systems Mechanic . . . . .                    | 117           | 1,805       |
| 32171-E  | "K" Series Systems Mechanic . . . . .                    | 158           | 2,310       |
| 32250-A  | "E" Series Systems Mechanic . . . . .                    | 58            | 805         |
| 32250-B  | AN/APG-30 Sight Systems Mechanic . . . . .               | 41            | 540         |
| 32250-C  | "A & K" Gun, Bomb & Rocket Sighting Mechanic . . . . .   | 29            | 370         |
| 32350-A  | Turret Systems Mechanic B-36 . . . . .                   | 76            | 1,045       |
| 32350-B  | Gunlaying Systems Mechanic B-36 . . . . .                | 76            | 1,010       |
| 32350-F  | Turret Systems Mechanic B-26, B-29 & B-50 . . . . .      | 111           | 1,410       |
| 32371-F  | Turret Systems Technician B-26, B-29 & B-50 . . . . .    | 41            | 570         |
| 46150  | Basic Munitions . . . . .                                | 58            | 740         |
| 46250  | Basic Weapons Repair . . . . .                           | 76            | 985         |
| 95521  | Pre-K1 AN/APS-23 . . . . .                               | 29            | 435         |
| PHOTOGRAPHIC COURSES   |  |               |             |
| <u>OFFICERS</u>  |  |               |             |
| 85020  | Aerial Photographic Officer . . . . .                    | 95            | 3,110       |
| <u>AIRMEN</u>  |  |               |             |
| 23150  | Aerial Photographer . . . . .                            | 70            | 3,000       |
| 23250  | Photo & Laboratory Technician . . . . .                  | 99            | 1,420       |
| 40350  | Camera Repairman . . . . .                               | 70            | 925         |
| RADAR COURSES  |  |               |             |
| <u>OFFICERS</u>  |  |               |             |
| 01106  | Electronics Officer - Ground . . . . .                   | 233           | 4,645       |
| 01410  | Electronics Officer - Air . . . . .                      | 245           | 5,395       |
| 7888-X   | Electronics Counter Measures Officer . . . . .           | 280           | 9,185       |
| <u>AIRMEN</u>  |  |               |             |
| 27272  | Aircraft Landing Control Operator . . . . .              | 70            | 1,060       |
| 27350  | Aircraft Control & Warning Operator . . . . .            | 35            | 410         |
| 30220  | Airmen Electronics Fundamentals . . . . .                | 134           | 1,465       |
| 30250  | Radar Mechanic-Airborne Equipment . . . . .              | 82            | 1,110       |
| 30251-A  | Radar Mechanic AC&W Equipment . . . . .                  | 82            | 1,135       |
| 30271  | Radar Technician-Airborne Equipment . . . . .            | 106           | 2,065       |
| 32150-F  | APQ-24 System Mechanic . . . . .                         | 82            | 1,160       |
| 32171-F  | Q-24 System Technician . . . . .                         | 87            | 1,575       |
| 32273-B  | Radar Technician Air Traffic Control Equipment . . . . . | 117           | 2,170       |
| 30273-C  | Radar Technician AH/MSQ-1 . . . . .                      | 93            | 1,800       |
| 95307  | Radar Repairman - OCA . . . . .                          | 117           | 1,980       |
| SUPPLY COURSES   |  |               |             |
| <u>OFFICERS</u>  |  |               |             |
| 40000  | Supply Officer General . . . . .                         | 58            | 1,230       |
| <u>AIRMEN</u>  |  |               |             |
| 64050  | Supply Technician . . . . .                              | 64            | 745         |
| WEATHER COURSES  |  |               |             |
| <u>OFFICERS</u>  |  |               |             |
| 82053  | Weather Equipment Engineering Officer . . . . .          | 152           | 1,930       |
| 82197  | High Altitude Forecaster Officer . . . . .               | 71            | 1,145       |

(Continued)

TABLE 56 - COST OF TRAINING USAF MILITARY STUDENTS BY COURSE - FY 1952 - CONTINUED

(See headnote on first page)

| Course Number                   | Course Title   | Calendar Days | Course Cost |
|---------------------------------|--|---------------|-------------|
| FIRST HALF FY 1952              |  |               |             |
| WEATHER COURSES (CONTINUED)     |  |               |             |
| <u>AIRMEN</u>                   |  |               |             |
| 25000-A                         | Basic Weather Services (Equipment Channel) . . . . .                         | 130           | \$ 2,365    |
| 25000-B                         | Basic Weather Services (Observer Channel) . . . . .                          | 95            | 1,590       |
| 25100                           | Advanced Weather Equipment . . . . .   | 142           | 2,585       |
| 25171                           | Intermediate Weather Equipment (Radar Phase) (Ke) . . . . .                  | 99            | 1,310       |
| 25171                           | Intermediate Weather Equipment (Weather Phase) (CH) . . . . .                | 71            | 1,485       |
| 25200                           | Advanced Meteorological . . . . .  | 200           | 3,390       |
| 25270                           | Intermediate Meteorological . . . . .  | 237           | 3,810       |
| 25271                           | Climatological . . . . .   | 237           | 3,975       |
| MISCELLANEOUS TECHNICAL COURSES |  |               |             |
| <u>OFFICERS</u>                 |  |               |             |
| 01000                           | Electronic Fundamentals - Phase 1 . . . . .                                  | 128           | 2,460       |
| 09130                           | Transportation Officer . . . . .   | 58            | 1,685       |
| 13833                           | Fire & Aircraft Crash Rescue Officer . . . . .                               | 88            | 6,040       |
| 48050                           | Automotive Maintenance & Repair Officer . . . . .                            | 94            | 2,120       |
| 73145                           | Radiological Defense Officer . . . . .                                       | 42            | 1,325       |
| <u>AIRMEN</u>                   |  |               |             |
| 34130                           | Instrument Trainer Repairman . . . . .                                       | 60            | 990         |
| 34150                           | Instrument Trainer Repairman - Special Z-1 . . . . .                         | 80            | 1,455       |
| 47151                           | Automotive Mechanic - Senior . . . . .                                       | 105           | 1,385       |
| 60350                           | Special Vehicle Operator . . . . .   | 58            | 830         |
| 70250                           | Basic Clerical . . . . .   | 76            | 870         |
| 95150                           | Basic Fire Fighter & Crash Rescueman . . . . .                               | 47            | 1,120       |
| 99550                           | Radiological Specialist . . . . .  | 29            | 445         |
| LAST HALF FY 1952               |  |               |             |
| ADMINISTRATIVE COURSES          |  |               |             |
| <u>OFFICERS</u>                 |  |               |             |
| 22103                           | Classification & Assignment Officer . . . . .                                | 47            | 1,065       |
| <u>AIRMEN</u>                   |  |               |             |
| 73150                           | Career Guidance . . . . .  | 58            | 790         |
| 73250                           | Personnel Specialist . . . . .   | 35            | 495         |
| 75100                           | Technical Instructor (Armament & Photographic Field) . . . . .               | 49            | 1,205       |
| 75100                           | Technical Instructor (A & E Field - General) . . . . .                       | 47            | 1,050       |
| 75100                           | Technical Instructor (Radio) . . . . .                                       | 56            | 1,100       |
| 75100                           | Technical Instructor (A & E Field - General) . . . . .                       | 56            | 745         |
| 75100                           | Technical Instructor (Automotive, Supply & Wire Maintenance Field) . . . . . | 47            | 650         |
| 75100                           | Technical Instructor (Radar & Electronic Field) . . . . .                    | 47            | 630         |
| 75100                           | Technical Instructor (A & E Field - Special) . . . . .                       | 47            | 675         |
| 75200                           | General Instructor School . . . . .  | 56            | 985         |
| AIRCRAFT MAINTENANCE COURSES    |  |               |             |
| <u>OFFICERS</u>                 |  |               |             |
| 10281                           | Flight Engineer Refresher (Ground Phase B-36) . . . . .                      | 105           | 2,710       |
| 48230                           | Aircraft Maintenance Officer . . . . .                                       | 233           | 5,805       |
| 48231                           | Maintenance Administration . . . . .   | 70            | 1,835       |
| <u>AIRMEN</u>                   |  |               |             |
| 30080                           | A & E Liaison Mechanic . . . . .   | 105           | 3,440       |
| 39950                           | Rotary Wing Mechanic H-13 . . . . .  | 47            | 1,865       |
| 42350                           | Aircraft Propeller Mechanic . . . . .  | 70            | 1,045       |
| 42450                           | Mechanical Accessories & Equipment Technician . . . . .                      | 58            | 950         |

(Continued)

TABLE 56 - COST OF TRAINING USAF MILITARY STUDENTS BY COURSE - FY 1952 - CONTINUED

(See headnote on first page)

| Course Number                            | Course Title  | Calendar Days | Course Cost |
|--|---|---------------|-------------|
| LAST HALF FY 1952                        |   |               |             |
| AIRCRAFT MAINTENANCE COURSES (CONTINUED) |   |               |             |
| <u>AIRMEN</u>                            |   |               |             |
| 42550                                    | Aircraft Hydraulic Mechanic . . . . .                       | 70            | \$ 1,015    |
| 42550-1                                  | Aircraft Hydraulic Mechanic B-47 . . . . .                  | 12            | 165         |
| 43150                                    | Rotary Wing Mechanic H-5 . . . . .                          | 47            | 1,620       |
| 43151                                    | Aircraft Mechanic General - A & E . . . . .                 | 163           | 1,715       |
| 43151-1                                  | A & E - Jet General . . . . .                               | 112           | 1,960       |
| 43151-A                                  | Aircraft Mechanic Special B-36 . . . . .                    | 41            | 515         |
| 43151-B                                  | Aircraft Mechanic Special B-29 . . . . .                    | 46            | 515         |
| 43151-H-1                                | Aircraft Mechanic - Jet . . . . .                           | 23            | 425         |
| 43152-A                                  | Aircraft Reciprocating Engine Mechanic R-4360 . . . . .     | 47            | 705         |
| 43152-B                                  | Aircraft Reciprocating Engine Mechanic R-3350 . . . . .     | 47            | 700         |
| 43152-Z                                  | Engine Analyzer . . . . .                                   | 12            | 205         |
| 43153-1                                  | Aircraft Jet Engine Mechanic Special J-33 . . . . .         | 41            | 610         |
| 43153-2                                  | Aircraft Jet Engine Mechanic Special J-35 . . . . .         | 41            | 600         |
| 43153-3                                  | Aircraft Jet Engine Mechanic Special J-47 . . . . .         | 41            | 605         |
| 43153-OM                                 | Aircraft Jet Engine Mechanic (Matador) . . . . .            | 23            | 380         |
| 43154-A                                  | Aircraft Electrician Special B-36 . . . . .                 | 58            | 895         |
| 43154-B                                  | Aircraft Electrician - General . . . . .                    | 70            | 1,015       |
| 43156                                    | Aircraft Instrument Mechanic . . . . .                      | 70            | 1,020       |
| 43156-3-6                                | Zero Reader . . . . .                                       | 11            | 160         |
| 43271                                    | Flight Engineer Technician . . . . .                        | 140           | 2,045       |
| 53150                                    | Machinist . . . . .   | 134           | 2,050       |
| 53250                                    | Welder . . . . .  | 123           | 1,835       |
| 53271                                    | Metals Technician . . . . .                                 | 58            | 1,040       |
| 53450                                    | Airframe Repairman . . . . .                                | 112           | 2,025       |
| COMMUNICATIONS COURSES                   |   |               |             |
| <u>OFFICERS</u>                          |   |               |             |
| 02050                                    | Communications Officer . . . . .                            | 315           | 7,750       |
| <u>AIRMEN</u>                            |   |               |             |
| 27251                                    | Control Tower Operator . . . . .                            | 82            | 890         |
| 27270                                    | Air Traffic Control Operator . . . . .                      | 47            | 580         |
| 29150                                    | Teletype Operator . . . . .                                 | 76            | 1,000       |
| 29250                                    | Cryptographic Operator . . . . .                            | 53            | 735         |
| 29350                                    | Radio Operator - General . . . . .                          | 193           | 2,165       |
| 29352                                    | Radio Intercept Operator . . . . .                          | 23            | 270         |
| 30120                                    | Radio Fundamentals . . . . .                                | 134           | 1,845       |
| 30150                                    | Radio Mechanic - Airborne Equipment . . . . .               | 53            | 830         |
| 30151                                    | Radio Mechanic - Ground Equipment . . . . .                 | 77            | 1,295       |
| 30171                                    | Radio Maintenance Technician - Airborne Equipment . . . . . | 189           | 3,175       |
| 30173                                    | Radio Maintenance Technician - Ground Equipment . . . . .   | 224           | 3,815       |
| 36150                                    | Installer Cableman . . . . .                                | 140           | 1,810       |
| 36250                                    | Central Office Equipment Mechanic . . . . .                 | 99            | 1,455       |
| 36251                                    | Carrier Repeater Mechanic . . . . .                         | 111           | 1,680       |
| 36350                                    | Communications Machine Repairman . . . . .                  | 158           | 2,045       |
| COMPTROLLER COURSES                      |   |               |             |
| <u>OFFICERS</u>                          |   |               |             |
| 63022                                    | Budget Officer . . . . .                                    | 53            | 1,135       |
| 64020                                    | Statistical Services Officer . . . . .                      | 70            | 1,515       |
| <u>AIRMEN</u>                            |   |               |             |
| 81050                                    | Basic - Budget, Accounting & Disbursing . . . . .           | 88            | 1,175       |
| 81470                                    | Auditing Technician . . . . .                               | 117           | 1,605       |
| 83150                                    | Statistical Specialist . . . . .                            | 76            | 1,050       |
| 83250                                    | Machine Accounting . . . . .                                | 76            | 1,040       |

(Continued)

TABLE 56 - COST OF TRAINING USAF MILITARY STUDENTS BY COURSE - FY 1952 - CONTINUED

(See headnote on first page)

| Course Number           | Course Title  | Calendar Days | Course Cost |
|-------------------------|---|---------------|-------------|
| LAST HALF FY 1952       |   |               |             |
| ENGINEER COURSES        |   |               |             |
| <u>AIRMEN</u>           |   |               |             |
| 56150-S                 | Cummins Generator Operator . . . . .                          | 18            | \$ 505      |
| 56550-S                 | Heating Specialist . . . . .                                  | 24            | 595         |
| FLYING COURSES          |   |               |             |
| <u>OFFICERS</u>         |   |               |             |
| 0520-C-EI               | Radar Observer - All Weather . . . . .                        | 175           | 10,115      |
| 0520-X-EI               | Radar Observer - All Weather . . . . .                        | 105           | 8,125       |
| 1025                    | Pilot to Pilot AOB (Advanced Phase) . . . . .                 | 121           | 11,705      |
| 1544-G                  | Bombardment - Flexible Gunnery Training . . . . .             | 21            | 910         |
| 07888                   | Staff Officer - ECM Indoctrination . . . . .                  | 5             | 145         |
| 10140                   | Aircraft Controller . . . . .                                 | 56            | 5,325       |
| 32441                   | Bombardment Defense Officer . . . . .                         | 105           | 4,800       |
| 103100                  | Radar Bombardier Refresher . . . . .                          | 58            | 6,145       |
| 103403                  | Navigator Refresher . . . . .                                 | 49            | 2,620       |
| 103700                  | Navigator to Navigator Bombardier (Advanced Phase) . . . . .  | 118           | 12,765      |
| 103700                  | Bombardier to Navigator Bombardier (Advanced Phase) . . . . . | 80            | 9,430       |
| 103703                  | Bombardment Instructor . . . . .                              | 47            | 3,615       |
| 105101                  | Instrument Pilot Instructor . . . . .                         | 51            | 8,885       |
| 105400                  | Liaison Pilot . . . . .                                       | 105           | 6,430       |
| 105401-K                | Primary Instructor Training . . . . .                         | 56            | 4,610       |
| 105403-K                | Basic Pilot Instructor Training . . . . .                     | 56            | 4,610       |
| 105404                  | Central Instructor School (Academic) . . . . .                | 42            | 1,920       |
| 105800                  | Jet Transition . . . . .                                      | 21            | 3,070       |
| 105900                  | Aircraft Gunnery Instructor Training . . . . .                | 70            | 30,505      |
| 105902-K                | Jet Upgrading . . . . .                                       | 40            | 5,990       |
| 105903                  | Instrument Pilot Instructor - Jet Phase . . . . .             | 57            | 7,425       |
| 106601                  | Helicopter Pilot - H5 . . . . .                               | 70            | 5,675       |
| 106602                  | Helicopter Pilot - H13 . . . . .                              | 35            | 3,650       |
| 150001                  | Basic Observer - Pilots . . . . .                             | 168           | 7,385       |
| 150001                  | Basic Observer - Navigators & Bombardiers . . . . .           | 154           | 6,760       |
| 153100-P                | Advanced Observer - B29 (Non-rated) . . . . .                 | 94            | 4,435       |
| 154400                  | Bombardier Course . . . . .                                   | 35            | 2,450       |
| 51-150000               | Basic Observer - (Non-rated) . . . . .                        | 196           | 8,775       |
| <u>CADETS</u>           |   |               |             |
| 1051                    | USAF Basic Pilot School - M. E. . . . .                       | 168           | 13,730      |
| 1054                    | USAF Basic Pilot School - S. E. Jet . . . . .                 | 179           | 22,710      |
| 1054                    | USAF Basic Pilot School - S. E. Conventional . . . . .        | 168           | 13,060      |
| 105401                  | USAF Primary Pilot School . . . . .                           | 205           | 15,200      |
| 51-150000               | Basic Observer . . . . .                                      | 196           | 6,555       |
| 153100-P                | Advanced Observer - B-29 . . . . .                            | 94            | 3,440       |
| 155100-H                | Radar Bombardier . . . . .                                    | 84            | 4,325       |
| <u>AIRMEN</u>           |   |               |             |
| 32351-F                 | Flexible Gunnery B-29 . . . . .                               | 56            | 1,510       |
| 32351-F                 | Flexible Gunnery B-26 . . . . .                               | 12            | 170         |
| 75101                   | Flexible Gunnery Instructor Training . . . . .                | 90            | 1,680       |
| <u>CREW TRAINING</u>    |   |               |             |
| 51-9                    | USAF Aircrew School - B-29 . . . . .                          | 90            | 47,845      |
| 1124B-1 & B-2           | USAF Aircrew School-Interceptor A/W (F94, F89) . . . . .      | 42            | 6,755       |
| 105902                  | USAF Aircrew School - S. E. Jet (F-84) . . . . .              | 56            | 20,695      |
| 105902                  | USAF Aircrew School - S. E. Jet (F-80, F-86) . . . . .        | 56            | 22,465      |
| GUIDED MISSILES COURSES |   |               |             |
| <u>OFFICERS</u>         |   |               |             |
| 10451                   | Guided Missiles Guidance & Control Officer . . . . .          | 123           | 2,925       |

(Continued)



TABLE 56 - COST OF TRAINING USAF MILITARY STUDENTS BY COURSE - FY 1952 - CONTINUED

(See headnote on first page)

| Course Number  | Course Title  | Calendar Days | Course Cost |
|--|---|---------------|-------------|
| LAST HALF FY 1952  |   |               |             |
| GUIDED MISSILES COURSES (CONTINUED)                      |   |               |             |
| <u>AIRMEN</u>  |   |               |             |
| 31100  | Guided Missiles Fundamentals . . . . .                | 35            | \$ 515      |
| 31300  | Guided Missiles Guidance . . . . .                    | 76            | 1,495       |
| 31400  | Guided Missiles Attitude Control Technician . . . . . | 58            | 900         |
| 44170  | Rocket Propellant Technician . . . . .                | 29            | 475         |
| INTELLIGENCE COURSES                                     |   |               |             |
| <u>OFFICERS</u>  |   |               |             |
| 85031  | Photo & Radar Interpretation Officer . . . . .        | 111           | 2,500       |
| 95000  | Air Intelligence Officer . . . . .                    | 70            | 1,600       |
| <u>AIRMEN</u>  |   |               |             |
| 20450  | Intelligence Operations Specialist . . . . .          | 64            | 850         |
| 20451  | Photo Interpretation Specialist . . . . .             | 76            | 1,035       |
| MILITARY INDOCTRINATION COURSES                          |   |               |             |
| <u>AIRMEN</u>  |   |               |             |
| 00010  | Basic Military Training (Male) . . . . .              | 56            | 760         |
| 00011  | Basic Military Training (Female) . . . . .            | 56            | 635         |
| 00013  | Basic Military Training (Prior Service) . . . . .     | 32            | 375         |
| 21200  | Officer Candidate School . . . . .                    | 168           | 2,505       |
| MUNITIONS WEAPONS MAINTENANCE & ARMAMENT SYSTEMS COURSES |   |               |             |
| <u>OFFICERS</u>  |   |               |             |
| 45930  | Armament Systems Officer . . . . .                    | 274           | 6,210       |
| 45931  | Armament Systems Officer X Training . . . . .         | 169           | 4,355       |
| 45940  | Armament Munitions Officer . . . . .                  | 181           | 5,005       |
| 73350  | Passive Defense Officer . . . . .                     | 47            | 1,090       |
| <u>AIRMEN</u>  |   |               |             |
| 32020  | Armament Systems Fundamentals . . . . .               | 117           | 1,530       |
| 32150-A  | "M" Series Bombight Mechanic . . . . .                | 35            | 470         |
| 32150-E  | "K" Series Systems Mechanic . . . . .                 | 117           | 1,620       |
| 32150-H  | Shoran System Mechanic . . . . .                      | 82            | 1,185       |
| 32171-E  | "R" Series Systems Mechanic . . . . .                 | 158           | 2,560       |
| 32250-A  | "E" Series Systems Mechanic . . . . .                 | 58            | 765         |
| 32250-B  | AN/APG-30 Sight Systems Mechanic . . . . .            | 41            | 550         |
| 32350-A  | Turret Systems Mechanic B-36 . . . . .                | 76            | 970         |
| 32350-B  | Gunlaying Systems Mechanic B-36 . . . . .             | 76            | 1,035       |
| 32350-F  | Turret Systems Mechanic B-26, B-29 & B-50 . . . . .   | 111           | 1,370       |
| 32371-F  | Turret Systems Technician B-26, B-29 & B-50 . . . . . | 41            | 550         |
| 46150  | Basic Munitions . . . . .                             | 88            | 1,145       |
| 46250  | Basic Weapons Repair . . . . .                        | 76            | 1,060       |
| PHOTOGRAPHIC COURSES                                     |   |               |             |
| <u>OFFICERS</u>  |   |               |             |
| 85020  | Aerial Photographic Officer . . . . .                 | 93            | 2,670       |
| <u>AIRMEN</u>  |   |               |             |
| 23150  | Aerial Photographer . . . . .                         | 70            | 2,460       |
| 23250  | Photo & Laboratory Technician . . . . .               | 99            | 1,480       |
| 40350  | Camera Repairman . . . . .                            | 70            | 1,080       |

(Continued)

TABLE 56 - COST OF TRAINING USAF MILITARY STUDENTS BY COURSE - FY 1952 - CONTINUED

(See headnote on first page)

| Course Number                   | Course Title   | Calendar Days | Course Cost |
|---------------------------------|--|---------------|-------------|
| LAST HALF FY 1952               |  |               |             |
| RADAR COURSES                   |  |               |             |
| <u>OFFICERS</u>                 |  |               |             |
| 01106                           | Electronics Officer - Ground . . . . .                   | 233           | \$ 5,180    |
| 01410                           | Electronics Officer - Air . . . . .                      | 245           | 5,620       |
| 7888-X                          | Electronics Countermeasures Officer . . . . .            | 280           | 6,255       |
| <u>AIRMEN</u>                   |  |               |             |
| 27272                           | Aircraft Landing Control Operator . . . . .              | 70            | 1,025       |
| 27350                           | Aircraft Control & Warning Operator . . . . .            | 35            | 455         |
| 30220                           | Airmen Electronics Fundamentals . . . . .                | 134           | 1,490       |
| 30250                           | Radar Mechanic Airborne Equipment . . . . .              | 82            | 1,240       |
| 30251-A                         | Radar Mechanic AC & W Equipment . . . . .                | 82            | 1,140       |
| 30251-B-1                       | Radar Mechanic Air Traffic Control Equipment . . . . .   | 82            | 1,170       |
| 30251-C                         | Radar Mechanic Auto Tracking Equipment . . . . .         | 82            | 1,250       |
| 30271                           | Radar Technician Airborne Equipment . . . . .            | 111           | 1,560       |
| 30273-A                         | Radar Technician AC & W Equipment . . . . .              | 158           | 2,725       |
| 30273-B                         | Radar Technician Air Traffic Control Equipment . . . . . | 117           | 2,040       |
| 30273-C                         | Radar Technician AH/MSQ-1 . . . . .                      | 93            | 1,660       |
| 32150-F                         | APQ-24 System Mechanic . . . . .                         | 82            | 1,575       |
| 32171-F                         | Q-24 System Technician . . . . .                         | 88            | 1,580       |
| SUPPLY COURSES                  |  |               |             |
| <u>OFFICERS</u>                 |  |               |             |
| 40000                           | Supply Officer - General . . . . .                       | 58            | 1,295       |
| <u>AIRMEN</u>                   |  |               |             |
| 64050                           | Supply Technician . . . . .                              | 64            | 740         |
| WEATHER COURSES                 |  |               |             |
| <u>OFFICERS</u>                 |  |               |             |
| 82197                           | High Altitude Forecaster Officer . . . . .               | 70            | 1,040       |
| <u>AIRMEN</u>                   |  |               |             |
| 25000-A                         | Basic Weather Services (Equipment Channel) . . . . .     | 140           | 2,150       |
| 25000-B                         | Basic Weather Services (Observer Channel) . . . . .      | 99            | 1,435       |
| 25100                           | Advanced Weather Equipment . . . . .                     | 152           | 2,350       |
| 25171                           | Intermediate Weather Equipment (Weather Phase) . . . . . | 70            | 1,120       |
| 25171                           | Intermediate Weather Equipment (Radar Phase) . . . . .   | 99            | 1,385       |
| 25200                           | Advanced Meteorological . . . . .                        | 187           | 2,785       |
| 25270                           | Intermediate Meteorological . . . . .                    | 233           | 3,325       |
| 25271-A                         | Climatological - Phase I . . . . .                       | 233           | 3,405       |
| 25271-B                         | Climatological - Phase II . . . . .                      | 105           | 1,575       |
| MISCELLANEOUS TECHNICAL COURSES |  |               |             |
| <u>OFFICERS</u>                 |  |               |             |
| 01000                           | Phase I - Electronics Fundamentals . . . . .             | 128           | 2,415       |
| 09130                           | Transportation Officer . . . . .                         | 70            | 2,070       |
| 10420                           | Survival Training Equipment Officer . . . . .            | 23            | 715         |
| <u>AIRMEN</u>                   |  |               |             |
| 34130                           | Instrument Trainer Repairman . . . . .                   | 93            | 1,430       |
| 34150                           | Instrument Trainer Repairman (Special Z-1) . . . . .     | 70            | 1,165       |
| 47151                           | Senior Automotive Mechanic . . . . .                     | 105           | 1,420       |
| 58150                           | Parachute Rigger . . . . .                               | 64            | 1,005       |
| 58151                           | Fabric & Leather Worker . . . . .                        | 53            | 835         |
| 58250                           | Rubber Products Repairman . . . . .                      | 41            | 645         |
| 60350                           | Special Vehicle Operator . . . . .                       | 58            | 1,010       |

(Continued)

TABLE 56 - COST OF TRAINING USAF MILITARY STUDENTS BY COURSE - FY 1952 - CONTINUED

(See headnote on first page)

| Course Number                               | Course Title   | Calendar Days | Course Cost |
|---|--|---------------|-------------|
| LAST HALF FY 1952                           |  |               |             |
| MISCELLANEOUS TECHNICAL COURSES (CONTINUED) |  |               |             |
| <u>AIRMEN</u>                               |  |               |             |
| 70250                                       | Basic Clerical . . . . .                             | 76            | \$ 900      |
| 78011                                       | Radiological Equipment Operator Technician . . . . . | 23            | 395         |
| 95150                                       | Basic Fire Fighter & Crash Rescueman . . . . .       | 49            | 2,330       |
| AIR COMMAND & STAFF SCHOOL COURSES          |  |               |             |
| <u>OFFICERS</u>                             |  |               |             |
|   | Field Officer Course . . . . .                       | 151           | 8,425       |
|   | Squadron Officer Course . . . . .                    | 60            | 2,990       |
|   | Academic Instructor Course . . . . .                 | 39            | 1,825       |
|   | Comptroller Course . . . . .                         | 102           | 5,490       |
|   | Logistics Course . . . . .                           | 151           | 8,125       |
|   | Inspector Course . . . . .                           | 60            | 3,290       |
|   | Judge Advocate Course . . . . .                      | 67            | 3,805       |
|   | Intelligence Officer Course . . . . .                | 102           | 5,490       |
|   | Communications & Electronics Course . . . . .        | 151           | 8,125       |
|   | Air Weapons Course . . . . .                         | 38            | 2,120       |
|   | Air Weapons Orientation Course . . . . .             | 5             | 300         |
|   | Air War College . . . . .                            | 306           | 20,135      |
| AIR FORCE INSTITUTE OF TECHNOLOGY COURSES   |  |               |             |
| <u>OFFICERS</u>                             |  |               |             |
|   | Engineering Science - 2 Year Undergraduate . . . . . | 704           | 31,055      |
|   | Engineering Science - 1 Year Post Graduate . . . . . | 353           | 15,220      |
|   | Industrial Administration . . . . .                  | 550           | 23,160      |
|   | Armament Engineering . . . . .                       | 431           | 18,580      |
|   | Aeronautical Engineering . . . . .                   | 347           | 13,920      |
|   | Electronics Course . . . . .                         | 347           | 14,610      |
|   | Automatic Control Engineer . . . . .                 | 347           | 14,610      |
|   | Installation Engineering . . . . .                   | 144           | 6,065       |
|   | Aircraft Structural Repair . . . . .                 | 67            | 2,755       |
| SCHOOL OF AVIATION MEDICINE                 |  |               |             |
| <u>OFFICERS</u>                             |  |               |             |
|   | Medical Service Corps - Basic . . . . .              | 89            | 2,720       |
|   | Flight Nurse . . . . .                               | 40            | 1,260       |
|   | Physiological Training . . . . .                     | 54            | 1,920       |
|   | Aviation Medical Examiner . . . . .                  | 74            | 3,555       |
|   | Basic Course - Aviation Medicine . . . . .           | 305           | 14,965      |
| <u>AIRMEN</u>                               |  |               |             |
|   | Aero Medical Apprentice . . . . .                    | 54            | 1,330       |
|   | Medical Administration Supervisor . . . . .          | 82            | 2,180       |
|   | Medical Service Supervisor . . . . .                 | 89            | 2,365       |
|   | Medical Laboratory Technician . . . . .              | 292           | 8,055       |
|   | Preventative Medicine . . . . .                      | 82            | 3,000       |
|   | Veterinary Training . . . . .                        | 82            | 2,015       |
|   | Medical Service Indoctrination . . . . .             | 26            | 820         |
|   | Aero Medical Technician . . . . .                    | 75            | 1,995       |
|   | Dental Laboratory Technician . . . . .               | 110           | 2,925       |
|   | Dental Technician . . . . .                          | 68            | 1,835       |

(Concluded)

Source: Director of Program Standards and Cost Control, Comptroller, DCS, Hq., USAF.

TABLE 57 - STATUS OF FLYING TRAINING SHOWING INITIAL AND FINAL REPORTING DATE,  
SHOWING ACCUMULATION OF GRADUATES AND ATTRITION - FY 1952

(The table below includes Air Force, Army, and Navy personnel and excludes Foreign.)

| Course  | Initial Reporting Date | Final Reporting Date<br>a/ | Accumulative Status As of 31 December 1951 | Accumulative Status As of 30 June 1952 |
|---|------------------------|----------------------------|--|--|
| <u>Advanced Observer, B-26</u> . . . . .                          | 6-30-52                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| Attrition to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| <u>Advanced Observer, B-26 Special Course</u> . . . . .           | 6-30-52                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-52                | -                          | -  | 111                                    |
| Attrition to Date . . . . .                                       | 6-30-52                | -                          | -  | 4                                      |
| <u>Advanced Observer, B-29 N</u> . . . . .                        | 6-30-52                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| Attrition to Date . . . . .                                       | 6-30-52                | -                          | -  | 1                                      |
| <u>Advanced Observer, B-29 R</u> . . . . .                        | 6-30-52                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| Attrition to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| <u>Advanced Observer, B-36</u> . . . . .                          | 6-30-52                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| Attrition to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| <u>Advanced Observer, B-47</u> . . . . .                          | 6-30-52                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| Attrition to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| <u>Advanced Observer, B-50</u> . . . . .                          | 6-30-52                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| Attrition to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| <u>Advanced Observer, Reconnaissance</u> . . . . .                | 6-30-52                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| Attrition to Date . . . . .                                       | 6-30-52                | -                          | -  | -                                      |
| <u>Advanced SE Flying Training</u> . . . . .                      | 12-31-39               | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-40                | -                          | 58,808                                     | 60,017                                 |
| Attrition to Date . . . . .                                       | 12-31-39               | -                          | 3,935                                      | 4,038                                  |
| <u>Advanced TE Flying Training</u> . . . . .                      | 12-31-41               | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 12-31-41               | -                          | 95,807                                     | 96,254                                 |
| Attrition to Date . . . . .                                       | 12-31-41               | -                          | 2,990                                      | 3,009                                  |
| <u>Aircraft Controller</u> . . . . .                              | 12-31-50               | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 12-31-50               | -                          | 689  | 1,052                                  |
| Attrition to Date . . . . .                                       | 12-31-50               | -                          | 22   | 29                                     |
| <u>Aircraft Observer, Bombardment</u> . . . . .                   | 12-30-46               | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-47                | -                          | 2,557                                      | 3,300                                  |
| Attrition to Date . . . . .                                       | 6-30-47                | -                          | 148  | 152                                    |
| <u>Aircraft Observer, Radar</u> . . . . .                         | 12-31-50               | 6-30-51                    | -  | -                                      |
| Graduates to Date . . . . .                                       | 12-31-50               | 6-30-51                    | 299  | 299                                    |
| Attrition to Date . . . . .                                       | 12-31-50               | 6-30-51                    | 9  | 9                                      |
| <u>Aircraft Observer, Radar (Refresher)</u> . . . . .             | 6-30-51                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-51                | -                          | 641  | 911                                    |
| Attrition to Date . . . . .                                       | 12-31-51               | -                          | 2  | 24                                     |
| <u>Aircraft Observer, Radar Interceptor</u> . . . . .             | 12-31-50               | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-51                | -                          | 175  | 699                                    |
| Attrition to Date . . . . .                                       | 6-30-51                | -                          | 27   | 137                                    |
| <u>Aircraft Observer, Radar Interceptor (Refresher)</u> . . . . . | 6-30-51                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-51                | -                          | 81   | 85                                     |
| Attrition to Date . . . . .                                       | 6-30-51                | -                          | 1  | 1                                      |
| <u>Aircraft Observer, Radar Upgrading</u> . . . . .               | 6-30-52                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-52                | -                          | -  | 51                                     |
| Attrition to Date . . . . .                                       | 6-30-52                | -                          | -  | 4                                      |
| <u>Air Crew Training, Interceptor</u> . . . . .                   | 6-30-51                | -                          | -  | -                                      |
| Graduates to Date . . . . .                                       | 6-30-51                | -                          | 487  | 487                                    |
| Attrition to Date . . . . .                                       | 6-30-51                | -                          | 52   | 52                                     |

(continued)

TABLE 57 - STATUS OF FLYING TRAINING SHOWING INITIAL AND FINAL REPORTING DATE,  
SHOWING ACCUMULATION OF GRADUATES AND ATTRITION - FY 1952 - CONTINUED

( The table below includes Air Force, Army, and Navy personnel and excludes Foreign. )

| Course  | Initial Reporting Date | Final Reporting Date<br>a/ | Accumulative Status    |                    |
|---|------------------------|----------------------------|------------------------|--------------------|
|   |                        |                            | As of 31 December 1951 | As of 30 June 1952 |
| <u>Basic Aviation Medicine</u> . . . . .                            | 6-30-52                | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -                      | 20                 |
| Attrition to Date . . . . .   | 6-30-52                | -                          | -                      | -                  |
| <u>Basic Flying School</u> . . . . .                                | 12-31-39               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 12-31-39               | -                          | 212,338                | 214,897            |
| Attrition to Date . . . . .   | 12-31-39               | -                          | 35,019                 | 36,205             |
| <u>Basic Observer, Instructor School</u> . . . . .                  | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -                      | 113                |
| Attrition to Date . . . . .   | 12-31-51               | -                          | -                      | -                  |
| <u>Basic Observer Training Non-Rated Officers, Cadets</u> . . . . . | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -                      | 339                |
| Attrition to Date . . . . .   | 12-31-51               | -                          | 12                     | 111                |
| <u>Basic Observer Training, Navigation Bombardier</u> . . . . .     | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -                      | 198                |
| Attrition to Date . . . . .   | 6-30-52                | -                          | -                      | 21                 |
| <u>Basic Observer Training, Pilot</u> . . . . .                     | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -                      | 68                 |
| Attrition to Date . . . . .   | 6-30-52                | -                          | -                      | 3                  |
| <u>Bombardier, Flexible Gunnery</u> . . . . .                       | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 12-31-51               | -                          | 52                     | 281                |
| Attrition to Date . . . . .   | 12-31-51               | -                          | -                      | 7                  |
| <u>Bombardier, Refresher</u> . . . . .                              | 4-30-45                | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 4-30-45                | -                          | 5,272                  | 5,637              |
| Attrition to Date . . . . .   | 4-30-45                | -                          | 350                    | 359                |
| <u>Central Instructors School (Navigation)</u> . . . . .            | 12-31-50               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 12-31-50               | -                          | 87                     | 87                 |
| Attrition to Date . . . . .   | 12-31-50               | -                          | 1                      | 1                  |
| <u>Civilian Defense Liaison Officer</u> . . . . .                   | 6-30-52                | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -                      | 36                 |
| Attrition to Date . . . . .   | 6-30-52                | -                          | -                      | -                  |
| <u>Combat Crew, B-29</u> . . . . .                                  | 12-31-50               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 12-31-50               | -                          | 4,495                  | 8,166              |
| Attrition to Date . . . . .   | 12-31-50               | -                          | 466                    | 787                |
| <u>Combat Crew, B-47</u> . . . . .                                  | 6-30-51                | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 12-31-51               | -                          | 138                    | 252                |
| Attrition to Date . . . . .   | 12-31-51               | -                          | 7                      | 16                 |
| <u>Combat Crew, F-51</u> . . . . .                                  | 12-31-50               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 12-31-50               | -                          | 373                    | 557                |
| Attrition to Date . . . . .   | 12-31-50               | -                          | 53                     | 65                 |
| <u>Combat Crew, F-80</u> . . . . .                                  | 12-31-50               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 12-31-50               | -                          | 510                    | 749                |
| Attrition to Date . . . . .   | 12-31-50               | -                          | 52                     | 108                |
| <u>Combat Crew, F-84</u> . . . . .                                  | 6-30-51                | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 6-30-51                | -                          | 90                     | 215                |
| Attrition to Date . . . . .   | 12-31-51               | -                          | 8                      | 24                 |
| <u>Combat Crew, F-86</u> . . . . .                                  | 6-30-51                | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 6-30-51                | -                          | 2                      | 79                 |
| Attrition to Date . . . . .   | 12-31-51               | -                          | -                      | 3                  |
| <u>Commanders Indoctrination</u> . . . . .                          | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 12-31-51               | -                          | 68                     | 169                |
| Attrition to Date . . . . .   | 12-31-51               | -                          | -                      | -                  |
| <u>Fighter Gunnery Familiarization</u> . . . . .                    | 6-30-52                | -                          | -                      | -                  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -                      | 9                  |
| Attrition to Date . . . . .   | 6-30-52                | -                          | -                      | -                  |

(Continued)

TABLE 57 - STATUS OF FLYING TRAINING SHOWING INITIAL AND FINAL REPORTING DATE,  
SHOWING ACCUMULATION OF GRADUATES AND ATTRITION - FY 1952 - CONTINUED

(The table below includes Air Force, Army, and Navy personnel and excludes Foreign.)

| Course  | Initial Reporting Date | Final Reporting Date<br>a/ | Accumulative Status    |                    |
|---|------------------------|----------------------------|------------------------|--------------------|
|   |                        |                            | As of 31 December 1951 | As of 30 June 1952 |
| <u>Flexible Gunnery Officer, Refresher</u> . . . . .            | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 6-30-52                | -                          | -                      | 15                 |
| Attrition to Date . . . . .                                     | 12-31-51               | -                          | 5                      | 5                  |
| <u>Ground Observer Training Radar Indoctrination.</u> . . . . . | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 12-31-51               | -                          | 31                     | 181                |
| Attrition to Date . . . . .                                     | 12-31-51               | -                          | -                      | 1                  |
| <u>Gunnery Flexible (Cadets and Enlisted Men) b/</u> . . . . .  | 6-30-42                | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 6-30-42                | -                          | 292,525                | 294,285            |
| Attrition to Date . . . . .                                     | 6-30-42                | -                          | 24,191                 | 24,240             |
| <u>Instructor Advanced Observer Bombardment.</u> . . . . .      | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 12-31-51               | -                          | 134                    | 224                |
| Attrition to Date . . . . .                                     | 6-30-52                | -                          | -                      | 1                  |
| <u>Instructor Fighter Gunnery c/</u> . . . . .                  | 4-30-45                | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 4-30-45                | -                          | 626                    | 664                |
| Attrition to Date . . . . .                                     | 4-30-45                | -                          | 36                     | 36                 |
| <u>Instructor, Flexible Gunnery d/</u> . . . . .                | 6-30-43                | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 6-30-43                | -                          | 16,183                 | 16,263             |
| Attrition to Date . . . . .                                     | 6-30-43                | -                          | 2,350                  | 2,356              |
| <u>Instructor, Instrument Pilot.</u> . . . . .                  | 12-31-43               | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 12-31-43               | -                          | 9,512                  | 9,730              |
| Attrition to Date . . . . .                                     | 12-31-43               | -                          | 530                    | 534                |
| <u>Instructor, Multi Engine Upgrading.</u> . . . . .            | 6-30-52                | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 6-30-52                | -                          | -                      | 12                 |
| Attrition to Date . . . . .                                     | 6-30-52                | -                          | -                      | -                  |
| <u>Instructor School, Central (Pilot).</u> . . . . .            | 12-31-49               | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 12-31-49               | -                          | 2,580                  | 3,517              |
| Attrition to Date . . . . .                                     | 12-31-49               | -                          | 237                    | 315                |
| <u>Instructor School, Central (Bomb)</u> . . . . .              | 12-31-49               | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 12-31-49               | -                          | 284                    | 284                |
| Attrition to Date . . . . .                                     | 6-30-50                | -                          | 12                     | 12                 |
| <u>Instrument Interceptor, All Weather</u> . . . . .            | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 12-31-51               | -                          | 24                     | 674                |
| Attrition to Date . . . . .                                     | 12-31-51               | -                          | 4                      | 23                 |
| <u>Jet Instructor, Upgrading</u> . . . . .                      | 6-30-51                | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 6-30-51                | -                          | 211                    | 345                |
| Attrition to Date . . . . .                                     | 6-30-51                | -                          | 12                     | 25                 |
| <u>Jet Transition, All Weather</u> . . . . .                    | 6-30-51                | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 12-31-51               | -                          | 195                    | 841                |
| Attrition to Date . . . . .                                     | 12-31-51               | -                          | 2                      | 29                 |
| <u>Navigation Celestial (Aerial)</u> . . . . .                  | 6-30-43                | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 6-30-43                | -                          | 43,060                 | 43,479             |
| Attrition to Date . . . . .                                     | 6-30-43                | -                          | 8,585                  | 8,592              |
| <u>Navigation Data, Collection and Computation</u> . . . . .    | 6-30-51                | 12-31-51                   | -                      | -                  |
| Graduates to Date . . . . .                                     | 12-31-51               | 12-31-51                   | 11                     | 11                 |
| Attrition to Date . . . . .                                     | 12-31-51               | 12-31-51                   | 2                      | 2                  |
| <u>Navigation, Refresher</u> . . . . .                          | 4-30-45                | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 4-30-45                | -                          | 6,097                  | 6,480              |
| Attrition to Date . . . . .                                     | 4-30-45                | -                          | 506                    | 537                |
| <u>Navigation Refresher, W/Additional Radar</u>                 |                        |                            |                        |                    |
| <u>Training</u> . . . . .                                       | 12-31-51               | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 12-31-51               | -                          | 262                    | 379                |
| Attrition to Date . . . . .                                     | 12-31-51               | -                          | 3                      | 4                  |
| <u>Pilot Helicopter.</u> . . . . .                              | 12-31-44               | -                          | -                      | -                  |
| Graduates to Date . . . . .                                     | 12-31-44               | -                          | 906                    | 1,046              |
| Attrition to Date . . . . .                                     | 12-31-44               | -                          | 62                     | 66                 |

TABLE 57 - STATUS OF FLYING TRAINING SHOWING INITIAL AND FINAL REPORTING DATE,  
SHOWING ACCUMULATION OF GRADUATES AND ATTRITION - FY 1952 - CONTINUED

(The table below includes Air Force, Army, and Navy personnel and excludes Foreign.)

| Course  | Initial Reporting Date | Final Reporting Date<br>a/ | Accumulative Status<br>As of<br>31 December 1951 | Accumulative Status<br>As of<br>30 June 1952 |
|---|------------------------|----------------------------|--|--|
| <u>Pilot Liaison Field Artillery</u> . . . . .                      | 6-30-43                | -                          | -  | -  |
| Graduates to Date . . . . .   | 6-30-43                | -                          | 3,710  | 3,887  |
| Attrition to Date . . . . .   | 6-30-43                | -                          | 1,126  | 1,277  |
| <u>Pilot Transition-Jet</u> . . . . .                               | 12-31-46               | -                          | -  | -  |
| Graduates to Date . . . . .   | 12-31-46               | -                          | 839  | 1,193  |
| Attrition to Date . . . . .   | 12-31-46               | -                          | 54   | 77   |
| <u>Radar Observer, ECM (Flying Phase)</u> . . . . .                 | 12-31-50               | -                          | -  | -  |
| Graduates to Date . . . . .   | 6-30-51                | -                          | 275  | 460  |
| Attrition to Date . . . . .   | 6-30-51                | -                          | 84   | 147  |
| <u>Radar Target Prediction and Simulation</u> . . . . .             | 12-31-51               | -                          | -  | -  |
| Graduates to Date . . . . .   | 12-31-51               | -                          | 78   | 124  |
| Attrition to Date . . . . .   | 12-31-51               | -                          | -  | -  |
| <u>SAC, Radar</u> . . . . .   | 6-30-52                | -                          | -  | -  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -  | 12   |
| Attrition to Date . . . . .   | 6-30-52                | -                          | -  | -  |
| <u>SAC, T-11, Refresher Training</u> . . . . .                      | 6-30-52                | -                          | -  | -  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -  | 195  |
| Attrition to Date . . . . .   | 6-30-52                | -                          | -  | 1  |
| <u>Special Shoran Bombardment</u> . . . . .                         | 12-31-51               | 6-30-52                    | -  | -  |
| Graduates to Date . . . . .   | 12-31-51               | 6-30-52                    | 45   | 45   |
| Attrition to Date . . . . .   | 12-31-51               | 6-30-52                    | 2  | 2  |
| <u>Tactical Air Comptroller</u> . . . . .                           | 12-31-51               | -                          | -  | -  |
| Graduates to Date . . . . .   | 12-31-51               | -                          | 47   | 231  |
| Attrition to Date . . . . .   | 12-31-51               | -                          | 2  | 2  |
| <u>Transition-Multi Engine Conventional</u> . . . . .               | 6-30-52                | -                          | -  | -  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -  | 132  |
| Attrition to Date . . . . .   | 6-30-52                | -                          | -  | 3  |
| <u>Advanced Flying Training, Interceptor F-89 (Indiv)</u> . . . . . | 6-30-52                | -                          | -  | -  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -  | 31   |
| Attrition to Date . . . . .   | 6-30-52                | -                          | -  | 158  |
| <u>Advanced Flying Training, Interceptor F-94 (Indiv)</u> . . . . . | 6-30-52                | -                          | -  | -  |
| Graduates to Date . . . . .   | 6-30-52                | -                          | -  | 576  |
| Attrition to Date . . . . .   | 6-30-52                | -                          | -  | 23   |

a/ Dashes in this column indicate that the course is still active.  
b/ Course was discontinued 31 December 1945 and reopened 31 December 1950.  
c/ Course was discontinued 31 December 1945 and reopened 31 December 1951.  
d/ Course was discontinued 31 August 1945 and reopened 30 June 1952.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 58 - USAF FLYING TRAINING OF USAF PERSONNEL - FY 1952

(Advanced Flying Training reported in table below was formerly reported as Combat Crew Individual Training. Figures in parentheses indicate Negro Personnel and are included in totals.)

| Type of Training   | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|--|--------------|---------------|----------------|---------------|----------------|
| NEW STUDENTS   |              |               |                |               |                |
| <u>Total</u> . . . . .   | (280) 42,874 | (36) 8,448    | (41) 9,310     | (87) 11,779   | (116) 13,337   |
| <u>Officer - Total</u> . . . . .   | (74) 23,913  | (11) 5,181    | (9) 5,122      | (12) 6,602    | (42) 7,008     |
| <u>Undergraduate Pilot Training - Total</u> . . . . .                    | (20) 3,352   | (3) 818       | (4) 693        | (2) 795       | (11) 1,046     |
| Primary . . . . .  | (17) 1,901   | (2) 621       | (3) 581        | (2) 331       | (10) 368       |
| <u>Basic - Total</u> . . . . .   | (3) 1,451    | (1) 197       | (1) 112        | 464           | (1) 678        |
| Single Engine . . . . .  | (1) 764      | 66            | (1) 48         | 220           | 430            |
| Twin Engine . . . . .  | (2) 687      | (1) 131       | 64             | 244           | (1) 248        |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .                    | (10) 4,010   | (2) 634       | (2) 587        | (4) 1,445     | (2) 1,344      |
| Helicopter . . . . .   | 66           | 14            | 10             | 23            | 19             |
| <u>Transition - Total</u> . . . . .                                      | (6) 1,773    | (1) 247       | (1) 231        | (3) 611       | (1) 684        |
| All Weather Jet . . . . .  | (3) 904      | (1) 121       | 130            | (3) 315       | (1) 398        |
| Jet Pilot . . . . .  | (3) 611      | 126           | (1) 101        | (2) 268       | 116            |
| Multi Engine, Conventional . . . . .                                     | 198          | -             | -              | 28            | 170            |
| <u>Instructor - Total</u> . . . . .                                      | (4) 997      | (1) 232       | (1) 187        | (1) 255       | (1) 323        |
| Fighter Gunnery . . . . .  | (1) 76       | (1) 18        | 11             | 29            | 18             |
| Fighter Gunnery Familiarization . . . . .                                | 12           | -             | -              | -             | 12             |
| Instrument Pilot . . . . .   | (1) 449      | 121           | 79             | (1) 140       | 109            |
| Jet, Upgrading . . . . .   | (2) 361      | 93            | (1) 97         | 42            | (1) 129        |
| Medium Bomber, B-47 . . . . .  | 74           | -             | -              | 32            | 42             |
| Multi Engine, Upgrading . . . . .  | 25           | -             | -              | 12            | 13             |
| Central Instructor School, Pilot . . . . .                               | 958          | 141           | 159            | 360           | 298            |
| Basic Aviation Medicine . . . . .  | 20           | -             | -              | -             | 20             |
| SAC T-11 Refresher Training . . . . .                                    | 196          | -             | -              | 196           | -              |
| <u>Diversified Training - Total</u> . . . . .                            | (4) 879      | 177           | (1) 182        | (1) 252       | (2) 268        |
| Aircraft Controller . . . . .  | (4) 659      | 168           | (1) 133        | (1) 161       | (2) 197        |
| Tactical Air Controller . . . . .  | 220          | 9             | 49             | 91            | 71             |
| <u>Aircraft Observer and Flexible Gunnery Training - Total</u> . . . . . | (30) 8,489   | (2) 2,172     | (1) 2,167      | (3) 1,955     | (24) 2,195     |
| ACB-26 . . . . .   | (1) 88       | -             | -              | -             | (1) 88         |
| ACB-29N . . . . .  | 12           | -             | -              | -             | 12             |
| ACB-29R . . . . .  | (1) 119      | -             | -              | -             | (1) 119        |
| Electronic Countermeasure (ECM) . . . . .                                | (1) 421      | 135           | 142            | (1) 113       | 31             |
| Aircraft Observer, Radar Interceptor (O520) . . . . .                    | (6) 321      | (1) 127       | 68             | 68            | (5) 84         |
| Navigation . . . . .   | 298          | 242           | 46             | 10            | -              |
| Basic Observer, Non-Rated Officer . . . . .                              | (7) 393      | 68            | 111            | (1) 105       | (6) 109        |
| Basic Observer, Navigator-Bombardier . . . . .                           | (3) 755      | -             | 139            | 330           | (3) 286        |
| Basic Observer, Pilot . . . . .  | (1) 361      | -             | 64             | 156           | (1) 141        |
| Basic Observer, Instructor School . . . . .                              | 136          | -             | 27             | 44            | 65             |
| Aircraft Observer-Bombardment (1037) . . . . .                           | 1,164        | 338           | 347            | 337           | 142            |
| Instructor, Advanced Observer-Bombardment . . . . .                      | 236          | 98            | 23             | 39            | 76             |
| ACB Rated Navigator-Special . . . . .                                    | (4) 183      | -             | -              | 47            | (4) 136        |
| Aircraft Observer, Radar Upgrading . . . . .                             | 103          | -             | -              | 77            | 26             |
| ACB-36 . . . . .   | 14           | -             | -              | -             | 14             |
| ACB-47 . . . . .   | 55           | -             | -              | -             | 55             |
| ACB-50 . . . . .   | 88           | -             | -              | -             | 88             |
| Navigation, Refresher . . . . .  | (1) 926      | 322           | (1) 412        | 111           | 81             |
| Navigation Refresher W/Additional Radar Training . . . . .               | 232          | 147           | 85             | -             | -              |
| Aircraft Bombardment, Refresher . . . . .                                | (4) 777      | (1) 203       | 187            | (1) 172       | (2) 215        |
| Aircraft Observer, Radar Interceptor Refresher . . . . .                 | 13           | 9             | -              | 1             | 3              |
| Aircraft Observer, Radar Refresher . . . . .                             | 680          | 308           | 271            | 83            | 18             |
| SAC Radar . . . . .  | 23           | -             | -              | -             | 23             |
| Radar Target Prediction & Simulation Course . . . . .                    | 129          | 20            | 58             | 14            | 37             |
| Commanders Indoctrination School . . . . .                               | 164          | 32            | 36             | 42            | 54             |
| Bombardier, Flexible Gunnery . . . . .                                   | (1) 370      | -             | 96             | 95            | (1) 179        |
| Flexible Gunnery Officer . . . . .                                       | 24           | -             | 14             | 5             | 5              |
| Ground Observer Training . . . . .                                       | 185          | -             | 31             | 90            | 64             |
| Special Shoran Bombardment . . . . .                                     | 47           | 47            | -              | -             | -              |
| <u>Central Instructor School - Total</u> . . . . .                       | 172          | 76            | 36             | 16            | 44             |
| Bombardment . . . . .  | 124          | 64            | -              | 16            | 44             |
| Navigation . . . . .   | 48           | 12            | 36             | -             | -              |
| <u>Advanced Flying Training - Total</u> . . . . .                        | (10) 7,183   | (4) 1,380     | (1) 1,493      | (2) 2,155     | (3) 2,155      |
| Fighter Bomber Escort, F-51 . . . . .                                    | (1) 405      | 93            | 81             | 112           | (1) 119        |
| Fighter Bomber Escort, F-80 . . . . .                                    | (1) 751      | 179           | 133            | (1) 220       | 219            |

(Continued)



TABLE 58 - USAF FLYING TRAINING OF USAF PERSONNEL - FY 1952 - CONTINUED

(Advanced Flying Training reported in table below was formerly reported as Combat Crew Individual Training. Figures in parentheses indicate Negro Personnel and are included in totals.)

| Type of Training   | Total               | First Quarter     | Second Quarter    | Third Quarter     | Fourth Quarter    |
|--|---------------------|-------------------|-------------------|-------------------|-------------------|
| NEW STUDENTS (Continued)   |                     |                   |                   |                   |                   |
| <u>Advanced Flying Training (Continued)</u>                              |                     |                   |                   |                   |                   |
| Fighter Bomber Escort, F-84 . . . . .                                    | (1) 327             | (1) 49            | 61                | 55                | 162               |
| Fighter Bomber Escort, F-86 . . . . .                                    | 6                   | -                 | -                 | -                 | 6                 |
| Medium Bomber, Conventional . . . . .                                    | (5) 3,137           | (3) 770           | 827               | (1) 887           | (1) 653           |
| Medium Bomber, Jet Transition . . . . .                                  | 244                 | 85                | 70                | 89                | -                 |
| Aircrew Interceptor, F-89 . . . . .                                      | 255                 | -                 | -                 | 90                | 165               |
| Aircrew Interceptor, F-94 . . . . .                                      | (1) 1,202           | 195               | (1) 275           | 350               | 382               |
| Instrument Interceptor, All Weather . . . . .                            | (1) 847             | -                 | 46                | 352               | (1) 449           |
| Navigation Data Collection Composition . . . . .                         | 9                   | 9                 | -                 | -                 | -                 |
| <u>Airman - Total . . . . .</u>  | <u>(206) 18,961</u> | <u>(25) 3,267</u> | <u>(32) 4,188</u> | <u>(75) 5,177</u> | <u>(74) 6,329</u> |
| <u>Undergraduate Pilot Training - Total . . . . .</u>                    | <u>(51) 8,667</u>   | <u>(5) 1,283</u>  | <u>(13) 1,886</u> | <u>(19) 2,353</u> | <u>(14) 3,145</u> |
| Primary . . . . .  | (40) 5,838          | (5) 779           | (11) 1,556        | (17) 1,820        | (7) 1,683         |
| <u>Basic - Total . . . . .</u>   | <u>(11) 2,829</u>   | <u>504</u>        | <u>(2) 330</u>    | <u>(2) 533</u>    | <u>(7) 1,462</u>  |
| Single Engine . . . . .  | (8) 1,573           | 152               | (1) 124           | 307               | (7) 990           |
| Twin Engine . . . . .  | (3) 1,256           | 352               | (1) 206           | (2) 226           | 472               |
| <u>Aircraft Observer and Flexible Gunnery Training - Total . . . . .</u> | <u>(94) 6,335</u>   | <u>(8) 1,063</u>  | <u>(13) 1,306</u> | <u>(46) 1,775</u> | <u>(27) 2,191</u> |
| AOB-26 . . . . .   | 49                  | -                 | -                 | -                 | 49                |
| AOB-29N . . . . .  | (1) 72              | -                 | -                 | -                 | (1) 72            |
| AOB-29R . . . . .  | 74                  | -                 | -                 | -                 | 74                |
| Aircraft Observer, Radar Interceptor (0520) . . . . .                    | (14) 1,230          | (1) 167           | (2) 293           | (3) 275           | (8) 495           |
| Navigation . . . . .   | (2) 59              | (2) 59            | -                 | -                 | -                 |
| Basic Observer Training, Cadets . . . . .                                | (8) 1,234           | (2) 74            | 247               | (4) 397           | (2) 516           |
| Radar Target Prediction & Simulation Training . . . . .                  | 2                   | -                 | -                 | -                 | 2                 |
| Flexible Gunnery, B-29 . . . . .   | (64) 3,253          | (3) 762           | (11) 766          | (38) 946          | (12) 779          |
| Flexible Gunnery, B-26 . . . . .   | (5) 224             | -                 | -                 | (1) 70            | (4) 154           |
| Flexible Gunnery, Instructor . . . . .                                   | 136                 | -                 | -                 | 87                | 49                |
| <u>Central Instructor School - Total . . . . .</u>                       | <u>2</u>            | <u>1</u>          | <u>-</u>          | <u>-</u>          | <u>1</u>          |
| Bombardment . . . . .  | 2                   | 1                 | -                 | -                 | 1                 |
| <u>Advanced Flying Training - Total . . . . .</u>                        | <u>(61) 3,959</u>   | <u>(12) 921</u>   | <u>(6) 996</u>    | <u>(10) 1,049</u> | <u>(33) 993</u>   |
| Medium Bomber, Conventional . . . . .                                    | (61) 3,959          | (12) 921          | (6) 996           | (10) 1,049        | (33) 993          |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

(Continued)

TABLE 58 - USAF FLYING TRAINING OF USAF PERSONNEL - FY 1952 - CONTINUED

(Advanced Flying Training reported in table below was formerly reported as Combat Crew Individual Training. Figures in parentheses indicate Negro Personnel and are included in totals.)

| Type of Training   | Total      | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|--|------------|---------------|----------------|---------------|----------------|
| ATTRITION  |            |               |                |               |                |
| <u>Total</u> . . . . .   | (41) 3,928 | (9) 806       | (3) 654        | (8) 1,054     | (21) 1,414     |
| <u>Officer - Total</u> . . . . .   | (11) 1,811 | (2) 378       | (1) 342        | (2) 491       | (6) 600        |
| <u>Undergraduate Pilot Training - Total</u> . . . . .                    | (8) 573    | (1) 136       | (1) 116        | (2) 174       | (4) 147        |
| Primary . . . . .  | (7) 507    | (1) 122       | (1) 108        | (2) 152       | (3) 125        |
| <u>Basic - Total</u> . . . . .   | (1) 66     | 14            | 8              | 22            | (1) 22         |
| Single Engine . . . . .  | (1) 49     | 12            | 5              | 15            | (1) 17         |
| Twin Engine . . . . .  | 17         | 2             | 3              | 7             | 5              |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .                    | 151        | 21            | 25             | 32            | 66             |
| Helicopter . . . . .   | 2          | 1             | -              | -             | 1              |
| <u>Transition - Total</u> . . . . .                                      | 66         | 5             | 8              | 12            | 41             |
| All Weather Jet . . . . .  | 29         | -             | 2              | 3             | 24             |
| Jet Pilot . . . . .  | 34         | 5             | 6              | 9             | 14             |
| Multi Engine, Conventional . . . . .                                     | 3          | -             | -              | -             | 3              |
| <u>Instructor - Total</u> . . . . .                                      | 39         | 8             | 10             | 8             | 13             |
| Fighter Gunnery . . . . .  | 8          | 1             | 7              | -             | -              |
| Fighter Gunnery Familiarization . . . . .                                | -          | -             | -              | -             | -              |
| Instrument Pilot . . . . .   | 9          | 4             | 1              | 3             | 1              |
| Jet, Upgrading . . . . .   | 17         | 3             | 2              | 5             | 7              |
| Medium Bomber, B-47 . . . . .  | 4          | -             | -              | -             | 4              |
| Multi Engine, Upgrading . . . . .  | 1          | -             | -              | -             | 1              |
| Central Instructor School, Pilot . . . . .                               | 43         | 7             | 7              | 18            | 11             |
| Basic Aviation Medicine . . . . .  | 1          | -             | -              | -             | -              |
| SAC T-11 Refresher Training . . . . .                                    | 1          | -             | -              | 1             | -              |
| <u>Diversified Training - Total</u> . . . . .                            | 16         | 5             | 5              | 2             | 4              |
| Aircraft Controller . . . . .  | 14         | 5             | 3              | 2             | 4              |
| Tactical Air Controller . . . . .  | 2          | -             | 2              | -             | -              |
| <u>Aircraft Observer and Flexible Gunnery Training - Total</u> . . . . . | (3) 421    | (1) 127       | 73             | 106           | (2) 115        |
| AOB-26 . . . . .   | -          | -             | -              | -             | -              |
| AOB-29N . . . . .  | -          | -             | -              | -             | -              |
| AOB-29R . . . . .  | -          | -             | -              | -             | -              |
| Electronic Countermeasure (ECM)  | 98         | 23            | 12             | 36            | 27             |
| Aircraft Observer, Radar Interceptor (0520)                              | (2) 41     | 2             | 15             | 6             | (2) 18         |
| Navigation . . . . .   | (1) 45     | (1) 35        | 6              | 3             | 1              |
| Basic Observer, Non-Rated Officer . . . . .                              | 36         | -             | 9              | 17            | 10             |
| Basic Observer, Navigator-Bombardier . . . . .                           | 18         | -             | -              | 8             | 2              |
| Basic Observer, Pilot . . . . .  | 3          | -             | -              | 1             | 2              |
| Basic Observer, Instructor School . . . . .                              | -          | -             | -              | -             | -              |
| Aircraft Observer-Bombardment (1037)                                     | 4          | -             | -              | 3             | 1              |
| Instructor, Advanced Observer-Bombardment . . . . .                      | 1          | -             | -              | -             | 1              |
| AOB Rated Navigator-Special . . . . .                                    | 4          | -             | -              | -             | 4              |
| Aircraft Observer, Radar Upgrading . . . . .                             | 3          | -             | -              | -             | 3              |
| AOB-36 . . . . .   | -          | -             | -              | -             | -              |
| AOB-47 . . . . .   | -          | -             | -              | -             | -              |
| AOB-50 . . . . .   | -          | -             | -              | -             | -              |
| Navigation, Refresher . . . . .  | 68         | 17            | 20             | 20            | 11             |
| Navigation Refresher W/Additional Radar Training . . . . .               | 4          | 2             | 1              | 1             | -              |
| Aircraft Bombardment, Refresher . . . . .                                | 57         | 45            | 3              | 2             | 7              |
| Aircraft Observer, Radar Interceptor Refresher . . . . .                 | -          | -             | -              | -             | -              |
| Aircraft Observer, Radar Refresher . . . . .                             | 24         | 2             | -              | 6             | 16             |
| SAC Radar . . . . .  | -          | -             | -              | -             | -              |
| Radar Target Prediction & Simulation Course . . . . .                    | -          | -             | -              | -             | -              |
| Commanders Indoctrination School . . . . .                               | -          | -             | -              | -             | -              |
| Bombardier, Flexible Gunnery . . . . .                                   | 7          | -             | -              | 3             | 4              |
| Flexible Gunnery Officer . . . . .                                       | 5          | -             | 5              | -             | -              |
| Ground Observer Training . . . . .                                       | -          | -             | -              | -             | -              |
| Special Shoran Bombardment . . . . .                                     | 2          | -             | 2              | -             | -              |
| Central Instructor School - Total . . . . .                              | 1          | 1             | -              | -             | -              |
| Bombardment . . . . .  | 1          | 1             | -              | -             | -              |
| Navigation . . . . .   | -          | -             | -              | -             | -              |
| <u>Advanced Flying Training - Total</u> . . . . .                        | 650        | 89            | 123            | 170           | 268            |
| Fighter Bomber Escort, F-51 . . . . .                                    | 25         | 3             | 10             | 6             | 6              |
| Fighter Bomber Escort, F-80 . . . . .                                    | 90         | 23            | 11             | 39            | 17             |

(Continued)

TABLE 58 - USAF FLYING TRAINING OF USAF PERSONNEL - FY 1952 - CONTINUED

(Advanced Flying Training reported in table below was formerly reported as Combat Crew Individual Training. Figures in parentheses indicate Negro Personnel and are included in totals.)

| Type of Training   | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|--|--------------|---------------|----------------|---------------|----------------|
| GRADUATES  |              |               |                |               |                |
| <u>Total</u> . . . . .   | (190) 32,335 | (37) 5,891    | (34) 7,386     | (41) 8,307    | (78) 10,751    |
| <u>Officer - Total</u> . . . . .   | (35) 19,967  | (5) 3,717     | (13) 4,591     | (10) 5,413    | (7) 6,246      |
| <u>Undergraduate Pilot Training - Total</u> . . . . .                    | (4) 2,391    | 469           | (3) 522        | (1) 665       | 735            |
| Primary . . . . .  | (2) 1,419    | 181           | (1) 337        | (1) 485       | 416            |
| <u>Basic - Total</u> . . . . .   | (2) 972      | 288           | (2) 185        | 180           | 319            |
| Single Engine . . . . .  | 533          | 140           | 50             | 109           | 234            |
| Twin Engine . . . . .  | (2) 439      | 148           | (2) 135        | 71            | 85             |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .                    | (10) 3,494   | (1) 554       | (2) 547        | (5) 1,072     | (2) 1,321      |
| Helicopter . . . . .   | 62           | 11            | 19             | 20            | 12             |
| <u>Transition - Total</u> . . . . .                                      | (6) 1,531    | (1) 197       | (1) 202        | (3) 447       | (1) 685        |
| All Weather Jet . . . . .  | (3) 841      | (1) 96        | 99             | (1) 264       | (1) 382        |
| Jet Pilot . . . . .  | (3) 558      | 101           | (1) 103        | (2) 183       | 171            |
| Multi Engine, Conventional . . . . .                                     | 132          | -             | -              | -             | 132            |
| <u>Instructor - Total</u> . . . . .                                      | (4) 807      | 153           | (1) 229        | (2) 164       | (1) 261        |
| Fighter Gunnery . . . . .  | (1) 66       | 13            | (1) 21         | 10            | 24             |
| Fighter Gunnery Familiarization . . . . .                                | 9            | -             | -              | -             | 9              |
| Instrument Pilot . . . . .   | (1) 423      | 94            | 115            | (1) 106       | 108            |
| Jet, Upgrading . . . . .   | (2) 271      | 46            | 93             | (1) 48        | 84             |
| Medium Bomber, B-47 . . . . .  | 24           | -             | -              | -             | 24             |
| Multi Engine, Upgrading . . . . .  | 12           | -             | -              | -             | 12             |
| Central Instructor School, Pilot . . . . .                               | * 879        | 193           | 97             | 246           | 343            |
| Basic Aviation Medicine . . . . .  | 20           | -             | -              | -             | 20             |
| SAC T-11 Refresher Training . . . . .                                    | 195          | -             | -              | 195           | -              |
| <u>Diversified Training - Total</u> . . . . .                            | (3) 781      | 128           | 205            | (2) 236       | (1) 212        |
| Aircraft Controller . . . . .  | (3) 588      | 123           | 164            | (2) 158       | (1) 137        |
| Tactical Air Controller . . . . .  | 199          | 5             | 41             | 78            | 75             |
| <u>Aircraft Observer and Flexible Gunnery Training - Total</u> . . . . . | (10) 7,333   | (2) 1,576     | (4) 1,907      | (2) 1,922     | (2) 1,921      |
| ACB-26 . . . . .   | -            | -             | -              | -             | -              |
| ACB-29N . . . . .  | -            | -             | -              | -             | -              |
| ACB-29R . . . . .  | -            | -             | -              | -             | -              |
| Electronic Countermeasure (ECM) . . . . .                                | (2) 321      | (1) 77        | (1) 59         | 107           | 78             |
| Aircraft Observer, Radar Interceptor (0520) . . . . .                    | (1) 265      | 53            | (1) 84         | 83            | 45             |
| Navigation . . . . .   | (2) 790      | (1) 247       | (1) 215        | 210           | 118            |
| Basic Observer, Non-Rated Officer . . . . .                              | 118          | -             | -              | -             | 118            |
| Basic Observer, Navigator-Bombardier . . . . .                           | 198          | -             | -              | -             | 198            |
| Basic Observer, Pilot . . . . .  | 68           | -             | -              | -             | 68             |
| Basic Observer, Instructor School . . . . .                              | 113          | -             | -              | 56            | 57             |
| Aircraft Observer-Bombardment (1037) . . . . .                           | 1,289        | 299           | 247            | 356           | 387            |
| Instructor, Advanced Observer-Bombardment . . . . .                      | 224          | 64            | 70             | 47            | 43             |
| ACB Rated Navigator-Special . . . . .                                    | (2) 111      | -             | -              | -             | (2) 111        |
| Aircraft Observer, Radar Upgrading . . . . .                             | 51           | -             | -              | 11            | 40             |
| ACB-36 . . . . .   | -            | -             | -              | -             | -              |
| ACB-47 . . . . .   | -            | -             | -              | -             | -              |
| ACB-50 . . . . .   | -            | -             | -              | -             | -              |
| Navigation, Refresher . . . . .  | (1) 938      | 182           | 373            | (1) 303       | 80             |
| Navigation Refresher W/Additional Radar Training . . . . .               | 379          | 123           | 139            | 117           | -              |
| Aircraft Bombardment, Refresher . . . . .                                | (2) 742      | 180           | (1) 197        | (1) 162       | 203            |
| Aircraft Observer, Radar Interceptor Refresher . . . . .                 | 22           | 18            | -              | -             | 4              |
| Aircraft Observer, Radar Refresher . . . . .                             | 724          | 225           | 229            | 231           | 39             |
| SAC Radar . . . . .  | 12           | -             | -              | -             | 12             |
| Radar Target Prediction & Simulation Course . . . . .                    | 122          | 10            | 68             | 14            | 30             |
| Commanders Indoctrination School . . . . .                               | 169          | 32            | 36             | 35            | 66             |
| Bombardier, Flexible Gunnery . . . . .                                   | 261          | -             | 52             | 100           | 129            |
| Flexible Gunnery Officer . . . . .                                       | 15           | -             | -              | 9             | 6              |
| Ground Observer Training . . . . .                                       | 175          | -             | 31             | 78            | 66             |
| Special Shoran Bombardment . . . . .                                     | 45           | -             | 45             | -             | -              |
| <u>Central Instructor School - Total</u> . . . . .                       | 161          | 66            | 62             | 10            | 23             |
| Bombardment . . . . .  | 113          | 66            | 14             | 10            | 23             |
| Navigation . . . . .   | 48           | -             | 48             | -             | -              |
| <u>Advanced Flying Training - Total</u> . . . . .                        | (8) 5,968    | (2) 990       | (4) 1,410      | 1,511         | (2) 2,057      |
| Fighter Bomber Escort, F-51 . . . . .                                    | 345          | 87            | 74             | 79            | 105            |
| Fighter Bomber Escort, F-80 . . . . .                                    | (1) 541      | 136           | 156            | 134           | (1) 115        |

(Continued)

TABLE 58 -- USAF FLYING TRAINING OF USAF PERSONNEL -- FY 1952 -- CONTINUED

(Advanced Flying Training reported in table below was formerly reported as Combat Crew Individual Training. Figures in parentheses indicate Negro Personnel and are included in totals.)

| Type of Training  | Total      | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---|------------|---------------|----------------|---------------|----------------|
| ATTRITION (Continued)                                   |            |               |                |               |                |
| <u>Advanced Flying Training (Continued)</u>             |            |               |                |               |                |
| Fighter Bomber Escort, F-84 . . . . .                   | 23         | 3             | 4              | 4             | 12             |
| Fighter Bomber Escort, F-86 . . . . .                   | 3          | -             | -              | -             | 3              |
| Medium Bomber, Conventional . . . . .                   | 250        | 42            | 62             | 70            | 76             |
| Medium Bomber, Jet Transition . . . . .                 | 12         | 3             | 4              | 4             | 1              |
| Aircrew Interceptor, F-89 . . . . .                     | 158        | -             | -              | 21            | 137            |
| Aircrew Interceptor, F-94 . . . . .                     | 64         | 13            | 28             | 18            | 5              |
| Instrument Interceptor, All Weather . . . . .           | 23         | -             | 4              | 8             | 11             |
| Navigation Data Collection Composition . . . . .        | 2          | 2             | -              | -             | -              |
| <u>Airman - Total . . . . .</u>                         | (30) 2,117 | (7) 428       | (2) 312        | (6) 563       | (15) 814       |
| <u>Undergraduate Pilot Training - Total . . . . .</u>   | (22) 1,521 | (5) 326       | (2) 209        | (6) 406       | (9) 580        |
| Primary . . . . .                                       | (19) 1,389 | (3) 287       | (2) 194        | (5) 377       | (9) 531        |
| Basic - Total . . . . .                                 | (3) 132    | (2) 39        | 15             | (1) 29        | 49             |
| Single Engine . . . . .                                 | (3) 106    | (2) 25        | 10             | (1) 23        | 48             |
| Twin Engine . . . . .                                   | 26         | 14            | 5              | 6             | 1              |
| <u>Aircraft Observer and Flexible Gunnery</u>           |            |               |                |               |                |
| <u>Training - Total . . . . .</u>                       | (4) 273    | (1) 25        | 32             | 66            | (3) 150        |
| ACB-26 . . . . .  | -          | -             | -              | -             | -              |
| ACB-29N . . . . .                                       | 1          | -             | -              | -             | 1              |
| ACB-29R . . . . .                                       | -          | -             | -              | -             | -              |
| Aircraft Observer, Radar Interceptor (O520) . . . . .   | (2) 96     | -             | 10             | 17            | (2) 69         |
| Navigation . . . . .                                    | 27         | 17            | 7              | 3             | -              |
| Basic Observer Training, Cadets . . . . .               | (1) 74     | -             | 3              | 24            | (1) 47         |
| Radar Target Prediction & Simulation Training . . . . . | -          | -             | -              | -             | -              |
| Flexible Gunnery, B-29 . . . . .                        | (1) 69     | (1) 8         | 12             | 22            | 27             |
| Flexible Gunnery, B-26 . . . . .                        | -          | -             | -              | -             | -              |
| Flexible Gunnery, Instructor . . . . .                  | 6          | -             | -              | -             | 6              |
| Central Instructor School - Total . . . . .             | -          | -             | -              | -             | -              |
| Bombardment . . . . .                                   | -          | -             | -              | -             | -              |
| <u>Advanced Flying Training - Total . . . . .</u>       | (4) 323    | (1) 77        | 71             | 91            | (3) 84         |
| Medium Bomber, Conventional . . . . .                   | (4) 323    | (1) 77        | 71             | 91            | (3) 84         |

(Continued)

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 58 - USAF FLYING TRAINING OF USAF PERSONNEL 1952 - CONTINUED

(Advanced Flying Training reported in table below was formerly reported as Combat Crew Individual Training. Figures in parentheses indicate Negro Personnel and are included in totals.)

| Type of Training  | Total               | First Quarter     | Second Quarter    | Third Quarter     | Fourth Quarter    |
|---|---------------------|-------------------|-------------------|-------------------|-------------------|
| GRADUATES (Continued)                                   |                     |                   |                   |                   |                   |
| <u>Advanced Flying Training (Continued)</u>             |                     |                   |                   |                   |                   |
| Fighter Bomber Escort, F-84 . . . . .                   | (1) 186             | 34                | (1) 37            | 34                | 81                |
| Fighter Bomber Escort, F-86 . . . . .                   | 77                  | -                 | -                 | -                 | 77                |
| Medium Bomber, Conventional . . . . .                   | (5) 2,927           | (2) 595           | (2) 734           | 733               | (1) 865           |
| Medium Bomber, Jet Transition . . . . .                 | 226                 | 17                | 121               | 64                | 24                |
| Aircrew Interceptor, F-89 . . . . .                     | 31                  | -                 | -                 | -                 | 31                |
| Aircrew Interceptor, F-94 . . . . .                     | (1) 950             | 110               | (1) 264           | 217               | 359               |
| Instrument Interceptor, All Weather . . . . .           | 674                 | -                 | 24                | 250               | 400               |
| Navigation Data Collection Composition . . . . .        | 11                  | 11                | -                 | -                 | -                 |
| <u>Airman - Total . . . . .</u>                         | <u>(155) 12,368</u> | <u>(32) 2,174</u> | <u>(21) 2,795</u> | <u>(31) 2,894</u> | <u>(71) 4,505</u> |
| <u>Undergraduate Pilot Training - Total . . . . .</u>   |                     |                   |                   |                   |                   |
| Primary . . . . .                                       | (18) 4,546          | (2) 675           | (5) 1,095         | (2) 1,027         | (9) 1,749         |
| Basic - Total . . . . .                                 | (12) 2,816          | 500               | (4) 683           | (2) 547           | (6) 1,086         |
| Single Engine . . . . .                                 | (6) 1,730           | (2) 175           | (1) 412           | 480               | (3) 663           |
| Twin Engine . . . . .                                   | (3) 1,111           | (1) 106           | (1) 144           | 343               | (1) 518           |
|   | (3) 619             | (1) 69            | 268               | 137               | (2) 145           |
| <u>Aircraft Observer and Flexible Gunnery</u>           |                     |                   |                   |                   |                   |
| <u>Training - Total . . . . .</u>                       | <u>(70) 4,154</u>   | <u>(8) 785</u>    | <u>(6) 819</u>    | <u>(22) 985</u>   | <u>(34) 1,565</u> |
| ACB-26 . . . . .  | -                   | -                 | -                 | -                 | -                 |
| ACB-29N . . . . .                                       | -                   | -                 | -                 | -                 | -                 |
| ACB-29R . . . . .                                       | -                   | -                 | -                 | -                 | -                 |
| Aircraft Observer, Radar Interceptor (0520) . . . . .   | (1) 396             | -                 | -                 | 143               | (1) 253           |
| Navigation . . . . .                                    | (9) 267             | (5) 95            | 81                | (4) 69            | 22                |
| Basic Observer Training, Cadets . . . . .               | (2) 221             | -                 | -                 | -                 | (2) 221           |
| Radar Target Prediction & Simulation Training . . . . . | 2                   | -                 | -                 | -                 | 2                 |
| Flexible Gunnery, B-29 . . . . .                        | (54) 2,990          | (3) 689           | (6) 738           | (17) 727          | (28) 836          |
| Flexible Gunnery, B-26 . . . . .                        | (4) 197             | -                 | -                 | (1) 46            | (3) 151           |
| Flexible Gunnery, Instructor . . . . .                  | 80                  | -                 | -                 | -                 | 80                |
| Central Instructor School - Total . . . . .             | 1                   | 1                 | -                 | -                 | -                 |
| Bombardment . . . . .                                   | 1                   | 1                 | -                 | -                 | -                 |
| <u>Advanced Flying Training - Total . . . . .</u>       | <u>(67) 3,668</u>   | <u>(22) 714</u>   | <u>(10) 881</u>   | <u>(7) 882</u>    | <u>(28) 1,191</u> |
| Medium Bomber, Conventional . . . . .                   | (87) 3,668          | (22) 714          | (10) 881          | (7) 882           | (28) 1,191        |

(Continued)

\*In addition to the 879 USAF Instructor Pilots trained during fiscal year 1952, 1,161 civilians also completed the course.

TABLE 58 - USAF FLYING TRAINING OF USAF PERSONNEL - FY 1952 - CONTINUED

(Advanced Flying Training reported in table below was formerly reported as Combat Crew Individual Training. Figures in parentheses indicate Negro Personnel and are included in totals.)

| Type of Training   | Total                 | 30 September (1951) | 31 December           | 31 March (1952)       | 30 June |
|--|-----------------------|---------------------|-----------------------|-----------------------|---------|
| UNDER INSTRUCTION  |                       |                     |                       |                       |         |
| <u>Total</u> . . . . .   | (45) 8,992            | (49) 10,263         | (87) 12,684           | (104) 13,854          |         |
| <u>Officer - Total</u> . . . . .   | (13) 4,908            | (8) 5,098           | (8) 5,798             | (37) 5,957            |         |
| <u>Undergraduate Pilot Training - Total</u> . . . .                      | (5) 1,360             | (5) 1,415           | (4) 1,371             | (11) 1,533            |         |
| Primary . . . . .  | (3) 972 <sup>a/</sup> | (4) 1,108           | (3) 802               | (10) 627              |         |
| <u>Basic - Total</u> . . . . .   | (2) 388               | (1) 307             | (1) 569               | (1) 906               |         |
| Single Engine . . . . .  | (2) 116               | (1) 109             | (1) 386 <sup>b/</sup> | (1) 564               |         |
| Twin Engine . . . . .  | (2) 272               | (1) 198             | (1) 183 <sup>b/</sup> | (1) 342               |         |
| <u>Miscellaneous Pilot Training - Total</u> . . . .                      | (1) 217               | (1) 232             | 568                   | 535                   |         |
| Helicopter . . . . .   | 19                    | 10                  | 13                    | 19                    |         |
| <u>Transition - Total</u> . . . . .                                      | 51                    | 72                  | 224                   | 191                   |         |
| All Weather Jet . . . . .  | 31                    | 60                  | 108                   | 100                   |         |
| Jet Pilot . . . . .  | 20                    | 12                  | 88                    | 28 <sup>1/</sup>      |         |
| Multi Engine, Conventional . . . . .                                     | -                     | -                   | 28                    | 63                    |         |
| <u>Instructor - Total</u> . . . . .                                      | (1) 138               | (1) 86              | 171                   | 221                   |         |
| Fighter Gunnery . . . . .  | (1) 17                | -                   | 19                    | 13                    |         |
| Fighter Gunnery Familiarization . . . . .                                | -                     | -                   | -                     | 3                     |         |
| Instrument Pilot . . . . .   | 77                    | 40                  | 71                    | 71                    |         |
| Jet, Upgrading . . . . .   | 44                    | (1) 46              | 35                    | 72                    |         |
| Medium Bomb, B-47 . . . . .  | -                     | -                   | 34                    | 49                    |         |
| Multi Engine, Upgrading . . . . .  | -                     | -                   | 12                    | 13                    |         |
| Central Instructor School, Pilot . . . . .                               | 9                     | 64                  | 160                   | 104                   |         |
| Basic Aviation Medicine . . . . .  | -                     | -                   | -                     | -                     |         |
| SAC T-11 Refresher Training . . . . .                                    | -                     | -                   | -                     | -                     |         |
| <u>Diversified Training - Total</u> . . . . .                            | 118                   | (1) 90              | 104                   | (1) 156               |         |
| Aircraft Controller . . . . .  | 114                   | (1) 80              | 81                    | (1) 137               |         |
| Tactical Air Controller . . . . .  | 4                     | 10                  | 23                    | 19                    |         |
| <u>Aircraft Observer and Flexible Gunnery Training - Total</u> . . . . . | (4) 2,162             | (1) 2,350           | (2) 2,271             | (22) 2,430            |         |
| AOB-26 . . . . .   | -                     | -                   | -                     | (1) 88                |         |
| AOB-29N . . . . .  | -                     | -                   | -                     | 12                    |         |
| AOB-29R . . . . .  | -                     | -                   | -                     | (1) 141 <sup>m/</sup> |         |
| Electronic Countermeasure (ECM) . . . . .                                | (1) 274               | 346 <sup>c/</sup>   | (1) 317 <sup>b/</sup> | (1) 242 <sup>n/</sup> |         |
| Aircraft Observer, Radar Interceptor (0520) . . . . .                    | (1) 136               | 79                  | 58                    | (3) 79                |         |
| Navigation . . . . .   | (1) 500               | 324                 | 122 <sup>1/</sup>     | -                     |         |
| Basic Observer, Non-Rated Officer . . . . .                              | 68                    | 171                 | (1) 259               | (7) 241               |         |
| Basic Observer, Navigator-Bombardier . . . . .                           | -                     | 139                 | 462                   | (3) 542               |         |
| Basic Observer, Pilot . . . . .  | -                     | 64                  | 219                   | (1) 291               |         |
| Basic Observer, Instructor School . . . . .                              | -                     | 27                  | 15                    | 23                    |         |
| Aircraft Observer-Bombardment (1037) . . . . .                           | 391                   | 491                 | 470                   | 224                   |         |
| Instructor, Advanced Observer-Bombardment . . . . .                      | 55                    | 8                   | -                     | 32                    |         |
| AOB Rated Navigator-Special . . . . .                                    | -                     | -                   | 47                    | (2) 68                |         |
| Aircraft Observer, Radar Upgrading . . . . .                             | -                     | -                   | 65                    | 26 <sup>m/</sup>      |         |
| AOB-36 . . . . .   | -                     | -                   | -                     | 14                    |         |
| AOB-47 . . . . .   | -                     | -                   | -                     | 55                    |         |
| AOB-50 . . . . .   | -                     | -                   | -                     | 88                    |         |
| Navigation, Refresher . . . . .  | 239                   | (1) 258             | 46                    | 36                    |         |
| Navigation Refresher W/Additional Radar . . . . .                        | -                     | -                   | -                     | -                     |         |
| Training . . . . .   | 175                   | 120                 | - <sup>1/</sup>       | -                     |         |
| Aircraft Bombardment, Refresher . . . . .                                | (1) 86                | 73                  | 81                    | (2) 86                |         |
| Aircraft Observer, Radar Interceptor Refresher . . . . .                 | -                     | -                   | 1                     | -                     |         |
| Aircraft Observer, Radar Refresher . . . . .                             | 155                   | 197                 | 43                    | 6                     |         |
| SAC Radar . . . . .  | -                     | -                   | -                     | - <sup>o/</sup>       |         |
| Radar Target Prediction & Simulation Course . . . . .                    | 10                    | -                   | -                     | 7                     |         |
| Commanders Indoctrination School . . . . .                               | -                     | -                   | 7                     | 6 <sup>c/</sup>       |         |
| Bombardier, Flexible Gunnery . . . . .                                   | -                     | 44                  | 36                    | (1) 82                |         |
| Flexible Gunnery Officer . . . . .                                       | -                     | 9                   | 5                     | 4                     |         |
| Ground Observer Training . . . . .                                       | -                     | -                   | 12                    | 10                    |         |
| Special/Shoran Bombardment . . . . .                                     | 47                    | -                   | -                     | -                     |         |
| <u>Central Instructor School - Total</u> . . . . .                       | 26                    | -                   | 6                     | 27                    |         |
| Bombardment . . . . .  | 14                    | -                   | 6                     | 27                    |         |
| Navigation . . . . .   | 12                    | -                   | -                     | -                     |         |
| <u>Advanced Flying Training - Total</u> . . . . .                        | (3) 1,051             | 1,011               | (2) 1,484             | (3) 1,303             |         |
| Fighter Bomber Escort, F-51 . . . . .                                    | 42                    | 39                  | 66                    | (1) 71                |         |
| Fighter Bomber Escort, F-80 . . . . .                                    | 89                    | 79 <sup>d/</sup>    | (1) 117 <sup>j/</sup> | 122 <sup>p/</sup>     |         |

(Continued)

TABLE 58 - USAF FLYING TRAINING OF USAF PERSONNEL - FY 1952 - CONTINUED

(Advanced Flying Training reported in table below was formerly reported as Combat Crew Individual Training. Figures in parentheses indicate Negro Personnel and are included in totals.)

| Type of Training   | Total | 30 September (1951) | 31 December           | 31 March (1952)       | 30 June         |
|--|-------|---------------------|-----------------------|-----------------------|-----------------|
| UNDER INSTRUCTION (Continued)  |       |                     |                       |                       |                 |
| N O T A P P L I C A B L E  |       |                     |                       |                       |                 |
| Advanced Flying Training (Continued)                                     |       |                     |                       |                       |                 |
| Fighter Bomber Escort, F-84 . . . . .                                    | (1)   | 30                  | 26 <sup>a/</sup>      | 52 <sup>j/</sup>      | 121             |
| Fighter Bomber Escort, F-86 . . . . .                                    |       | -                   | -                     | -                     | 8 <sup>p/</sup> |
| Medium Bomber, Conventional . . . . .                                    | (2)   | 691                 | 722                   | (1) 806               | (1) 518         |
| Medium Bomber, Jet Transition . . . . .                                  |       | 71                  | 16                    | 35                    | - <sup>l/</sup> |
| Aircrew Interceptor, F-89 . . . . .                                      |       | -                   | -                     | 69                    | 66              |
| Aircrew Interceptor, F-94 . . . . .                                      |       | 128                 | 52 <sup>e/</sup>      | 167                   | 185             |
| Instrument Interceptor, All Weather . . . . .                            |       | -                   | 77 <sup>e/</sup>      | 172                   | (1) 209         |
| Navigation Data Collection Composition . . . . .                         |       | -                   | -                     | -                     | -               |
| <u>Airman - Total . . . . .</u>  | (32)  | 4,084               | (41) 5,165            | (79) 6,886            | (67) 7,897      |
| <u>Undergraduate Pilot Training - Total . . . . .</u>                    | (10)  | 2,394               | (16) 2,976            | (27) 3,897            | (23) 4,714      |
| Primary . . . . .  | (9)   | 1,472 <sup>b/</sup> | (14) 2,151            | (24) 3,048            | (16) 3,115      |
| Basic - Total . . . . .  | (1)   | 922                 | (2) 825               | (3) 849               | (7) 1,599       |
| Single Engine . . . . .  | (1)   | 305                 | (1) 275               | (1) 576 <sup>k/</sup> | (7) 1,101       |
| Twin Engine . . . . .  |       | 617                 | (1) 550               | (2) 173 <sup>k/</sup> | 498             |
| <u>Aircraft Observer and Flexible Gunnery Training - Total . . . . .</u> | (8)   | 827                 | (15) 1,282            | (39) 2,006            | (29) 2,482      |
| AOB-26 . . . . .   |       | -                   | -                     | -                     | 49              |
| AOB-29N . . . . .  |       | -                   | -                     | -                     | (1) 71          |
| AOB-29R . . . . .  |       | -                   | -                     | -                     | 74              |
| Aircraft Observer, Radar Interceptor (O520) . . . . .                    | (1)   | 167                 | (3) 450               | (6) 565               | (11) 738        |
| Navigation . . . . .   | (4)   | 183                 | (4) 94 <sup>f/</sup>  | 22                    | -               |
| Basic Observer Training, Cadets . . . . .                                | (2)   | 74                  | (2) 319 <sup>f/</sup> | (6) 692               | (5) 940         |
| Radar Target Prediction & Simulation Training . . . . .                  |       | -                   | -                     | -                     | -               |
| Flexible Gunnery, B-29 . . . . .   | (1)   | 403                 | (6) 419               | (27) 616              | (11) 532        |
| Flexible Gunnery, B-26 . . . . .   |       | -                   | -                     | 24                    | (1) 27          |
| Flexible Gunnery, Instructor . . . . .                                   |       | -                   | -                     | 87                    | 50              |
| Central Instructor School - Total . . . . .                              |       | -                   | -                     | -                     | 1               |
| Bombardment . . . . .  |       | -                   | -                     | -                     | 1               |
| <u>Advanced Flying Training - Total . . . . .</u>                        | (14)  | 863                 | (10) 907              | (13) 983              | (15) 701        |
| Medium Bomber, Conventional . . . . .                                    | (14)  | 863                 | (10) 907              | (13) 983              | (15) 701        |

- a/ One ANG Officer reported in June as USAF.
- b/ Two ANG Cadets reported in June as USAF, 5 ANG Cadets amended to be USAF.
- c/ Two Officers transferred from, and one to Air Electronics Officer Course, TTAF.
- d/ Twenty four Officers transferred from F-84 to F-80.
- e/ Fifty nine Officers transferred from F-94 to Instrument Interceptor, All Weather.
- f/ One Cadet from Navigation to Basic Observer Training, Cadets.
- g/ One hundred and eighty one students transferred from Basic Twin Engine to Basic Single Engine.
- h/ One Officer transferred from Air Electronics Officer Course, TTAF.
- i/ One Officer transferred from Navigation with Additional Training to Navigation Course.
- j/ Nine Officers transferred from F-80 to F-84.
- k/ Six hundred and forty Cadets transferred from Twin Engine to Single Engine.
- l/ Nine Officers transferred from Medium Bomb, Jet Transition to Course Jet Pilot Transition.
- m/ Twenty two Officers transferred from Aircraft Observer, Radar Upgrading to AOB-29R.
- n/ One Officer transferred to Air Electronics Officer Course TTAF.
- o/ Eleven Officers transferred from SAC Radar to Commanders Indoctrination School.
- p/ Eighty two Officers transferred from F-80 to F-86.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 59 - USAF FLYING TRAINING FATALITIES OF USAF PERSONNEL - FY 1952

(Other fatalities reported in Flying Training for FY 1952 but not included in figures below were: 1 ANG fatality in second quarter under Fighter Bomber Escort F-84; 9 fatalities in Undergraduate Pilot Training of Foreign personnel reported as follows: 5 French Cadets under Basic, 3 French Cadets, 1 Norwegian Cadet, 1 Norwegian and 1 Belgian under Advanced Single Engine. Figures in parentheses in the table indicate Negro Personnel and are included in the totals. The table includes B-26 Light Bomber Conventional fatalities at Tactical Air Command.)

| Type of Training                                      | Total          | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---|----------------|---------------|----------------|---------------|----------------|
|   | FATALITIES     |               |                |               |                |
| <u>Total</u> . . . . .                                | (1) <u>111</u> | (1) <u>23</u> | <u>31</u>      | <u>30</u>     | <u>27</u>      |
| <u>Officer - Total</u> . . . . .                      | <u>75</u>      | <u>13</u>     | <u>26</u>      | <u>21</u>     | <u>15</u>      |
| <u>Undergraduate Pilot Training - Total</u> . . . . . | <u>17</u>      | <u>3</u>      | <u>3</u>       | <u>6</u>      | <u>5</u>       |
| Primary . . . . .                                     | 10             | 1             | 3              | 4             | 2              |
| <u>Basic - Total</u> . . . . .                        | <u>7</u>       | <u>2</u>      | -              | <u>2</u>      | <u>3</u>       |
| Single Engine . . . . .                               | 6              | 2             | -              | 2             | 2              |
| Twin Engine . . . . .                                 | 1              | -             | -              | -             | 1              |
| <u>Miscellaneous Pilot Training - Total</u> . . . . . | <u>11</u>      | <u>2</u>      | <u>3</u>       | <u>3</u>      | <u>3</u>       |
| <u>Transition - Total</u> . . . . .                   | <u>7</u>       | -             | <u>2</u>       | <u>3</u>      | <u>2</u>       |
| All Weather Jet . . . . .                             | 4              | -             | -              | 2             | 2              |
| Jet, Pilot . . . . .                                  | 3              | -             | 2              | 1             | -              |
| <u>Instructor - Total</u> . . . . .                   | <u>4</u>       | <u>2</u>      | <u>1</u>       | -             | <u>1</u>       |
| Instrument Pilot . . . . .                            | 1              | 1             | -              | -             | -              |
| Jet, Upgrading . . . . .                              | 3              | 1             | 1              | -             | 1              |
| <u>Advanced Flying Training - Total</u> . . . . .     | <u>47</u>      | <u>8</u>      | <u>20</u>      | <u>12</u>     | <u>7</u>       |
| Fighter Bomber Escort, F-51 . . . . .                 | 8              | -             | 5              | 2             | 1              |
| Fighter Bomber Escort, F-80 . . . . .                 | 13             | 6             | 1              | 5             | 1              |
| Fighter Bomber Escort, F-84 . . . . .                 | 9              | 1             | 2              | 2             | 4              |
| Medium Bomber, Conventional B-29 . . . . .            | 4              | -             | 4              | -             | -              |
| Medium Bomber, Jet Transition B-47 . . . . .          | 3              | 1             | 1              | 1             | -              |
| Instrument Interceptor, All Weather . . . . .         | 1              | -             | -              | -             | 1              |
| Light Bomber, Conventional, B-26 . . . . .            | 9              | -             | 7              | 2             | -              |
| <u>Airman - Total</u> . . . . .                       | (1) <u>36</u>  | (1) <u>10</u> | <u>5</u>       | <u>9</u>      | <u>12</u>      |
| <u>Undergraduate Pilot Training - Total</u> . . . . . | <u>19</u>      | <u>6</u>      | <u>1</u>       | <u>3</u>      | <u>9</u>       |
| Primary . . . . .                                     | (1) 11         | (1) 4         | -              | 2             | 5              |
| <u>Basic - Total</u> . . . . .                        | <u>8</u>       | <u>2</u>      | <u>1</u>       | <u>1</u>      | <u>4</u>       |
| Single Engine . . . . .                               | 8              | 2             | 1              | 1             | 4              |
| Twin Engine . . . . .                                 | -              | -             | -              | -             | -              |
| <u>Advanced Flying Training - Total</u> . . . . .     | <u>17</u>      | <u>4</u>      | <u>4</u>       | <u>6</u>      | <u>3</u>       |
| Medium Bomber, Conventional B-29 . . . . .            | 9              | -             | 3              | 6             | -              |
| Light Bomber, Conventional B-26 . . . . .             | 8              | 4             | 1              | -             | 3              |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.



TABLE 60 - USAF FLYING TRAINING OF ARMY AND NAVY PERSONNEL - FY 1952

(Figures in parentheses indicate Negro personnel and are included in the totals.)

| Type of Training                                      | Total    |      | First Quarter |      | Second Quarter |      | Third Quarter |      | Fourth Quarter |      |
|---|----------|------|---------------|------|----------------|------|---------------|------|----------------|------|
|   | Army     | Navy | Army          | Navy | Army           | Navy | Army          | Navy | Army           | Navy |
| NEW STUDENTS  |          |      |               |      |                |      |               |      |                |      |
| <u>Total</u> . . . . .                                | (11) 805 | 23   | (2) 135       | 3    | (3) 143        | 7    | (5) 239       | 2    | (1) 288        | 4    |
| <u>Officer - Total</u> . . . . .                      | (11) 805 | 23   | (2) 135       | 3    | (3) 143        | 7    | (5) 239       | 2    | (1) 288        | 4    |
| <u>Miscellaneous Pilot Training - Total</u> . . . . . | (11) 805 | 21   | (2) 135       | 3    | (3) 143        | 7    | (5) 239       | 2    | (1) 288        | 4    |
| Helicopter . . . . .                                  | 178      | -    | 41            | -    | 27             | -    | 59            | -    | 51             | -    |
| Liaison . . . . .                                     | (11) 627 | -    | (2) 94        | -    | (3) 116        | -    | (5) 180       | -    | (1) 237        | -    |
| <u>Instructor - Total</u> . . . . .                   | -        | 18   | -             | 3    | -              | 4    | -             | 8    | -              | 3    |
| Fighter Gunnery . . . . .                             | -        | 10   | -             | 1    | -              | 2    | -             | 4    | -              | 3    |
| Instrument Pilot . . . . .                            | -        | 6    | -             | 2    | -              | -    | -             | 4    | -              | -    |
| Jet, Upgrading . . . . .                              | -        | 2    | -             | -    | -              | 2    | -             | -    | -              | -    |
| Central Instructor School, Pilot . . . . .            | -        | 3    | -             | -    | -              | 3    | -             | -    | -              | -    |
| <u>Advanced Flying Training - Total</u> . . . . .     | -        | 2    | -             | -    | -              | -    | -             | 1    | -              | 1    |
| Aircrew Training, Instrument Interceptor              | -        | 1    | -             | -    | -              | -    | -             | 1    | -              | -    |
| Fighter Bomb Escort, F-80 . . . . .                   | -        | 1    | -             | -    | -              | -    | -             | -    | -              | 1    |
| <u>Enlisted - Total</u> . . . . .                     | -        | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| <u>Miscellaneous Pilot Training - Total</u> . . . . . | -        | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| Helicopter . . . . .                                  | -        | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| ATTRITION   |          |      |               |      |                |      |               |      |                |      |
| <u>Total</u> . . . . .                                | (7) 224  | 3    | 33            | -    | (3) 38         | 2    | (1) 64        | -    | (3) 89         | 1    |
| <u>Officer - Total</u> . . . . .                      | (7) 224  | 3    | 33            | -    | (3) 38         | 2    | (1) 64        | -    | (3) 89         | 1    |
| <u>Miscellaneous Pilot Training - Total</u> . . . . . | (7) 224  | 3    | 33            | -    | (3) 38         | 2    | (1) 64        | -    | (3) 89         | 1    |
| Helicopter . . . . .                                  | 15       | -    | 3             | -    | 10             | -    | 2             | -    | -              | -    |
| Liaison . . . . .                                     | (7) 209  | -    | 30            | -    | (3) 28         | -    | (1) 62        | -    | (3) 89         | -    |
| <u>Instructor - Total</u> . . . . .                   | -        | 2    | -             | -    | -              | 2    | -             | -    | -              | -    |
| Fighter Gunnery . . . . .                             | -        | 2    | -             | -    | -              | 2    | -             | -    | -              | -    |
| Instrument Pilot . . . . .                            | -        | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| Jet, Upgrading . . . . .                              | -        | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| Central Instructor School . . . . .                   | -        | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| <u>Advanced Flying Training - Total</u> . . . . .     | -        | 1    | -             | -    | -              | -    | -             | -    | -              | 1    |
| Aircrew Training, Instrument Interceptor              | -        | 1    | -             | -    | -              | -    | -             | -    | -              | -    |
| Fighter Bomb Escort, F-80 . . . . .                   | -        | -    | -             | -    | -              | -    | -             | -    | -              | 1    |
| <u>Enlisted - Total</u> . . . . .                     | -        | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| <u>Miscellaneous Pilot Training - Total</u> . . . . . | -        | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| Helicopter . . . . .                                  | -        | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| GRADUATES   |          |      |               |      |                |      |               |      |                |      |
| <u>Total</u> . . . . .                                | (6) 449  | 23   | (1) 89        | 8    | (2) 90         | 4    | (1) 118       | 6    | (2) 152        | 5    |
| <u>Officer - Total</u> . . . . .                      | (6) 449  | 21   | (1) 89        | 6    | (2) 90         | 4    | (1) 118       | 6    | (2) 152        | 5    |
| <u>Miscellaneous Pilot Training - Total</u> . . . . . | (6) 449  | 20   | (1) 89        | 6    | (2) 90         | 4    | (1) 118       | 6    | (2) 152        | 5    |
| Helicopter . . . . .                                  | 154      | 4    | 25            | 4    | 36             | -    | 45            | -    | 48             | -    |
| Liaison . . . . .                                     | (6) 295  | -    | (1) 64        | -    | (2) 54         | -    | (1) 73        | -    | (2) 104        | -    |
| <u>Instructor - Total</u> . . . . .                   | -        | 13   | -             | 2    | -              | 1    | -             | 6    | -              | 4    |
| Fighter Gunnery . . . . .                             | -        | 5    | -             | -    | -              | 1    | -             | 2    | -              | 2    |
| Instrument Pilot . . . . .                            | -        | 6    | -             | 2    | -              | -    | -             | 2    | -              | -    |
| Jet, Upgrading . . . . .                              | -        | 2    | -             | -    | -              | -    | -             | 2    | -              | -    |
| Central Instructor School . . . . .                   | -        | 3    | -             | -    | -              | 3    | -             | -    | -              | -    |
| <u>Advanced Flying Training - Total</u> . . . . .     | -        | 1    | -             | -    | -              | -    | -             | -    | -              | 1    |
| Aircrew Training, Instrument Interceptor              | -        | 1    | -             | -    | -              | -    | -             | -    | -              | -    |
| Fighter Bomb Escort, F-80 . . . . .                   | -        | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| <u>Enlisted - Total</u> . . . . .                     | -        | 2    | -             | 2    | -              | -    | -             | -    | -              | -    |
| <u>Miscellaneous Pilot Training - Total</u> . . . . . | -        | 2    | -             | 2    | -              | -    | -             | -    | -              | -    |
| Helicopter . . . . .                                  | -        | 2    | -             | 2    | -              | -    | -             | -    | -              | -    |

TABLE 60 - USAF FLYING TRAINING OF ARMY AND NAVY PERSONNEL - FY 1952 - CONTINUED

(Figures in parentheses indicate Negro personnel and are included in the totals.)

| Type of Training                               | Total             |                | 30 September (1951) |      | 31 December |      | 31 March (1952) |      | 30 June |      |
|--|-------------------|----------------|---------------------|------|-------------|------|-----------------|------|---------|------|
|  | Army              | Navy           | Army                | Navy | Army        | Navy | Army            | Navy | Army    | Navy |
|  | UNDER INSTRUCTION |                |                     |      |             |      |                 |      |         |      |
| <u>Total</u> . . . . .                         |                   |                | (4) 140             | 1    | (2) 155     | 2    | (5) 212         | 2    | (1) 259 | 3    |
| Officer - Total . . . . .                      |                   |                | (4) 140             | 1    | (2) 155     | 2    | (5) 212         | 2    | (1) 259 | 3    |
| Miscellaneous Pilot Training - Total . . . . . |                   |                | (4) 140             | 1    | (2) 155     | 2    | (5) 212         | 2    | (1) 259 | 3    |
| Helicopter . . . . .                           |                   |                | 26                  | -    | 7           | -    | 19              | -    | 22      | -    |
| Liaison . . . . .                              |                   |                | (4) 114             | -    | (2) 148     | -    | (5) 193         | -    | (1) 237 | -    |
| Instructor - Total . . . . .                   | NOT APPLICABLE    | NOT APPLICABLE | -                   | 1    | -           | 2    | -               | 4    | -       | 3    |
| Fighter Gunnery . . . . .                      |                   |                | -                   | 1    | -           | 2    | -               | 2    | -       | 3    |
| Instrument Pilot . . . . .                     |                   |                | -                   | -    | -           | -    | -               | 2    | -       | -    |
| Jet, Upgrading . . . . .                       |                   |                | -                   | -    | -           | 2    | -               | -    | -       | -    |
| Central Instructor School . . . . .            |                   |                | -                   | -    | -           | -    | -               | -    | -       | -    |
| Advanced Flying Training - Total . . . . .     |                   |                | -                   | -    | -           | -    | -               | 1    | -       | -    |
| Aircrew Training, Instrument Interceptor       |                   |                | -                   | -    | -           | -    | -               | 1    | -       | -    |
| Fighter Bomb Escort, F-80 . . . . .            |                   |                | -                   | -    | -           | -    | -               | -    | -       | -    |
| Enlisted - Total . . . . .                     |                   |                | -                   | -    | -           | -    | -               | -    | -       | -    |
| Miscellaneous Pilot Training - Total . . . . . |                   |                | -                   | -    | -           | -    | -               | -    | -       | -    |
| Helicopter . . . . .                           |                   |                | -                   | -    | -           | -    | -               | -    | -       | -    |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 61 - USAF FLYING TRAINING OF FOREIGN PERSONNEL - FY 1952

(Table includes MDAP students.)

| Type of Training   | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|--|--------------|---------------|----------------|---------------|----------------|
| NEW STUDENTS   |              |               |                |               |                |
| <u>Total</u> . . . . .                                     | <u>2,536</u> | <u>561</u>    | <u>479</u>     | <u>617</u>    | <u>879</u>     |
| <u>Officer - Total</u> . . . . .                           | <u>479</u>   | <u>85</u>     | <u>71</u>      | <u>135</u>    | <u>188</u>     |
| <u>Undergraduate Pilot Training - Total</u> . . . . .      | <u>255</u>   | <u>48</u>     | <u>27</u>      | <u>53</u>     | <u>127</u>     |
| <u>Primary</u> . . . . .                                   | 172          | 34            | 26             | 23            | 89             |
| <u>Basic - Total</u> . . . . .                             | <u>83</u>    | <u>14</u>     | <u>1</u>       | <u>30</u>     | <u>38</u>      |
| Single Engine . . . . .                                    | 59           | 14            | 1              | 30            | 24             |
| Twin Engine . . . . .                                      | 14           | -             | -              | -             | 14             |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .      | <u>104</u>   | <u>13</u>     | <u>13</u>      | <u>52</u>     | <u>19</u>      |
| Helicopter . . . . .                                       | 7            | 4             | -              | 1             | 2              |
| Liaison . . . . .  | 7            | 5             | -              | 2             | -              |
| <u>Transition - Total</u> . . . . .                        | <u>7</u>     | <u>-</u>      | <u>7</u>       | <u>-</u>      | <u>-</u>       |
| Jet . . . . .  | -            | -             | -              | -             | -              |
| All Weather Jet . . . . .                                  | 7            | -             | 7              | -             | -              |
| <u>Instructor - Total</u> . . . . .                        | <u>60</u>    | <u>3</u>      | <u>6</u>       | <u>34</u>     | <u>17</u>      |
| Fighter Gunnery . . . . .                                  | 24           | -             | 2              | 17            | 5              |
| Instrument Pilot . . . . .                                 | 29           | 3             | 1              | 13            | 12             |
| Jet, Upgrading . . . . .                                   | 7            | -             | 3              | 4             | -              |
| Central Instructor School, Pilot . . . . .                 | 23           | 1             | -              | 22            | -              |
| <u>Diversified Training - Total</u> . . . . .              | <u>44</u>    | <u>12</u>     | <u>12</u>      | <u>1</u>      | <u>19</u>      |
| Aircraft Controller . . . . .                              | 44           | 12            | 12             | 1             | 19             |
| <u>Aircraft Observer Training - Total</u> . . . . .        | <u>49</u>    | <u>9</u>      | <u>1</u>       | <u>18</u>     | <u>21</u>      |
| Basic Observer Training, Non Rated Officer . . . . .       | 2            | -             | 1              | 1             | -              |
| Aircraft Observer, Radar Interceptor . . . . .             | 8            | 8             | -              | -             | -              |
| Aircraft Observer, Bombardment . . . . .                   | 1            | -             | -              | 1             | -              |
| Navigation . . . . .                                       | -            | -             | -              | -             | -              |
| Navigation Refresher W/Additional Radar Training . . . . . | 1            | 1             | -              | -             | -              |
| Ground Observer Training . . . . .                         | 37           | -             | -              | 16            | 21             |
| <u>Advanced Flying Training - Total</u> . . . . .          | <u>27</u>    | <u>3</u>      | <u>18</u>      | <u>4</u>      | <u>2</u>       |
| Fighter Bomber Escort, F-80 . . . . .                      | 2            | 2             | -              | -             | -              |
| Aircrew Interceptor . . . . .                              | 20           | -             | 16             | 4             | -              |
| Instrument Interceptor, All Weather . . . . .              | 3            | -             | 2              | -             | 1              |
| Medium Bomber, Jet Transition . . . . .                    | 2            | 1             | -              | -             | 1              |
| <u>Enlisted - Total</u> . . . . .                          | <u>2,057</u> | <u>476</u>    | <u>408</u>     | <u>482</u>    | <u>691</u>     |
| <u>Undergraduate Pilot Training - Total</u> . . . . .      | <u>2,003</u> | <u>441</u>    | <u>395</u>     | <u>482</u>    | <u>685</u>     |
| <u>Primary</u> . . . . .                                   | 1,302        | 247           | 287            | 360           | 408            |
| <u>Basic - Total</u> . . . . .                             | <u>701</u>   | <u>194</u>    | <u>108</u>     | <u>122</u>    | <u>277</u>     |
| Single Engine . . . . .                                    | 701          | 194           | 108            | 122           | 277            |
| Twin Engine . . . . .                                      | -            | -             | -              | -             | -              |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .      | <u>4</u>     | <u>4</u>      | <u>-</u>       | <u>-</u>      | <u>-</u>       |
| Helicopter . . . . .                                       | -            | -             | -              | -             | -              |
| <u>Instructor - Total</u> . . . . .                        | <u>4</u>     | <u>4</u>      | <u>-</u>       | <u>-</u>      | <u>-</u>       |
| Fighter Gunnery . . . . .                                  | 4            | 4             | -              | -             | -              |
| Central Instructor School, Pilot . . . . .                 | -            | -             | -              | -             | -              |
| <u>Aircraft Observer Training - Total</u> . . . . .        | <u>41</u>    | <u>22</u>     | <u>13</u>      | <u>-</u>      | <u>6</u>       |
| Basic Observer Training, Cadets . . . . .                  | 16           | 3             | 13             | -             | -              |
| AOB-29N . . . . .  | 6            | -             | -              | -             | 6              |
| Navigation . . . . .                                       | 19           | 19            | -              | -             | -              |
| <u>Advanced Flying Training - Total</u> . . . . .          | <u>2</u>     | <u>2</u>      | <u>-</u>       | <u>-</u>      | <u>-</u>       |
| Fighter Bomber Escort, F-51 . . . . .                      | -            | -             | -              | -             | -              |
| Fighter Bomber Escort, F-84 . . . . .                      | 2            | 2             | -              | -             | -              |

TABLE 61 - USAF FLYING TRAINING OF FOREIGN PERSONNEL - FY 1952 - CONTINUED

( Table includes MDAP students. )

| Type of Training   | Total      | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|--|------------|---------------|----------------|---------------|----------------|
| ATRITION   |            |               |                |               |                |
| <u>Total</u> . . . . .                                     | <u>422</u> | <u>81</u>     | <u>77</u>      | <u>119</u>    | <u>145</u>     |
| <u>Officer - Total</u> . . . . .                           | <u>49</u>  | <u>10</u>     | <u>13</u>      | <u>14</u>     | <u>12</u>      |
| <u>Undergraduate Pilot Training - Total</u> . . . . .      | <u>35</u>  | <u>6</u>      | <u>8</u>       | <u>13</u>     | <u>8</u>       |
| Primary . . . . .  | 18         | 3             | 4              | 7             | 4              |
| <u>Basic - Total</u> . . . . .                             | <u>17</u>  | <u>3</u>      | <u>4</u>       | <u>6</u>      | <u>4</u>       |
| Single Engine . . . . .                                    | 17         | 3             | 4              | 6             | 4              |
| Twin Engine . . . . .                                      | -          | -             | -              | -             | -              |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .      | <u>13</u>  | <u>4</u>      | <u>5</u>       | -             | <u>4</u>       |
| Helicopter . . . . .                                       | 2          | 1             | 1              | -             | -              |
| Liaison . . . . .  | 6          | 3             | 3              | -             | -              |
| <u>Transition - Total</u> . . . . .                        | -          | -             | -              | -             | -              |
| Jet . . . . .  | -          | -             | -              | -             | -              |
| All Weather Jet . . . . .                                  | -          | -             | -              | -             | -              |
| <u>Instructor - Total</u> . . . . .                        | <u>2</u>   | -             | <u>1</u>       | -             | <u>1</u>       |
| Fighter Gunnery . . . . .                                  | 1          | -             | 1              | -             | -              |
| Instrument Pilot . . . . .                                 | 1          | -             | -              | -             | 1              |
| Jet, Upgrading . . . . .                                   | -          | -             | -              | -             | -              |
| Central Instructor School, Pilot . . . . .                 | 3          | -             | -              | -             | 3              |
| <u>Diversified Training - Total</u> . . . . .              | -          | -             | -              | -             | -              |
| Aircraft Controller . . . . .                              | -          | -             | -              | -             | -              |
| <u>Aircraft Observer Training - Total</u> . . . . .        | <u>1</u>   | -             | -              | <u>1</u>      | -              |
| Basic Observer Training, Non Rated Officer . . . . .       | 1          | -             | -              | 1             | -              |
| Aircraft Observer, Radar Interceptor . . . . .             | -          | -             | -              | -             | -              |
| Aircraft Observer, Bombardment . . . . .                   | -          | -             | -              | -             | -              |
| Navigation . . . . .                                       | -          | -             | -              | -             | -              |
| Navigation Refresher W/Additional Radar Training . . . . . | -          | -             | -              | -             | -              |
| Ground Observer Training . . . . .                         | -          | -             | -              | -             | -              |
| <u>Advanced Flying Training - Total</u> . . . . .          | -          | -             | -              | -             | -              |
| Fighter Bomber Escort, F-80 . . . . .                      | -          | -             | -              | -             | -              |
| Aircrew Interceptor . . . . .                              | -          | -             | -              | -             | -              |
| Instrument Interceptor, All Weather . . . . .              | -          | -             | -              | -             | -              |
| Medium Bomber, Jet Transition . . . . .                    | -          | -             | -              | -             | -              |
| <u>Enlisted - Total</u> . . . . .                          | <u>373</u> | <u>71</u>     | <u>64</u>      | <u>105</u>    | <u>133</u>     |
| <u>Undergraduate Pilot Training - Total</u> . . . . .      | <u>369</u> | <u>70</u>     | <u>64</u>      | <u>102</u>    | <u>133</u>     |
| Primary . . . . .  | 276        | 58            | 37             | 64            | 117            |
| <u>Basic - Total</u> . . . . .                             | <u>93</u>  | <u>12</u>     | <u>27</u>      | <u>38</u>     | <u>16</u>      |
| Single Engine . . . . .                                    | 93         | 12            | 27             | 38            | 16             |
| Twin Engine . . . . .                                      | -          | -             | -              | -             | -              |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .      | -          | -             | -              | -             | -              |
| Helicopter . . . . .                                       | -          | -             | -              | -             | -              |
| <u>Instructor - Total</u> . . . . .                        | -          | -             | -              | -             | -              |
| Fighter Gunnery . . . . .                                  | -          | -             | -              | -             | -              |
| Central Instructor School, Pilot . . . . .                 | -          | -             | -              | -             | -              |
| <u>Aircraft Observer Training - Total</u> . . . . .        | <u>3</u>   | -             | -              | <u>3</u>      | -              |
| Basic Observer Training, Cadets . . . . .                  | 3          | -             | -              | 3             | -              |
| AOB-29N . . . . .  | -          | -             | -              | -             | -              |
| Navigation . . . . .                                       | -          | -             | -              | -             | -              |
| <u>Advanced Flying Training - Total</u> . . . . .          | <u>1</u>   | <u>1</u>      | -              | -             | -              |
| Fighter Bomber Escort, F-51 . . . . .                      | -          | -             | -              | -             | -              |
| Fighter Bomber Escort, F-84 . . . . .                      | 1          | 1             | -              | -             | -              |

TABLE 61 - USAF FLYING TRAINING OF FOREIGN PERSONNEL - FY 1952 - CONTINUED

( Table includes MDAP students. )

| Type of Training   | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|--|--------------|---------------|----------------|---------------|----------------|
| GRADUATES  |              |               |                |               |                |
| <u>Total</u> . . . . .                                     | <u>1,587</u> | <u>326</u>    | <u>333</u>     | <u>483</u>    | <u>445</u>     |
| <u>Officer - Total</u> . . . . .                           | <u>352</u>   | <u>55</u>     | <u>73</u>      | <u>143</u>    | <u>81</u>      |
| <u>Undergraduate Pilot Training - Total</u> . . . . .      | <u>129</u>   | <u>14</u>     | <u>22</u>      | <u>60</u>     | <u>33</u>      |
| Primary . . . . .  | 76           | 14            | 15             | 25            | 22             |
| <u>Basic - Total</u> . . . . .                             | <u>53</u>    | -             | 7              | <u>35</u>     | <u>11</u>      |
| Single Engine . . . . .                                    | 53           | -             | 7              | 35            | 11             |
| Twin Engine . . . . .                                      | -            | -             | -              | -             | -              |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .      | <u>103</u>   | <u>23</u>     | <u>22</u>      | <u>36</u>     | <u>22</u>      |
| Helicopter . . . . .                                       | 4            | -             | 3              | -             | 1              |
| Liaison . . . . .  | 12           | 4             | 4              | 2             | 2              |
| <u>Transition - Total</u> . . . . .                        | <u>8</u>     | -             | <u>7</u>       | -             | <u>1</u>       |
| Jet . . . . .  | 1            | -             | 7              | -             | 1              |
| All Weather Jet . . . . .                                  | 7            | -             | -              | -             | -              |
| <u>Instructor - Total</u> . . . . .                        | <u>51</u>    | <u>10</u>     | <u>8</u>       | <u>22</u>     | <u>11</u>      |
| Fighter Gunnery . . . . .                                  | 21           | 4             | 1              | 10            | 6              |
| Instrument Pilot . . . . .                                 | 23           | 6             | 4              | 8             | 5              |
| Jet, Upgrading . . . . .                                   | 7            | -             | 3              | 4             | -              |
| Central Instructor School, Pilot . . . . .                 | 28           | 9             | -              | 12            | 7              |
| <u>Diversified Training - Total</u> . . . . .              | <u>37</u>    | <u>15</u>     | <u>12</u>      | <u>8</u>      | <u>2</u>       |
| Aircraft Controller . . . . .                              | 37           | 15            | 12             | 8             | 2              |
| <u>Aircraft Observer Training - Total</u> . . . . .        | <u>57</u>    | -             | <u>9</u>       | <u>25</u>     | <u>23</u>      |
| Basic Observer Training, Non Rated Officer . . . . .       | -            | -             | -              | -             | -              |
| Aircraft Observer, Radar Interceptor . . . . .             | 8            | -             | 8              | -             | -              |
| Aircraft Observer, Bombardment . . . . .                   | 1            | -             | -              | -             | 1              |
| Navigation . . . . .                                       | 13           | -             | -              | 13            | -              |
| Navigation Refresher W/Additional Radar Training . . . . . | 1            | -             | 1              | -             | -              |
| Ground Observer Training . . . . .                         | 34           | -             | -              | 12            | 22             |
| <u>Advanced Flying Training - Total</u> . . . . .          | <u>26</u>    | <u>3</u>      | <u>8</u>       | <u>14</u>     | <u>1</u>       |
| Fighter Bomber Escort, F-80 . . . . .                      | 2            | 2             | -              | -             | -              |
| Aircrew Interceptor . . . . .                              | 16           | -             | 4              | 12            | -              |
| Instrument Interceptor, All Weather . . . . .              | 7            | -             | 4              | 2             | 1              |
| Medium Bomber, Jet Transition . . . . .                    | 1            | 1             | -              | -             | -              |
| <u>Enlisted - Total</u> . . . . .                          | <u>1,235</u> | <u>271</u>    | <u>260</u>     | <u>340</u>    | <u>364</u>     |
| <u>Undergraduate Pilot Training - Total</u> . . . . .      | <u>1,124</u> | <u>192</u>    | <u>259</u>     | <u>326</u>    | <u>347</u>     |
| Primary . . . . .  | 772          | 192           | 181            | 191           | 208            |
| <u>Basic - Total</u> . . . . .                             | <u>352</u>   | -             | <u>78</u>      | <u>135</u>    | <u>139</u>     |
| Single Engine . . . . .                                    | 352          | -             | 78             | 135           | 139            |
| Twin Engine . . . . .                                      | -            | -             | -              | -             | -              |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .      | <u>4</u>     | <u>4</u>      | -              | -             | -              |
| Helicopter . . . . .                                       | -            | -             | -              | -             | -              |
| <u>Instructor - Total</u> . . . . .                        | <u>4</u>     | <u>4</u>      | -              | -             | -              |
| Fighter Gunnery . . . . .                                  | 4            | 4             | -              | -             | -              |
| Central Instructor School, Pilot . . . . .                 | -            | -             | -              | -             | -              |
| <u>Aircraft Observer Training - Total</u> . . . . .        | <u>71</u>    | <u>39</u>     | <u>1</u>       | <u>14</u>     | <u>17</u>      |
| Basic Observer Training, Cadets . . . . .                  | 6            | -             | -              | -             | 6              |
| AOB-29N . . . . .  | -            | -             | -              | -             | -              |
| Navigation . . . . .                                       | 65           | 39            | 1              | 14            | 11             |
| <u>Advanced Flying Training - Total</u> . . . . .          | <u>36</u>    | <u>36</u>     | -              | -             | -              |
| Fighter Bomber Escort, F-51 . . . . .                      | 10           | 10            | -              | -             | -              |
| Fighter Bomber Escort, F-84 . . . . .                      | 26           | 26            | -              | -             | -              |

TABLE 61 - USAF FLYING TRAINING OF FOREIGN PERSONNEL - FY 1952 - CONTINUED

( Table includes MDAP students. )

| Type of Training   | Total | 30 September 1951 | 31 December | 31 March 1952 | 30 June  |
|--|-------|-------------------|-------------|---------------|----------|
| UNDER INSTRUCTION  |       |                   |             |               |          |
| <u>Total</u> . . . . .                                     |       | 849               | 917         | 932           | 1,299    |
| <u>Officer - Total</u> . . . . .                           |       | 102               | 126         | 103           | 198      |
| <u>Undergraduate Pilot Training - Total</u> . . . . .      |       | 70                | 93          | 72            | 158      |
| Primary . . . . .  |       | 48                | 57 a/       | 45 e/         | 108      |
| <u>Basic - Total</u> . . . . .                             |       | 22                | 36 b/       | 27 f/         | 50       |
| Single Engine . . . . .                                    |       | 22                | 36          | 27            | 36       |
| Twin Engine . . . . .                                      |       | -                 | -           | -             | 14       |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .      |       | 16                | 2           | 25            | 19       |
| Helicopter . . . . .                                       |       | 4                 | -           | 1             | 2        |
| Liaison . . . . .  |       | 9                 | 2           | 2             | -        |
| <u>Transition - Total</u> . . . . .                        |       | -                 | -           | -             | -        |
| Jet . . . . .  |       | -                 | -           | -             | g/       |
| All Weather Jet . . . . .                                  |       | -                 | -           | -             | -        |
| <u>Instructor - Total</u> . . . . .                        |       | 3                 | -           | 12            | 17       |
| Fighter Gunnery . . . . .                                  |       | -                 | -           | 7             | 6        |
| Instrument Pilot . . . . .                                 |       | 3                 | -           | 5             | 11       |
| Jet, Upgrading . . . . .                                   |       | -                 | -           | -             | -        |
| Central Instructor School, Pilot . . . . .                 |       | -                 | -           | 10            | -        |
| <u>Diversified Training - Total</u> . . . . .              |       | 7                 | 7           | -             | 17       |
| Aircraft Controller . . . . .                              |       | 7                 | 7           | -             | 17       |
| <u>Aircraft Observer Training - Total</u> . . . . .        |       | 9                 | 14          | 6             | 4        |
| Basic Observer Training, Non Rated Officer . . . . .       |       | 2                 | 1           | 1             | 1        |
| Aircraft Observer, Radar Interceptor . . . . .             |       | 8                 | -           | -             | -        |
| Aircraft Observer, Bombardment . . . . .                   |       | -                 | -           | 1             | -        |
| Navigation . . . . .                                       |       | -                 | 13 e/       | -             | -        |
| Navigation Refresher W/Additional Radar Training . . . . . |       | 1                 | -           | -             | -        |
| Ground Observer Training . . . . .                         |       | -                 | -           | 4             | 3        |
| <u>Advanced Flying Training - Total</u> . . . . .          |       | -                 | 10          | -             | -        |
| Fighter Bomber Escort, F-50 . . . . .                      |       | -                 | -           | -             | -        |
| Aircrew Interceptor . . . . .                              |       | -                 | 8 d/        | -             | -        |
| Instrument Interceptor, All Weather . . . . .              |       | -                 | 2 g/        | -             | -        |
| Medium Bomber, Jet Transition . . . . .                    |       | -                 | -           | -             | g/       |
| <u>Enlisted - Total</u> . . . . .                          |       | 747               | 791         | 829           | 1,101    |
| <u>Undergraduate Pilot Training - Total</u> . . . . .      |       | 705               | 750         | 805           | 1,045    |
| Primary . . . . .  |       | 429               | 495 a/      | 603 e/        | 689      |
| <u>Basic - Total</u> . . . . .                             |       | 276               | 255         | 202 f/        | 356 h/i/ |
| Single Engine . . . . .                                    |       | 276               | 255 b/      | 202           | 356      |
| Twin Engine . . . . .                                      |       | -                 | -           | -             | -        |
| <u>Miscellaneous Pilot Training - Total</u> . . . . .      |       | -                 | -           | -             | 43       |
| Helicopter . . . . .                                       |       | -                 | -           | -             | -        |
| <u>Instructor - Total</u> . . . . .                        |       | -                 | -           | -             | -        |
| Fighter Gunnery . . . . .                                  |       | -                 | -           | -             | -        |
| Central Instructor School, Pilot . . . . .                 |       | -                 | -           | -             | 43 h/    |
| <u>Aircraft Observer Training - Total</u> . . . . .        |       | 42                | 41          | 24            | 13       |
| Basic Observer Training, Cadets . . . . .                  |       | 3                 | 15          | 13            | 7        |
| ACB-29N . . . . .  |       | -                 | -           | -             | 6        |
| Navigation . . . . .                                       |       | 39                | 25 e/       | 11            | -        |
| <u>Advanced Flying Training - Total</u> . . . . .          |       | -                 | -           | -             | -        |
| Fighter Bomber Escort, F-51 . . . . .                      |       | -                 | -           | -             | -        |
| Fighter Bomber Escort, F-84 . . . . .                      |       | -                 | -           | -             | -        |

- a/ Three officers previously reported as airmen; one officer erroneously eliminated as airman on previous report.
- b/ Twenty-four cadets were commissioned and transferred from enlisted to officer status.
- c/ Thirteen cadets were commissioned and transferred from enlisted to officer status.
- d/ Four officers were transferred from Aircrew Interceptor to Instrument Interceptor, All Weather.
- e/ Three cadets erroneously reported as officers.
- f/ Two cadets promoted to officer status.
- g/ One Jet Transition graduate formerly reported under Medium Bomber, Jet Transition.
- h/ Forty-three cadets transferred from Basic Pilot Single Engine to Central Instructor School. Upon completion of the Instructor Course they will return to Basic Pilot Single Engine Course to graduate with Class 52-E.
- i/ Seventy-eight students were omitted from previous reports for various reasons.

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

**TABLE 62 - TRAINING OF USAF MILITARY PERSONNEL AT TACTICAL AIR COMMAND  
BY TYPE OF TRAINING - FY 1952**

(Advanced Flying Training reported in table below was formerly reported as Combat Crew Individual Training.)

| Type of Training                                      | Total                 | First Quarter       | Second Quarter | Third Quarter   | Fourth Quarter |
|---|-----------------------|---------------------|----------------|-----------------|----------------|
| <b>NEW STUDENTS</b>                                   |                       |                     |                |                 |                |
| <u>Total</u> . . . . .                                | <u>4,066</u>          | <u>1,106</u>        | <u>1,067</u>   | <u>842</u>      | <u>1,051</u>   |
| <u>Officer - Total</u> . . . . .                      | <u>3,608</u>          | <u>1,030</u>        | <u>921</u>     | <u>722</u>      | <u>905</u>     |
| <u>Air-Ground Operations School - Total</u> . . . . . | <u>2,380</u>          | <u>766</u>          | <u>524</u>     | <u>488</u>      | <u>602</u>     |
| <u>Advanced Flying Training - Total</u> . . . . .     | <u>1,228</u>          | <u>264</u>          | <u>427</u>     | <u>234</u>      | <u>303</u>     |
| <u>B-26</u> . . . . .                                 | <u>1,228</u>          | <u>264</u>          | <u>427</u>     | <u>234</u>      | <u>303</u>     |
| <u>Airman - Total</u> . . . . .                       | <u>458</u>            | <u>76</u>           | <u>116</u>     | <u>120</u>      | <u>146</u>     |
| <u>Advanced Flying Training - Total</u> . . . . .     | <u>458</u>            | <u>76</u>           | <u>116</u>     | <u>120</u>      | <u>146</u>     |
| <u>B-26</u> . . . . .                                 | <u>458</u>            | <u>76</u>           | <u>116</u>     | <u>120</u>      | <u>146</u>     |
| <b>ATTRITION</b>                                      |                       |                     |                |                 |                |
| <u>Total</u> . . . . .                                | <u>191</u>            | <u>91</u>           | <u>31</u>      | <u>25</u>       | <u>44</u>      |
| <u>Officer - Total</u> . . . . .                      | <u>145</u>            | <u>74</u>           | <u>24</u>      | <u>21</u>       | <u>26</u>      |
| <u>Air-Ground Operations School - Total</u> . . . . . | -                     | -                   | -              | -               | -              |
| <u>Advanced Flying Training - Total</u> . . . . .     | <u>145</u>            | <u>74</u>           | <u>24</u>      | <u>21</u>       | <u>26</u>      |
| <u>B-26</u> . . . . .                                 | <u>145</u>            | <u>74</u>           | <u>24</u>      | <u>21</u>       | <u>26</u>      |
| <u>Airman - Total</u> . . . . .                       | <u>46</u>             | <u>17</u>           | <u>7</u>       | <u>4</u>        | <u>18</u>      |
| <u>Advanced Flying Training - Total</u> . . . . .     | <u>46</u>             | <u>17</u>           | <u>7</u>       | <u>4</u>        | <u>18</u>      |
| <u>B-26</u> . . . . .                                 | <u>46</u>             | <u>17</u>           | <u>7</u>       | <u>4</u>        | <u>18</u>      |
| <b>GRADUATES</b>                                      |                       |                     |                |                 |                |
| <u>Total</u> . . . . .                                | <u>3,983</u>          | <u>1,187</u>        | <u>1,004</u>   | <u>806</u>      | <u>986</u>     |
| <u>Officer - Total</u> . . . . .                      | <u>3,580</u>          | <u>1,093</u>        | <u>898</u>     | <u>731</u>      | <u>858</u>     |
| <u>Air-Ground Operations School - Total</u> . . . . . | <u>2,380</u>          | <u>758</u>          | <u>532</u>     | <u>488</u>      | <u>602</u>     |
| <u>Advanced Flying Training - Total</u> . . . . .     | <u>1,200</u>          | <u>335</u>          | <u>366</u>     | <u>243</u>      | <u>256</u>     |
| <u>B-26</u> . . . . .                                 | <u>1,200</u>          | <u>335</u>          | <u>366</u>     | <u>243</u>      | <u>256</u>     |
| <u>Airman - Total</u> . . . . .                       | <u>403</u>            | <u>94</u>           | <u>106</u>     | <u>75</u>       | <u>128</u>     |
| <u>Advanced Flying Training - Total</u> . . . . .     | <u>403</u>            | <u>94</u>           | <u>106</u>     | <u>75</u>       | <u>128</u>     |
| <u>B-26</u> . . . . .                                 | <u>403</u>            | <u>94</u>           | <u>106</u>     | <u>75</u>       | <u>128</u>     |
| <b>UNDER INSTRUCTION</b>                              |                       |                     |                |                 |                |
|   | Total                 | 30 September (1951) | 31 December    | 31 March (1952) | 30 June        |
| <u>Total</u> . . . . .                                | <b>NOT APPLICABLE</b> | <u>181</u>          | <u>213</u>     | <u>224</u>      | <u>245</u>     |
| <u>Officer - Total</u> . . . . .                      |                       | <u>143</u>          | <u>172</u>     | <u>142</u>      | <u>163</u>     |
| <u>Air-Ground Operations School - Total</u> . . . . . |                       | <u>8</u>            | -              | -               | -              |
| <u>Advanced Flying Training - Total</u> . . . . .     |                       | <u>135</u>          | <u>172</u>     | <u>142</u>      | <u>163</u>     |
| <u>B-26</u> . . . . .                                 |                       | <u>135</u>          | <u>172</u>     | <u>142</u>      | <u>163</u>     |
| <u>Airman - Total</u> . . . . .                       |                       | <u>38</u>           | <u>41</u>      | <u>82</u>       | <u>82</u>      |
| <u>Advanced Flying Training - Total</u> . . . . .     |                       | <u>38</u>           | <u>41</u>      | <u>82</u>       | <u>82</u>      |
| <u>B-26</u> . . . . .                                 | <u>38</u>             | <u>41</u>           | <u>82</u>      | <u>82</u>       |                |

NOTE: In addition to the training of Air Force Personnel, there were 2,051 Army Officers graduated from the Air-Ground Operations School during the FY 1952.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF.

TABLE 63 - TECHNICAL TRAINING OF USAF PERSONNEL BY AIR TRAINING COMMAND - FY 1952

(Figures in parentheses indicate SCARWAF personnel and are included in the totals.)

| Nomenclature                          | Total          | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---------------------------------------|----------------|---------------|----------------|---------------|----------------|
| <u>Officer a/</u>                     |                |               |                |               |                |
| In-put . . . . .                      | 6,843          | 1,721         | 1,449          | 1,822         | 1,851          |
| Attrition. . . . .                    | 307            | 160           | 51             | 60            | 36             |
| Graduates. . . . .                    | 6,475          | 1,488         | 1,534          | 1,509         | 1,944          |
| Under Instruction <u>b/</u> . . . . . | Not Applicable | 2,003         | 1,867          | 2,120         | 1,991          |
| <u>Enlisted a/</u>                    |                |               |                |               |                |
| In-put . . . . .                      | (29) 186,745   | (11) 47,083   | (5) 42,089     | (12) 50,963   | (1) 46,609     |
| Attrition. . . . .                    | (2) 11,878     | 2,860         | 2,736          | (2) 3,094     | 3,188          |
| Graduates. . . . .                    | (30) 171,007   | (3) 44,881    | (10) 40,465    | (15) 41,203   | (2) 44,458     |
| Under Instruction <u>b/</u> . . . . . | Not Applicable | (12) 46,999   | (7) 45,887     | (2) 52,553    | (1) 51,517     |

a/ Includes Fundamental students.

b/ Under instruction figures as of 30 Jun 51 were 1930 officers and (4) 47,657 enlisted as reflected in the 1-AF-TL. Under instruction figures reflected are students in training as of the end of each quarter.

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF



TABLE 64 - TECHNICAL TRAINING OF FEMALE PERSONNEL BY AIR TRAINING COMMAND - FY 1952

| Type of Training                  | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total                | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|-----------------------------------|--------------|---------------|----------------|---------------|----------------|----------------------|---------------|----------------|---------------|----------------|
|                                   | NEW STUDENTS |               |                |               |                | ATTRITION            |               |                |               |                |
| <u>Total</u> . . . . .            | <u>2,629</u> | <u>611</u>    | <u>739</u>     | <u>540</u>    | <u>739</u>     | <u>195</u>           | <u>68</u>     | <u>40</u>      | <u>52</u>     | <u>35</u>      |
| Officer - Total . . . . .         | 29           | 4             | -              | 4             | 21             | -                    | -             | -              | -             | -              |
| Administrative . . . . .          | 3            | -             | -              | 1             | 2              | -                    | -             | -              | -             | -              |
| Air Intelligence . . . . .        | 11           | 1             | -              | 1             | 9              | -                    | -             | -              | -             | -              |
| Communications . . . . .          | 5            | -             | -              | 2             | 3              | -                    | -             | -              | -             | -              |
| Comptroller . . . . .             | 3            | 1             | -              | -             | 2              | -                    | -             | -              | -             | -              |
| Miscellaneous Technical . . . . . | 7            | 2             | -              | -             | 5              | -                    | -             | -              | -             | -              |
| <u>Enlisted - Total</u> . . . . . | <u>2,600</u> | <u>607</u>    | <u>739</u>     | <u>536</u>    | <u>718</u>     | <u>195</u>           | <u>68</u>     | <u>40</u>      | <u>52</u>     | <u>35</u>      |
| Administrative . . . . .          | 181          | 18            | 79             | 43            | 41             | 17                   | 4             | 5              | 8             | -              |
| Aircraft Maintenance . . . . .    | 51           | 8             | 38             | 3             | 2              | -                    | -             | -              | -             | -              |
| Communications . . . . .          | 1,099        | 305           | 183            | 193           | 418            | 119                  | 32            | 30             | 32            | 25             |
| Comptroller . . . . .             | 275          | 49            | 174            | 32            | 20             | 9                    | 3             | -              | 5             | 1              |
| Intelligence . . . . .            | 39           | 10            | 10             | 12            | 7              | 1                    | 1             | -              | -             | -              |
| Miscellaneous Technical . . . . . | 670          | 100           | 195            | 179           | 196            | 7                    | 1             | 1              | 2             | 3              |
| Photography . . . . .             | 88           | 52            | 21             | 13            | 2              | 4                    | 2             | 1              | 1             | -              |
| Radar . . . . .                   | 98           | 34            | 16             | 29            | 19             | 30                   | 22            | 1              | 4             | 3              |
| Weather . . . . .                 | 99           | 31            | 23             | 32            | 13             | 8                    | 3             | 2              | -             | 3              |
|                                   | GRADUATES    |               |                |               |                | UNDER INSTRUCTION a/ |               |                |               |                |
| <u>Total</u> . . . . .            | <u>2,373</u> | <u>575</u>    | <u>641</u>     | <u>616</u>    | <u>541</u>     |                      | <u>544</u>    | <u>602</u>     | <u>474</u>    | <u>637</u>     |
| Officer - Total . . . . .         | 22           | 7             | 1              | 1             | 13             |                      | 1             | -              | 3             | 11             |
| Administrative . . . . .          | -            | -             | -              | -             | -              |                      | -             | -              | -             | 3              |
| Air Intelligence . . . . .        | 8            | -             | 1              | -             | 7              |                      | 1             | -              | 1             | 3              |
| Communications . . . . .          | 2            | -             | -              | -             | 2              |                      | -             | -              | 2             | 3              |
| Comptroller . . . . .             | 4            | 2             | -              | -             | 2              |                      | -             | -              | -             | -              |
| Miscellaneous Technical . . . . . | 5            | 2             | -              | -             | 3              |                      | -             | -              | -             | 2              |
| Radar . . . . .                   | 3            | 3             | -              | -             | -              |                      | -             | -              | -             | -              |
| <u>Enlisted - Total</u> . . . . . | <u>2,351</u> | <u>568</u>    | <u>640</u>     | <u>615</u>    | <u>528</u>     |                      | <u>543</u>    | <u>602</u>     | <u>471</u>    | <u>626</u>     |
| Administrative . . . . .          | 268          | 134           | 32             | 71            | 31             |                      | 14            | 56             | 20            | 30             |
| Aircraft Maintenance . . . . .    | 51           | 6             | 4              | 38            | 3              |                      | 4             | 38             | 3             | 2              |
| Communications . . . . .          | 833          | 193           | 276            | 129           | 235            |                      | 288           | 165            | 197           | 355            |
| Comptroller . . . . .             | 265          | 25            | 50             | 166           | 24             |                      | 39            | 163            | 24            | 19             |
| Intelligence . . . . .            | 38           | 2             | 9              | 18            | 9              |                      | 9             | 10             | 4             | 2              |
| Miscellaneous Technical . . . . . | 526          | 66            | 178            | 122           | 160            |                      | 78            | 94             | 149           | 182            |
| Photography . . . . .             | 126          | 49            | 30             | 32            | 15             |                      | 45            | 35             | 15            | 2              |
| Radar . . . . .                   | 122          | 52            | 32             | 18            | 20             |                      | 32            | 15             | 22            | 18             |
| Weather . . . . .                 | 122          | 41            | 29             | 21            | 31             |                      | 34            | 26             | 37            | 16             |
|                                   |              |               |                |               |                | NOT APPLICABLE       |               |                |               |                |

a/ Under Instruction data are as of the last day of the quarter.  
Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 65 - TECHNICAL TRAINING OF US ARMY PERSONNEL BY AIR TRAINING COMMAND - FY 1952

| Type of Training           | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total             | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|----------------------------|--------------|---------------|----------------|---------------|----------------|-------------------|---------------|----------------|---------------|----------------|
|                            | NEW STUDENTS |               |                |               |                | ATTRITION         |               |                |               |                |
| <u>Total</u> . . . . .     | 2,282        | 677           | 480            | 605           | 520            | 119               | 16            | 27             | 51            | 25             |
| Officer - Total . . . . .  | 18           | -             | 5              | 5             | 8              | -                 | -             | -              | -             | -              |
| Enlisted - Total . . . . . | 2,264        | 677           | 475            | 600           | 512            | 119               | 16            | 27             | 51            | 25             |
| Type of Training           | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total             | 30 Sep (1951) | 31 Dec         | 31 Mar (1952) | 30 Jun         |
|                            | GRADUATES    |               |                |               |                | UNDER INSTRUCTION |               |                |               |                |
| <u>Total</u> . . . . .     | 1,806        | 265           | 524            | 487           | 530            | NOT APPLICABLE    | 606           | 535            | 602           | 567            |
| Officer - Total . . . . .  | 18           | -             | 5              | 5             | 8              | NOT APPLICABLE    | -             | -              | -             | -              |
| Enlisted - Total . . . . . | 1,788        | 265           | 519            | 482           | 522            | NOT APPLICABLE    | 606           | 535            | 602           | 567            |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 66 - TECHNICAL TRAINING OF US NAVY PERSONNEL BY AIR TRAINING COMMAND - FY 1952

| Type of Training           | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total             | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|----------------------------|--------------|---------------|----------------|---------------|----------------|-------------------|---------------|----------------|---------------|----------------|
|                            | NEW STUDENTS |               |                |               |                | ATTRITION         |               |                |               |                |
| <u>Total</u> . . . . .     | 107          | 10            | 8              | 38            | 51             | 3                 | -             | -              | 2             | 1              |
| Officer - Total . . . . .  | 5            | 1             | 4              | -             | -              | -                 | -             | -              | -             | -              |
| Enlisted - Total . . . . . | 102          | 9             | 4              | 38            | 51             | 3                 | -             | -              | 2             | 1              |
| Type of Training           | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total             | 30 Sep (1951) | 31 Dec         | 31 Mar (1952) | 30 Jun         |
|                            | GRADUATES    |               |                |               |                | UNDER INSTRUCTION |               |                |               |                |
| <u>Total</u> . . . . .     | 86           | 3             | 13             | 26            | 44             | NOT APPLICABLE    | 2             | 4              | 14            | 20             |
| Officer - Total . . . . .  | 5            | -             | 5              | -             | -              | NOT APPLICABLE    | 1             | -              | -             | a/ -           |
| Enlisted - Total . . . . . | 81           | 3             | 8              | 26            | 44             | NOT APPLICABLE    | 8             | 4              | 14            | 20             |

a/ Under Instruction figure for Officer Personnel as of 30 Jun 51 should have been zero rather than 7 as published in the FY 1951 "USAF Statistical Digest."

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 67 -- TECHNICAL TRAINING OF US CIVILIANS BY AIR TRAINING COMMAND - FY 1952

| Type of Training           | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total             | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|----------------------------|--------------|---------------|----------------|---------------|----------------|-------------------|---------------|----------------|---------------|----------------|
|                            | NEW STUDENTS |               |                |               |                | ATTRITION         |               |                |               |                |
| Total . . . . .            | 1,387        | 536           | 319            | 240           | 292            | 54                | 32            | 10             | 5             | 7              |
| Officer Courses . . . . .  | 38           | -             | -              | 11            | 27             | 3                 | 1             | -              | -             | 2              |
| Enlisted Courses . . . . . | 1,349        | 536           | 319            | 229           | 265            | 51                | 31            | 10             | 5             | 5              |
| Type of Training           | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total             | 30 Sep (1951) | 31 Dec         | 31 Mar (1952) | 30 Jun         |
|                            | GRADUATES    |               |                |               |                | UNDER INSTRUCTION |               |                |               |                |
| Total . . . . .            | 1,411        | 459           | 413            | 270           | 269            | NOT APPLICABLE    | 250           | 146            | 111           | 127            |
| Officer Courses . . . . .  | 30           | 1             | -              | 6             | 23             | NOT APPLICABLE    | -             | -              | 5             | 7              |
| Enlisted Courses . . . . . | 1,381        | 458           | 413            | 264           | 246            | NOT APPLICABLE    | 250           | 146            | 106           | 120            |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 68 - TECHNICAL TRAINING OF FOREIGN NATIONALS BY AIR TRAINING COMMAND - FY 1952

| Type of Training           | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total             | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|----------------------------|--------------|---------------|----------------|---------------|----------------|-------------------|---------------|----------------|---------------|----------------|
|                            | NEW STUDENTS |               |                |               |                | ATTRITION         |               |                |               |                |
| Total . . . . .            | 2,272        | 480           | 605            | 630           | 557            | 65                | 11            | 17             | 19            | 18             |
| Officer - Total . . . . .  | 570          | 118           | 132            | 147           | 173            | 7                 | -             | 5              | -             | 2              |
| Enlisted - Total . . . . . | 1,702        | 362           | 473            | 483           | 384            | 58                | 11            | 12             | 19            | 16             |
| Type of Training           | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total             | 30 Sep (1951) | 31 Dec         | 31 Mar (1952) | 30 Jun         |
|                            | GRADUATES    |               |                |               |                | UNDER INSTRUCTION |               |                |               |                |
| Total . . . . .            | 2,045        | 327           | 560            | 628           | 530            | NOT APPLICABLE    | 688           | 716            | 692           | 708            |
| Officer - Total . . . . .  | 486          | 141           | 103            | 136           | 106            | NOT APPLICABLE    | 171           | 195            | 206           | 271            |
| Enlisted - Total . . . . . | 1,559        | 186           | 457            | 492           | 424            | NOT APPLICABLE    | 517           | 521            | 486           | 437            |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 69 - USAF PROFESSIONAL AND TECHNOLOGICAL MILITARY TRAINING OF USAF PERSONNEL - FY 1952

(Figures in parentheses indicate Negro personnel and are included in the totals)

| Type of Training  | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---|--------------|---------------|----------------|---------------|----------------|
| NEW STUDENTS  |              |               |                |               |                |
| <u>Total</u> . . . . .  | (196) 11,784 | (35) 3,683    | (25) 1,518     | (72) 3,937    | (64) 2,646     |
| <u>Officer - Total</u> . . . . .                              | (74) 9,208   | (18) 2,918    | (13) 1,233     | (19) 3,191    | (24) 1,866     |
| <u>USAF Institute of Technology - Total</u> . . . . .         | 364          | 284           | 3              | 73            | 4              |
| <u>College of Engineering Sciences - Total</u> . . . . .      | 138          | 138           | -              | -             | -              |
| Electronics . . . . .   | 138          | 138           | -              | -             | -              |
| General Aero Engineering . . . . .                            | 43           | 38            | -              | 4             | 1              |
| <u>College of Industrial Administration - Total</u> . . . . . | 38           | 38            | -              | -             | -              |
| Industrial and Production Engineering . . . . .               | 38           | 38            | -              | -             | -              |
| Industrial Mobilization . . . . .                             | 5            | -             | -              | 4             | 1              |
| Advanced Engineering Management . . . . .                     | -            | -             | -              | -             | -              |
| Aeronautical Engineer . . . . .                               | 16           | 16            | -              | -             | -              |
| Air Installations Engineer . . . . .                          | 90           | 48            | -              | 42            | -              |
| Aircraft Structural Repair . . . . .                          | 18           | -             | -              | 18            | -              |
| Armament Engineer . . . . .                                   | 5            | 5             | -              | -             | -              |
| Automatic Control Engineer . . . . .                          | 16           | 16            | -              | -             | -              |
| Electronics . . . . .   | 17           | 17            | -              | -             | -              |
| Training in Industry . . . . .                                | 21           | 6             | 3              | 9             | 3              |
| <u>Air University Schools - Total</u> . . . . .               | (74) 8,844   | (18) 2,634    | (13) 1,230     | (19) 3,118    | (24) 1,862     |
| <u>Air Command and Staff Schools - Total</u> . . . . .        | (32) 6,220   | (11) 2,073    | (3) 645        | (7) 2,264     | (11) 1,238     |
| Academic Instructor Course . . . . .                          | (14) 1,113   | (9) 582       | -              | 91            | (5) 363        |
| Air Communications and Elect Staff Officer . . . . .          | 118          | 61            | -              | 57            | -              |
| Comptroller Course . . . . .                                  | (1) 259      | 91            | -              | 85            | (1) 83         |
| Field Officer Course . . . . .                                | (1) 733      | 318           | 1              | (1) 414       | -              |
| Inspector Course . . . . .                                    | (1) 167      | -             | (1) 65         | 101           | 1              |
| Intelligence Course . . . . .                                 | (2) 144      | 37            | -              | (1) 63        | (1) 44         |
| Judge Advocate General Course . . . . .                       | (3) 170      | (1) 63        | -              | (1) 60        | (1) 47         |
| Logistics Staff Officer Course . . . . .                      | 148          | 53            | -              | 95            | -              |
| Squadron Officer Course . . . . .                             | (10) 3,308   | (1) 868       | (2) 502        | (4) 1,298     | (3) 640        |
| Air Weapons Course . . . . .                                  | 60           | -             | -              | -             | 60             |
| <u>Air War College - Total</u> . . . . .                      | 105          | 105           | -              | -             | -              |
| <u>USAF School of Aviation Medicine - Total</u> . . . . .     | (42) 2,519   | (7) 456       | (10) 585       | (12) 854      | (13) 624       |
| Aeromedical Apprentice . . . . .                              | -            | -             | -              | -             | -              |
| Aeromedical Specialist . . . . .                              | -            | -             | -              | -             | -              |
| Aviation Medical Examiner . . . . .                           | (7) 437      | (2) 134       | (3) 120        | (1) 96        | (1) 87         |
| Basic Aviation Medicine . . . . .                             | 25           | -             | (1) 25         | -             | -              |
| Basic Medical Course . . . . .                                | (1) 55       | -             | (1) 55         | -             | -              |
| Dental Laboratory Technician . . . . .                        | -            | -             | -              | -             | -              |
| Flight Nurse . . . . .  | (4) 456      | (1) 50        | (1) 118        | 160           | (2) 128        |
| Dental Technician . . . . .                                   | -            | -             | -              | -             | -              |
| Indoctrination Course, Medical Services . . . . .             | (28) 1,368   | (4) 252       | (5) 267        | (10) 502      | (9) 347        |
| Medical Administrative Supervisor Course . . . . .            | -            | -             | -              | -             | -              |
| Medical Course . . . . .                                      | (2) 134      | -             | -              | (1) 78        | (1) 56         |
| Medical Laboratory . . . . .                                  | -            | -             | -              | -             | -              |
| Medical Services Supervisor . . . . .                         | 6            | -             | -              | -             | 6              |
| Physical Training Technician . . . . .                        | -            | -             | -              | -             | -              |
| Physiological Training Officer . . . . .                      | 38           | 20            | -              | 18            | -              |
| Preventive Medicine Course . . . . .                          | -            | -             | -              | -             | -              |
| Veterinary Apprentice . . . . .                               | -            | -             | -              | -             | -              |
| Veterinary Technician . . . . .                               | -            | -             | -              | -             | -              |
| <u>Enlisted - Total</u> . . . . .                             | (122) 2,576  | (17) 765      | (12) 285       | (53) 746      | (40) 780       |
| <u>Air University Schools - Total</u> . . . . .               | (122) 2,576  | (17) 765      | (12) 285       | (53) 746      | (40) 780       |
| <u>Air Command and Staff Schools - Total</u> . . . . .        | (13) 724     | (7) 495       | 35             | (4) 117       | (2) 77         |
| Academic Instructor Course . . . . .                          | (11) 624     | (7) 472       | 35             | (4) 117       | -              |
| Inspector Course . . . . .                                    | (2) 100      | -             | -              | -             | (2) 77         |
| <u>USAF School of Aviation Medicine - Total</u> . . . . .     | (109) 1,852  | (10) 270      | (12) 250       | (49) 629      | (38) 703       |
| Aeromedical Apprentice . . . . .                              | (55) 603     | -             | -              | (42) 341      | (23) 262       |
| Aeromedical Specialist . . . . .                              | (17) 301     | (9) 203       | (8) 98         | -             | -              |
| Aeromedical Technician . . . . .                              | (2) 60       | -             | -              | -             | (2) 60         |
| Dental Laboratory Technician . . . . .                        | (3) 37       | -             | -              | -             | (3) 37         |
| Dental Technician . . . . .                                   | (2) 50       | -             | -              | -             | (2) 50         |
| Medical Administrative Supervisor Course . . . . .            | (6) 252      | -             | (1) 54         | (3) 101       | (2) 97         |
| Medical Laboratory . . . . .                                  | (1) 27       | -             | (1) 27         | -             | -              |
| Medical Services Supervisors . . . . .                        | (9) 261      | (1) 67        | -              | (4) 96        | (4) 98         |
| Physical Training Technician . . . . .                        | (1) 20       | -             | -              | -             | (1) 20         |
| Preventive Medicine Course . . . . .                          | (3) 108      | -             | (2) 27         | 42            | (1) 39         |
| Veterinary Apprentice . . . . .                               | 93           | -             | 44             | 49            | -              |
| Veterinary Technician . . . . .                               | 40           | -             | -              | -             | 40             |

TABLE 69 - USAF PROFESSIONAL AND TECHNOLOGICAL MILITARY TRAINING OF USAF PERSONNEL - FY 1952

(Figures in parentheses indicate Negro personnel and are included in the totals)

| Type of Training                                       | Total   | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|--|---------|---------------|----------------|---------------|----------------|
| ATTRITION  |         |               |                |               |                |
| Total . . . . .  | (8) 228 | 84            | 43             | (3) 44        | (5) 57         |
| Officer - Total . . . . .                              | (2) 82  | 27            | 17             | 16            | (2) 22         |
| USAF Institute of Technology - Total . . . . .         | 19      | 3             | 2              | 9             | 5              |
| College of Engineering Sciences - Total . . . . .      | 15      | 3             | -              | 7             | 5              |
| Electronics . . . . .                                  | 12      | 3             | -              | 7             | 2              |
| General Aero Engineering . . . . .                     | 3       | -             | -              | -             | 3              |
| College of Industrial Administration - Total . . . . . | 1       | -             | -              | 1             | -              |
| Industrial and Production Engineering . . . . .        | 1       | -             | -              | 1             | -              |
| Industrial Mobilization . . . . .                      | -       | -             | -              | -             | -              |
| Advanced Engineering Management . . . . .              | -       | -             | -              | -             | -              |
| Aeronautical Engineer . . . . .                        | 1       | -             | 1              | -             | -              |
| Air Installation Engineer Officer . . . . .            | 1       | -             | 1              | -             | -              |
| Aircraft Structural Repair . . . . .                   | -       | -             | -              | -             | -              |
| Armament Engineer . . . . .                            | -       | -             | -              | -             | -              |
| Automatic Control Engineer . . . . .                   | -       | -             | -              | -             | -              |
| Electronics . . . . .                                  | -       | -             | -              | -             | -              |
| Training in Industry . . . . .                         | 1       | -             | -              | 1             | -              |
| Air University Schools - Total . . . . .               | (2) 63  | 24            | 15             | 7             | (2) 17         |
| Air Command and Staff Schools - Total . . . . .        | 39      | 17            | 11             | 1             | 10             |
| Academic Instructor Course . . . . .                   | 10      | 6             | 2              | 1             | 1              |
| Air Communication and Elect Staff Officer . . . . .    | -       | -             | -              | -             | -              |
| Comptroller Course . . . . .                           | 4       | 1             | 2              | -             | 1              |
| Field Officer Course . . . . .                         | 4       | 3             | 1              | -             | -              |
| Inspector Course . . . . .                             | -       | -             | -              | -             | -              |
| Intelligence Course . . . . .                          | -       | -             | -              | -             | -              |
| Judge Advocate General Course . . . . .                | -       | -             | -              | -             | -              |
| Logistics Staff Officer Course . . . . .               | 4       | 1             | 2              | -             | 1              |
| Squadron Officer Course . . . . .                      | 17      | 6             | 4              | -             | 7              |
| Air Weapons Course . . . . .                           | -       | -             | -              | -             | -              |
| Air War College - Total . . . . .                      | -       | -             | -              | -             | -              |
| USAF School of Aviation Medicine - Total . . . . .     | (2) 24  | 7             | 4              | 6             | (2) 7          |
| Aeromedical Apprentice . . . . .                       | -       | -             | -              | -             | -              |
| Aeromedical Specialist . . . . .                       | -       | -             | -              | -             | -              |
| Aviation Medical Examiner . . . . .                    | 5       | 1             | 1              | 2             | 1              |
| Basic Aviation Medicine . . . . .                      | 2       | -             | -              | 2             | -              |
| Basic Medical Course . . . . .                         | 3       | -             | 3              | -             | -              |
| Dental Laboratory Technician . . . . .                 | -       | -             | -              | -             | -              |
| Flight Nurse . . . . .                                 | 4       | 2             | -              | -             | 2              |
| Dental Technician . . . . .                            | -       | -             | -              | -             | -              |
| Indoctrination Course, Medical Services . . . . .      | (1) 9   | 4             | -              | 2             | (1) 3          |
| Medical Administrative Supervisor Course . . . . .     | -       | -             | -              | -             | -              |
| Medical Course . . . . .                               | (1) 1   | -             | -              | -             | (1) 1          |
| Medical Laboratory . . . . .                           | -       | -             | -              | -             | -              |
| Medical Services Supervisor . . . . .                  | -       | -             | -              | -             | -              |
| Physical Training Technician . . . . .                 | -       | -             | -              | -             | -              |
| Physiological Training Officer . . . . .               | -       | -             | -              | -             | -              |
| Preventive Medicine Course . . . . .                   | -       | -             | -              | -             | -              |
| Veterinary Apprentice . . . . .                        | -       | -             | -              | -             | -              |
| Veterinary Technician . . . . .                        | -       | -             | -              | -             | -              |
| Enlisted - Total . . . . .                             | (6) 146 | 57            | 26             | (3) 28        | (3) 35         |
| Air University Schools - Total . . . . .               | 146     | 57            | 26             | 28            | 35             |
| Air Command and Staff Schools - Total . . . . .        | 46      | 42            | -              | 2             | 2              |
| Academic Instructor Course . . . . .                   | 46      | 42            | -              | 2             | 2              |
| USAF School of Aviation Medicine - Total . . . . .     | (6) 100 | 15            | 26             | (3) 26        | (3) 33         |
| Aeromedical Apprentice . . . . .                       | (4) 21  | -             | -              | (3) 14        | (1) 7          |
| Aeromedical Specialist . . . . .                       | 27      | 8             | 19             | -             | -              |
| Aeromedical Technician . . . . .                       | (1) 5   | -             | -              | -             | (1) 5          |
| Medical Administrative Supervisor Course . . . . .     | 5       | -             | -              | 1             | 4              |
| Medical Laboratory . . . . .                           | 2       | -             | -              | 4             | 2              |
| Medical Services Supervisor . . . . .                  | (1) 26  | 7             | 7              | 4             | (1) 8          |
| Preventive Medicine Course . . . . .                   | 10      | -             | -              | 4             | 6              |
| Veterinary Apprentice . . . . .                        | 4       | -             | -              | 3             | 1              |

TABLE 69 - USAF PROFESSIONAL AND TECHNOLOGICAL MILITARY TRAINING OF USAF PERSONNEL - FY 1952

(Figures in parentheses indicate Negro personnel and are included in the totals)

| Type of Training  | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---|--------------|---------------|----------------|---------------|----------------|
| GRADUATES   |              |               |                |               |                |
| Total . . . . .   | (146) 10,389 | (25) 2,621    | (34) 2,801     | (30) 1,611    | (57) 3,356     |
| <u>Officer - Total</u> . . . . .                              | (65) 8,356   | (15) 1,869    | (16) 2,393     | (11) 1,339    | (23) 2,755     |
| <u>USAF Institute of Technology - Total</u> . . . . .         | 237          | 76            | 61             | 18            | 82             |
| <u>College of Engineering Sciences - Total</u> . . . . .      | 78           | 56            | -              | -             | 22             |
| Electronics . . . . .   | 41           | 41            | -              | -             | -              |
| General Aero Engineering . . . . .                            | 37           | 15            | -              | -             | 22             |
| <u>College of Industrial Administration - Total</u> . . . . . | 20           | 20            | -              | -             | -              |
| Industrial and Production Engineering . . . . .               | 20           | 20            | -              | -             | -              |
| Industrial Mobilization . . . . .                             | -            | -             | -              | -             | -              |
| Advanced Engineering Management . . . . .                     | 8            | -             | 8              | -             | -              |
| Aeronautical Engineer . . . . .                               | -            | -             | -              | -             | -              |
| Air Installation Engineer . . . . .                           | 89           | -             | 47             | -             | 42             |
| Aircraft Structural Repair . . . . .                          | 18           | -             | -              | -             | 18             |
| Armament Engineer . . . . .                                   | -            | -             | -              | -             | -              |
| Automatic Control Engineer . . . . .                          | -            | -             | -              | -             | -              |
| Electronics . . . . .   | -            | -             | -              | -             | -              |
| Training in Industry . . . . .                                | 24           | -             | 6              | 18            | -              |
| <u>Air University Schools - Total</u> . . . . .               | (65) 8,119   | (15) 1,793    | (16) 2,332     | (11) 1,321    | (23) 2,673     |
| <u>Air Command and Staff Schools - Total</u> . . . . .        | (27) 2,717   | (10) 1,396    | (5) 1,807      | (3) 781       | (9) 1,733      |
| Academic Instructor Course . . . . .                          | (12) 936     | (8) 516       | (1) 153        | -             | (3) 225        |
| Air Communication and Elect Staff Officer . . . . .           | 160          | 42            | 61             | -             | 57             |
| Comptroller Course . . . . .                                  | (1) 259      | 86            | 89             | -             | (1) 84         |
| Field Officer Course . . . . .                                | (1) 950      | 219           | 317            | -             | (1) 414        |
| Inspector Course . . . . .                                    | (1) 167      | -             | (1) 65         | 56            | 46             |
| Intelligence Course . . . . .                                 | (1) 127      | 27            | 37             | -             | (1) 63         |
| Judge Advocate General Course . . . . .                       | (4) 236      | (2) 66        | 63             | (1) 60        | (1) 47         |
| Logistics Staff Officer Course . . . . .                      | 196          | 51            | 51             | -             | 94             |
| Squadron Officer Course . . . . .                             | (7) 2,653    | 389           | (3) 971        | (2) 623       | (2) 670        |
| Air Weapons Course . . . . .                                  | 33           | -             | -              | -             | 33             |
| <u>Air War College - Total</u> . . . . .                      | 105          | -             | -              | -             | 105            |
| <u>USAF School of Aviation Medicine - Total</u> . . . . .     | (38) 2,297   | (5) 397       | (11) 525       | (8) 540       | (14) 835       |
| Aeromedical Apprentice . . . . .                              | -            | -             | -              | -             | -              |
| Aeromedical Specialist . . . . .                              | -            | -             | -              | -             | -              |
| Aviation Medical Examiner . . . . .                           | (6) 345      | 70            | (4) 119        | (1) 63        | (1) 93         |
| Basic Aviation Medicine . . . . .                             | -            | -             | -              | -             | -              |
| Basic Medical Course . . . . .                                | (1) 52       | -             | (1) 52         | -             | -              |
| Dental Laboratory Technician . . . . .                        | -            | -             | -              | -             | -              |
| Dental Technician . . . . .                                   | -            | -             | -              | -             | -              |
| Flight Nurse . . . . .  | (4) 425      | (1) 79        | (1) 67         | 131           | (2) 148        |
| Indoctrination Course, Medical Services . . . . .             | (27) 1,359   | (4) 248       | (5) 267        | (7) 346       | (11) 498       |
| Medical Administrative Supervisor Course . . . . .            | -            | -             | -              | -             | -              |
| Medical Course . . . . .                                      | 78           | -             | -              | -             | 78             |
| Medical Laboratory . . . . .                                  | -            | -             | -              | -             | -              |
| Medical Services Supervisor . . . . .                         | -            | -             | -              | -             | -              |
| Physical Training Technician . . . . .                        | -            | -             | 20             | -             | -              |
| Physiological Training Officer . . . . .                      | 38           | -             | -              | -             | 18             |
| Preventive Medicine Course . . . . .                          | -            | -             | -              | -             | -              |
| Veterinary Apprentice . . . . .                               | -            | -             | -              | -             | -              |
| Veterinary Technician . . . . .                               | -            | -             | -              | -             | -              |
| <u>Enlisted - Total</u> . . . . .                             | (81) 2,033   | (10) 752      | (18) 408       | (19) 272      | (34) 601       |
| <u>Air University Schools - Total</u> . . . . .               | (81) 2,033   | (10) 752      | (18) 408       | (19) 272      | (34) 601       |
| <u>Air Command and Staff Schools - Total</u> . . . . .        | (13) 794     | (9) 615       | 66             | (2) 63        | (2) 50         |
| Academic Instructor Course . . . . .                          | (13) 771     | (9) 592       | 66             | (2) 63        | (2) 50         |
| Inspector Course . . . . .                                    | 23           | 23            | -              | -             | -              |
| <u>USAF School of Aviation Medicine - Total</u> . . . . .     | (68) 1,239   | (1) 137       | (18) 342       | (17) 209      | (32) 551       |
| Aeromedical Apprentice . . . . .                              | (39) 321     | -             | -              | (14) 92       | (25) 229       |
| Aeromedical Specialist . . . . .                              | (17) 351     | 69            | (17) 282       | -             | -              |
| Aeromedical Technician . . . . .                              | (1) 55       | -             | -              | -             | (1) 55         |
| Medical Administrative Supervisor Course . . . . .            | (4) 150      | -             | -              | (1) 53        | (3) 97         |
| Medical Services Supervisor . . . . .                         | (5) 214      | (1) 68        | (1) 60         | -             | (3) 86         |
| Preventive Medicine Course . . . . .                          | (2) 59       | -             | -              | (2) 23        | 36             |
| Veterinary Apprentice . . . . .                               | 89           | -             | -              | 41            | 48             |

TABLE 69 - USAF PROFESSIONAL AND TECHNOLOGICAL MILITARY TRAINING OF USAF PERSONNEL - FY 1952

(Figures in parentheses indicate Negro personnel and are included in the totals)

| Type of Training  | Total      | 30 Sep<br>(1951) | 30 Dec     | 31 Mar<br>(1952) | 30 Jun |
|---|------------|------------------|------------|------------------|--------|
| UNDER INSTRUCTION   |            |                  |            |                  |        |
| Total . . . . .   | (15) 2,004 | (5) 678          | (45) 2,960 | (48) 2,193       |        |
| <u>Officer - Total</u> . . . . .                              | (5) 1,703  | (1) 526          | (9) 2,362  | (9) 1,451        |        |
| <u>USAF Institute of Technology - Total</u> . . . . .         | 342        | 282              | 328        | 245              |        |
| <u>College of Engineering Sciences - Total</u> . . . . .      | 163        | 163              | 156        | 129              |        |
| Electronics . . . . .   | 138        | 138              | 131        | 129              |        |
| General Aero Engineering . . . . .                            | 25         | 25               | 25         | -                |        |
| <u>College of Industrial Administration - Total</u> . . . . . | 38         | 38               | 41         | 42               |        |
| Industrial and Production Engineering . . . . .               | 38         | 38               | 37         | 37               |        |
| Industrial Mobilization . . . . .                             | -          | -                | 4          | 5                |        |
| Advanced Engineering Management . . . . .                     | 8          | -                | -          | -                |        |
| Aeronautical Engineer . . . . .                               | 16         | 15               | 15         | 15               |        |
| Air Installation Engineer . . . . .                           | 48         | -                | 42         | -                |        |
| Aircraft Structural Repair . . . . .                          | -          | -                | 18         | -                |        |
| Armament Engineer . . . . .                                   | 5          | 5                | 5          | 5                |        |
| Automatic Control Engineer . . . . .                          | 16         | 16               | 16         | 16               |        |
| Electronics . . . . .   | 17         | 17               | 17         | 17               |        |
| Training in Industry . . . . .                                | 31         | 28               | 18         | 21               |        |
| <u>Air University Schools - Total</u> . . . . .               | (5) 1,361  | (1) 244          | (9) 2,034  | (9) 1,206        |        |
| <u>Air Command and Staff Schools - Total</u> . . . . .        | (3) 1,173  | -                | (4) 1,482  | (7) 977          |        |
| Academic Instructor Course . . . . .                          | (1) 78     | -                | 48         | (2) 185          |        |
| Air Communication and Elect Staff Officer . . . . .           | 61         | -                | 57         | -                |        |
| Comptroller Course . . . . .                                  | 91         | -                | 85         | 83               |        |
| Field Officer Course . . . . .                                | 317        | -                | (1) 414    | -                |        |
| Inspector Course . . . . .                                    | -          | -                | 45         | -                |        |
| Intelligence Course . . . . .                                 | 37         | -                | (1) 63     | (1) 44           |        |
| Judge Advocate General Course . . . . .                       | 63         | -                | -          | -                |        |
| Logistics Staff Officer Course . . . . .                      | 53         | -                | 95         | -                |        |
| Squadron Officer Course . . . . .                             | (2) 473    | -                | (2) 675    | (4) 638          |        |
| Air Weapons Course . . . . .                                  | -          | -                | -          | 27               |        |
| <u>Air War College - Total</u> . . . . .                      | 105        | 105              | 105        | -                |        |
| <u>USAF School of Aviation Medicine - Total</u> . . . . .     | (2) 83     | (1) 139          | (5) 447    | (2) 229          |        |
| Aeromedical Apprentice . . . . .                              | -          | -                | -          | -                |        |
| Aeromedical Specialist . . . . .                              | -          | -                | -          | -                |        |
| Aviation Medical Examiner . . . . .                           | (2) 63     | (1) 63           | (1) 94     | (1) 87           |        |
| Basic Aviation Medicine . . . . .                             | -          | 25               | 25         | 23               |        |
| Basic Medical Course . . . . .                                | -          | -                | -          | -                |        |
| Dental Laboratory Technician . . . . .                        | -          | -                | -          | -                |        |
| Dental Technician . . . . .                                   | -          | -                | -          | -                |        |
| Flight Nurse . . . . .  | -          | 51               | 80         | 58               |        |
| Indoctrination Course, Medical Services . . . . .             | -          | -                | (3) 154    | -                |        |
| Medical Administrative Supervisor Course . . . . .            | -          | -                | -          | -                |        |
| Medical Course . . . . .                                      | -          | -                | (1) 78     | (1) 55           |        |
| Medical Laboratory . . . . .                                  | -          | -                | -          | -                |        |
| Medical Services Supervisor . . . . .                         | -          | -                | -          | 6                |        |
| Physical Training Technician . . . . .                        | -          | -                | -          | -                |        |
| Physiological Training Officer . . . . .                      | 20         | -                | 16         | -                |        |
| Preventive Medicine Course . . . . .                          | -          | -                | -          | -                |        |
| Veterinary Apprentice . . . . .                               | -          | -                | -          | -                |        |
| Veterinary Technician . . . . .                               | -          | -                | -          | -                |        |
| <u>Enlisted - Total</u> . . . . .                             | (10) 301   | (4) 152          | (36) 598   | (39) 742         |        |
| <u>Air University Schools - Total</u> . . . . .               | (10) 301   | (4) 152          | (36) 598   | (39) 742         |        |
| <u>Air Command and Staff Schools - Total</u> . . . . .        | 31         | -                | (2) 52     | (2) 77           |        |
| Academic Instructor Course . . . . .                          | 31         | -                | (2) 52     | -                |        |
| Inspector Course . . . . .                                    | -          | -                | -          | (2) 77           |        |
| <u>USAF School of Aviation Medicine - Total</u> . . . . .     | (10) 270   | (4) 152          | (34) 546   | (37) 665         |        |
| Aeromedical Apprentice . . . . .                              | -          | -                | (26) 235   | (23) 261         |        |
| Aeromedical Specialist . . . . .                              | (9) 203    | -                | -          | -                |        |
| Aeromedical Technician . . . . .                              | -          | -                | -          | -                |        |
| Dental Laboratory Technician . . . . .                        | -          | -                | -          | (3) 37           |        |
| Dental Technician . . . . .                                   | -          | -                | -          | (2) 50           |        |
| Medical Administrative Supervisor Course . . . . .            | -          | (1) 54           | (3) 101    | (2) 97           |        |
| Medical Laboratory . . . . .                                  | -          | (1) 27           | (1) 27     | (1) 25           |        |
| Medical Services Supervisor . . . . .                         | (1) 67     | -                | (4) 92     | (4) 96           |        |
| Physical Training Technician . . . . .                        | -          | -                | -          | (1) 20           |        |
| Preventive Medicine Course . . . . .                          | -          | (2) 27           | 42         | (1) 39           |        |
| Veterinary Apprentice . . . . .                               | -          | 44               | 49         | -                |        |
| Veterinary Technician . . . . .                               | -          | -                | -          | 40               |        |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 70 - PROFESSIONAL AND TECHNOLOGICAL TRAINING OF FEMALE PERSONNEL - FY 1952

(Figures in parentheses indicate Negro personnel and are included in the totals.)

| Type of Training  | Total    |        | First Quarter |        | Second Quarter |        | Third Quarter |        | Fourth Quarter |        |
|---|----------|--------|---------------|--------|----------------|--------|---------------|--------|----------------|--------|
|   | Officer  | Airman | Officer       | Airman | Officer        | Airman | Officer       | Airman | Officer        | Airman |
| New Students  |          |        |               |        |                |        |               |        |                |        |
| Total . . . . .   | (10) 914 | (1) 10 | (1) 93        | -      | (1) 144        | (1) 4  | (1) 337       | 4      | (7) 340        | 2      |
| <u>Air University Schools - Total . . . . .</u>           | 865      | 7      | 84            | -      | 127            | 4      | 322           | 1      | 332            | 2      |
| <u>Air Command and Staff School - Total</u>               | 30       | -      | 3             | -      | 2              | -      | 17            | -      | 8              | -      |
| Intelligence Course . . . . .                             | 3        | -      | -             | -      | -              | -      | 3             | -      | 1              | -      |
| Judge Advocate General Course . . . . .                   | 2        | -      | 1             | -      | -              | -      | -             | -      | -              | -      |
| Regular Course . . . . .                                  | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Squadron Officer Course . . . . .                         | 22       | -      | 2             | -      | 2              | -      | 13            | -      | 5              | -      |
| Field Officer Course . . . . .                            | 1        | -      | -             | -      | -              | -      | 1             | -      | -              | -      |
| Comptroller Course . . . . .                              | 1        | -      | -             | -      | -              | -      | -             | -      | 1              | -      |
| Air Weapons Course . . . . .                              | 1        | -      | -             | -      | -              | -      | -             | -      | 1              | -      |
| <u>USAF School of Aviation Medicine - Total . . . . .</u> | (9) 835  | (1) 7  | (1) 81        | -      | (1) 125        | (1) 4  | (1) 305       | 1      | (6) 324        | 2      |
| Basic Medical Course . . . . .                            | 1        | -      | -             | -      | 1              | -      | -             | -      | -              | -      |
| Flight Nurse . . . . .                                    | (4) 445  | -      | (1) 50        | -      | (1) 113        | -      | 157           | -      | (2) 125        | -      |
| Indoctrination Course, Medical Services . . . . .         | 385      | -      | 31            | -      | 11             | -      | (1) 145       | -      | (4) 198        | -      |
| Medical Laboratory . . . . .                              | (5) 3    | (1) 4  | -             | -      | -              | (1) 4  | -             | -      | -              | -      |
| Medical Course . . . . .                                  | 1        | -      | -             | -      | -              | -      | 3             | -      | -              | -      |
| Medical Services Supervisor Course . . . . .              | 1        | -      | -             | -      | -              | -      | -             | -      | 1              | -      |
| Medical Administrative Supervisor Course . . . . .        | -        | 3      | -             | -      | -              | -      | -             | 1      | -              | 2      |
| <u>Civilian Schools and Hospitals - Total . . . . .</u>   | 49       | 3      | 9             | -      | 17             | -      | 15            | 3      | 8              | -      |
| Meteorology . . . . .                                     | 1        | -      | 1             | -      | -              | -      | -             | -      | -              | -      |
| Foreign Languages . . . . .                               | 1        | 3      | -             | -      | -              | -      | -             | 3      | 1              | -      |
| Electrical Engineering . . . . .                          | 1        | -      | -             | -      | -              | -      | 1             | -      | -              | -      |
| Medical - Total . . . . .                                 | 46       | -      | 8             | -      | 17             | -      | 14            | -      | 7              | -      |
| Miscellaneous . . . . .                                   | 2        | -      | -             | -      | 1              | -      | 1             | -      | -              | -      |
| Physical Medicine . . . . .                               | 10       | -      | -             | -      | 9              | -      | 1             | -      | (1) 7          | -      |
| Nursing, General . . . . .                                | (1) 34   | -      | 8             | -      | 7              | -      | 12            | -      | -              | -      |
| Attrition   |          |        |               |        |                |        |               |        |                |        |
| Total . . . . .   | 2        | 2      | 2             | -      | -              | -      | 1             | 1      | 2              | 1      |
| <u>Air University Schools - Total . . . . .</u>           | 2        | 1      | 2             | -      | -              | -      | 1             | -      | 2              | 1      |
| <u>Air Command and Staff School - Total</u>               | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Intelligence Course . . . . .                             | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Judge Advocate General Course . . . . .                   | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Regular Course . . . . .                                  | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Squadron Officer Course . . . . .                         | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Field Officer Course . . . . .                            | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Comptroller Course . . . . .                              | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Air Weapons Course . . . . .                              | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| <u>USAF School of Aviation Medicine - Total . . . . .</u> | 2        | 1      | 2             | -      | -              | -      | 1             | -      | 2              | 1      |
| Basic Medical Course . . . . .                            | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Flight Nurse . . . . .                                    | 4        | -      | 2             | -      | -              | -      | -             | -      | 2              | -      |
| Indoctrination Course, Medical Services . . . . .         | 1        | -      | -             | -      | -              | -      | 1             | -      | -              | -      |
| Medical Laboratory . . . . .                              | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Medical Course . . . . .                                  | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Medical Services Supervisor Course . . . . .              | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Medical Administrative Supervisor Course . . . . .        | -        | 1      | -             | -      | -              | -      | -             | -      | -              | 1      |
| <u>Civilian Schools and Hospitals - Total . . . . .</u>   | -        | 1      | -             | -      | -              | -      | -             | 1      | -              | -      |
| Meteorology . . . . .                                     | -        | -      | -             | -      | -              | -      | -             | 1      | -              | -      |
| Foreign Languages . . . . .                               | -        | 1      | -             | -      | -              | -      | -             | 1      | -              | -      |
| Electrical Engineering . . . . .                          | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Medical - Total . . . . .                                 | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Miscellaneous . . . . .                                   | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Physical Medicine . . . . .                               | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Nursing, General . . . . .                                | -        | -      | -             | -      | -              | -      | -             | -      | -              | -      |

(Continued)



TABLE 70 - PROFESSIONAL AND TECHNOLOGICAL TRAINING OF FEMALE PERSONNEL - FY 1952 - CONTINUED

(Figures in parentheses indicate Negro personnel and are included in the totals.)

| Type of Training                                   | Total   |        | First Quarter |        | Second Quarter |        | Third Quarter |        | Fourth Quarter |        |
|--|---------|--------|---------------|--------|----------------|--------|---------------|--------|----------------|--------|
|  | Officer | Airman | Officer       | Airman | Officer        | Airman | Officer       | Airman | Officer        | Airman |
| Graduates  |         |        |               |        |                |        |               |        |                |        |
| Total . . . . .                                    | 867     | -      | (2) 122       | -      | (1) 25         | -      | (1) 219       | -      | (7) 431        | -      |
| Air University Schools - Total . . . . .           | 829     | -      | 112           | -      | 80             | -      | 212           | -      | 425            | -      |
| Air Command and Staff School - Total . . . . .     | 28      | -      | 4             | -      | 6              | -      | 2             | -      | 2              | -      |
| Intelligence Course . . . . .                      | 4       | -      | 1             | -      | -              | -      | -             | -      | 3              | -      |
| Judge Advocate General Course . . . . .            | 3       | -      | 1             | -      | 1              | -      | -             | -      | 1              | -      |
| Regular Course . . . . .                           | 1       | -      | 1             | -      | -              | -      | -             | -      | -              | -      |
| Squadron Officer Course . . . . .                  | 19      | -      | 1             | -      | 5              | -      | 9             | -      | 4              | -      |
| Field Officer Course . . . . .                     | 1       | -      | -             | -      | -              | -      | -             | -      | 1              | -      |
| Comptroller Course . . . . .                       | -       | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Air Weapons Course . . . . .                       | -       | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| USAF School of Aviation Medicine - Total . . . . . | 801     | -      | (1) 108       | -      | 74             | -      | 203           | -      | (7) 416        | -      |
| Basic Medical Course . . . . .                     | 1       | -      | -             | -      | 1              | -      | -             | -      | -              | -      |
| Flight Nurse . . . . .                             | 413     | -      | (1) 77        | -      | 62             | -      | 130           | -      | (2) 144        | -      |
| Indoctrination Course, Medical Services . . . . .  | 384     | -      | 31            | -      | 11             | -      | 73            | -      | (5) 269        | -      |
| Medical Laboratory . . . . .                       | -       | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Medical Course . . . . .                           | 3       | -      | -             | -      | -              | -      | -             | -      | 3              | -      |
| Medical Services Supervisor Course . . . . .       | -       | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Medical Administrative Supervisor Course . . . . . | -       | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Civilian Schools and Hospitals - Total . . . . .   | 38      | -      | 10            | -      | 15             | -      | 7             | -      | 6              | -      |
| Meteorology . . . . .                              | -       | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Foreign Languages . . . . .                        | -       | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Electrical Engineering . . . . .                   | -       | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Medical - Total . . . . .                          | 38      | -      | 10            | -      | 15             | -      | 7             | -      | 6              | -      |
| Miscellaneous . . . . .                            | 1       | -      | -             | -      | -              | -      | -             | -      | 1              | -      |
| Physical Medicine . . . . .                        | 1       | -      | -             | -      | -              | -      | -             | -      | 1              | -      |
| Nursing, General . . . . .                         | 36      | -      | (1) 10        | -      | (1) 15         | -      | (1) 7         | -      | 4              | -      |

| Type of Training                                   | Total   |        | 30 Sep (1951) |        | 31 Dec  |        | 31 Mar (1952) |        | 30 Jun  |        |
|--|---------|--------|---------------|--------|---------|--------|---------------|--------|---------|--------|
|  | Officer | Airman | Officer       | Airman | Officer | Airman | Officer       | Airman | Officer | Airman |
| Under Instruction                                  |         |        |               |        |         |        |               |        |         |        |
| Total . . . . .                                    | -       | -      | (1) 37        | -      | (1) 88  | (1) 4  | (1) 209       | (1) 7  | (1) 116 | (1) 8  |
| Air University Schools - Total . . . . .           | -       | -      | 2             | -      | 51      | 4      | 160           | 2      | 65      | 6      |
| Air Command and Staff School . . . . .             | -       | -      | 2             | -      | -       | -      | 8             | -      | 7       | -      |
| Intelligence Course . . . . .                      | -       | -      | -             | -      | -       | -      | 3             | -      | -       | -      |
| Judge Advocate General Course . . . . .            | -       | -      | 1             | -      | -       | -      | -             | -      | -       | -      |
| Regular Course . . . . .                           | -       | -      | -             | -      | -       | -      | -             | -      | -       | -      |
| Squadron Officer Course . . . . .                  | -       | -      | 1             | -      | -       | -      | 4             | -      | 5       | -      |
| Field Officer Course . . . . .                     | -       | -      | -             | -      | -       | -      | 1             | -      | 1       | -      |
| Comptroller Course . . . . .                       | -       | -      | -             | -      | -       | -      | -             | -      | 1       | -      |
| Air Weapons Course . . . . .                       | -       | -      | -             | -      | -       | -      | -             | -      | 1       | -      |
| USAF School of Aviation Medicine - Total . . . . . | -       | -      | -             | -      | 51      | 4      | (1) 152       | (1) 5  | 58      | (1) 6  |
| Basic Medical Course . . . . .                     | -       | -      | -             | -      | -       | -      | -             | -      | -       | -      |
| Flight Nurse . . . . .                             | -       | -      | -             | -      | 51      | -      | 78            | -      | 57      | -      |
| Indoctrination Course, Medical Services . . . . .  | -       | -      | -             | -      | -       | -      | (1) 71        | -      | -       | -      |
| Medical Laboratory . . . . .                       | -       | -      | -             | -      | -       | (1) 4  | -             | (1) 4  | -       | (1) 4  |
| Medical Course . . . . .                           | -       | -      | -             | -      | -       | -      | 3             | -      | -       | -      |
| Medical Services Supervisor Course . . . . .       | -       | -      | -             | -      | -       | -      | -             | -      | 1       | -      |
| Medical Administrative Supervisor Course . . . . . | -       | -      | -             | -      | -       | -      | -             | 1      | -       | 2      |
| Civilian Schools and Hospitals - Total . . . . .   | -       | -      | 35            | -      | 37      | -      | 49            | 2      | 51      | 2      |
| Meteorology . . . . .                              | -       | -      | 1             | -      | 1       | -      | 5             | -      | 5       | -      |
| Foreign Languages . . . . .                        | -       | -      | -             | -      | -       | -      | -             | 2      | 1       | 2      |
| Electrical Engineering . . . . .                   | -       | -      | -             | -      | -       | -      | 1             | -      | 1       | -      |
| Medical - Total . . . . .                          | -       | -      | 34            | -      | 36      | -      | 43            | -      | 44      | -      |
| Miscellaneous . . . . .                            | -       | -      | -             | -      | 1       | -      | 2             | -      | 1       | -      |
| Physical Medicine . . . . .                        | -       | -      | -             | -      | -       | -      | 9             | -      | 9       | -      |
| Nursing, General . . . . .                         | -       | -      | (1) 34        | -      | (1) 26  | -      | 31            | -      | (1) 34  | -      |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 71 - PROFESSIONAL AND TECHNOLOGICAL TRAINING OF ARMY AND NAVY PERSONNEL  
AT AIR UNIVERSITY - FY 1952

(No Negro personnel were trained during the period covered in the table below. No attrition was shown for this table.)

| Type of Training                                       | Total |      | First Quarter |      | Second Quarter |      | Third Quarter |      | Fourth Quarter |      |
|--|-------|------|---------------|------|----------------|------|---------------|------|----------------|------|
|  | Army  | Navy | Army          | Navy | Army           | Navy | Army          | Navy | Army           | Navy |
| NEW STUDENTS   |       |      |               |      |                |      |               |      |                |      |
| Officer - Total . . . . .                              | 91    | 73   | 46            | 25   | 4              | 5    | 27            | 32   | 14             | 11   |
| USAF Institute of Technology - Total . . . . .         | -     | 1    | -             | 1    | -              | -    | -             | -    | -              | -    |
| Aeronautical Engineer . . . . .                        | -     | 1    | -             | 1    | -              | -    | -             | -    | -              | -    |
| College of Industrial Administration - Total . . . . . | -     | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| Industrial and Production Engineer . . . . .           | -     | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| Air University Schools - Total . . . . .               | 91    | 72   | 46            | 24   | 4              | 5    | 27            | 32   | 14             | 11   |
| Air Command and Staff School - Total . . . . .         | 77    | 40   | 33            | 13   | -              | -    | 26            | 21   | 14             | 6    |
| Academic Instructor . . . . .                          | 7     | -    | -             | -    | 3              | -    | 3             | -    | 1              | -    |
| Comptroller Course . . . . .                           | 33    | 1    | 13            | -    | -              | -    | 9             | -    | 11             | 1    |
| Field Officer's Course . . . . .                       | 8     | 10   | -             | -    | -              | -    | 8             | 10   | -              | -    |
| Intelligence Course . . . . .                          | -     | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| Logistics Staff Officer . . . . .                      | 8     | 1    | 4             | -    | -              | -    | 4             | 1    | -              | -    |
| Regular Course . . . . .                               | 12    | 13   | 12            | 13   | -              | -    | -             | -    | -              | -    |
| Squadron Officer . . . . .                             | 9     | 15   | 4             | -    | 1              | -    | 2             | 10   | 2              | 5    |
| Air War College - Total . . . . .                      | 13    | 12   | 13            | 11   | -              | -    | -             | 1    | -              | -    |
| USAF School of Aviation Medicine - Total . . . . .     | 1     | 20   | -             | -    | -              | 5    | 1             | 10   | -              | 2    |
| Aviation Medical Examiner . . . . .                    | 1     | -    | -             | -    | -              | -    | 1             | -    | -              | -    |
| Flight Nurse . . . . .                                 | -     | 20   | -             | -    | -              | 5    | -             | 10   | -              | 5    |
| GRADUATES  |       |      |               |      |                |      |               |      |                |      |
| Officer - Total . . . . .                              | 108   | 93   | 32            | 27   | 35             | 13   | 4             | 15   | 37             | 38   |
| USAF Institute of Technology - Total . . . . .         | -     | 2    | -             | 2    | -              | -    | -             | -    | -              | -    |
| Aeronautical Engineer . . . . .                        | -     | 2    | -             | 2    | -              | -    | -             | -    | -              | -    |
| College of Industrial Administration - Total . . . . . | -     | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| Industrial and Production Engineer . . . . .           | -     | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| Air University Schools - Total . . . . .               | 108   | 91   | 32            | 25   | 35             | 13   | 4             | 15   | 37             | 38   |
| Air Command and Staff School - Total . . . . .         | 94    | 49   | 32            | 15   | 33             | 13   | -             | 5    | 23             | 16   |
| Academic Instructor . . . . .                          | 7     | -    | -             | -    | 3              | -    | 2             | -    | 2              | -    |
| Comptroller Course . . . . .                           | 39    | 2    | 17            | 2    | 13             | -    | -             | -    | 9              | -    |
| Field Officer's Course . . . . .                       | 20    | 23   | -             | -    | 12             | 13   | -             | -    | 8              | 10   |
| Intelligence Course . . . . .                          | -     | -    | -             | -    | -              | -    | -             | -    | -              | -    |
| Logistics Staff Officer . . . . .                      | 13    | 1    | 5             | -    | 4              | -    | -             | -    | 4              | 1    |
| Regular Course . . . . .                               | 8     | 13   | 8             | 13   | -              | -    | -             | -    | -              | -    |
| Squadron Officer . . . . .                             | 7     | 10   | 2             | -    | 3              | -    | 2             | 5    | -              | 5    |
| Air War College - Total . . . . .                      | 13    | 12   | -             | -    | -              | -    | -             | -    | 13             | 12   |
| USAF School of Aviation Medicine - Total . . . . .     | 1     | 30   | -             | 10   | -              | -    | -             | 10   | 1              | 10   |
| Aviation Medical Examiner . . . . .                    | 1     | -    | -             | -    | -              | -    | -             | -    | 1              | -    |
| Flight Nurse . . . . .                                 | -     | 30   | -             | 10   | -              | -    | -             | 10   | -              | 10   |
| UNDER INSTRUCTION                                      |       |      |               |      |                |      |               |      |                |      |
|  | Total |      | 30 Sep (1951) |      | 31 Dec         |      | 31 Mar (1952) |      | 30 Jun         |      |
|  | Army  | Navy | Army          | Navy | Army           | Navy | Army          | Navy | Army           | Navy |
| Officer - Total . . . . .                              |       |      | 44            | 25   | 13             | 17   | 36            | 34   | 13             | 7    |
| USAF Institute of Technology - Total . . . . .         |       |      | -             | 1    | -              | 1    | -             | 1    | -              | 1    |
| Aeronautical Engineer . . . . .                        |       |      | -             | 1    | -              | 1    | -             | 1    | -              | 1    |
| College of Industrial Administration - Total . . . . . |       |      | -             | -    | -              | -    | -             | -    | -              | -    |
| Industrial and Production Engineer . . . . .           |       |      | -             | -    | -              | -    | -             | -    | -              | -    |
| Air University Schools - Total . . . . .               |       |      | 44            | 24   | 13             | 16   | 36            | 33   | 13             | 6    |
| Air Command and Staff School - Total . . . . .         |       |      | 31            | 13   | -              | -    | 22            | 16   | 13             | 6    |
| Academic Instructor . . . . .                          |       |      | -             | -    | -              | -    | 1             | -    | -              | -    |
| Comptroller Course . . . . .                           |       |      | 13            | -    | -              | -    | 1             | -    | 11             | 1    |
| Field Officer's Course . . . . .                       |       |      | -             | -    | a/             | -    | 8             | 10   | -              | -    |
| Intelligence Course . . . . .                          |       |      | -             | -    | -              | -    | -             | -    | -              | -    |
| Logistics Staff Officer . . . . .                      |       |      | 4             | -    | -              | -    | 4             | 1    | -              | -    |
| Regular Course . . . . .                               |       |      | 12            | 13   | -              | -    | -             | -    | -              | -    |
| Squadron Officer . . . . .                             |       |      | 2             | -    | -              | -    | -             | 5    | 2              | 5    |
| Air War College - Total . . . . .                      |       |      | 13            | 11   | 13             | 11   | 13            | 12   | -              | -    |
| USAF School of Aviation Medicine - Total . . . . .     |       |      | -             | -    | -              | 5    | 1             | 5    | -              | -    |
| Aviation Medical Examiner . . . . .                    |       |      | -             | -    | -              | -    | 1             | -    | -              | -    |
| Flight Nurse . . . . .                                 |       |      | -             | -    | -              | 5    | -             | 5    | -              | -    |

a/ Course name changed from Regular Course to Field Officer's Course.

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 72 - PROFESSIONAL AND TECHNOLOGICAL MILITARY TRAINING OF FOREIGN NATIONALS - FY 1952

(No attrition were reported for this fiscal year)

| Type of Training                          | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total     | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total             | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---|--------------|---------------|----------------|---------------|----------------|-----------|---------------|----------------|---------------|----------------|-------------------|---------------|----------------|---------------|----------------|
|   | NEW STUDENTS |               |                |               |                | GRADUATES |               |                |               |                | UNDER INSTRUCTION |               |                |               |                |
| <u>Total</u> . . . . .                    | 145          | 26            | 34             | 72            | 13             | 171       | 42            | 41             | 31            | 57             |                   | 25            | 18             | 52            | 15             |
| <u>Officer - Total</u> . . . . .          | 141          | 26            | 34             | 68            | 13             | 167       | 42            | 41             | 31            | 53             |                   | 25            | 18             | 55            | 15             |
| USAF Institute of Tech - Total . .        | 8            | 2             | -              | 6             | -              | 9         | -             | -              | -             | 9              |                   | 5             | 5              | 11            | 2              |
| College of Eng Sciences - Total . .       | 1            | 1             | -              | -             | -              | 3         | -             | -              | -             | 3              |                   | 4             | 4              | 4             | 1              |
| General Aero Engineering . . . .          | 1            | 1             | -              | -             | -              | 3         | -             | -              | -             | 3              |                   | 4             | 4              | 4             | 1              |
| College of Ind Admin - Total . . .        | 7            | 1             | -              | 6             | -              | 6         | -             | -              | -             | 6              |                   | 1             | 1              | 7             | 1              |
| Industrial and Production Eng . .         | 7            | 1             | -              | 6             | -              | 6         | -             | -              | -             | 6              |                   | 1             | 1              | 7             | 1              |
| <u>Air University Schools - Total</u> . . | 133          | 24            | 34             | 62            | 13             | 158       | 42            | 41             | 31            | 44             |                   | 20            | 13             | 44            | 13             |
| Air Command and Staff School . .          |              |               |                |               |                |           |               |                |               |                |                   |               |                |               |                |
| Total . . . . .                           | 110          | 18            | 19             | 62            | 11             | 137       | 38            | 37             | 20            | 42             |                   | 18            | 2              | 42            | 11             |
| Academic Instructor Course . . .          | 7            | -             | -              | 4             | 3              | 4         | -             | -              | -             | -              |                   | -             | -              | -             | 3              |
| Air Comm and Electronics Staff . .        | 1            | -             | -              | -             | 1              | -         | -             | -              | -             | -              |                   | -             | -              | -             | 1              |
| Comptroller Course . . . . .              | 1            | -             | -              | -             | 1              | -         | -             | -              | -             | -              |                   | -             | -              | -             | 1              |
| General Air Inspector Course . . .        | 8            | -             | 3              | 5             | -              | 8         | -             | 3              | 3             | 2              |                   | -             | -              | 2             | -              |
| Logistics Staff Off Course . . . .        | 3            | 3             | -              | -             | -              | 5         | 2             | 3              | -             | -              |                   | 3             | -              | -             | -              |
| Field Officer Course . . . . .            | 35           | 3             | -              | 32            | -              | 71        | 36            | 3              | -             | 32             |                   | 3             | -              | 32            | 8              |
| Squadron Officer Course . . . . .         | 49           | 5             | 16             | 21            | 7              | 42        | -             | 21             | 13            | 8              |                   | 3             | -              | -             | 7              |
| Judge Advocate Gen Course . . . .         | 5            | 5             | -              | -             | -              | 5         | -             | 5              | -             | -              |                   | 3             | -              | -             | -              |
| Intelligence Course . . . . .             | 2            | 2             | -              | -             | -              | 2         | -             | 2              | -             | -              |                   | 2             | -              | -             | -              |
| <u>Air War College - Total</u> . . . . .  | 2            | 2             | -              | -             | -              | 2         | -             | -              | -             | 2              |                   | 2             | 2              | 2             | -              |
| <u>USAF School of Aviation Medicine</u>   |              |               |                |               |                |           |               |                |               |                |                   |               |                |               |                |
| Total . . . . .                           | 21           | 4             | 15             | -             | 2              | 19        | 4             | 4              | 11            | -              |                   | -             | 11             | -             | 2              |
| Aviation Medical Examiner . . . .         | 13           | -             | 11             | -             | 2              | 11        | -             | 4              | 7             | -              |                   | -             | 7              | -             | 2              |
| Flight Nurse, Female . . . . .            | 8            | 4             | 4              | -             | -              | 8         | 4             | -              | 4             | -              |                   | -             | 4              | -             | -              |
| <u>Enlisted - Total</u> . . . . .         | 4            | -             | -              | 4             | -              | 4         | -             | -              | -             | 4              |                   | -             | -              | 4             | -              |
| USAF School of Aviation Medicine          |              |               |                |               |                |           |               |                |               |                |                   |               |                |               |                |
| Total . . . . .                           | 4            | -             | -              | 4             | -              | 4         | -             | -              | -             | 4              |                   | -             | -              | 4             | -              |
| Aero Medical Apprentice . . . . .         | 4            | -             | -              | 4             | -              | 4         | -             | -              | -             | 4              |                   | -             | -              | 4             | -              |

NOT APPLICABLE

Source: Personnel Statistics Division, Directorate of Statistical Services, DCS/C, Hq. USAF

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TABLE 73 - TRAINING OF USAF PERSONNEL IN OTHER MILITARY SCHOOLS - FY 1952

| Type of Training  | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total                           | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---|--------------|---------------|----------------|---------------|----------------|---------------------------------|---------------|----------------|---------------|----------------|
|   | NEW STUDENTS |               |                |               |                | ATTRITION                       |               |                |               |                |
| Officer - Total . . . .                                 | <u>202</u>   | <u>125</u>    | <u>7</u>       | <u>68</u>     | <u>2</u>       | <u>4</u>                        | <u>1</u>      | -              | <u>2</u>      | <u>1</u>       |
| Department of Defense - Total                           | <u>187</u>   | <u>120</u>    | <u>2</u>       | <u>64</u>     | <u>1</u>       | <u>3</u>                        | <u>1</u>      | -              | <u>1</u>      | <u>1</u>       |
| Armed Forces Staff . . . .                              | 121          | 54            | 2              | 64            | 1              | <u>1</u>                        | -             | -              | <u>1</u>      | -              |
| Industrial College of AF .                              | 38           | 38            | -              | -             | -              | 2                               | 1             | -              | -             | 1              |
| National War College . . .                              | 28           | 28            | -              | -             | -              | -                               | -             | -              | -             | -              |
| USAF Personnel in Foreign<br>Military Schools - Total . | <u>15</u>    | <u>5</u>      | <u>5</u>       | <u>4</u>      | <u>1</u>       | <u>1</u>                        | -             | -              | <u>1</u>      | -              |
|   | GRADUATES    |               |                |               |                | UNDER INSTRUCTION <sup>a/</sup> |               |                |               |                |
| Officer - Total . . . .                                 | <u>246</u>   | <u>102</u>    | <u>1</u>       | <u>68</u>     | <u>75</u>      | NOT APPLICABLE                  | <u>153</u>    | <u>159</u>     | <u>157</u>    | <u>83</u>      |
| Department of Defense - Total                           | <u>231</u>   | <u>101</u>    | -              | <u>61</u>     | <u>69</u>      |                                 | <u>135</u>    | <u>137</u>     | <u>139</u>    | <u>70</u>      |
| Armed Forces Staff . . . .                              | 99           | 38            | -              | 61            | -              |                                 | 63            | 65             | 67            | 68             |
| Industrial College of AF .                              | 71           | 34            | -              | -             | 37             |                                 | 40            | 40             | 40            | 2              |
| National War College . . .                              | 61           | 29            | -              | -             | 32             |                                 | 32            | 32             | 32            | -              |
| USAF Personnel in Foreign<br>Military Schools - Total . | <u>15</u>    | <u>1</u>      | <u>1</u>       | <u>7</u>      | <u>6</u>       |                                 | <u>18</u>     | <u>22</u>      | <u>18</u>     | <u>13</u>      |

<sup>a/</sup> Under Instruction indicates personnel in this category as of the last day of the respective quarters.

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 74 - TRAINING OF USAF PERSONNEL IN ARMY SCHOOLS - FY 1952

| Type of Training                             | Total         | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total        | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|--|---------------|---------------|----------------|---------------|----------------|--------------|---------------|----------------|---------------|----------------|
|  | NEW STUDENTS  |               |                |               |                | ATTRITION    |               |                |               |                |
| <u>Total</u> . . . . .                       | <u>35,126</u> | <u>8,138</u>  | <u>8,390</u>   | <u>10,663</u> | <u>7,935</u>   | <u>2,795</u> | <u>868</u>    | <u>1,038</u>   | <u>1,107</u>  | <u>782</u>     |
| <u>Officer - Total</u> . . . . .             | <u>2,194</u>  | <u>626</u>    | <u>418</u>     | <u>683</u>    | <u>467</u>     | <u>85</u>    | <u>25</u>     | <u>20</u>      | <u>24</u>     | <u>16</u>      |
| Adjutant General School . .                  | 207           | 41            | 58             | 80            | 28             | 4            | -             | 1              | 3             | -              |
| AA and Guided Missile<br>Branch . . . . .    | 5             | 4             | 1              | -             | -              | 1            | 1             | -              | -             | -              |
| Armed Forces Information<br>School . . . . . | 253           | 79            | 80             | 55            | 39             | 10           | 7             | 1              | 2             | -              |
| Army General School . . . . .                | 75            | 10            | -              | 20            | 45             | 1            | -             | -              | 1             | -              |
| Army Language School . . . . .               | 105           | 31            | 14             | 52            | 8              | 16           | 5             | 4              | -             | 7              |
| Army Medical Graduate<br>School . . . . .    | 258           | 30            | 4              | 62            | 162            | -            | -             | -              | -             | -              |
| Army Security School . . . . .               | 55            | 15            | 16             | 24            | -              | 7            | 1             | -              | 4             | 2              |
| Army War College . . . . .                   | 2             | 2             | -              | -             | -              | -            | -             | -              | -             | -              |
| Chaplain . . . . .                           | 246           | 126           | 23             | 65            | 32             | 1            | 1             | -              | -             | -              |
| Chemical . . . . .                           | 70            | 20            | 30             | 20            | -              | 1            | -             | 1              | -             | -              |
| Command and General Staff .                  | 9             | 9             | -              | -             | -              | -            | -             | -              | -             | -              |
| Engineer . . . . .                           | 21            | 1             | -              | 20            | -              | -            | -             | -              | -             | -              |
| Finance . . . . .                            | 216           | 78            | 50             | 88            | -              | 2            | 1             | 1              | -             | -              |
| Food Services . . . . .                      | 189           | 62            | 45             | 50            | 32             | 10           | 4             | 2              | 1             | 3              |
| Infantry . . . . .                           | 89            | 2             | 38             | 40            | 9              | 17           | 3             | 6              | 7             | 1              |
| Meat and Dairy Hygiene . . .                 | 44            | 10            | 18             | 15            | 1              | 3            | -             | 1              | 1             | 1              |
| Medical Field Services . . .                 | 81            | 48            | 10             | 14            | 9              | 3            | 1             | 1              | 1             | -              |
| Medical Equipment<br>Maintenance . . . . .   | 7             | 4             | -              | 3             | -              | 2            | -             | 1              | 1             | -              |
| Military Police . . . . .                    | 23            | 13            | 5              | 5             | -              | 1            | 1             | -              | -             | -              |
| Opticians . . . . .                          | 4             | -             | -              | -             | 4              | -            | -             | -              | -             | -              |
| Quartermaster . . . . .                      | 59            | 14            | 6              | 5             | 34             | 3            | -             | 1              | 2             | -              |
| Quartermaster Subsistence .                  | 31            | -             | -              | 22            | 9              | 2            | -             | -              | 1             | 1              |
| Signal . . . . .                             | 10            | 10            | -              | -             | -              | -            | -             | -              | -             | -              |
| Strategic Intelligence . . .                 | 117           | 17            | 20             | 43            | 37             | 1            | -             | -              | -             | 1              |
| Transportation . . . . .                     | 18            | -             | -              | -             | 18             | -            | -             | -              | -             | -              |
| <u>Airman - Total</u> . . . . .              | <u>32,932</u> | <u>7,512</u>  | <u>7,972</u>   | <u>9,980</u>  | <u>7,468</u>   | <u>3,710</u> | <u>843</u>    | <u>1,018</u>   | <u>1,083</u>  | <u>766</u>     |
| Adjutant General School . .                  | 869           | 242           | 171            | 259           | 197            | 68           | 23            | 27             | 14            | 4              |
| Armed Forces Information<br>School . . . . . | 490           | 187           | 102            | 177           | 24             | 29           | 6             | 5              | 17            | 1              |
| Army Language School . . . . .               | 325           | 133           | 43             | 51            | 98             | 85           | 35            | 26             | 16            | 8              |
| Army Security School . . . . .               | 280           | 28            | 64             | 109           | 79             | 13           | -             | 1              | 2             | 10             |
| Chaplain Assistant . . . . .                 | 370           | -             | 71             | 159           | 140            | 1            | -             | -              | 1             | -              |
| Chemical . . . . .                           | 4             | -             | 2              | 1             | 1              | 1            | -             | -              | -             | -              |
| Engineer . . . . .                           | 3,965         | 996           | 1,006          | 1,015         | 948            | 876          | 172           | 266            | 220           | 218            |
| Finance . . . . .                            | 472           | 141           | 97             | 147           | 87             | 33           | 4             | 4              | 18            | 7              |
| Food Services . . . . .                      | 10,932        | 2,598         | 2,713          | 3,138         | 2,483          | 1,053        | 193           | 261            | 389           | 210            |
| Infantry . . . . .                           | 131           | 19            | 19             | 39            | 54             | 29           | 6             | 9              | 2             | 12             |
| Meat and Dairy Hygiene . . .                 | 36            | 13            | 5              | 12            | 6              | 9            | 5             | 1              | -             | 3              |
| Medical Field Service . . . .                | 4,349         | 919           | 1,086          | 1,252         | 1,092          | 1,150        | 239           | 302            | 351           | 258            |
| Medical Equipment<br>Maintenance . . . . .   | 30            | 14            | -              | 12            | 4              | 13           | 3             | 5              | 4             | 1              |
| Military Police . . . . .                    | 5,525         | 1,300         | 1,571          | 1,571         | 1,083          | 44           | 9             | 23             | 12            | -              |
| Opticians . . . . .                          | 10            | -             | -              | -             | 10             | 4            | -             | -              | -             | 4              |
| Ordnance . . . . .                           | 3,239         | 647           | 853            | 1,391         | 348            | 123          | 88            | 31             | 3             | 1              |
| Physical Training . . . . .                  | 24            | 15            | 2              | 1             | 6              | 1            | -             | 1              | -             | -              |
| Quartermaster . . . . .                      | 593           | 142           | 99             | 129           | 223            | 62           | 11            | 8              | 27            | 16             |
| Quartermaster Subsistence .                  | -             | -             | -              | -             | -              | -            | -             | -              | -             | -              |
| Signal . . . . .                             | 199           | 118           | 68             | 2             | 11             | 108          | 49            | 48             | 6             | 5              |
| Strategic Intelligence . . .                 | 65            | -             | -              | 42            | 23             | -            | -             | -              | -             | -              |
| Transportation . . . . .                     | 35            | -             | -              | -             | 35             | 8            | -             | -              | -             | 8              |
| Utilities Miscellaneous . . .                | 976           | -             | -              | 460           | 516            | -            | -             | -              | -             | -              |
| Watch Repairing . . . . .                    | 13            | -             | -              | 13            | -              | -            | -             | -              | -             | -              |

(Continued)

TABLE 74 - TRAINING OF USAF PERSONNEL IN ARMY SCHOOLS - FY 1952 - CONTINUED

| Type of Training                          | Total         | First Quarter | Second Quarter | Third Quarter | Fourth Quarter | Total             | 30 Sep (1951) | 31 Dec       | 31 Mar (1952) | 30 Jun       |
|---|---------------|---------------|----------------|---------------|----------------|-------------------|---------------|--------------|---------------|--------------|
|   | GRADUATES     |               |                |               |                | UNDER INSTRUCTION |               |              |               |              |
| <b>Total</b> . . . . .                    | <u>30,722</u> | <u>7,003</u>  | <u>7,552</u>   | <u>8,160</u>  | <u>8,007</u>   |                   | <u>4,929</u>  | <u>4,759</u> | <u>6,147</u>  | <u>5,262</u> |
| <b>Officer - Total</b> . . . . .          | <u>2,289</u>  | <u>524</u>    | <u>652</u>     | <u>475</u>    | <u>638</u>     |                   | <u>480</u>    | <u>225</u>   | <u>407</u>    | <u>208</u>   |
| Adjutant General School . .               | 202           | 35            | 73             | 56            | 38             |                   | 17            | 1            | 22            | 12           |
| AA and Guided Missile Branch . . . . .    | 4             | 2             | -              | -             | 2              |                   | 1             | 2            | 2             | -            |
| Armed Forces Information School . . . . . | 254           | 46            | 136            | 38            | 34             |                   | 57            | -            | 15            | 20           |
| Army General School . . . .               | 7             | -             | 10             | 19            | 45             |                   | 10            | -            | -             | -            |
| Army Language School . . . .              | 100           | 13            | 50             | 2             | 35             |                   | 66            | 26           | 75            | 42           |
| Army Medical Graduate School . . . . .    | 262           | 28            | 9              | 53            | 172            |                   | 6             | 1            | 10            | -            |
| Army Security School . . . .              | 56            | 22            | -              | 26            | 8              |                   | 23            | 39           | 33            | 13           |
| Army War College . . . . .                | 2             | -             | -              | -             | 2              |                   | 2             | 2            | 2             | -            |
| Chaplain . . . . .                        | 296           | 118           | 81             | 65            | 32             |                   | 58            | -            | -             | -            |
| Chemical . . . . .                        | 86            | 32            | 33             | 18            | 3              |                   | 5             | -            | 3             | -            |
| Command and General Staff .               | 9             | -             | -              | -             | 9              |                   | 9             | 9            | 9             | -            |
| Engineer . . . . .                        | 21            | 1             | -              | 12            | 8              |                   | -             | -            | 8             | -            |
| Finance . . . . .                         | 310           | 95            | 75             | 50            | 90             |                   | 78            | 52           | 90            | -            |
| Food Services . . . . .                   | 181           | 62            | 60             | 31            | 28             |                   | 17            | -            | 16            | 11           |
| Infantry . . . . .                        | 86            | 8             | 20             | 30            | 28             |                   | 15            | 27           | 30            | 10           |
| Meat and Dairy Hygiene . . .              | 54            | 11            | 27             | 10            | 6              |                   | 10            | -            | 4             | 1            |
| Medical Field Services . . .              | 75            | 10            | 30             | 27            | 8              |                   | 48            | 27           | 13            | 14           |
| Medical Equipment Maintenance . . . . .   | 2             | -             | -              | -             | 2              |                   | 4             | 3            | 5             | 3            |
| Military Police . . . . .                 | 24            | 1             | 14             | 5             | 4              |                   | 13            | 4            | 4             | -            |
| Opticians . . . . .                       | -             | -             | -              | -             | -              |                   | -             | -            | -             | 4            |
| Quartermaster . . . . .                   | 53            | 25            | 12             | 3             | 13             |                   | 14            | 7            | 7             | 28           |
| Quartermaster Subsistence .               | 19            | -             | -              | 8             | 11             |                   | -             | -            | 13            | 10           |
| Signal . . . . .                          | 14            | 4             | 5              | 3             | 2              |                   | 10            | 5            | 2             | -            |
| Strategic Intelligence . . . .            | 88            | 8             | 17             | 19            | 44             |                   | 17            | 20           | 44            | 36           |
| Transportation . . . . .                  | 14            | -             | -              | -             | 14             |                   | -             | -            | -             | 4            |
| <b>Airman - Total</b> . . . . .           | <u>28,433</u> | <u>6,479</u>  | <u>6,900</u>   | <u>7,685</u>  | <u>7,369</u>   |                   | <u>4,449</u>  | <u>4,534</u> | <u>5,740</u>  | <u>5,054</u> |
| Adjutant General School . .               | 812           | 224           | 216            | 184           | 188            |                   | 73            | 1            | 62            | 67           |
| Armed Forces Information School . . . . . | 525           | 152           | 200            | 82            | 89             |                   | 103           | -            | 78            | 12           |
| Army Language School . . . .              | 403           | 66            | 187            | 68            | 82             |                   | 294           | 124          | 91            | 99           |
| Army Security School . . . . .            | 183           | 4             | 33             | 129           | 17             |                   | 28            | 58           | 36            | 88           |
| Chaplain Assistant . . . . .              | 368           | -             | 71             | 158           | 140            |                   | -             | -            | -             | -            |
| Chemical . . . . .                        | 2             | -             | -              | 1             | 1              |                   | -             | 2            | 1             | 1            |
| Engineer . . . . .                        | 2,924         | 778           | 593            | 830           | 723            |                   | 583           | 730          | 695           | 702          |
| Finance . . . . .                         | 437           | 66            | 139            | 83            | 149            |                   | 141           | 95           | 141           | 72           |
| Food Services . . . . .                   | 9,801         | 2,607         | 2,338          | 2,419         | 2,437          |                   | 1,328         | 1,442        | 1,772         | 1,608        |
| Infantry . . . . .                        | 86            | 13            | 10             | 36            | 27             |                   | -             | -            | 1             | 16           |
| Meat and Dairy Hygiene . . .              | 31            | 13            | 2              | 11            | 5              |                   | 3             | 5            | 6             | 4            |
| Medical Field Service . . . .             | 3,640         | 1,341         | 611            | 774           | 914            |                   | 417           | 590          | 717           | 637          |
| Medical Equipment Maintenance . . . . .   | 6             | -             | -              | -             | 6              |                   | 11            | 6            | 14            | 11           |
| Military Police . . . . .                 | 4,143         | 267           | 1,813          | 978           | 1,085          |                   | 1,041         | 795          | 1,376         | 1,355        |
| Opticians . . . . .                       | -             | -             | -              | -             | -              |                   | -             | -            | -             | -            |
| Ordnance . . . . .                        | 3,192         | 486           | 449            | 1,332         | 925            |                   | 185           | 558          | 614           | 36           |
| Physical Training . . . . .               | 23            | -             | 16             | -             | 7              |                   | 15            | -            | 1             | -            |
| Quartermaster . . . . .                   | 516           | 137           | 161            | 104           | 114            |                   | 109           | 39           | 37            | 130          |
| Quartermaster Subsistence .               | 12            | -             | 12             | -             | -              |                   | -             | -            | -             | -            |
| Signal . . . . .                          | 416           | 283           | 49             | 68            | 16             |                   | 118           | 89           | 17            | 7            |
| Strategic Intelligence . . . .            | 50            | -             | -              | 38            | 12             |                   | -             | -            | 4             | 15           |
| Transportation . . . . .                  | 58            | 42            | -              | -             | 16             |                   | -             | -            | -             | 11           |
| Utilities Miscellaneous . . . .           | 799           | -             | -              | 383           | 416            |                   | -             | -            | 77            | 177          |
| Watch Repairing . . . . .                 | 7             | -             | -              | 7             | -              |                   | -             | -            | -             | 6            |

NOT APPLICABLE

NOT APPLICABLE

Note: Minor variances exist in the above data due to incomplete reporting.

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 75 - TRAINING OF USAF PERSONNEL IN US NAVY SCHOOLS - FY 1952

(No Negro personnel reported for this period. Figures in parentheses indicate WAF and are included in the totals)

| Type of Training                                  | Total   |            | First Quarter |          | Second Quarter |          | Third Quarter |          | Fourth Quarter |          |
|---|---------|------------|---------------|----------|----------------|----------|---------------|----------|----------------|----------|
|   | Officer | Airmen     | Officer       | Airmen   | Officer        | Airmen   | Officer       | Airmen   | Officer        | Airmen   |
| NEW STUDENTS                                      |         |            |               |          |                |          |               |          |                |          |
| <u>Total</u> . . . . .                            | 313     | (90) 1,976 | 89            | (20) 411 | 56             | (13) 374 | 104           | (29) 791 | 62             | (28) 400 |
| <u>Technical Training - Total</u> . . . . .       | 288     | (90) 1,919 | 82            | (20) 399 | 56             | (13) 350 | 95            | (29) 771 | 55             | (28) 399 |
| Communications Technician "A". . . . .            | -       | 24         | -             | 5        | -              | 5        | -             | 9        | -              | 5        |
| Compressed Gases . . . . .                        | -       | 1          | -             | 1        | -              | -        | -             | -        | -              | -        |
| Damage Control Training Center . . . . .          | 28      | 14         | 19            | 2        | 5              | 4        | 3             | 6        | 1              | 2        |
| Dental Technicians . . . . .                      | -       | (90) 1,063 | -             | (20) 243 | -              | (13) 182 | -             | (29) 362 | -              | (28) 276 |
| Electronics Technician . . . . .                  | -       | -          | -             | -        | -              | -        | -             | -        | -              | -        |
| Electronics Technician, IFF . . . . .             | -       | -          | -             | -        | -              | -        | -             | -        | -              | -        |
| Engineman . . . . .                               | -       | 6          | -             | -        | -              | -        | -             | -        | -              | 6        |
| Instructor, C . . . . .                           | -       | 1          | -             | -        | -              | -        | -             | -        | -              | 1        |
| Instructor, C-1 . . . . .                         | 21      | 1          | -             | -        | -              | -        | -             | -        | 21             | 1        |
| Naval Air Tech Tng Center, Mobile FF . . . . .    | -       | 8          | -             | -        | -              | 8        | -             | -        | -              | -        |
| Naval Air Tech Tng Unit, Camera School . . . . .  | -       | 20         | -             | 16       | -              | 2        | -             | -        | -              | 2        |
| Naval School, Mine Warfare . . . . .              | 26      | 65         | -             | 10       | 12             | 15       | -             | 26       | 14             | 14       |
| Naval Unit Indoctrination . . . . .               | 2       | -          | -             | -        | 2              | -        | -             | -        | -              | -        |
| Naval Photo Interpretation Center . . . . .       | 14      | -          | 11            | -        | -              | -        | 3             | -        | -              | -        |
| Printers Class "A" . . . . .                      | -       | 187        | -             | 71       | -              | 53       | -             | 53       | -              | 10       |
| Supply Corps School . . . . .                     | 19      | -          | -             | -        | -              | -        | 19            | -        | -              | -        |
| US Fleet Training Center . . . . .                | 35      | 48         | 16            | 2        | 1              | -        | 8             | -        | 10             | 46       |
| USN Amphibious Base . . . . .                     | 24      | 15         | -             | -        | -              | -        | 18            | 15       | 6              | -        |
| USN Amphibious Training Unit . . . . .            | 92      | 268        | 31            | -        | 22             | -        | 39            | 268      | -              | -        |
| USN CIC Team Training Center . . . . .            | 1       | -          | 1             | -        | -              | 1        | -             | -        | -              | -        |
| USN School, Civil Engineer Corps . . . . .        | 5       | -          | 1             | -        | -              | -        | 4             | -        | -              | -        |
| USN School, Explosive Ordnance Disposal . . . . . | 10      | 198        | 3             | 49       | 5              | 81       | -             | 32       | 2              | 36       |
| USN School, Naval Supply Center . . . . .         | 9       | -          | -             | -        | 9              | -        | -             | -        | -              | -        |
| USN Submarine School . . . . .                    | 2       | -          | -             | -        | -              | -        | 1             | -        | 1              | -        |
| <u>Professional Training - Total</u> . . . . .    | 6       | -          | 6             | -        | -              | -        | -             | -        | -              | -        |
| Naval War College - Total . . . . .               | 6       | -          | 6             | -        | -              | -        | -             | -        | -              | -        |
| Command and Staff Course . . . . .                | 2       | -          | 2             | -        | -              | -        | -             | -        | -              | -        |
| Strategy and Logistics Course . . . . .           | 2       | -          | 2             | -        | -              | -        | -             | -        | -              | -        |
| Strategy and Tactics Course . . . . .             | 2       | -          | 2             | -        | -              | -        | -             | -        | -              | -        |
| <u>Educational Training - Total</u> . . . . .     | 19      | 57         | 1             | 12       | -              | 24       | 2             | 20       | 7              | 1        |
| Academy and College Preparatory . . . . .         | 5       | 57         | 1             | 12       | -              | 24       | -             | 20       | 7              | 1        |
| Naval Intelligence (Languages) . . . . .          | 19      | -          | 1             | -        | -              | -        | 9             | -        | 7              | -        |
| ATTRITION   |         |            |               |          |                |          |               |          |                |          |
| <u>Total</u> . . . . .                            | 1       | (5) 173    | 1             | 35       | -              | (1) 26   | -             | (3) 74   | -              | (1) 38   |
| <u>Technical Training - Total</u> . . . . .       | 1       | (5) 136    | 1             | 16       | -              | (1) 20   | -             | (3) 62   | -              | (1) 38   |
| Dental Technicians . . . . .                      | -       | (5) 93     | -             | 5        | -              | (1) 3    | -             | (3) 47   | -              | (1) 38   |
| Naval School, Mine Warfare . . . . .              | -       | 2          | -             | -        | -              | -        | -             | 2        | -              | -        |
| Printers Class "A" . . . . .                      | -       | 9          | -             | 1        | -              | 2        | -             | 6        | -              | -        |
| USN School, Explosive Ordnance Disposal . . . . . | 1       | 32         | 1             | 10       | -              | 15       | -             | 7        | -              | -        |
| <u>Educational Training - Total</u> . . . . .     | -       | 37         | -             | 19       | -              | 6        | -             | 12       | -              | -        |
| Academy and College Preparatory . . . . .         | -       | 37         | -             | 19       | -              | 6        | -             | 12       | -              | -        |
| GRADUATES   |         |            |               |          |                |          |               |          |                |          |
| <u>Total</u> . . . . .                            | 300     | (60) 1,632 | 71            | (5) 212  | 62             | (16) 369 | 112           | (20) 651 | 55             | (19) 400 |
| <u>Technical Training - Total</u> . . . . .       | 283     | (60) 1,588 | 70            | (5) 207  | 62             | (16) 369 | 107           | (20) 651 | 44             | (19) 361 |
| Communications Technician "A". . . . .            | -       | 24         | -             | -        | -              | 5        | -             | 5        | -              | 14       |
| Compressed Gases . . . . .                        | -       | 1          | -             | -        | -              | -        | -             | -        | -              | -        |
| Damage Control Training Center . . . . .          | 36      | 14         | 18            | 2        | 15             | 4        | -             | 4        | 3              | 4        |
| Dental Technicians . . . . .                      | -       | (60) 859   | -             | (5) 145  | -              | (16) 234 | -             | (20) 251 | -              | (19) 229 |
| Electronics Technician . . . . .                  | -       | 6          | -             | 6        | -              | -        | -             | -        | -              | -        |
| Electronics Technician, IFF . . . . .             | 2       | -          | 2             | -        | -              | -        | -             | -        | -              | -        |
| Engineman . . . . .                               | -       | -          | -             | -        | -              | -        | -             | -        | -              | -        |

(Continued)

TABLE 75 - TRAINING OF USAF PERSONNEL IN US NAVY SCHOOLS - FY 1952 - Continued

(No Negro personnel reported for this period. Figures in parentheses indicate WAF and are included in the totals.)

| Type of Training                                 | Total        |        | First Quarter |        | Second Quarter |        | Third Quarter |        | Fourth Quarter |        |
|--|--------------|--------|---------------|--------|----------------|--------|---------------|--------|----------------|--------|
|  | Offi-<br>cer | Airmen | Offi-<br>cer  | Airmen | Offi-<br>cer   | Airmen | Offi-<br>cer  | Airmen | Offi-<br>cer   | Airmen |
| GRADUATES -- Continued                           |              |        |               |        |                |        |               |        |                |        |
| Technical Training (Cont'd)                      |              |        |               |        |                |        |               |        |                |        |
| Instructor, C                                    | -            | 1      | -             | -      | -              | -      | -             | -      | -              | 1      |
| Instructor, C-1                                  | 21           | 1      | -             | -      | -              | -      | -             | -      | 21             | 1      |
| Naval Air Technical Training Center, Mobile FF   | -            | 8      | -             | -      | -              | 8      | -             | -      | -              | -      |
| Naval Air Technical Training Unit, Camera School | -            | 21     | -             | 17     | -              | 4      | -             | -      | -              | -      |
| Naval School, Mine Warfare                       | 12           | 63     | -             | 10     | -              | 15     | 12            | 12     | -              | 26     |
| Naval Unit Indoctrination                        | 2            | -      | -             | -      | 2              | -      | -             | -      | -              | -      |
| Naval Photo Interpretation Center                | 16           | -      | 2             | -      | 8              | -      | 3             | -      | 3              | -      |
| Printers Class "A"                               | -            | 125    | -             | 20     | -              | 48     | -             | 47     | -              | 10     |
| Supply Corps School                              | 19           | -      | -             | -      | -              | -      | 19            | -      | -              | -      |
| US Fleet Training Center                         | 35           | 48     | 16            | 2      | 1              | -      | 8             | -      | 10             | 46     |
| USN Amphibious Base                              | 24           | 15     | -             | -      | -              | -      | 18            | -      | 6              | -      |
| USN Amphibious Training Unit                     | 89           | 268    | 28            | -      | 25             | -      | 39            | 268    | -              | -      |
| USN CIC Team Training Center                     | 1            | -      | 1             | -      | -              | -      | -             | -      | -              | -      |
| USN School, Civil Engineer Corps                 | 5            | -      | 1             | -      | -              | -      | 4             | -      | -              | -      |
| USN School, Explosive Ordnance Disposal          | 7            | 134    | 2             | 4      | 2              | 51     | 3             | 49     | -              | 30     |
| USN School, Naval Supply Center                  | 9            | -      | -             | -      | 9              | -      | -             | -      | -              | -      |
| USN Submarine School                             | 2            | -      | -             | -      | -              | -      | 1             | -      | 1              | -      |
| Professional Training - Total                    | 6            | -      | -             | -      | -              | -      | -             | -      | 6              | -      |
| Naval War College - Total                        | 6            | -      | -             | -      | -              | -      | -             | -      | 6              | -      |
| Command and Staff Course                         | 2            | -      | -             | -      | -              | -      | -             | -      | 2              | -      |
| Strategy and Logistics Course                    | 2            | -      | -             | -      | -              | -      | -             | -      | 2              | -      |
| Strategy and Tactics Course                      | 2            | -      | -             | -      | -              | -      | -             | -      | 2              | -      |
| Educational Training - Total                     | 11           | 44     | 1             | 2      | -              | -      | 2             | -      | 2              | 39     |
| Academy and College                              | -            | -      | -             | -      | -              | -      | -             | -      | -              | -      |
| Preparatory                                      | -            | 44     | -             | 5      | -              | -      | -             | -      | -              | 39     |
| Naval Intelligence (Languages)                   | 11           | -      | 1             | -      | -              | -      | 5             | -      | 5              | -      |

| Type of Training                       | Total              | 30 September (1951) |          | 31 December  |          | 31 March (1952) |          | 30 June      |          |
|--|--------------------|---------------------|----------|--------------|----------|-----------------|----------|--------------|----------|
|  | Officer and Airmen | Offi-<br>cer        | Airmen   | Offi-<br>cer | Airmen   | Offi-<br>cer    | Airmen   | Offi-<br>cer | Airmen   |
| UNDER INSTRUCTION                      |                    |                     |          |              |          |                 |          |              |          |
| Total                                  |                    | 30                  | (19) 344 | 24           | (15) 323 | 16              | (21) 389 | 23           | (29) 351 |
| Technical Tng - Total                  |                    | 24                  | (19) 332 | 18           | (15) 293 | 6               | (21) 351 | 17           | (29) 351 |
| Communications                         |                    | -                   | -        | -            | -        | -               | -        | -            | -        |
| Technician "A"                         |                    | -                   | 5        | -            | 5        | -               | 9        | -            | -        |
| Compressed Gases                       |                    | -                   | -        | -            | -        | -               | -        | -            | -        |
| Damage Control Training Center         |                    | 10                  | -        | -            | -        | 3               | 2        | 1            | -        |
| Dental Technicians                     |                    | -                   | (19) 240 | -            | (15) 185 | -               | (21) 249 | -            | (29) 258 |
| Electronics Technician                 |                    | -                   | -        | -            | -        | -               | -        | -            | -        |
| Electronics Technician, IFF            |                    | -                   | -        | -            | -        | -               | -        | -            | -        |
| Engineman                              |                    | -                   | -        | -            | -        | -               | -        | -            | 6        |
| Instructor, C                          |                    | -                   | -        | -            | -        | -               | -        | -            | -        |
| Instructor, C-1                        |                    | -                   | -        | -            | -        | -               | -        | -            | -        |
| Naval Air Tech Tng Center, Mobile FF   |                    | -                   | -        | -            | -        | -               | -        | -            | -        |
| Naval Air Tech Tng Unit, Camera School |                    | -                   | 2        | -            | -        | -               | -        | -            | 2        |
| Naval School, Mine Warfare             |                    | -                   | -        | 12           | -        | -               | 12       | 14           | -        |
| Naval Unit Indoctrination              |                    | -                   | -        | -            | -        | -               | -        | -            | -        |
| Naval Photo Interpretation Center      |                    | 11                  | -        | 3            | -        | 3               | -        | -            | -        |

(Continued)



TABLE 75 - TRAINING OF USAF PERSONNEL IN US NAVY SCHOOLS - FY 1952 - CONTINUED

(No Negro personnel reported for this period. Figures in parentheses indicate WAF and are included in the totals.)

| Type of Training                            | Total              | 30 September (1951) |        | 31 December |        | 31 March (1952) |        | 30 June |        |
|---|--------------------|---------------------|--------|-------------|--------|-----------------|--------|---------|--------|
|   | Officer and Airmen | Officer             | Airmen | Officer     | Airmen | Officer         | Airmen | Officer | Airmen |
| UNDER INSTRUCTION -- Continued              |                    |                     |        |             |        |                 |        |         |        |
| Technical Training (Cont'd)                 |                    |                     |        |             |        |                 |        |         |        |
| Printers Class "A" . . .                    |                    | -                   | 50     | -           | 53     | -               | 53     | -       | 53     |
| Supply Corps School . . .                   |                    | -                   | -      | -           | -      | -               | -      | -       | -      |
| US Fleet Training Center . . . . .          |                    | -                   | -      | -           | -      | -               | -      | -       | -      |
| USN Amphibious Base . . .                   |                    | -                   | -      | -           | -      | -               | -      | -       | -      |
| USN Amphibious Training Unit . . . . .      |                    | 3                   | -      | -           | -      | -               | -      | -       | -      |
| USN CIC Team Training Center . . . . .      |                    | -                   | -      | -           | -      | -               | -      | -       | -      |
| USN School, Civil Engineer Corps . . .      |                    | -                   | -      | -           | -      | -               | -      | -       | -      |
| USN School, Explosive Ordnance Disposal . . |                    | -                   | 35     | 3           | 50     | -               | 26     | 2       | 32     |
| USN School, Naval Supply Center . . . .     |                    | -                   | -      | -           | -      | -               | -      | -       | -      |
| USN Submarine School . .                    |                    | -                   | -      | -           | -      | -               | -      | -       | -      |
| Professional Tng - Total                    |                    | 6                   | -      | 6           | -      | 6               | -      | -       | -      |
| Naval War College - Total                   |                    | 6                   | -      | 6           | -      | 6               | -      | -       | -      |
| Command and Staff Course . . . . .          |                    | 2                   | -      | 2           | -      | 2               | -      | -       | -      |
| Strategy and Logistics Course . . . . .     |                    | 2                   | -      | 2           | -      | 2               | -      | -       | -      |
| Strategy and Tactics Course . . . . .       |                    | 2                   | -      | 2           | -      | 2               | -      | -       | -      |
| Educational Tng - Total                     |                    | -                   | 12     | -           | 30     | -               | 38     | 6       | -      |
| Academy and College Preparatory . . . . .   |                    | -                   | 12     | -           | 30     | -               | 38     | -       | -      |
| Naval Intelligence (Languages) . . . . .    |                    | -                   | -      | -           | -      | 4               | -      | 6       | -      |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 76 - USAF PROFESSIONAL AND TECHNOLOGICAL MILITARY TRAINING OF AIR FORCE PERSONNEL AT CIVILIAN SCHOOLS AND HOSPITALS - FY 1952

(Figures in parentheses indicate Negro personnel and are included in the totals.)

| Type of Training  | Total      | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---|------------|---------------|----------------|---------------|----------------|
| NEW STUDENTS  |            |               |                |               |                |
| Total . . . . .   | (14) 1,486 | (6) 527       | (2) 262        | (2) 422       | (4) 275        |
| <u>Officer - Total</u> . . . . .                        | (1) 946    | 388           | 206            | (1) 222       | 130            |
| Accounting . . . . .                                    | -          | -             | -              | -             | -              |
| Advanced Instrument Course . . . . .                    | 2          | -             | -              | 2             | -              |
| Advanced Management . . . . .                           | 47         | 33            | -              | 14            | -              |
| Anesthesiology . . . . .                                | 1          | -             | -              | -             | 1              |
| Bio-Radiology . . . . .                                 | 1          | -             | -              | -             | 1              |
| Business Administration . . . . .                       | 22         | 16            | -              | 6             | -              |
| Ceramics . . . . .                                      | 2          | -             | -              | -             | 2              |
| Chemistry, Engineering . . . . .                        | 3          | -             | -              | 3             | -              |
| Economics . . . . .                                     | -          | -             | -              | -             | -              |
| Education . . . . .                                     | 1          | 1             | -              | -             | -              |
| Electronics (Physics) . . . . .                         | 1          | -             | -              | -             | 1              |
| Engineering, Aeronautical . . . . .                     | 19         | 6             | -              | 3             | 10             |
| Engineering, Civil . . . . .                            | 9          | 4             | -              | 1             | 4              |
| Engineering, Electrical . . . . .                       | 11         | 4             | -              | 3             | 4              |
| Engineering, Mechanical . . . . .                       | 8          | 2             | -              | 2             | 4              |
| English . . . . .                                       | 3          | 3             | -              | -             | -              |
| Foreign Language . . . . .                              | (1) 178    | 26            | 34             | (1) 79        | 39             |
| Geo Physics . . . . .                                   | 3          | -             | -              | 1             | 2              |
| Guided Missiles . . . . .                               | 14         | 7             | 1              | 6             | -              |
| International Relations . . . . .                       | -          | -             | -              | -             | -              |
| Law . . . . .   | 2          | -             | 1              | 1             | -              |
| Legislative Law . . . . .                               | 1          | -             | 1              | -             | -              |
| Mathematics . . . . .                                   | 1          | -             | -              | 1             | -              |
| Medical, Aviation Medicine . . . . .                    | 8          | -             | 7              | 1             | -              |
| Medical, Dental (General Dentistry) . . . . .           | 58         | -             | 58             | -             | -              |
| Medical, Advanced Dentistry . . . . .                   | 4          | -             | -              | -             | 4              |
| Medical, Interns and Internal Medicine . . . . .        | 88         | 72            | 13             | 2             | 1              |
| Medical, Miscellaneous . . . . .                        | 2          | -             | 1              | 1             | -              |
| Medical, Nursing (General) . . . . .                    | 35         | 9             | 7              | 12            | 7              |
| Medical, Operating Room Management Technology . . . . . | 3          | -             | -              | -             | 3              |
| Medical, Physical Medicine and Interns . . . . .        | 11         | 1             | 9              | 1             | -              |
| Medical, Preventative . . . . .                         | 17         | -             | 17             | -             | -              |
| Medical, Residence Course . . . . .                     | 48         | 31            | 5              | 8             | 4              |
| Medical, Veterinary Course (General) . . . . .          | 7          | -             | 7              | -             | -              |
| Medical, Veterinary Medicine . . . . .                  | 6          | -             | -              | -             | 6              |
| Metallurgy . . . . .                                    | 2          | -             | -              | 1             | 1              |
| Meteorology . . . . .                                   | 269        | 149           | 42             | 55            | 23             |
| Military Science . . . . .                              | 1          | -             | -              | 1             | -              |
| Nuclear Chemistry . . . . .                             | 3          | -             | -              | 3             | -              |
| Nuclear Engineer . . . . .                              | 17         | 6             | -              | 3             | 8              |
| Nuclear Physics . . . . .                               | 9          | 1             | -              | 5             | 3              |
| Personnel Management . . . . .                          | -          | -             | -              | -             | -              |
| Photography . . . . .                                   | 6          | 5             | -              | 1             | -              |
| Physical Therapy . . . . .                              | 1          | -             | -              | -             | 1              |
| Physics . . . . .                                       | 1          | -             | -              | 1             | -              |
| Political Science . . . . .                             | -          | -             | -              | -             | -              |
| Psychology . . . . .                                    | 12         | 8             | 2              | 1             | 1              |
| Radiological Defense . . . . .                          | 1          | -             | 1              | -             | -              |
| Reactor Technology . . . . .                            | 1          | 1             | -              | -             | -              |
| Safety Education . . . . .                              | -          | -             | -              | -             | -              |
| Sociology . . . . .                                     | 7          | 3             | -              | 4             | -              |
| Statistics and Statistical Analysis . . . . .           | -          | -             | -              | -             | -              |
| Transportation . . . . .                                | -          | -             | -              | -             | -              |
| <u>Enlisted - Total</u> . . . . .                       | (13) 540   | (6) 139       | (2) 56         | (1) 200       | (4) 145        |
| Advanced Instrument Course . . . . .                    | (7) 186    | (4) 46        | -              | (1) 95        | (2) 45         |
| Foreign Languages . . . . .                             | (6) 354    | (2) 93        | (2) 56         | 105           | (2) 100        |

(Continued)

TABLE 76 - USAF PROFESSIONAL AND TECHNOLOGICAL MILITARY TRAINING OF AIR FORCE PERSONNEL  
AT CIVILIAN SCHOOLS AND HOSPITALS - FY 1952 - CONTINUED

(Figures in parentheses indicate Negro personnel and are included in the totals.)

| Type of Training  | Total          | First<br>Quarter | Second<br>Quarter | Third<br>Quarter | Fourth<br>Quarter |
|---|----------------|------------------|-------------------|------------------|-------------------|
|   | ATTRITION      |                  |                   |                  |                   |
| Total . . . . .   | (1) 177        | 19               | (1) 40            | 78               | 40                |
| <u>Officer - Total</u> . . . . .                        | <u>66</u>      | <u>1</u>         | <u>2</u>          | <u>44</u>        | <u>19</u>         |
| Accounting . . . . .                                    | -              | -                | -                 | -                | -                 |
| Advanced Instrument Course . . . . .                    | -              | -                | -                 | -                | -                 |
| Advanced Management . . . . .                           | -              | -                | -                 | -                | -                 |
| Anesthesiology . . . . .                                | -              | -                | -                 | -                | -                 |
|   |                |                  |                   |                  |                   |
| Bio-Radiology . . . . .                                 | -              | -                | -                 | -                | -                 |
| Business Administration . . . . .                       | -              | -                | -                 | -                | -                 |
| Ceramics . . . . .                                      | -              | -                | -                 | -                | -                 |
| Chemistry, Engineering . . . . .                        | -              | -                | -                 | -                | -                 |
| Economics . . . . .                                     | -              | -                | -                 | -                | -                 |
| Education . . . . .                                     | -              | -                | -                 | -                | -                 |
| Electronics (Physics) . . . . .                         | -              | -                | -                 | -                | -                 |
| Engineering, Aeronautical . . . . .                     | 2              | -                | -                 | 1                | 1                 |
| Engineering, Civil . . . . .                            | -              | -                | -                 | -                | -                 |
| Engineering, Electrical . . . . .                       | -              | -                | -                 | -                | -                 |
| Engineering, Mechanical . . . . .                       | -              | -                | -                 | -                | -                 |
| English . . . . .                                       | -              | -                | -                 | -                | -                 |
| Engineering, Architect . . . . .                        | 1              | -                | -                 | 1                | -                 |
| Foreign Language . . . . .                              | 27             | 1                | -                 | 19               | 7                 |
| Geo Physics . . . . .                                   | -              | -                | -                 | -                | -                 |
| Guided Missiles . . . . .                               | -              | -                | -                 | -                | -                 |
| International Relations . . . . .                       | -              | -                | -                 | -                | -                 |
| Law . . . . .   | -              | -                | -                 | -                | -                 |
| Legislative Law . . . . .                               | -              | -                | -                 | -                | -                 |
|   |                |                  |                   |                  |                   |
| Mathematics . . . . .                                   | -              | -                | -                 | -                | -                 |
| Medical, Aviation Medicine . . . . .                    | -              | -                | -                 | -                | -                 |
| Medical, Dental (General Dentistry) . . . . .           | -              | -                | -                 | -                | -                 |
| Medical, Advanced Dentistry . . . . .                   | -              | -                | -                 | -                | -                 |
| Medical, Interns and Internal Medicine . . . . .        | 2              | -                | 1                 | 1                | -                 |
| Medical, Miscellaneous . . . . .                        | 1              | -                | -                 | 1                | -                 |
| Medical, Nursing (General) . . . . .                    | -              | -                | -                 | -                | -                 |
| Medical, Operating Room Management Technology . . . . . | -              | -                | -                 | -                | -                 |
| Medical, Physical Medicine and Interns . . . . .        | -              | -                | -                 | -                | -                 |
| Medical, Preventative . . . . .                         | -              | -                | -                 | -                | -                 |
| Medical, Residence Course . . . . .                     | 1              | -                | -                 | -                | 1                 |
| Medical, Veterinary Course (General) . . . . .          | -              | -                | -                 | -                | -                 |
| Medical, Veterinary Medicine . . . . .                  | -              | -                | -                 | -                | -                 |
| Metallurgy . . . . .                                    | -              | -                | -                 | -                | -                 |
| Meteorology . . . . .                                   | 30             | -                | 1                 | 20               | 9                 |
| Military Science . . . . .                              | -              | -                | -                 | -                | -                 |
|   |                |                  |                   |                  |                   |
| Nuclear Chemistry . . . . .                             | -              | -                | -                 | -                | -                 |
| Nuclear Engineer . . . . .                              | 1              | -                | -                 | 1                | -                 |
| Nuclear Physics . . . . .                               | 1              | -                | -                 | -                | 1                 |
| Personnel Management . . . . .                          | -              | -                | -                 | -                | -                 |
| Photography . . . . .                                   | -              | -                | -                 | -                | -                 |
| Physical Therapy . . . . .                              | -              | -                | -                 | -                | -                 |
| Physics . . . . .                                       | -              | -                | -                 | -                | -                 |
| Political Science . . . . .                             | -              | -                | -                 | -                | -                 |
| Psychology . . . . .                                    | -              | -                | -                 | -                | -                 |
| Radiological Defense . . . . .                          | -              | -                | -                 | -                | -                 |
| Reactor Technology . . . . .                            | -              | -                | -                 | -                | -                 |
|   |                |                  |                   |                  |                   |
| Safety Education . . . . .                              | -              | -                | -                 | -                | -                 |
| Sociology . . . . .                                     | -              | -                | -                 | -                | -                 |
| Statistics and Statistical Analysis . . . . .           | -              | -                | -                 | -                | -                 |
| Transportation . . . . .                                | -              | -                | -                 | -                | -                 |
| <u>Enlisted - Total</u> . . . . .                       | <u>(1) 111</u> | <u>18</u>        | <u>(1) 38</u>     | <u>34</u>        | <u>21</u>         |
| Advanced Instrument Course . . . . .                    | (1) 30         | 5                | (1) 8             | 6                | 11                |
| Foreign Languages . . . . .                             | 81             | 13               | 30                | 28               | 10                |

(Continued)

TABLE 76 - USAF PROFESSIONAL AND TECHNOLOGICAL MILITARY TRAINING OF AIR FORCE PERSONNEL  
AT CIVILIAN SCHOOLS AND HOSPITALS - FY 1952 - CONTINUED

(Figures in parentheses indicate Negro personnel and are included in the totals.)

| Type of Training  | Total      | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---|------------|---------------|----------------|---------------|----------------|
|   | GRADUATES  |               |                |               |                |
| Total . . . . .   | (15) 1,244 | (2) 305       | (5) 173        | (4) 322       | (4) 444        |
| Officer - Total . . . . .                               | (2) 742    | 270           | (1) 129        | (1) 102       | 241            |
| Accounting . . . . .                                    | 6          | -             | 6              | -             | -              |
| Advanced Instrument Course . . . . .                    | (1) 2      | -             | -              | (1) 2         | -              |
| Advanced Management . . . . .                           | 12         | 1             | 1              | 10            | -              |
| Anesthesiology . . . . .                                | -          | -             | -              | -             | -              |
| Bio-Radiology . . . . .                                 | -          | -             | -              | -             | -              |
| Business Administration . . . . .                       | 28         | 8             | -              | -             | 20             |
| Ceramics . . . . .                                      | -          | -             | -              | -             | -              |
| Chemistry, Engineering . . . . .                        | -          | -             | 4              | -             | -              |
| Economics . . . . .                                     | 4          | -             | 4              | -             | -              |
| Education . . . . .                                     | 4          | -             | 3              | -             | 1              |
| Electronics (Physics) . . . . .                         | 3          | -             | -              | -             | 3              |
| Engineering, Aeronautical . . . . .                     | 31         | -             | 1              | 1             | 29             |
| Engineering, Civil . . . . .                            | 10         | 3             | 3              | 2             | 2              |
| Engineering, Electrical . . . . .                       | 18         | 2             | -              | 7             | 9              |
| Engineering, Mechanical . . . . .                       | 2          | -             | -              | 1             | 1              |
| English . . . . .                                       | 3          | -             | -              | -             | 3              |
| Foreign Language . . . . .                              | 61         | 1             | -              | 30            | 30             |
| Geo Physics . . . . .                                   | 3          | -             | -              | -             | 3              |
| Guided Missiles . . . . .                               | 5          | -             | -              | -             | 5              |
| International Relations . . . . .                       | 2          | -             | 1              | 1             | -              |
| Law . . . . .   | 7          | -             | 4              | -             | 3              |
| Legislative Law . . . . .                               | -          | -             | -              | -             | -              |
| Mathematics . . . . .                                   | 3          | 1             | -              | 1             | 1              |
| Medical, Aviation Medicine . . . . .                    | -          | -             | -              | -             | -              |
| Medical, Dental (General Dentistry) . . . . .           | 52         | -             | 4              | -             | 48             |
| Medical, Advanced Dentistry . . . . .                   | 4          | -             | -              | -             | 4              |
| Medical, Interns and Internal Medicine . . . . .        | 216        | 191           | 15             | 10            | -              |
| Medical, Miscellaneous . . . . .                        | 2          | -             | -              | -             | 2              |
| Medical, Nursing (General) . . . . .                    | (1) 36     | 10            | (1) 15         | 7             | 4              |
| Medical, Operating Room Management Technology . . . . . | 1          | -             | -              | -             | 1              |
| Medical, Physical Medicine and Interns . . . . .        | 1          | -             | -              | -             | 1              |
| Medical, Preventative . . . . .                         | 15         | -             | -              | -             | 15             |
| Medical, Residence Course . . . . .                     | 34         | 20            | 4              | 10            | -              |
| Medical, Veterinary Course (General) . . . . .          | 7          | -             | -              | -             | 7              |
| Medical, Veterinary Medicine . . . . .                  | 6          | -             | -              | -             | 6              |
| Metallurgy . . . . .                                    | 1          | -             | -              | 1             | -              |
| Meteorology . . . . .                                   | 88         | 24            | 52             | 5             | 7              |
| Military Science . . . . .                              | 1          | -             | -              | -             | 1              |
| Nuclear Chemistry . . . . .                             | 4          | -             | -              | 3             | 1              |
| Nuclear Engineer . . . . .                              | 12         | -             | -              | 1             | 11             |
| Nuclear Physics . . . . .                               | 20         | 2             | 1              | 8             | 9              |
| Personnel Management . . . . .                          | 1          | -             | 1              | -             | -              |
| Photography . . . . .                                   | -          | -             | -              | -             | -              |
| Physical Therapy . . . . .                              | -          | -             | -              | -             | -              |
| Physics . . . . .                                       | 8          | -             | -              | 1             | 7              |
| Political Science . . . . .                             | 1          | -             | 1              | -             | -              |
| Psychology . . . . .                                    | 7          | -             | 3              | 1             | 3              |
| Radiological Defense . . . . .                          | 2          | -             | -              | -             | 2              |
| Reactor Technology . . . . .                            | 5          | 5             | -              | -             | -              |
| Safety Education . . . . .                              | 1          | -             | 1              | -             | -              |
| Sociology . . . . .                                     | 2          | -             | -              | -             | 2              |
| Statistics and Statistical Analysis . . . . .           | 2          | 1             | 1              | -             | -              |
| Transportation . . . . .                                | 9          | 1             | 8              | -             | -              |
| Enlisted - Total . . . . .                              | (13) 502   | (2) 35        | (4) 44         | (3) 220       | (4) 203        |
| Advanced Instrument Course . . . . .                    | (7) 152    | (2) 35        | (3) 37         | (1) 43        | (1) 37         |
| Foreign Languages . . . . .                             | (6) 350    | -             | (1) 7          | (2) 177       | (3) 166        |

(Continued)

TABLE 76 - USAF PROFESSIONAL AND TECHNOLOGICAL MILITARY TRAINING OF AIR FORCE PERSONNEL AT CIVILIAN SCHOOLS AND HOSPITALS - FY 1952 - CONTINUED

(Figures in parentheses indicate Negro personnel and are included in the totals.)

| Type of Training  | Total | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---|-------|---------------|----------------|---------------|----------------|
| UNDER INSTRUCTION                                       |       |               |                |               |                |
| Total . . . . .   |       | (10) 1,414    | (6) 1,463      | (5) 1,485     | (4) 1,276      |
| Officer - Total . . . . .                               |       | (2) 909       | (1) 984        | (2) 1,060     | (1) 930        |
| Accounting . . . . .                                    |       | 6             | -              | -             | -              |
| Advanced Instrument Course . . . . .                    |       | -             | -              | -             | -              |
| Advanced Management . . . . .                           |       | 44            | 43             | 47            | 47             |
| Anesthesiology . . . . .                                |       | -             | -              | -             | 1              |
| Bio-Radiology . . . . .                                 |       | 1             | 1              | -             | 1              |
| Business Administration . . . . .                       |       | 34            | 34             | 40            | 20             |
| Ceramics . . . . .                                      |       | -             | -              | -             | 2              |
| Chemistry, Engineering . . . . .                        |       | 2             | 2              | 5             | 5              |
| Economics . . . . .                                     |       | 4             | -              | -             | -              |
| Education . . . . .                                     |       | 4             | 1              | 1             | -              |
| Electronics (Physics) . . . . .                         |       | 3             | 3              | 3             | 1              |
| Engineering, Aeronautical . . . . .                     |       | 52            | 51             | 52            | 32             |
| Engineering, Civil . . . . .                            |       | 19            | 16             | 14            | 16             |
| Engineering, Electrical . . . . .                       |       | 38            | 38             | 31            | 26             |
| Engineering, Mechanical . . . . .                       |       | 8             | 8              | 9             | 12             |
| English . . . . .                                       |       | 3             | 3              | 3             | -              |
| Foreign Language . . . . .                              |       | 74            | 108            | (1) 138       | 140            |
| Geo Physics . . . . .                                   |       | 5             | 5              | 6             | 5              |
| Guided Missiles . . . . .                               |       | 38            | 39             | 45            | 40             |
| International Relations . . . . .                       |       | 4             | 3              | 2             | 2              |
| Law . . . . .   |       | 4             | 1              | -             | -              |
| Legislative Law . . . . .                               |       | -             | 1              | 3             | -              |
| Mathematics . . . . .                                   |       | 2             | 2              | 2             | 1              |
| Medical, Aviation Medicine . . . . .                    |       | -             | 7              | 8             | 8              |
| Medical, Dental (General Dentistry) . . . . .           |       | 4             | 58             | 58            | 10             |
| Medical, Advanced Dentistry . . . . .                   |       | -             | -              | -             | -              |
| Medical, Interns and Internal Medicine . . . . .        |       | (1) 99        | (1) 97         | (1) 88        | (1) 89         |
| Medical, Miscellaneous . . . . .                        |       | -             | 1              | 3             | 1              |
| Medical, Nursing (General) . . . . .                    |       | (1) 35        | 27             | 32            | 35             |
| Medical, Operating Room Management Technology . . . . . |       | -             | -              | -             | 2              |
| Medical, Physical Medicine and Interns . . . . .        |       | 1             | 9              | 10            | 9              |
| Medical, Preventative . . . . .                         |       | -             | 17             | 16            | 1              |
| Medical, Residence Course . . . . .                     |       | 70            | 71             | 69            | 72             |
| Medical, Veterinary Course (General) . . . . .          |       | -             | 7              | 7             | -              |
| Medical, Veterinary Medicine . . . . .                  |       | -             | -              | -             | -              |
| Metallurgy . . . . .                                    |       | 1             | 1              | 1             | 2              |
| Meteorology . . . . .                                   |       | 215           | 204            | 234           | 241            |
| Military Science . . . . .                              |       | 1             | 1              | 2             | 1              |
| Nuclear Chemistry . . . . .                             |       | 12            | 12             | 12            | 11             |
| Nuclear Engineer . . . . .                              |       | 40            | 40             | 41            | 38             |
| Nuclear Physics . . . . .                               |       | 31            | 30             | 28            | 21             |
| Personnel Management . . . . .                          |       | 1             | -              | -             | -              |
| Photography . . . . .                                   |       | 5             | 5              | 6             | 6              |
| Physical Therapy . . . . .                              |       | -             | -              | -             | 1              |
| Physics . . . . .                                       |       | 9             | 9              | 9             | 2              |
| Political Science . . . . .                             |       | 1             | -              | -             | -              |
| Psychology . . . . .                                    |       | 16            | 15             | 15            | 13             |
| Radiological Defense . . . . .                          |       | 8             | 9              | 10            | 8              |
| Reactor Technology . . . . .                            |       | 1             | 1              | 2             | 2              |
| Safety Education . . . . .                              |       | 1             | -              | -             | -              |
| Sociology . . . . .                                     |       | 4             | 4              | 8             | 6              |
| Statistics and Statistical Analysis . . . . .           |       | 1             | -              | -             | -              |
| Transportation . . . . .                                |       | 8             | -              | -             | -              |
| Enlisted - Total . . . . .                              |       | (8) 505       | (5) 479        | (3) 425       | (3) 346        |
| Advanced Instrument Course . . . . .                    |       | (4) 45        | -              | 46            | (1) 43         |
| Foreign Languages . . . . .                             |       | (4) 460       | (5) 479        | (3) 379       | (2) 303        |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 77- CIVILIAN STRENGTH BY DUTY LOCATION WITHIN CONTINENTAL UNITED STATES - FY 1952

(The distribution of Command Strength is by duty location, rather than the location of the unit of appointment. Personnel who are stationed outside the Continental US, but who are appointed to units within the Continental US are excluded; personnel who are stationed in the Continental US, but who are appointed to units outside the Continental US are included.)

| State                          | September<br>(1951) | December       | March<br>(1952) | June           |
|--------------------------------|---------------------|----------------|-----------------|----------------|
| <u>Total . . . . .</u>         | <u>244,838</u>      | <u>249,169</u> | <u>254,494</u>  | <u>274,615</u> |
| Alabama . . . . .              | 15,501              | 15,620         | 15,656          | 16,593         |
| Arizona . . . . .              | 2,475               | 2,494          | 2,500           | 2,624          |
| Arkansas . . . . .             | 1                   | 2              | 2               | 2              |
| California . . . . .           | 31,380              | 32,958         | 34,076          | 39,055         |
| Colorado . . . . .             | 5,727               | 5,831          | 5,830           | 6,228          |
| Connecticut . . . . .          | 11                  | 11             | 73              | 16             |
| Delaware . . . . .             | 365                 | 343            | 322             | 356            |
| District of Columbia . . . . . | 6,899               | 7,119          | 7,078           | 7,531          |
| Florida . . . . .              | 6,512               | 6,780          | 6,889           | 7,330          |
| Georgia . . . . .              | 13,763              | 13,926         | 14,900          | 16,039         |
| Idaho . . . . .                | 479                 | 508            | 528             | 548            |
| Illinois . . . . .             | 6,246               | 6,114          | 5,448           | 5,766          |
| Indiana . . . . .              | 308                 | 309            | 533             | 581            |
| Iowa . . . . .                 | 1                   | 2              | 82              | 120            |
| Kansas . . . . .               | 3,392               | 3,544          | 3,901           | 4,540          |
| Kentucky . . . . .             | 322                 | 275            | 275             | 265            |
| Louisiana . . . . .            | 1,637               | 1,564          | 1,632           | 1,686          |
| Maine . . . . .                | 776                 | 792            | 821             | 916            |
| Maryland . . . . .             | 2,002               | 1,765          | 1,971           | 2,110          |
| Massachusetts . . . . .        | 3,451               | 3,488          | 3,289           | 3,647          |
| Michigan . . . . .             | 2,540               | 2,588          | 1,864           | 2,002          |
| Minnesota . . . . .            | 262                 | 283            | 365             | 459            |
| Mississippi . . . . .          | 2,443               | 2,481          | 2,406           | 2,468          |
| Missouri . . . . .             | 1,861               | 1,816          | 2,046           | 2,219          |
| Montana . . . . .              | 549                 | 539            | 542             | 544            |
| Nebraska . . . . .             | 1,058               | 1,059          | 1,084           | 1,095          |
| Nevada . . . . .               | 649                 | 659            | 616             | 665            |
| New Hampshire . . . . .        | 148                 | 173            | 169             | 164            |
| New Jersey . . . . .           | 1,164               | 1,466          | 2,303           | 2,792          |
| New Mexico . . . . .           | 2,531               | 2,589          | 2,767           | 2,808          |
| New York . . . . .             | 9,873               | 9,863          | 9,831           | 10,544         |
| North Carolina . . . . .       | 299                 | 408            | 472             | 443            |
| North Dakota . . . . .         | 1                   | 1              | 16              | 19             |
| Ohio . . . . .                 | 30,171              | 30,899         | 32,200          | 32,138         |
| Oklahoma . . . . .             | 24,018              | 23,919         | 23,576          | 24,455         |
| Oregon . . . . .               | 246                 | 255            | 261             | 250            |
| Pennsylvania . . . . .         | 10,643              | 10,550         | 10,704          | 10,880         |
| Rhode Island . . . . .         | 1                   | 1              | 7               | 1              |
| South Carolina . . . . .       | 842                 | 837            | 856             | 871            |
| South Dakota . . . . .         | 480                 | 475            | 480             | 504            |
| Tennessee . . . . .            | 3,249               | 3,401          | 3,518           | 3,899          |
| Texas . . . . .                | 35,741              | 35,557         | 36,062          | 41,199         |
| Utah . . . . .                 | 9,097               | 10,088         | 10,479          | 11,933         |
| Vermont . . . . .              | 132                 | 162            | 181             | 197            |
| Virginia . . . . .             | 1,333               | 1,317          | 1,360           | 1,404          |
| Washington . . . . .           | 2,597               | 2,662          | 2,803           | 2,917          |
| West Virginia . . . . .        | 1                   | 1              | 7               | 3              |
| Wisconsin . . . . .            | 143                 | 156            | 313             | 362            |
| Wyoming . . . . .              | 1,518               | 1,519          | 1,400           | 1,427          |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 78 - CIVILIAN STRENGTH BY DUTY LOCATION OUTSIDE CONTINENTAL US - FY 1952

(The distribution of Command Strength is by duty location rather than the location of the unit of appointment. Personnel who are stationed outside the Continental US but who are assigned to units within the Continental US are included; personnel who are stationed in the Continental US but who are appointed to units outside the Continental US are excluded.)

| Country                       | September<br>(1951) | December      | March<br>(1952) | June          |
|-------------------------------|---------------------|---------------|-----------------|---------------|
| <u>Total</u> . . . . .        | <u>29,403</u>       | <u>31,883</u> | <u>33,597</u>   | <u>35,048</u> |
| Afghanistan . . . . .         | -                   | -             | 3               | 3             |
| Alaska . . . . .              | 2,570               | 2,769         | 2,759           | 2,862         |
| Arabia . . . . .              | 323                 | 328           | 321             | 312           |
| Argentina . . . . .           | 7                   | 7             | 7               | 5             |
| Australia . . . . .           | 2                   | 2             | 2               | 3             |
| Austria . . . . .             | 168                 | 171           | 169             | 216           |
| Azores . . . . .              | 1,418               | 1,426         | 1,447           | 1,464         |
| Belgium . . . . .             | -                   | -             | 2               | 3             |
| Bermuda . . . . .             | 471                 | 496           | 516             | 512           |
| Bolivia . . . . .             | 4                   | 5             | 5               | 4             |
| Brazil . . . . .              | 36                  | 38            | 39              | 42            |
| British West Indies . . . . . | -                   | 30            | 26              | 27            |
| Burma . . . . .               | 4                   | 3             | 5               | 3             |
| Canada . . . . .              | 11                  | 10            | 15              | 20            |
| Canal Zone . . . . .          | 623                 | 624           | 659             | 617           |
| Chile . . . . .               | 5                   | 5             | 5               | 6             |
| China . . . . .               | 5                   | 5             | 4               | 4             |
| Colombia . . . . .            | 1                   | 1             | 1               | 1             |
| Cuba . . . . .                | 3                   | 3             | 3               | 3             |
| Cyprus . . . . .              | -                   | -             | -               | -             |
| Czechoslovakia . . . . .      | 1                   | 1             | 1               | 1             |
| Denmark . . . . .             | -                   | -             | -               | -             |
| Ecuador . . . . .             | 1                   | 1             | 1               | 1             |
| Egypt . . . . .               | 4                   | 5             | 3               | 3             |
| El Salvador . . . . .         | 1                   | 2             | -               | -             |
| England . . . . .             | 2,960               | 3,182         | 3,348           | 3,450         |
| Eritrea . . . . .             | -                   | -             | -               | 2             |
| Finland . . . . .             | 2                   | 2             | 2               | 2             |
| Formosa . . . . .             | 2                   | 2             | 6               | 8             |
| France . . . . .              | 549                 | 1,467         | 2,062           | 2,545         |
| French Morocco . . . . .      | 418                 | 741           | 932             | 1,394         |
| Germany . . . . .             | 1,113               | 1,134         | 1,154           | 1,216         |
| Greece . . . . .              | 11                  | 16            | 14              | 14            |
| Greenland . . . . .           | 443                 | 409           | 366             | 390           |
| Guam . . . . .                | 825                 | 915           | 1,286           | 1,060         |
| Guatemala . . . . .           | 8                   | 8             | 10              | 10            |
| Haiti . . . . .               | 2                   | 2             | 2               | 2             |
| Hawaii . . . . .              | 2,414               | 2,387         | 2,386           | 2,337         |
| Honduras . . . . .            | 1                   | 1             | 1               | 1             |
| Hungary . . . . .             | 3                   | 4             | 4               | 3             |
| Iceland . . . . .             | 12                  | 439           | 449             | 524           |
| India . . . . .               | 11                  | 11            | 13              | 12            |
| Indo China . . . . .          | 2                   | 2             | 3               | 4             |
| Iran . . . . .                | 4                   | 4             | 17              | 6             |
| Iraq . . . . .                | 4                   | 6             | 5               | 6             |
| Ireland . . . . .             | 3                   | 3             | 3               | 3             |
| Israel . . . . .              | 2                   | 2             | 2               | 3             |
| Italy . . . . .               | 7                   | 21            | 6               | 7             |
| Ivo Jima . . . . .            | -                   | -             | -               | -             |
| Japan . . . . .               | 1,807               | 1,868         | 1,775           | 1,808         |
| Java . . . . .                | 1                   | 1             | 2               | 1             |
| Johnston Islands . . . . .    | 35                  | 37            | 39              | 45            |

TABLE 78 - CIVILIAN STRENGTH BY DUTY LOCATION OUTSIDE CONTINENTAL US - FY 1952 - CONTINUED

(The distribution of Command Strength is by duty location rather than the location of the unit of appointment. Personnel who are stationed outside the Continental US but who are assigned to units within the Continental US are included; personnel who are stationed in the Continental US but who are appointed to units outside the Continental US are excluded.)

| Country                      | September<br>(1951) | December | March<br>(1952) | June  |
|------------------------------|---------------------|----------|-----------------|-------|
| Korea . . . . .              | 56                  | 63       | 52              | 68    |
| Labrador . . . . .           | 625                 | 554      | 525             | 555   |
| Levant States . . . . .      | 4                   | 4        | 4               | 4     |
| Liberia . . . . .            | -                   | -        | -               | -     |
| Lybia . . . . .              | 655                 | 629      | 629             | 702   |
| Malay States . . . . .       | -                   | 2        | 3               | 2     |
| Marshall Islands . . . . .   | 3                   | 2        | 2               | 1     |
| Mexico . . . . .             | 5                   | 5        | 5               | 4     |
| Morocco . . . . .            | 3                   | 4        | 5               | 15    |
| Netherlands . . . . .        | 5                   | 6        | 5               | 4     |
| Newfoundland . . . . .       | 2,084               | 2,074    | 2,283           | 2,600 |
| Norway . . . . .             | 2                   | 2        | 3               | 5     |
| Okinawa . . . . .            | 808                 | 825      | 798             | 762   |
| Paraguay . . . . .           | 1                   | 1        | -               | 1     |
| Peru . . . . .               | 6                   | 6        | 7               | 7     |
| Philippine Islands . . . . . | 7,959               | 8,196    | 8,309           | 8,267 |
| Poland . . . . .             | 4                   | 7        | 5               | 5     |
| Portugal . . . . .           | 4                   | 4        | 4               | 4     |
| Puerto Rico . . . . .        | 754                 | 761      | 800             | 798   |
| Russia . . . . .             | 3                   | 3        | 3               | 9     |
| Scotland . . . . .           | -                   | -        | 140             | 137   |
| Siam . . . . .               | 6                   | 6        | 6               | 5     |
| Spain . . . . .              | 7                   | 7        | 9               | 8     |
| Sweden . . . . .             | 8                   | 8        | 8               | 8     |
| Switzerland . . . . .        | 7                   | 9        | 9               | 7     |
| Tinian . . . . .             | -                   | -        | -               | -     |
| Transvaal . . . . .          | 2                   | 2        | 2               | 2     |
| Trieste . . . . .            | -                   | -        | -               | -     |
| Turkey . . . . .             | 87                  | 99       | 93              | 95    |
| Uruguay . . . . .            | 2                   | 2        | 2               | 2     |
| Venezuela . . . . .          | 3                   | 3        | 3               | 3     |
| Yugoslavia . . . . .         | 3                   | 3        | 3               | 3     |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.



TABLE 79 - CIVILIAN STRENGTH BY SEX, BY COMMAND, WORLDWIDE - FY 1952

| Command   | July<br>(1951) | August  | September | October | November | December | January<br>(1952) | February | March   | April   | May     | June    |
|---|----------------|---------|-----------|---------|----------|----------|-------------------|----------|---------|---------|---------|---------|
| <u>WORLDWIDE - TOTAL</u> . . . . .                            | 265,187        | 271,809 | 274,241   | 278,451 | 280,338  | 281,052  | 284,310           | 286,342  | 288,091 | 292,045 | 298,460 | 309,663 |
| Male . . . . .  | 187,243        | 192,537 | 193,504   | 196,799 | 198,273  | 199,189  | 202,574           | 204,713  | 205,946 | 208,995 | 212,812 | 220,424 |
| Female . . . . .  | 77,944         | 79,272  | 80,737    | 81,652  | 82,065   | 81,883   | 81,736            | 81,629   | 82,145  | 83,050  | 85,648  | 89,239  |
| <u>CONTINENTAL US - TOTAL</u> . . . . .                       | 236,970        | 242,455 | 244,838   | 247,589 | 248,702  | 249,202  | 252,006           | 253,158  | 254,523 | 257,280 | 263,578 | 274,646 |
| Male . . . . .  | 165,335        | 169,582 | 170,388   | 172,866 | 173,726  | 174,364  | 177,331           | 178,496  | 179,623 | 181,734 | 185,415 | 193,011 |
| Female . . . . .  | 71,635         | 72,873  | 74,450    | 74,783  | 74,976   | 74,838   | 74,675            | 74,662   | 74,900  | 75,546  | 78,163  | 81,635  |
| <u>Air Defense Command - Total</u> . . . . .                  | 7,389          | 7,623   | 7,528     | 7,596   | 7,659    | 7,570    | 7,548             | 7,527    | 7,440   | 7,245   | 7,451   | 7,999   |
| Male . . . . .  | 4,897          | 5,041   | 4,948     | 5,001   | 5,115    | 5,077    | 5,117             | 5,157    | 5,087   | 4,916   | 5,070   | 5,568   |
| Female . . . . .  | 2,492          | 2,582   | 2,580     | 2,595   | 2,544    | 2,493    | 2,431             | 2,370    | 2,353   | 2,329   | 2,381   | 2,491   |
| <u>AF Finance Division - Total</u> . . . . .                  | 2,782          | 2,719   | 2,687     | 2,752   | 2,785    | 2,771    | 2,846             | 2,834    | 2,873   | 3,088   | 3,120   | 3,189   |
| Male . . . . .  | 803            | 835     | 824       | 827     | 829      | 830      | 822               | 810      | 805     | 824     | 823     | 829     |
| Female . . . . .  | 1,979          | 1,884   | 1,863     | 1,925   | 1,956    | 1,941    | 2,024             | 2,024    | 2,068   | 2,264   | 2,297   | 2,360   |
| <u>Air Materiel Command - Total</u> . . . . .                 | 143,548        | 148,007 | 149,466   | 151,345 | 152,288  | 153,043  | 155,368           | 156,516  | 157,490 | 159,527 | 162,069 | 168,946 |
| Male . . . . .  | 105,232        | 108,668 | 109,256   | 110,648 | 111,627  | 112,213  | 114,787           | 115,771  | 116,496 | 117,967 | 119,379 | 124,537 |
| Female . . . . .  | 38,316         | 39,339  | 40,210    | 40,697  | 40,661   | 40,830   | 40,581            | 40,745   | 40,994  | 41,560  | 42,690  | 44,409  |
| <u>Air Pictorial Service - Total</u> . . . . .                | 28             | 29      | 28        | 38      | 42       | 106      | 115               | 119      | 114     | a/      | a/      | a/      |
| Male . . . . .  | 13             | 13      | 13        | 20      | 21       | 66       | 69                | 70       | 68      | a/      | a/      | a/      |
| Female . . . . .  | 15             | 16      | 15        | 18      | 21       | 40       | 46                | 49       | 46      | a/      | a/      | a/      |
| <u>Air Proving Ground - Total</u> . . . . .                   | 2,717          | 2,739   | 2,696     | 2,747   | 2,760    | 2,670    | 2,673             | 2,677    | 2,665   | 2,665   | 2,666   | 2,663   |
| Male . . . . .  | 2,166          | 2,183   | 2,135     | 2,188   | 2,212    | 2,163    | 2,157             | 2,163    | 2,165   | 2,165   | 2,161   | 2,157   |
| Female . . . . .  | 551            | 556     | 561       | 559     | 548      | 507      | 516               | 514      | 500     | 500     | 505     | 506     |
| <u>Air Research and Development Command - Total</u> . . . . . | 16,501         | 16,744  | 17,246    | 17,367  | 17,318   | 17,384   | 17,363            | 17,342   | 17,318  | 18,249  | 18,322  | 18,898  |
| Male . . . . .  | 12,668         | 12,795  | 12,984    | 13,486  | 13,002   | 13,063   | 13,073            | 13,099   | 13,113  | 13,733  | 13,781  | 14,108  |
| Female . . . . .  | 3,833          | 3,949   | 4,262     | 3,881   | 4,316    | 4,321    | 4,290             | 4,243    | 4,205   | 4,516   | 4,541   | 4,790   |
| <u>Air Training Command - Total</u> . . . . .                 | 27,318         | 27,483  | 28,184    | 28,375  | 28,434   | 28,342   | 28,242            | 28,255   | 28,551  | 28,920  | 30,062  | 32,268  |
| Male . . . . .  | 18,570         | 18,715  | 19,089    | 19,265  | 19,418   | 19,433   | 19,414            | 19,498   | 19,840  | 20,387  | 20,788  | 22,145  |
| Female . . . . .  | 8,748          | 8,768   | 9,095     | 9,110   | 9,016    | 8,909    | 8,828             | 8,757    | 8,711   | 8,533   | 9,274   | 10,123  |
| <u>Air University - Total</u> . . . . .                       | 1,912          | 1,920   | 1,939     | 1,968   | 1,961    | 1,914    | 1,931             | 1,939    | 1,969   | 1,968   | 1,963   | 2,008   |
| Male . . . . .  | 993            | 992     | 1,009     | 1,019   | 1,023    | 1,020    | 1,046             | 1,055    | 1,083   | 1,089   | 1,091   | 1,107   |
| Female . . . . .  | 919            | 928     | 930       | 949     | 938      | 894      | 885               | 884      | 886     | 879     | 872     | 901     |
| <u>Continental Air Command - Total</u> . . . . .              | 4,554          | 4,577   | 4,523     | 4,545   | 4,457    | 4,483    | 4,596             | 4,831    | 4,936   | 4,952   | 4,959   | 5,202   |
| Male . . . . .  | 2,155          | 2,147   | 2,110     | 2,110   | 2,108    | 2,155    | 2,236             | 2,425    | 2,481   | 2,476   | 2,482   | 2,666   |
| Female . . . . .  | 2,399          | 2,430   | 2,413     | 2,435   | 2,349    | 2,328    | 2,360             | 2,406    | 2,455   | 2,476   | 2,477   | 2,536   |
| <u>Headquarters Command, USAF - Total</u> . . . . .           | 4,914          | 4,875   | 5,085     | 5,168   | 5,189    | 5,157    | 5,178             | 5,208    | 5,162   | 5,286   | 5,364   | 5,438   |
| Male . . . . .  | 3,030          | 2,962   | 3,038     | 3,104   | 3,107    | 3,084    | 3,114             | 3,134    | 3,103   | 3,163   | 3,226   | 3,222   |
| Female . . . . .  | 1,884          | 1,913   | 2,047     | 2,064   | 2,082    | 2,073    | 2,064             | 2,074    | 2,059   | 2,123   | 2,138   | 2,216   |

TABLE 79 - CIVILIAN STRENGTH BY SEX, BY COMMAND, WORLDWIDE - FY 1952 - CONTINUED

|   |        |        |        |        |        |        |        |        |        |        |        |        |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| <u>Headquarters, USAF - Total</u> . . . . .                   | 5,023  | 4,765  | 4,589  | 4,710  | 4,786  | 4,763  | 4,843  | 4,814  | 4,811  | 4,825  | 4,700  | 4,963  |
| Male . . . . .  | 1,834  | 1,820  | 1,728  | 1,769  | 1,794  | 1,777  | 1,813  | 1,802  | 1,792  | 1,799  | 1,718  | 1,782  |
| Female . . . . .  | 3,189  | 2,945  | 2,861  | 2,941  | 2,992  | 2,986  | 3,030  | 3,012  | 3,019  | 3,026  | 2,982  | 3,181  |
| <u>Military Air Transport Service - Total</u> . . . . .       | 4,328  | 4,377  | 4,442  | 4,458  | 4,528  | 4,513  | 4,589  | 4,500  | 4,637  | 4,926  | 7,267  | 7,435  |
| Male . . . . .  | 2,586  | 2,626  | 2,642  | 2,675  | 2,747  | 2,732  | 2,769  | 2,706  | 2,823  | 3,040  | 4,695  | 4,868  |
| Female . . . . .  | 1,742  | 1,751  | 1,796  | 1,783  | 1,781  | 1,781  | 1,820  | 1,794  | 1,814  | 1,886  | 2,572  | 2,627  |
| <u>Special Weapons Command - Total</u> . . . . .              | 902    | 926    | 931    | 924    | 931    | 929    | 948    | 943    | 973    | b/     | b/     | b/     |
| Male . . . . .  | 624    | 649    | 641    | 637    | 645    | 642    | 646    | 640    | 669    | b/     | b/     | b/     |
| Female . . . . .  | 278    | 277    | 290    | 287    | 286    | 287    | 302    | 303    | 304    | b/     | b/     | b/     |
| <u>Strategic Air Command - Total</u> . . . . .                | 10,204 | 10,872 | 10,616 | 10,643 | 10,594 | 10,614 | 9,996  | 9,990  | 9,983  | 10,027 | 10,100 | 10,054 |
| Male . . . . .  | 6,677  | 7,112  | 6,912  | 6,924  | 6,905  | 6,938  | 6,515  | 6,529  | 6,539  | 6,540  | 6,632  | 6,552  |
| Female . . . . .  | 3,527  | 3,760  | 3,704  | 3,719  | 3,689  | 3,676  | 3,481  | 3,461  | 3,444  | 3,487  | 3,468  | 3,502  |
| <u>Tactical Air Command - Total</u> . . . . .                 | 4,271  | 4,212  | 4,299  | 4,365  | 4,378  | 4,349  | 5,145  | 5,040  | 4,987  | 4,998  | 4,925  | 4,980  |
| Male . . . . .  | 2,825  | 2,761  | 2,800  | 2,877  | 2,917  | 2,910  | 3,484  | 3,367  | 3,295  | 3,375  | 3,313  | 3,338  |
| Female . . . . .  | 1,446  | 1,451  | 1,499  | 1,488  | 1,461  | 1,439  | 1,661  | 1,673  | 1,692  | 1,623  | 1,612  | 1,642  |
| <u>USAF Security Service - Total</u> . . . . .                | 579    | 587    | 579    | 588    | 592    | 594    | 625    | 623    | 614    | 604    | 610    | 603    |
| Male . . . . .  | 262    | 263    | 255    | 256    | 256    | 261    | 269    | 270    | 264    | 260    | 256    | 252    |
| Female . . . . .  | 317    | 324    | 324    | 332    | 336    | 333    | 356    | 353    | 350    | 344    | 354    | 351    |
| <u>OVERSEAS - TOTAL</u> . . . . .                             | 28,217 | 29,354 | 29,403 | 30,862 | 31,616 | 31,850 | 32,304 | 33,184 | 33,568 | 34,765 | 34,882 | 35,017 |
| Male . . . . .  | 21,908 | 22,955 | 23,116 | 23,993 | 24,547 | 24,805 | 25,243 | 26,217 | 26,323 | 27,261 | 27,397 | 27,413 |
| Female . . . . .  | 6,309  | 6,399  | 6,287  | 6,869  | 7,069  | 7,045  | 7,061  | 6,967  | 7,245  | 7,504  | 7,485  | 7,604  |
| <u>Air Materiel Command - Total</u> . . . . .                 | -      | 4      | 4      | 4      | 4      | 4      | 4      | 4      | 9      | 8      | 7      | 10     |
| Male . . . . .  | -      | 2      | 4      | 4      | 4      | 4      | 4      | 4      | 4      | 3      | 3      | 5      |
| Female . . . . .  | -      | 2      | -      | -      | -      | -      | -      | -      | 5      | 5      | 4      | 5      |
| <u>Air Research and Development Command - Total</u> . . . . . | 1      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |
| Male . . . . .  | 1      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |
| Female . . . . .  | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      | -      |
| <u>Alaskan Air Command - Total</u> . . . . .                  | 2,635  | 2,558  | 2,543  | 2,618  | 2,740  | 2,754  | 2,738  | 2,720  | 2,747  | 2,829  | 2,863  | 2,852  |
| Male . . . . .  | 1,467  | 1,438  | 1,426  | 1,475  | 1,568  | 1,596  | 1,609  | 1,614  | 1,623  | 1,684  | 1,711  | 1,681  |
| Female . . . . .  | 1,168  | 1,120  | 1,117  | 1,143  | 1,172  | 1,158  | 1,129  | 1,106  | 1,124  | 1,145  | 1,152  | 1,171  |
| <u>Far East Air Forces - Total</u> . . . . .                  | 11,281 | 11,324 | 11,291 | 11,622 | 11,784 | 11,784 | 11,772 | 12,032 | 12,121 | 12,394 | 11,940 | 11,813 |
| Male . . . . .  | 9,242  | 9,254  | 9,511  | 9,526  | 9,648  | 9,648  | 9,744  | 9,975  | 10,068 | 10,291 | 9,942  | 9,821  |
| Female . . . . .  | 2,039  | 2,070  | 1,780  | 2,096  | 2,136  | 2,136  | 2,028  | 2,057  | 2,053  | 2,103  | 1,998  | 1,992  |
| <u>Caribbean Air Command - Total</u> . . . . .                | 634    | 638    | 638    | 642    | 639    | 642    | 652    | 670    | 672    | 680    | 683    | 627    |
| Male . . . . .  | 529    | 525    | 529    | 528    | 527    | 532    | 542    | 560    | 560    | 568    | 580    | 522    |
| Female . . . . .  | 105    | 113    | 109    | 114    | 112    | 110    | 110    | 110    | 112    | 112    | 103    | 105    |
| <u>Headquarters Command, USAF - Total</u> . . . . .           | 351    | 363    | 369    | 437    | 447    | 406    | 424    | 422    | 429    | 442    | 467    | 536    |
| Male . . . . .  | 172    | 226    | 227    | 278    | 281    | 253    | 268    | 252    | 259    | 264    | 279    | 327    |
| Female . . . . .  | 179    | 137    | 142    | 159    | 166    | 153    | 156    | 170    | 170    | 178    | 188    | 209    |
| <u>Military Air Transport Service - Total</u> . . . . .       | 5,822  | 5,720  | 5,716  | 5,863  | 6,097  | 5,930  | 5,856  | 6,069  | 6,069  | 6,205  | 6,324  | 6,189  |
| Male . . . . .  | 4,858  | 4,797  | 4,785  | 4,887  | 5,045  | 4,994  | 4,782  | 5,100  | 5,103  | 5,223  | 5,345  | 5,210  |
| Female . . . . .  | 964    | 923    | 931    | 976    | 1,052  | 936    | 1,074  | 969    | 966    | 982    | 979    | 979    |

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| Command  | July<br>(1951) | August | September | October | November | December | January<br>(1952) | February | March | April | May   | June  |
|--|----------------|--------|-----------|---------|----------|----------|-------------------|----------|-------|-------|-------|-------|
| <u>Northeast Air Command - Total</u> . . . . . | 3,116          | 3,187  | 3,143     | 3,199   | 3,126    | 3,036    | 3,017             | 3,047    | 3,172 | 3,367 | 3,424 | 3,542 |
| Male . . . . .                                 | 2,607          | 2,638  | 2,635     | 2,675   | 2,607    | 2,519    | 2,486             | 2,513    | 2,630 | 2,778 | 2,831 | 2,936 |
| Female . . . . .                               | 509            | 499    | 508       | 524     | 519      | 517      | 531               | 534      | 542   | 589   | 593   | 606   |
| <u>Strategic Air Command - Total</u> . . . . . | 776            | 1,277  | 1,002     | 950     | 936      | 940      | 938               | 974      | 1,005 | 1,030 | 1,008 | 1,017 |
| Male . . . . .                                 | 640            | 1,086  | 813       | 765     | 755      | 753      | 755               | 784      | 801   | 816   | 798   | 803   |
| Female . . . . .                               | 136            | 191    | 189       | 185     | 181      | 187      | 183               | 190      | 204   | 214   | 210   | 214   |
| <u>US Air Forces, Europe - Total</u> . . . . . | 3,601          | 4,283  | 4,697     | 5,527   | 5,863    | 6,354    | 6,900             | 7,243    | 7,339 | 7,802 | 8,156 | 8,421 |
| Male . . . . .                                 | 2,392          | 2,939  | 3,186     | 3,855   | 4,112    | 4,506    | 5,052             | 5,414    | 5,273 | 5,630 | 5,904 | 6,104 |
| Female . . . . .                               | 1,209          | 1,344  | 1,511     | 1,672   | 1,751    | 1,848    | 1,848             | 1,829    | 2,066 | 2,172 | 2,252 | 2,317 |
| <u>USAF Security Service - Total</u> . . . . . | -              | -      | -         | -       | -        | -        | 3                 | 3        | 5     | 8     | 10    | 10    |
| Male . . . . .                                 | -              | -      | -         | -       | -        | -        | 1                 | 1        | 2     | 4     | 4     | 4     |
| Female . . . . .                               | -              | -      | -         | -       | -        | -        | 2                 | 2        | 3     | 4     | 6     | 6     |

a/ Air Pictorial Service was redesignated Air Photo and Charting Service and reassigned to Military Air Transport Service, 16 April 1952.  
b/ Special Weapons Command was terminated as a major command redesignated Special Weapons Center; and assigned to Air Research and Development Command, 1 April 1952.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 80 - STRENGTH OF WAE (WHEN ACTUALLY EMPLOYED) AND PRESIDENTIAL APPOINTEES - FY 1952

| Month                 | Presidential Appointees | WAE (Special Consultants) a/ | WAE (Other than Special Consultants) a/ |            |            | Month                 | Presidential Appointees | WAE (Special Consultants) a/ | WAE (Other than Special Consultants) a/ |            |            |
|-----------------------|-------------------------|------------------------------|---|------------|------------|-----------------------|-------------------------|------------------------------|---|------------|------------|
|                       |                         |                              | Total                                   | Sal- aried | Wage Board |                       |                         |                              | Total                                   | Sal- aried | Wage Board |
| Jul (1951) - Total    | 4                       | 406                          | 153                                     | 107        | 46         | Jan (1952) - Total    | 4                       | 423                          | 245                                     | 74         | 171        |
| Continental US        | 4                       | 405                          | 152                                     | 106        | 46         | Continental US        | 4                       | 423                          | 239                                     | 71         | 168        |
| Overseas . . . . .    | -                       | 1                            | 1                                       | 1          | -          | Overseas . . . . .    | -                       | -                            | 6                                       | 3          | 3          |
| Aug - Total . . . . . | 4                       | 339                          | 173                                     | 107        | 66         | Feb - Total . . . . . | 4                       | 432                          | 237                                     | 68         | 169        |
| Continental US        | 4                       | 337                          | 167                                     | 102        | 65         | Continental US        | 4                       | 432                          | 230                                     | 64         | 166        |
| Overseas . . . . .    | -                       | 2                            | 6                                       | 5          | 1          | Overseas . . . . .    | -                       | -                            | 7                                       | 4          | 3          |
| Sep - Total . . . . . | 4                       | 355                          | 301                                     | 131        | 170        | Mar - Total . . . . . | 3                       | 467                          | 244                                     | 82         | 162        |
| Continental US        | 4                       | 352                          | 297                                     | 129        | 168        | Continental US        | 3                       | 464                          | 235                                     | 78         | 158        |
| Overseas . . . . .    | -                       | 3                            | 4                                       | 2          | 2          | Overseas . . . . .    | -                       | 3                            | 8                                       | 4          | 4          |
| Oct - Total . . . . . | 4                       | 426                          | 258                                     | 82         | 176        | Apr - Total . . . . . | 3                       | 488                          | 232                                     | 84         | 148        |
| Continental US        | 4                       | 423                          | 253                                     | 81         | 174        | Continental US        | 3                       | 481                          | 218                                     | 73         | 143        |
| Overseas . . . . .    | -                       | 3                            | 5                                       | 1          | 2          | Overseas . . . . .    | -                       | 7                            | 16                                      | 11         | 5          |
| Nov - Total . . . . . | 4                       | 428                          | 275                                     | 85         | 190        | May - Total . . . . . | 3                       | 520                          | 316                                     | 71         | 245        |
| Continental US        | 4                       | 426                          | 269                                     | 82         | 187        | Continental US        | 3                       | 513                          | 308                                     | 68         | 240        |
| Overseas . . . . .    | -                       | 2                            | 6                                       | 3          | 3          | Overseas . . . . .    | -                       | 7                            | 8                                       | 3          | 5          |
| Dec - Total . . . . . | 4                       | 389                          | 218                                     | 76         | 142        | Jun - Total . . . . . | 3                       | 481                          | 284                                     | 74         | 210        |
| Continental US        | 4                       | 387                          | 212                                     | 73         | 139        | Continental US        | 3                       | 476                          | 274                                     | 69         | 205        |
| Overseas . . . . .    | -                       | 2                            | 6                                       | 3          | 3          | Overseas . . . . .    | -                       | 5                            | 10                                      | 5          | 5          |

a/ Figures represent personnel who worked for any length of time during the month.

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 81 - CIVILIAN EMPLOYEES WITH VETERANS PREFERENCE - FY 1952

| Personnel By Sex                        | 30 September (1951) | 31 December | 31 March (1952) | 30 June |
|---|---------------------|-------------|-----------------|---------|
| 5 and 10 Point Preference Vets          |                     |             |                 |         |
| <b>WORLDWIDE - TOTAL</b> . . . . .      | 113,842             | 116,792     | 121,664         | 129,305 |
| Male . . . . .                          | 108,794             | 112,217     | 116,964         | 124,357 |
| Female (Own Service) . . . . .          | 2,862               | 2,659       | 2,665           | 2,779   |
| Mothers, Widows, Wives . . . . .        | 2,186               | 1,916       | 2,035           | 2,169   |
| <b>CONTINENTAL US - TOTAL</b> . . . . . | 110,637             | 113,390     | 117,524         | 125,118 |
| Male . . . . .                          | 105,805             | 109,039     | 113,053         | 120,429 |
| Female (Own Service) . . . . .          | 2,663               | 2,446       | 2,453           | 2,547   |
| Mothers, Widows, Wives . . . . .        | 2,169               | 1,905       | 2,018           | 2,142   |
| <b>OVERSEAS - TOTAL</b> . . . . .       | 3,205               | 3,402       | 4,140           | 4,187   |
| Male . . . . .                          | 2,989               | 3,178       | 3,911           | 3,928   |
| Female (Own Service) . . . . .          | 199                 | 213         | 212             | 232     |
| Mothers, Widows, Wives . . . . .        | 17                  | 11          | 17              | 27      |
| 10 Point Preference Vets                |                     |             |                 |         |
| <b>WORLDWIDE - TOTAL</b> . . . . .      | 18,103              | 18,745      | 19,441          | 20,116  |
| Male and Female (Own Service) . . . . . | 15,917              | 16,829      | 17,406          | 17,947  |
| Mothers, Widows, Wives . . . . .        | 2,186               | 1,916       | 2,035           | 2,169   |
| <b>CONTINENTAL US - TOTAL</b> . . . . . | 17,907              | 18,496      | 19,191          | 19,854  |
| Male and Female (Own Service) . . . . . | 15,738              | 16,591      | 17,173          | 17,712  |
| Mothers, Widows, Wives . . . . .        | 2,169               | 1,905       | 2,018           | 2,142   |
| <b>OVERSEAS - TOTAL</b> . . . . .       | 196                 | 249         | 250             | 262     |
| Male and Female (Own Service) . . . . . | 179                 | 238         | 233             | 235     |
| Mothers, Widows, Wives . . . . .        | 17                  | 11          | 17              | 27      |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 82 - CIVILIAN STRENGTH BY CITIZENSHIP OR NON-CITIZENSHIP STATUS, BY COMMAND, OVERSEAS - FY 1952

| Command   | July (1951)   | August        | September     | October       | November      | December      | January (1952) | February      | March         | April         | May           | June          |
|---|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|
| <b>OVERSEAS - TOTAL</b>                             | <b>28,217</b> | <b>29,354</b> | <b>29,403</b> | <b>30,862</b> | <b>31,636</b> | <b>31,850</b> | <b>32,304</b>  | <b>33,184</b> | <b>33,568</b> | <b>34,765</b> | <b>34,882</b> | <b>35,017</b> |
| <b>US TERRITORIES AND POSSESSIONS - TOTAL</b>       | <b>7,384</b>  | <b>7,689</b>  | <b>7,185</b>  | <b>7,377</b>  | <b>7,551</b>  | <b>7,495</b>  | <b>7,657</b>   | <b>7,845</b>  | <b>7,931</b>  | <b>8,144</b>  | <b>7,741</b>  | <b>7,652</b>  |
| Citizens of Continental US - Total                  | 3,440         | 3,467         | 3,592         | 3,690         | 3,793         | 3,775         | 3,755          | 3,718         | 3,774         | 3,876         | 3,837         | 3,808         |
| Citizens of US Possessions - Total                  | 2,958         | 2,754         | 2,610         | 2,666         | 2,690         | 2,656         | 2,630          | 2,682         | 2,746         | 2,720         | 2,635         | 2,639         |
| Non-Citizens of US - Total                          | 986           | 1,468         | 983           | 1,021         | 1,068         | 1,064         | 1,272          | 1,445         | 1,411         | 1,548         | 1,269         | 1,205         |
| <b>FOREIGN COUNTRIES - TOTAL</b>                    | <b>20,833</b> | <b>21,665</b> | <b>22,218</b> | <b>23,485</b> | <b>24,085</b> | <b>24,355</b> | <b>24,647</b>  | <b>25,339</b> | <b>25,637</b> | <b>26,621</b> | <b>27,141</b> | <b>27,365</b> |
| Citizens of Continental US - Total                  | 4,141         | 4,320         | 4,425         | 4,570         | 4,790         | 4,762         | 4,811          | 4,807         | 4,895         | 5,064         | 5,092         | 5,195         |
| Citizens of US Possessions - Total                  | 150           | 323           | 317           | 305           | 310           | 301           | 314            | 316           | 312           | 308           | 305           | 302           |
| Non-Citizens of US - Total                          | 16,542        | 17,022        | 17,476        | 18,610        | 18,985        | 19,292        | 19,522         | 20,216        | 20,430        | 21,249        | 21,744        | 21,868        |
| <b>Air Materiel Command - Total</b>                 | <b>-</b>      | <b>4</b>      | <b>4</b>      | <b>4</b>      | <b>4</b>      | <b>4</b>      | <b>4</b>       | <b>4</b>      | <b>9</b>      | <b>8</b>      | <b>7</b>      | <b>10</b>     |
| US Territories and Possessions - Total              | -             | 2             | 2             | 2             | 2             | 2             | 2              | 2             | 2             | 1             | -             | -             |
| Citizens of Continental US                          | -             | 1             | 1             | 1             | 1             | 1             | 1              | 1             | 1             | 1             | -             | -             |
| Citizens of US Territories and Possessions          | -             | 1             | 1             | 1             | 1             | 1             | 1              | 1             | -             | -             | -             | -             |
| Non-Citizens of US                                  | -             | -             | -             | -             | -             | -             | -              | -             | -             | -             | -             | -             |
| Foreign Countries - Total                           | -             | 2             | 2             | 2             | 2             | 2             | 2              | 2             | 7             | 7             | 7             | 10            |
| Citizens of Continental US                          | -             | 1             | 1             | 1             | 1             | 1             | 1              | 1             | 2             | 2             | 3             | 4             |
| Citizens of US Territories and Possessions          | -             | 1             | 1             | 1             | 1             | 1             | 1              | 1             | -             | -             | -             | -             |
| Non-Citizens of US                                  | -             | 2             | -             | -             | -             | -             | -              | 5             | 5             | 5             | 4             | 6             |
| <b>Air Research and Development Command - Total</b> | <b>1</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>       | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      | <b>-</b>      |
| Foreign Countries - Total                           | 1             | -             | -             | -             | -             | -             | -              | -             | -             | -             | -             | -             |
| Citizens of Continental US                          | 1             | -             | -             | -             | -             | -             | -              | -             | -             | -             | -             | -             |
| Citizens of US Territories and Possessions          | -             | -             | -             | -             | -             | -             | -              | -             | -             | -             | -             | -             |
| Non-Citizens of US                                  | -             | -             | -             | -             | -             | -             | -              | -             | -             | -             | -             | -             |
| <b>Alaskan Air Command - Total</b>                  | <b>2,635</b>  | <b>2,558</b>  | <b>2,543</b>  | <b>2,618</b>  | <b>2,740</b>  | <b>2,754</b>  | <b>2,738</b>   | <b>2,720</b>  | <b>2,747</b>  | <b>2,829</b>  | <b>2,863</b>  | <b>2,852</b>  |
| US Territories and Possessions - Total              | 2,635         | 2,558         | 2,543         | 2,618         | 2,740         | 2,754         | 2,738          | 2,720         | 2,747         | 2,829         | 2,863         | 2,852         |
| Citizens of Continental US                          | 2,291         | 2,275         | 2,452         | 2,524         | 2,615         | 2,628         | 2,680          | 2,605         | 2,648         | 2,742         | 2,782         | 2,771         |
| Citizens of US Territories and Possessions          | 314           | 257           | 64            | 69            | 101           | 106           | 84             | 85            | 73            | 62            | 58            | 58            |
| Non-Citizens of US                                  | 30            | 26            | 27            | 25            | 24            | 20            | 26             | 26            | 25            | 23            | 23            | 23            |
| <b>Caribbean Air Command - Total</b>                | <b>634</b>    | <b>638</b>    | <b>638</b>    | <b>642</b>    | <b>639</b>    | <b>642</b>    | <b>652</b>     | <b>670</b>    | <b>672</b>    | <b>680</b>    | <b>683</b>    | <b>627</b>    |
| US Territories and Possessions - Total              | 616           | 620           | 620           | 624           | 621           | 623           | 634            | 655           | 657           | 663           | 669           | 613           |
| Citizens of Continental US                          | 201           | 204           | 200           | 204           | 202           | 202           | 201            | 198           | 202           | 197           | 193           | 195           |
| Citizens of US Territories and Possessions          | 4             | 3             | 3             | 3             | 3             | 3             | 3              | 3             | 2             | 2             | 2             | 2             |
| Non-Citizens of US                                  | 411           | 413           | 417           | 417           | 416           | 418           | 430            | 454           | 453           | 464           | 474           | 416           |
| Foreign Countries - Total                           | 18            | 18            | 18            | 18            | 18            | 19            | 18             | 15            | 15            | 17            | 14            | 14            |
| Citizens of Continental US                          | -             | -             | -             | -             | -             | -             | -              | -             | -             | -             | -             | -             |
| Citizens of US Territories and Possessions          | -             | -             | -             | -             | -             | -             | -              | -             | -             | -             | -             | -             |
| Non-Citizens of US                                  | 18            | 18            | 18            | 18            | 18            | 19            | 18             | 15            | 15            | 17            | 14            | 14            |
| <b>Far East Air Forces - Total</b>                  | <b>11,281</b> | <b>11,324</b> | <b>11,291</b> | <b>11,622</b> | <b>11,784</b> | <b>11,784</b> | <b>11,772</b>  | <b>12,032</b> | <b>12,121</b> | <b>12,394</b> | <b>11,940</b> | <b>11,813</b> |
| US Territories and Possessions - Total              | 787           | 787           | 804           | 845           | 904           | 904           | 1,101          | 1,247         | 1,272         | 1,395         | 980           | 973           |
| Citizens of Continental US                          | 287           | 254           | 255           | 265           | 263           | 263           | 262            | 276           | 276           | 284           | 216           | 215           |
| Citizens of US Territories and Possessions          | 46            | 47            | 49            | 49            | 46            | 48            | 52             | 54            | 101           | 89            | 30            | 28            |
| Non-Citizens of US                                  | 488           | 486           | 500           | 531           | 595           | 597           | 587            | 929           | 895           | 1,022         | 734           | 730           |
| Foreign Countries - Total                           | 10,500        | 10,537        | 10,487        | 10,777        | 10,880        | 10,880        | 10,671         | 10,785        | 10,849        | 10,999        | 10,960        | 10,840        |
| Citizens of Continental US                          | 2,506         | 2,439         | 2,426         | 2,451         | 2,525         | 2,525         | 2,454          | 2,375         | 2,355         | 2,400         | 2,370         | 2,352         |
| Citizens of US Territories and Possessions          | 132           | 283           | 274           | 269           | 273           | 273           | 283            | 285           | 283           | 281           | 281           | 278           |
| Non-Citizens of US                                  | 7,862         | 7,815         | 7,787         | 8,053         | 8,082         | 8,082         | 7,934          | 8,125         | 8,211         | 8,318         | 8,309         | 8,210         |

(Continued)

TABLE 82 - CIVILIAN STRENGTH BY CITIZENSHIP OR NON-CITIZENSHIP STATUS, BY COMMAND, OVERSEAS - FY 1952 - CONTINUED

| Command   | July<br>(1951) | August | September | October | November | December | January<br>(1952) | February | March | April | May   | June  |
|---|----------------|--------|-----------|---------|----------|----------|-------------------|----------|-------|-------|-------|-------|
| <u>Headquarters Command, USAF - Total</u> . . . . .     | 351            | 363    | 369       | 437     | 447      | 406      | 424               | 422      | 429   | 442   | 467   | 536   |
| <u>US Territories and Possessions - Total</u> . . . . . | 9              | 9      | 13        | 12      | 12       | 10       | 9                 | 8        | 13    | 22    | 26    | 25    |
| Citizens of Continental US . . . . .                    | 5              | 4      | 6         | 6       | 6        | 6        | 5                 | 5        | 7     | 15    | 19    | 18    |
| Citizens of US Territories and Possessions . . . . .    | 4              | 5      | 5         | 5       | 5        | 4        | 4                 | 5        | 6     | 7     | 7     | 7     |
| Non-Citizens of US . . . . .                            | -              | -      | 2         | 1       | 1        | -        | -                 | -        | -     | -     | -     | -     |
| <u>Foreign Countries - Total</u> . . . . .              | 342            | 354    | 356       | 425     | 435      | 396      | 415               | 413      | 416   | 420   | 441   | 511   |
| Citizens of Continental US . . . . .                    | 166            | 120    | 123       | 134     | 136      | 131      | 131               | 138      | 135   | 139   | 144   | 219   |
| Citizens of US Territories and Possessions . . . . .    | 2              | -      | -         | -       | 1        | 1        | 7                 | 6        | 6     | 4     | 4     | 4     |
| Non-Citizens of US . . . . .                            | 234            | 234    | 233       | 291     | 298      | 264      | 277               | 269      | 275   | 277   | 293   | 288   |
| <u>Military Air Transport Service - Total</u> . . . . . | 5,822          | 5,720  | 5,716     | 5,863   | 6,097    | 5,930    | 5,856             | 6,069    | 6,069 | 6,205 | 6,324 | 6,189 |
| <u>US Territories and Possessions - Total</u> . . . . . | 2,567          | 2,436  | 2,450     | 2,498   | 2,512    | 2,443    | 2,412             | 2,448    | 2,443 | 2,423 | 2,413 | 2,396 |
| Citizens of Continental US . . . . .                    | 279            | 584    | 562       | 575     | 584      | 551      | 537               | 529      | 527   | 523   | 514   | 507   |
| Citizens of US Territories and Possessions . . . . .    | 1,931          | 1,789  | 1,853     | 1,889   | 1,896    | 1,861    | 1,844             | 1,883    | 1,879 | 1,861 | 1,861 | 1,853 |
| Non-Citizens of US . . . . .                            | 57             | 63     | 35        | 34      | 32       | 31       | 31                | 36       | 37    | 37    | 38    | 36    |
| <u>Foreign Countries - Total</u> . . . . .              | 3,255          | 3,284  | 3,266     | 3,365   | 3,585    | 3,487    | 3,444             | 3,621    | 3,626 | 3,782 | 3,911 | 3,793 |
| Citizens of Continental US . . . . .                    | 498            | 601    | 522       | 549     | 593      | 461      | 496               | 518      | 522   | 543   | 537   | 520   |
| Citizens of US Territories and Possessions . . . . .    | 15             | 40     | 36        | 25      | 26       | 17       | 16                | 18       | 17    | 19    | 17    | 17    |
| Non-Citizens of US . . . . .                            | 2,742          | 2,643  | 2,708     | 2,791   | 2,966    | 3,009    | 2,932             | 3,085    | 3,087 | 3,220 | 3,357 | 3,256 |
| <u>Northeast Air Command - Total</u> . . . . .          | 3,116          | 3,187  | 3,143     | 3,199   | 3,126    | 3,036    | 3,017             | 3,047    | 3,172 | 3,267 | 3,424 | 3,542 |
| <u>Foreign Countries - Total</u> . . . . .              | 3,116          | 3,187  | 3,143     | 3,199   | 3,126    | 3,036    | 3,017             | 3,047    | 3,172 | 3,267 | 3,424 | 3,542 |
| Citizens of Continental US . . . . .                    | 48             | 42     | 43        | 41      | 39       | 38       | 38                | 45       | 44    | 64    | 65    | 60    |
| Citizens of US Territories and Possessions . . . . .    | -              | -      | 4         | 7       | 6        | 6        | 4                 | 3        | 3     | -     | -     | -     |
| Non-Citizens of US . . . . .                            | 3,068          | 3,145  | 3,096     | 3,151   | 3,081    | 2,992    | 2,975             | 2,999    | 3,125 | 3,303 | 3,359 | 3,482 |
| <u>Strategic Air Command - Total</u> . . . . .          | 776            | 1,277  | 1,002     | 950     | 936      | 940      | 938               | 974      | 1,005 | 1,030 | 1,008 | 1,017 |
| <u>US Territories and Possessions - Total</u> . . . . . | 776            | 1,277  | 753       | 774     | 760      | 759      | 761               | 764      | 797   | 811   | 790   | 793   |
| Citizens of Continental US . . . . .                    | 117            | 144    | 116       | 115     | 122      | 124      | 119               | 112      | 114   | 114   | 113   | 102   |
| Citizens of US Territories and Possessions . . . . .    | 659            | 653    | 637       | 659     | 638      | 635      | 642               | 652      | 685   | 697   | 677   | 691   |
| Non-Citizens of US . . . . .                            | -              | 480    | -         | -       | -        | -        | -                 | -        | -     | -     | -     | -     |
| <u>Foreign Countries - Total</u> . . . . .              | -              | -      | 249       | 176     | 176      | 181      | 177               | 210      | 208   | 219   | 218   | 224   |
| Citizens of Continental US . . . . .                    | -              | -      | 27        | 27      | 28       | 36       | 42                | 48       | 49    | 61    | 59    | 62    |
| Citizens of US Territories and Possessions . . . . .    | -              | -      | -         | -       | -        | -        | -                 | -        | -     | 1     | -     | -     |
| Non-Citizens of US . . . . .                            | -              | -      | 222       | 149     | 148      | 145      | 135               | 162      | 159   | 157   | 159   | 162   |
| <u>US Air Forces, Europe - Total</u> . . . . .          | 3,601          | 4,283  | 4,697     | 5,527   | 5,863    | 6,354    | 6,900             | 7,243    | 7,339 | 7,802 | 8,156 | 8,421 |
| <u>Foreign Countries - Total</u> . . . . .              | 3,601          | 4,283  | 4,697     | 5,527   | 5,863    | 6,354    | 6,900             | 7,243    | 7,339 | 7,802 | 8,156 | 8,421 |
| Citizens of Continental US . . . . .                    | 982            | 1,118  | 1,283     | 1,367   | 1,468    | 1,570    | 1,646             | 1,679    | 1,783 | 1,847 | 1,904 | 1,968 |
| Citizens of US Territories and Possessions . . . . .    | 1              | -      | 2         | 3       | 3        | 3        | 3                 | 3        | 3     | 3     | 3     | 3     |
| Non-Citizens of US . . . . .                            | 2,618          | 3,165  | 3,412     | 4,157   | 4,392    | 4,781    | 5,251             | 5,561    | 5,553 | 5,952 | 6,249 | 6,450 |
| <u>USAF Security Service - Total</u> . . . . .          | -              | -      | -         | -       | -        | -        | 3                 | 3        | 5     | 8     | 10    | 10    |
| <u>Foreign Countries - Total</u> . . . . .              | -              | -      | -         | -       | -        | -        | 2                 | 2        | 2     | 8     | 10    | 10    |
| Citizens of Continental US . . . . .                    | -              | -      | -         | -       | -        | -        | 3                 | 3        | 5     | 8     | 10    | 10    |
| Citizens of US Territories and Possessions . . . . .    | -              | -      | -         | -       | -        | -        | -                 | -        | -     | -     | -     | -     |
| Non-Citizens of US . . . . .                            | -              | -      | -         | -       | -        | -        | -                 | -        | -     | -     | -     | -     |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters, USAF.

TABLE 83 - CIVILIAN STRENGTH BY TYPE OF APPOINTMENT  
IN SALARIED AND WAGE BOARD GROUPS - FY 1952

| Type of Appointment                                   | 30 September<br>(1951) | 31 December    | 31 March<br>(1952) | 30 June        |
|---|------------------------|----------------|--------------------|----------------|
| By Employee Group                                     |                        |                |                    |                |
| <u>WORLDWIDE - TOTAL</u> . . . . .                    | <u>274,241</u>         | <u>261,052</u> | <u>268,091</u>     | <u>309,663</u> |
| <u>Permanent and Probational - Total</u> . . . . .    | <u>126,446</u>         | <u>125,224</u> | <u>125,283</u>     | <u>122,510</u> |
| Salaried . . . . .                                    | 59,321                 | 58,161         | 58,814             | 57,985         |
| Wage Board . . . . .                                  | 67,125                 | 67,063         | 66,469             | 64,525         |
| <u>Indefinite - Total</u> . . . . .                   | <u>142,172</u>         | <u>151,035</u> | <u>157,387</u>     | <u>179,149</u> |
| Salaried . . . . .                                    | 62,800                 | 62,726         | 62,427             | 68,384         |
| Wage Board . . . . .                                  | 79,372                 | 88,309         | 94,960             | 110,765        |
| <u>Temporary (1 Year or Less) - Total</u> . . . . .   | <u>5,623</u>           | <u>4,793</u>   | <u>5,421</u>       | <u>8,004</u>   |
| Salaried a/ . . . . .                                 | 2,467                  | 1,844          | 2,108              | 3,472          |
| Wage Board . . . . .                                  | 3,156                  | 2,949          | 3,313              | 4,532          |
| <u>CONFIDENTIAL US - TOTAL</u> . . . . .              | <u>244,838</u>         | <u>249,202</u> | <u>254,523</u>     | <u>274,646</u> |
| <u>Permanent and Probational - Total b/</u> . . . . . | <u>109,708</u>         | <u>108,193</u> | <u>108,974</u>     | <u>108,793</u> |
| Salaried . . . . .                                    | 49,670                 | 48,744         | 49,867             | 50,149         |
| Wage Board . . . . .                                  | 60,038                 | 59,449         | 59,107             | 58,644         |
| <u>Indefinite - Total</u> . . . . .                   | <u>132,605</u>         | <u>138,930</u> | <u>143,643</u>     | <u>162,022</u> |
| Salaried . . . . .                                    | 57,944                 | 59,390         | 58,521             | 62,967         |
| Wage Board . . . . .                                  | 74,661                 | 79,540         | 85,122             | 99,055         |
| <u>Temporary (1 Year or Less) - Total</u> . . . . .   | <u>2,525</u>           | <u>2,079</u>   | <u>1,906</u>       | <u>3,831</u>   |
| Salaried a/ . . . . .                                 | 1,326                  | 998            | 929                | 1,983          |
| Wage Board . . . . .                                  | 1,199                  | 1,081          | 977                | 1,848          |
| <u>OVERSEAS - TOTAL</u> . . . . .                     | <u>29,403</u>          | <u>31,850</u>  | <u>33,568</u>      | <u>35,017</u>  |
| <u>Permanent and Probational - Total</u> . . . . .    | <u>16,738</u>          | <u>17,031</u>  | <u>16,309</u>      | <u>13,717</u>  |
| Salaried . . . . .                                    | 9,651                  | 9,417          | 8,947              | 7,836          |
| Wage Board . . . . .                                  | 7,087                  | 7,614          | 7,362              | 5,881          |
| <u>Indefinite - Total</u> . . . . .                   | <u>2,567</u>           | <u>12,105</u>  | <u>13,744</u>      | <u>17,127</u>  |
| Salaried . . . . .                                    | 4,856                  | 3,336          | 3,906              | 5,417          |
| Wage Board . . . . .                                  | 4,711                  | 8,769          | 9,838              | 11,710         |
| <u>Temporary (1 Year or less) - Total</u> . . . . .   | <u>3,098</u>           | <u>2,714</u>   | <u>3,515</u>       | <u>4,173</u>   |
| Salaried a/ . . . . .                                 | 1,141                  | 846            | 1,179              | 1,489          |
| Wage Board . . . . .                                  | 1,957                  | 1,868          | 2,336              | 2,684          |
| By Type of Service c/                                 |                        |                |                    |                |
| <u>CONFIDENTIAL US - TOTAL</u> . . . . .              | <u>244,838</u>         | <u>249,202</u> | <u>254,523</u>     | <u>274,646</u> |
| General Schedule . . . . .                            | 100,607                | 100,998        | 101,360            | 107,098        |
| Crafts, Custodial, Protective . . . . .               | 7,969                  | 7,735          | 7,482              | 7,514          |
| Public Law 313 . . . . .                              | 8                      | 8              | 8                  | 8              |
| Wage Board . . . . .                                  | 135,898                | 140,070        | 145,206            | 159,547        |
| Special Consultants . . . . .                         | 352                    | 387            | 464                | 476            |
| Presidential Appointees . . . . .                     | 4                      | 4              | 3                  | 3              |

a/ Includes Special Consultants.  
b/ Includes Presidential Appointees.  
c/ All comparable data on Overseas Personnel are not available.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 84 - APPOINTMENTS OF PHYSICALLY IMPAIRED CIVILIAN PERSONNEL,  
BY COMMAND, CONTINENTAL US - FY 1952

( See Table 79 for Command changes.)

| Month                | Total                           | Air<br>Defense<br>Command | Air<br>Force<br>Finance<br>Division     | Air<br>Materiel<br>Command                       | Air<br>Pictorial<br>Service   | Air<br>Proving<br>Ground    | Air<br>Training<br>Command | Air<br>University           | Continental<br>Air<br>Command |
|----------------------|---------------------------------|---------------------------|---|--|-------------------------------|-----------------------------|----------------------------|-----------------------------|-------------------------------|
| All Appointments     |                                 |                           |   |  |                               |                             |                            |                             |                               |
| July (1951) . . .    | 596                             | 7                         | 24                                      | 512  | -                             | -                           | 25                         | -                           | -                             |
| August . . . . .     | 976                             | 3                         | 5                                       | 570  | -                             | -                           | 194                        | -                           | 3                             |
| September . . . .    | 671                             | 2                         | 11                                      | 344  | -                             | -                           | 16                         | 82                          | 27                            |
| October . . . . .    | 729                             | 8                         | 7                                       | 387  | -                             | 2                           | 87                         | -                           | 8                             |
| November . . . . .   | 239                             | 2                         | 5                                       | 201  | -                             | 1                           | 17                         | -                           | 5                             |
| December . . . . .   | 222                             | -                         | 1                                       | 186  | 3                             | -                           | 11                         | -                           | 8                             |
| January (1952)       | 320                             | 2                         | -                                       | 274  | -                             | -                           | 13                         | -                           | 18                            |
| February . . . . .   | 273                             | -                         | -                                       | 213  | -                             | -                           | 21                         | -                           | 28                            |
| March . . . . .      | 186                             | -                         | -                                       | 138  | -                             | -                           | 12                         | -                           | 13                            |
| April . . . . .      | 351                             | 3                         | 4                                       | 270  | -                             | -                           | 18                         | 2                           | 4                             |
| May . . . . .        | 505                             | -                         | 2                                       | 449  | -                             | -                           | 39                         | 1                           | 6                             |
| June . . . . .       | 666                             | 5                         | 1                                       | 587  | -                             | -                           | 64                         | 1                           | 2                             |
| Veteran Appointments |                                 |                           |   |  |                               |                             |                            |                             |                               |
| July (1951) . . .    | 210                             | 3                         | 10                                      | 173  | -                             | -                           | 11                         | -                           | -                             |
| August . . . . .     | 383                             | -                         | -                                       | 312  | -                             | -                           | 16                         | -                           | 1                             |
| September . . . .    | 271                             | 2                         | -                                       | 176  | -                             | -                           | 13                         | 37                          | -                             |
| October . . . . .    | 328                             | 7                         | 3                                       | 197  | -                             | 1                           | 35                         | -                           | 5                             |
| November . . . . .   | 133                             | 2                         | 2                                       | 111  | -                             | -                           | 9                          | -                           | 4                             |
| December . . . . .   | 98                              | -                         | 1                                       | 78   | 2                             | -                           | 4                          | -                           | 5                             |
| January (1952)       | 183                             | 2                         | -                                       | 159  | -                             | -                           | 7                          | -                           | 4                             |
| February . . . . .   | 159                             | -                         | -                                       | 131  | -                             | -                           | 15                         | -                           | 6                             |
| March . . . . .      | 116                             | -                         | -                                       | 80   | -                             | -                           | 10                         | -                           | 6                             |
| April . . . . .      | 224                             | 3                         | 4                                       | 165  | -                             | -                           | 14                         | 1                           | 4                             |
| May . . . . .        | 253                             | -                         | -                                       | 218  | -                             | -                           | 22                         | 1                           | 6                             |
| June . . . . .       | 490                             | 4                         | 1                                       | 431  | -                             | -                           | 48                         | 1                           | 2                             |
| Month                | Headquarters<br>Command<br>USAF | Headquarters<br>USAF      | Military<br>Air<br>Transport<br>Service | Air<br>Research<br>And<br>Development<br>Command | Special<br>Weapons<br>Command | Strategic<br>Air<br>Command | Factical<br>Air<br>Command | USAF<br>Security<br>Service |                               |
| All Appointments     |                                 |                           |   |  |                               |                             |                            |                             |                               |
| July (1951) . . .    | -                               | 12                        | 2                                       | 8  | -                             | 4                           | 2                          | -                           |                               |
| August . . . . .     | 68                              | 1                         | 9                                       | 21   | 11                            | 4                           | 83                         | 4                           |                               |
| September . . . .    | 1                               | 2                         | 4                                       | 7  | 10                            | 2                           | 134                        | 29                          |                               |
| October . . . . .    | 1                               | 214                       | 7                                       | 5  | -                             | -                           | 3                          | -                           |                               |
| November . . . . .   | 1                               | 2                         | 2                                       | 1  | -                             | -                           | 2                          | -                           |                               |
| December . . . . .   | 2                               | -                         | 2                                       | 7  | -                             | -                           | 2                          | -                           |                               |
| January (1952)       | 1                               | -                         | 1                                       | 7  | -                             | 1                           | 3                          | -                           |                               |
| February . . . . .   | 1                               | -                         | -                                       | 3  | -                             | 3                           | 3                          | 1                           |                               |
| March . . . . .      | 1                               | -                         | 4                                       | 1  | -                             | 5                           | 12                         | -                           |                               |
| April . . . . .      | 7                               | -                         | -                                       | 3  | -                             | 5                           | 35                         | -                           |                               |
| May . . . . .        | 1                               | -                         | -                                       | 4  | -                             | -                           | 3                          | -                           |                               |
| June . . . . .       | -                               | -                         | 2                                       | 1  | -                             | 1                           | 1                          | 1                           |                               |
| Veteran Appointments |                                 |                           |   |  |                               |                             |                            |                             |                               |
| July (1951) . . .    | -                               | 6                         | 1                                       | 3  | -                             | 2                           | 1                          | -                           |                               |
| August . . . . .     | 4                               | 1                         | 2                                       | 9  | -                             | 3                           | 35                         | -                           |                               |
| September . . . .    | 1                               | -                         | 4                                       | 2  | -                             | 2                           | 28                         | 6                           |                               |
| October . . . . .    | -                               | 67                        | 5                                       | 5  | -                             | -                           | 3                          | -                           |                               |
| November . . . . .   | 1                               | 1                         | 2                                       | -  | -                             | -                           | 1                          | -                           |                               |
| December . . . . .   | 1                               | -                         | 2                                       | 3  | -                             | -                           | 2                          | -                           |                               |
| January (1952)       | -                               | -                         | 1                                       | 6  | -                             | 1                           | 3                          | -                           |                               |
| February . . . . .   | 1                               | -                         | -                                       | 2  | -                             | 1                           | 3                          | -                           |                               |
| March . . . . .      | 1                               | -                         | 3                                       | 1  | -                             | 4                           | 11                         | -                           |                               |
| April . . . . .      | 6                               | -                         | -                                       | 3  | -                             | 4                           | 20                         | -                           |                               |
| May . . . . .        | -                               | -                         | -                                       | 4  | -                             | -                           | 2                          | -                           |                               |
| June . . . . .       | -                               | -                         | -                                       | 1  | -                             | 1                           | 1                          | -                           |                               |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF



**TABLE 85 - DEPARTMENTAL CIVILIAN STRENGTH BY TYPE OF APPOINTMENT,  
BY EMPLOYEE GROUP - FY 1952**

| Type of Appointment                   | Salaried            |              |                 |              |
|---------------------------------------|---------------------|--------------|-----------------|--------------|
|                                       | September<br>(1951) | December     | March<br>(1952) | June         |
| <u>Total</u> . . . . .                | <u>4,589</u>        | <u>4,763</u> | <u>4,811</u>    | <u>4,963</u> |
| Permanent and Probational a/ . . . .  | 2,596               | 2,513        | 3,024           | 2,910        |
| Indefinite . . . . .                  | 1,922               | 2,180        | 1,733           | 1,797        |
| Temporary (1 Year or less) b/ . . . . | 71                  | 70           | 54              | 256          |

a/ Includes Presidential Appointees.  
b/ Includes Special Consultants.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

**TABLE 86 - DEPARTMENTAL CIVILIAN STRENGTH BY TYPE OF SERVICE - FY 1952**

(All comparable data on Overseas Personnel are not available.)

| Type of Service                       | September<br>(1951) | December     | March<br>(1952) | June         |
|---------------------------------------|---------------------|--------------|-----------------|--------------|
| <u>Total</u> . . . . .                | <u>4,589</u>        | <u>4,763</u> | <u>4,811</u>    | <u>4,963</u> |
| General Schedule . . . . .            | 4,444               | 4,614        | 4,671           | 4,825        |
| Crafts, Protective, Custodial . . . . | 94                  | 99           | 93              | 92           |
| Public Law 313 . . . . .              | 1                   | 2            | 2               | 2            |
| Special Consultants . . . . .         | 46                  | 44           | 42              | 41           |
| Presidential Appointees . . . . .     | 4                   | 4            | 3               | 3            |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

**TABLE 87 - DEPARTMENTAL CIVILIAN STRENGTH WITH VETERANS STATUS  
(INCLUDING 10 POINT PREFERENCE) BY SEX - FY 1952**

| Personnel                        | September<br>(1951) |            | December     |            | March<br>(1952) |            | June         |            |
|----------------------------------|---------------------|------------|--------------|------------|-----------------|------------|--------------|------------|
|                                  | Number              | 10 Point   | Number       | 10 Point   | Number          | 10 Point   | Number       | 10 Point   |
| <u>Total</u> . . . . .           | <u>1,361</u>        | <u>183</u> | <u>1,413</u> | <u>191</u> | <u>1,440</u>    | <u>200</u> | <u>1,395</u> | <u>188</u> |
| Male . . . . .                   | 1,218               | } 134 {    | 1,237        | } 144 {    | 1,292           | } 162 {    | 1,255        | } 149 {    |
| Female . . . . .                 | 94                  |            | 129          |            | 110             |            | 101          |            |
| Mothers, Widows, Wives . . . . . | 49                  | 49         | 47           | 47         | 38              | 38         | 39           | 39         |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 88 - ACCESSIONS AND SEPARATIONS OF USAF CIVILIAN PERSONNEL BY TYPE - FY 1952

(Table includes full time employees only.)

| Accession or Separation By Type                 | Total          | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
|---|----------------|---------------|----------------|---------------|----------------|
| CONTINENTAL US                                  |                |               |                |               |                |
| <u>Accessions - Total</u> . . . . .             | <u>120,772</u> | <u>37,525</u> | <u>21,101</u>  | <u>22,629</u> | <u>39,517</u>  |
| Original Probational Appointment . . . . .      | 478            | 272           | 82             | 22            | 102            |
| Excepted Appointment . . . . .                  | 1,102          | 304           | 207            | 201           | 390            |
| Reemployed After Military Service . . . . .     | 1,540          | 295           | 439            | 381           | 425            |
| Appointment and Reemployment . . . . .          | 12,027         | 12,027        | -              | -             | -              |
| Temporary Appointment . . . . .                 | 7,137          | 1,442         | 1,236          | 1,067         | 3,392          |
| Indefinite Appointment . . . . .                | 94,540         | 22,575        | 18,682         | 19,904        | 33,379         |
| Return to Duty from Extended LWOP . . . . .     | 1,310          | 273           | 298            | 383           | 356            |
| Transfers from Other Federal Agencies . . . . . | 2,638          | 337           | 157            | 671           | 1,473          |
| <u>Separations - Total</u> . . . . .            | <u>78,857</u>  | <u>25,216</u> | <u>16,722</u>  | <u>17,412</u> | <u>19,507</u>  |
| Resignations . . . . .                          | 60,573         | 19,660        | 12,765         | 12,922        | 15,226         |
| Separation for Military Service . . . . .       | 3,063          | 926           | 720            | 886           | 531            |
| Reduction in Force . . . . .                    | 715            | 137           | 182            | 248           | 148            |
| Discharges . . . . .                            | 3,441          | 707           | 780            | 972           | 982            |
| Retirement, Death, Legal Incompetence . . . . . | 1,386          | 262           | 305            | 388           | 431            |
| Termination . . . . .                           | 5,061          | 2,414         | 1,068          | 716           | 863            |
| Extended LWOP, Purlough, Suspension . . . . .   | 2,492          | 686           | 582            | 585           | 639            |
| Transfers to Other Federal Agencies . . . . .   | 2,092          | 390           | 320            | 695           | 687            |
| Termination, Displacement . . . . .             | 34             | 34            | -              | -             | -              |
| Net Change . . . . .                            | <u>41,915</u>  | <u>12,309</u> | <u>4,379</u>   | <u>5,217</u>  | <u>20,010</u>  |
| OVERSEAS  |                |               |                |               |                |
| <u>Accessions - Total</u> . . . . .             | <u>23,207</u>  | <u>4,750</u>  | <u>6,470</u>   | <u>5,897</u>  | <u>6,090</u>   |
| <u>Separations - Total</u> . . . . .            | <u>17,270</u>  | <u>4,474</u>  | <u>3,735</u>   | <u>4,230</u>  | <u>4,831</u>   |
| Net Change . . . . .                            | <u>5,937</u>   | <u>276</u>    | <u>2,735</u>   | <u>1,667</u>  | <u>1,259</u>   |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 89 - PROMOTIONS AND DEMOTIONS OF CIVILIAN PERSONNEL BY VETERAN AND NON-VETERAN STATUS, BY COMMAND - CONTINENTAL US - FY 1952

| Command   | JUL (1951) | AUG   | SEP   | OCT    | NOV   | DEC   | JAN (1952) | FEB   | MAR   | APR   | MAY   | JUN   |
|---|------------|-------|-------|--------|-------|-------|------------|-------|-------|-------|-------|-------|
| PROMOTIONS  |            |       |       |        |       |       |            |       |       |       |       |       |
| <u>CONTINENTAL US - Total</u> . . .                       | 7,865      | 9,263 | 9,219 | 10,217 | 6,670 | 7,216 | 5,398      | 6,451 | 8,124 | 8,000 | 7,916 | 8,331 |
| With Preference . . . . .                                 | 3,761      | 4,483 | 4,212 | 4,374  | 2,888 | 3,141 | 2,508      | 2,984 | 3,717 | 3,669 | 3,807 | 3,967 |
| Without Preference . . . . .                              | 4,104      | 4,780 | 5,007 | 5,843  | 3,782 | 4,075 | 2,890      | 3,467 | 4,407 | 4,331 | 4,109 | 4,364 |
| <u>Air Defense Command - Total</u> . . .                  | 187        | 1,091 | 40    | 31     | 28    | 30    | 39         | 20    | 77    | 85    | 41    | 30    |
| With Preference . . . . .                                 | 74         | 612   | 19    | 7      | 8     | 11    | 16         | 7     | 21    | 33    | 16    | 15    |
| Without Preference . . . . .                              | 113        | 479   | 21    | 24     | 20    | 19    | 23         | 13    | 56    | 52    | 25    | 15    |
| <u>AF Finance Division - Total</u> . . .                  | 73         | 59    | 77    | 77     | 121   | 747   | 151        | 63    | 225   | 190   | 170   | 158   |
| With Preference . . . . .                                 | 40         | 19    | 35    | 23     | 26    | 212   | 35         | 14    | 53    | 56    | 58    | 47    |
| Without Preference . . . . .                              | 33         | 40    | 42    | 54     | 95    | 535   | 116        | 49    | 172   | 134   | 112   | 111   |
| <u>Air Materiel Command - Total</u> . . .                 | 5,154      | 6,032 | 6,826 | 6,620  | 4,433 | 4,565 | 3,365      | 4,672 | 5,636 | 5,499 | 5,350 | 5,561 |
| With Preference . . . . .                                 | 2,549      | 2,835 | 3,228 | 3,014  | 1,931 | 2,115 | 1,563      | 2,179 | 2,590 | 2,561 | 2,659 | 2,766 |
| Without Preference . . . . .                              | 2,605      | 3,197 | 3,598 | 3,606  | 2,502 | 2,450 | 1,802      | 2,500 | 3,046 | 2,938 | 2,691 | 2,795 |
| <u>Air Pictorial Service - Total</u> . . .                | -          | -     | -     | 1      | -     | 2     | 1          | -     | 1     | a/    | a/    | a/    |
| With Preference . . . . .                                 | -          | -     | -     | -      | -     | -     | -          | -     | -     | a/    | a/    | a/    |
| Without Preference . . . . .                              | -          | -     | -     | 1      | -     | 2     | 1          | -     | 1     | a/    | a/    | a/    |
| <u>Air Proving Ground - Total</u> . . .                   | 39         | 64    | 107   | 78     | 67    | 54    | 60         | 20    | 41    | 29    | 40    | 47    |
| With Preference . . . . .                                 | 8          | 36    | 26    | 35     | 30    | 24    | 26         | 9     | 16    | 11    | 12    | 21    |
| Without Preference . . . . .                              | 31         | 28    | 81    | 43     | 37    | 30    | 34         | 11    | 25    | 18    | 28    | 26    |
| <u>Air Research and Development Command - Total</u> . . . | 721        | 506   | 45    | 769    | 431   | 409   | 434        | 503   | 234   | 297   | 742   | 602   |
| With Preference . . . . .                                 | 376        | 270   | 8     | 408    | 203   | 221   | 226        | 259   | 109   | 158   | 397   | 281   |
| Without Preference . . . . .                              | 345        | 236   | 37    | 361    | 228   | 188   | 208        | 244   | 125   | 139   | 345   | 321   |
| <u>Air Training Command - Total</u> . . .                 | 673        | 815   | 1,040 | 1,035  | 647   | 771   | 598        | 432   | 963   | 973   | 753   | 814   |
| With Preference . . . . .                                 | 316        | 422   | 464   | 531    | 327   | 346   | 283        | 205   | 504   | 506   | 348   | 407   |
| Without Preference . . . . .                              | 357        | 393   | 576   | 504    | 320   | 425   | 315        | 227   | 459   | 467   | 405   | 407   |
| <u>Air University - Total</u> . . . . .                   | 38         | 31    | -     | 14     | 49    | -     | 11         | 2     | 85    | 36    | 19    | 101   |
| With Preference . . . . .                                 | 12         | 3     | -     | 6      | 10    | -     | 4          | 1     | 86    | 6     | 8     | 24    |
| Without Preference . . . . .                              | 26         | 28    | -     | 8      | 39    | -     | 7          | 1     | 5     | 30    | 11    | 77    |
| <u>Continental Air Command - Total</u> . . .              | 144        | 254   | 187   | 558    | 202   | 134   | 239        | 123   | 162   | 155   | 150   | 180   |
| With Preference . . . . .                                 | 51         | 98    | 78    | 106    | 52    | 37    | 133        | 40    | 58    | 50    | 48    | 84    |
| Without Preference . . . . .                              | 93         | 156   | 109   | 452    | 150   | 97    | 106        | 83    | 104   | 105   | 102   | 96    |
| <u>Headquarters Command, USAF - Total</u> . . .           | 87         | 4     | 19    | 132    | 17    | 9     | 1          | 3     | 4     | 13    | -     | 14    |
| With Preference . . . . .                                 | 36         | 2     | 7     | 47     | 2     | 2     | -          | -     | -     | 12    | -     | 3     |
| Without Preference . . . . .                              | 51         | 2     | 12    | 85     | 15    | 7     | 1          | 3     | 4     | 1     | -     | 11    |
| <u>Headquarters, USAF - Total</u> . . . . .               | 214        | 112   | 157   | 291    | 88    | 65    | 105        | 170   | 103   | 174   | 141   | 199   |
| With Preference . . . . .                                 | 61         | 31    | 44    | 86     | 16    | 10    | 43         | 45    | 33    | 48    | 46    | 43    |
| Without Preference . . . . .                              | 153        | 81    | 113   | 205    | 72    | 55    | 62         | 125   | 70    | 126   | 95    | 156   |
| <u>Military Air Transport Service Total</u> . . . . .     | 137        | 26    | 76    | 81     | 114   | 126   | 46         | 81    | 114   | 138   | 174   | 305   |
| With Preference . . . . .                                 | 74         | 9     | 10    | 41     | 47    | 44    | 22         | 39    | 37    | 68    | 72    | 149   |
| Without Preference . . . . .                              | 63         | 17    | 66    | 37     | 67    | 82    | 24         | 42    | 77    | 70    | 102   | 156   |
| <u>Special Weapons Command - Total</u> . . .              | 32         | -     | 24    | -      | -     | -     | -          | 1     | 1     | b/    | b/    | b/    |
| With Preference . . . . .                                 | 21         | -     | 2     | -      | -     | -     | -          | 1     | 1     | b/    | b/    | b/    |
| Without Preference . . . . .                              | 11         | -     | 22    | -      | -     | -     | -          | -     | -     | b/    | b/    | b/    |
| <u>Strategic Air Command - Total</u> . . .                | 214        | 182   | 354   | 257    | 207   | 216   | 173        | 154   | 263   | 233   | 166   | 208   |
| With Preference . . . . .                                 | 86         | 79    | 142   | 116    | 81    | 88    | 73         | 70    | 106   | 95    | 66    | 82    |
| Without Preference . . . . .                              | 128        | 103   | 212   | 141    | 126   | 128   | 100        | 84    | 157   | 138   | 100   | 126   |
| <u>Tactical Air Command - Total</u> . . . . .             | 114        | 87    | 259   | 271    | 266   | 88    | 175        | 200   | 215   | 177   | 170   | 111   |
| With Preference . . . . .                                 | 46         | 67    | 145   | 151    | 155   | 31    | 84         | 115   | 109   | 74    | 77    | 44    |
| Without Preference . . . . .                              | 68         | 20    | 114   | 120    | 111   | 57    | 91         | 85    | 106   | 103   | 93    | 67    |
| <u>USAF Security Service - Total</u> . . . . .            | 38         | -     | 8     | 2      | -     | -     | -          | -     | -     | 1     | -     | 1     |
| With Preference . . . . .                                 | 11         | -     | 4     | -      | -     | -     | -          | -     | -     | 1     | -     | -     |
| Without Preference . . . . .                              | 27         | -     | 4     | 2      | -     | -     | -          | -     | -     | -     | -     | -     |

(Continued)

TABLE 89 - PROMOTIONS AND DEMOTIONS OF CIVILIAN PERSONNEL BY VETERAN AND NON-VETERAN STATUS, BY COMMAND - CONTINENTAL US, FY 1952 - CONTINUED

| Command   | JUL (1951) | AUG | SEP   | OCT | NOV | DEC | JAN (1952) | FEB | MAR | APR | MAY | JUN |
|---|------------|-----|-------|-----|-----|-----|------------|-----|-----|-----|-----|-----|
| DEMOTIONS   |            |     |       |     |     |     |            |     |     |     |     |     |
| <u>CONTINENTAL US - Total</u> . . . . .                       | 455        | 653 | 1,017 | 501 | 400 | 351 | 450        | 406 | 707 | 593 | 491 | 721 |
| With Preference . . . . .                                     | 290        | 484 | 804   | 238 | 207 | 169 | 232        | 191 | 303 | 261 | 200 | 303 |
| Without Preference . . . . .                                  | 165        | 189 | 513   | 263 | 193 | 182 | 218        | 215 | 404 | 332 | 291 | 406 |
| <u>Air Defense Command - Total</u> . . . . .                  | 10         | 14  | 4     | 55  | 6   | 4   | 4          | 2   | 12  | 19  | 11  | 14  |
| With Preference . . . . .                                     | 5          | 4   | 3     | 25  | 3   | 1   | 2          | 1   | 6   | 10  | 3   | 5   |
| Without Preference . . . . .                                  | 5          | 10  | 1     | 30  | 3   | 3   | 2          | 1   | 6   | 9   | 8   | 9   |
| <u>AF Finance Division - Total</u> . . . . .                  | -          | 5   | 2     | 4   | 1   | 6   | 3          | 4   | 13  | 7   | 4   | 2   |
| With Preference . . . . .                                     | -          | 4   | -     | -   | -   | 3   | -          | 1   | 4   | 4   | 2   | -   |
| Without Preference . . . . .                                  | -          | 1   | 2     | 4   | 1   | 3   | 3          | 3   | 9   | 3   | 2   | 1   |
| <u>Air Materiel Command - Total</u> . . . . .                 | 365        | 247 | 438   | 204 | 232 | 179 | 270        | 281 | 389 | 300 | 284 | 468 |
| With Preference . . . . .                                     | 246        | 150 | 243   | 95  | 149 | 85  | 139        | 136 | 163 | 128 | 109 | 204 |
| Without Preference . . . . .                                  | 119        | 97  | 195   | 109 | 83  | 94  | 131        | 145 | 226 | 172 | 175 | 264 |
| <u>Air Pictorial Service - Total</u> . . . . .                | -          | -   | -     | -   | 1   | -   | -          | -   | -   | a/  | a/  | a/  |
| With Preference . . . . .                                     | -          | -   | -     | -   | -   | -   | -          | -   | -   | a/  | a/  | a/  |
| Without Preference . . . . .                                  | -          | -   | -     | -   | 1   | -   | -          | -   | -   | a/  | a/  | a/  |
| <u>Air Proving Ground - Total</u> . . . . .                   | 1          | 4   | 5     | 2   | 4   | 6   | 2          | 1   | 4   | 3   | 7   | 3   |
| With Preference . . . . .                                     | 1          | 1   | 2     | 1   | 1   | 2   | 1          | 1   | 1   | -   | 3   | 1   |
| Without Preference . . . . .                                  | -          | 4   | 3     | 1   | 3   | 4   | 1          | -   | 4   | 3   | 4   | 2   |
| <u>Air Research and Development Command - Total</u> . . . . . | 6          | 18  | 10    | 29  | 19  | 21  | 31         | 16  | 6   | 2   | 32  | 38  |
| With Preference . . . . .                                     | 2          | 12  | 4     | 19  | 8   | 16  | 19         | 12  | 5   | -   | 15  | 22  |
| Without Preference . . . . .                                  | 4          | 6   | 6     | 10  | 11  | 5   | 12         | 4   | 1   | -   | 17  | 16  |
| <u>Air Training Command - Total</u> . . . . .                 | 33         | 318 | 425   | 100 | 33  | 46  | 45         | 36  | 134 | 130 | 63  | 87  |
| With Preference . . . . .                                     | 21         | 278 | 159   | 58  | 9   | 22  | 17         | 8   | 59  | 53  | 32  | 32  |
| Without Preference . . . . .                                  | 12         | 40  | 266   | 42  | 24  | 24  | 28         | 28  | 75  | 77  | 31  | 55  |
| <u>Air University - Total</u> . . . . .                       | 3          | -   | -     | -   | 2   | -   | -          | -   | -   | 4   | 6   | 2   |
| With Preference . . . . .                                     | -          | -   | -     | -   | -   | -   | -          | -   | -   | 2   | 3   | -   |
| Without Preference . . . . .                                  | 3          | -   | -     | -   | 2   | -   | -          | -   | -   | 2   | 3   | -   |
| <u>Continental Air Command - Total</u> . . . . .              | 5          | 6   | 75    | 30  | 16  | 36  | 8          | 14  | 52  | 21  | 21  | 47  |
| With Preference . . . . .                                     | 1          | 2   | 64    | 14  | 4   | 13  | 3          | 4   | 28  | 8   | 4   | 20  |
| Without Preference . . . . .                                  | 4          | 4   | 11    | 16  | 12  | 23  | 5          | 10  | 24  | 13  | 17  | 27  |
| <u>Headquarters Command, USAF - Total</u> . . . . .           | 1          | 2   | -     | 10  | 1   | 2   | 2          | -   | 1   | 4   | 1   | 3   |
| With Preference . . . . .                                     | -          | -   | -     | 2   | -   | -   | -          | -   | -   | 2   | -   | 1   |
| Without Preference . . . . .                                  | 1          | 2   | -     | 8   | 1   | 2   | 2          | -   | 1   | 2   | 1   | 2   |
| <u>Headquarters, USAF - Total</u> . . . . .                   | 1          | 7   | 2     | 11  | 2   | -   | -          | 3   | 4   | 7   | 2   | 3   |
| With Preference . . . . .                                     | -          | -   | -     | 2   | -   | -   | -          | -   | -   | 2   | 1   | 1   |
| Without Preference . . . . .                                  | 1          | 7   | 2     | 9   | 2   | -   | -          | 3   | 4   | 5   | 1   | 2   |
| <u>Military Air Transport Service - Total</u> . . . . .       | 7          | 4   | 3     | 9   | 22  | 7   | 17         | 12  | 13  | 27  | 17  | 10  |
| With Preference . . . . .                                     | -          | 1   | 1     | 5   | 9   | 4   | 12         | 5   | 4   | 10  | 6   | 4   |
| Without Preference . . . . .                                  | 7          | 4   | 2     | 4   | 13  | 2   | 5          | 7   | 9   | 17  | 11  | 6   |
| <u>Special Weapons Command - Total</u> . . . . .              | -          | -   | 2     | 1   | -   | -   | -          | -   | -   | b/  | b/  | b/  |
| With Preference . . . . .                                     | -          | -   | 1     | -   | -   | -   | -          | -   | -   | b/  | b/  | b/  |
| Without Preference . . . . .                                  | -          | -   | 1     | 1   | -   | -   | -          | -   | -   | b/  | b/  | b/  |
| <u>Strategic Air Command - Total</u> . . . . .                | 11         | 23  | 29    | 31  | 50  | 25  | 49         | 24  | 66  | 60  | 25  | 29  |
| With Preference . . . . .                                     | 10         | 10  | 14    | 13  | 19  | 9   | 31         | 14  | 25  | 36  | 16  | 12  |
| Without Preference . . . . .                                  | 1          | 13  | 15    | 18  | 31  | 16  | 18         | 10  | 41  | 24  | 9   | 17  |
| <u>Tactical Air Command - Total</u> . . . . .                 | 12         | 5   | 20    | 14  | 11  | 17  | 18         | 13  | 13  | 9   | 11  | 5   |
| With Preference . . . . .                                     | 4          | 4   | 12    | 4   | 5   | 11  | 8          | 9   | 9   | 4   | 6   | 1   |
| Without Preference . . . . .                                  | 8          | 1   | 8     | 10  | 6   | 6   | 10         | 4   | 4   | 5   | 5   | 4   |
| <u>USAF Security Service - Total</u> . . . . .                | -          | -   | 2     | 1   | -   | -   | 1          | -   | -   | -   | -   | -   |
| With Preference . . . . .                                     | -          | -   | 1     | -   | -   | -   | -          | -   | -   | -   | -   | -   |
| Without Preference . . . . .                                  | -          | -   | 1     | 1   | -   | -   | 1          | -   | -   | -   | -   | -   |

b/ Air Pictorial Service was redesignated Air Photo and Charting Service and reassigned to Military Air Transport Service, 16 April 1952.  
 b/ Special Weapons Command was terminated as a major command, redesignated Special Weapons Center; and assigned to Air Research and Development Command, 1 April 1952.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 90 - USAF CIVILIAN INCENTIVE AWARDS PROGRAM - FY 1952

(Authority for Suggestion and Honorary Awards is Public Law 600, 79th Congress. Authority for superior accomplishment Pay Increase Program is Title VII, Classification Act, 1949. The savings are estimated for the first year following adoption of Suggestions. Data on a monthly basis as reported in previous issues of the "USAF Statistical Digest" are not available.

| Command                                 | Suggestion Program         |                           |                        | Estimated First Year Net Savings | Award Program                                  |  |                                   |
|---|----------------------------|---------------------------|------------------------|----------------------------------|--|--|-----------------------------------|
|   | Suggestions Received<br>a/ | Suggestions Adopted<br>a/ | Cash Awards Paid<br>a/ |                                  | Superior Accomplishment Pay Increases Approved | Exceptional Decorations Approved<br>b/ | Meritorious Awards Approved<br>c/ |
| <u>USAF - Total</u> . . . . .           | <u>26,063</u>              | <u>4,991</u>              | <u>\$224,263.82</u>    | <u>\$6,649,183.61</u>            | <u>123</u>                                     | <u>10</u>                              | <u>68</u>                         |
| <u>Continental US - Total</u> . . . . . | <u>25,076</u>              | <u>4,880</u>              | <u>221,224.79</u>      | <u>6,572,609.10</u>              | <u>117</u>                                     | <u>7</u>                               | <u>62</u>                         |
| Air Defense Command . . . . .           | 307                        | 39                        | 1,361.80               | 25,130.30                        | 1  | -                                      | 1                                 |
| AF Finance Division . . . . .           | 191                        | 7                         | 55.00                  | 861.48                           | -  | -                                      | -                                 |
| Air Materiel Command . . . . .          | 18,937                     | 3,850                     | 176,654.65             | 5,252,017.48                     | 40   | 1                                      | 31                                |
| Air Proving Ground . . . . .            | 163                        | 31                        | 1,785.18               | 115,723.60                       | 1  | -                                      | -                                 |
| Air Research & Development Command      | 1,739                      | 163                       | 5,436.57               | 124,201.08                       | 8  | -                                      | 3                                 |
| Air Training Command . . . . .          | 2,304                      | 514                       | 18,012.96              | 415,248.95                       | 14   | 1                                      | 4                                 |
| Air University . . . . .                | 29                         | 4                         | 535.00                 | 35,732.25                        | -  | -                                      | 7                                 |
| Continental Air Command . . . . .       | 135                        | 17                        | 691.32                 | 18,784.16                        | 2  | -                                      | -                                 |
| Headquarters Command, USAF . . . . .    | 106                        | 15                        | 434.88                 | 8,086.84                         | 3  | -                                      | 4                                 |
| Headquarters, USAF . . . . .            | 133                        | 7                         | 1,315.00               | 15,615.86                        | 30   | 2                                      | 7                                 |
| Military Air Transport Service . .      | 431                        | 78                        | 2,168.15               | 40,371.45                        | 1  | 3                                      | -                                 |
| Strategic Air Command . . . . .         | 451                        | 126                       | 10,619.63              | 424,779.05                       | 16   | -                                      | 5                                 |
| Tactical Air Command . . . . .          | 127                        | 29                        | 2,154.65               | 96,056.60                        | 1  | -                                      | -                                 |
| USAF Security Service d/ . . . . .      | 23                         | -                         | -                      | -                                | -  | -                                      | -                                 |
| <u>Overseas - Total</u>                 | <u>987</u>                 | <u>111</u>                | <u>3,039.03</u>        | <u>76,574.51</u>                 | <u>6</u>                                       | <u>3</u>                               | <u>6</u>                          |
| Alaskan Air Command . . . . .           | 44                         | 5                         | 350.00                 | 6,282.00                         | 2  | -                                      | -                                 |
| Caribbean Air Command . . . . .         | 43                         | 4                         | 145.00                 | 6,608.51                         | 2  | -                                      | -                                 |
| Far East Air Forces d/ . . . . .        | 133                        | 12                        | 329.53                 | 9,561.00                         | 1  | 3                                      | 5                                 |
| Northeast Air Command . . . . .         | 71                         | 5                         | 262.50                 | 66.00                            | 1  | -                                      | 1                                 |
| US Air Forces, Europe . . . . .         | 696                        | 85                        | 1,952.00               | 54,057.00                        | -  | -                                      | -                                 |

a/ Many suggestions pertaining to safety, morale, health, etc., which cannot be evaluated in terms of monetary savings, are included.

b/ Awarded by the Secretary of the Air Force.

c/ Awarded by the Chief of Staff USAF or the Commander of a major air command.

d/ Statistics for this command are for the period, 1 January 1952 to 30 June 1952, only, except for the Exceptional Decorations Approved column.

Source: Placement and Employee Relations Division, Directorate of Civilian Personnel, Headquarters, USAF.

TABLE 91 - AIR FORCE AID SOCIETY SUMMARIES - FY 1952

(Air Force Aid Society, a civilian corporation, was chartered under the laws of District of Columbia, 9 March 1952. On 1 March 1946 the Air Force Aid Society was authorized to begin operations as the official emergency relief organization of the Air Force (See AFR 166-1, dated 5 October 1948). The mission of the Society is to better the morale and welfare of the Air Force Personnel by rendering emergency financial assistance in the form of non-interest bearing loans or cash grants.)

| Activity   | Fiscal Year 1952 | 1 March 1946<br>Through<br>30 June 1952 |
|--|------------------|---|
| <u>Excess Receipts over Disbursements a/</u> . . . . . | \$ 349,286       | \$ 627,843                              |
| <u>Receipts - Total</u> . . . . .                      | 2,622,557        | 6,983,936                               |
| Memberships and Donations b/ . . . . .                 | 769,331          | 2,164,099                               |
| Memorials . . . . .                                    | 1,940            | 5,603                                   |
| Fund Raising Activities . . . . .                      | 194,475          | 394,820                                 |
| Loan Repayments . . . . .                              | 1,656,811        | 4,419,414                               |
| <u>Disbursements - Total</u> . . . . .                 | 2,273,271        | 6,356,093                               |
| Operating Expenses of Field Units . . . . .            | 22,651           | 43,595                                  |
| Grants . . . . .                                       | 131,887          | 485,609                                 |
| Loans . . . . .  | 2,118,733        | 5,826,889                               |
| <u>Number of Cases Assisted - Total</u> . . . . .      | 33,837           | 97,242                                  |
| Number of Loans Made . . . . .                         | 32,903           | 93,931                                  |
| Number of Grants Made . . . . .                        | 934              | 3,311                                   |

a/ Of this amount \$515,259 remained in the field for operating expenses.

b/ This includes donations to the General Henry H. Arnold Educational Fund.

Note: The total amount of loans outstanding on June 30, 1952 was \$1,052,397.02. During the period March 1, 1946 to June 30, 1952, a total of \$355,078.21 has been written off as uncollectible due to the fact that the loans should have been originally a grant or due to the death of the borrower.

Source: Headquarters Unit, Air Force Aid Society, Headquarters USAF

TABLE 92 - SUMMARY OF USAF CIVILIAN RETIREMENT FUND TRANSACTIONS,  
WORLDWIDE - AS OF 31 DEC 1952

(Civilian Retirement Fund Transactions are reported only on a Calendar Year basis.)

| Summary Nomenclature                           | Calendar Year<br>1952 |
|--|-----------------------|
| Current Year Deductions . . . . .              | \$ 33,877,094.34      |
| Year-end Total Retirement Deductions . . . . . | 130,556,139.27        |
| Year-end of Active Accounts . . . . .          | 142,041.00            |

Source: Standards Division, Director of Civilian Personnel, Deputy Chief of Staff, Personnel, Headquarters USAF

TABLE 93 - USAF CIVILIAN EMPLOYEE TRAINING BY AREA OF TRAINING  
IN CONTINENTAL US - FY 1952

(Table below shows the training received by civilian employees of the Air Force in the Continental United States during FY 1952. Man-hours of "On-the-Job" and "Off-the-Job" training are shown for each area of training. The total course completions for civilian employees in the Continental United States are shown for the same period. A course completion refers to one course satisfactorily completed by an employee. Only those employees who satisfactorily completed the courses in which they were enrolled are included.)

| Area of Training                           | Number of Course Completions | Per Cent of Total Completions | Total Trainee Hours | On-the-Job              |  | Off-the-Job             |   |
|--|------------------------------|-------------------------------|---------------------|-------------------------|--|-------------------------|---|
|  |                              |                               |                     | Number of Trainee Hours | Per Cent of Total Trainee Hours in Areas | Number of Trainee Hours | Per Cent of Total Trainee Hours in Area |
| 1 Jul 1951 through 31 Dec 1951             |                              |                               |                     |                         |  |                         |   |
| <u>Total</u> . . . . .                     | <u>256,427</u>               | <u>100.0</u>                  | <u>4,786,279</u>    | <u>2,297,608</u>        | <u>48.0</u>                              | <u>2,488,671</u>        | <u>52.0</u>                             |
| Apprentice . . . . .                       | 140                          | -                             | 203,477             | 79,834                  | 39.2                                     | 123,643                 | 60.8                                    |
| Clerical . . . . .                         | 13,367                       | 5.2                           | 419,010             | 191,578                 | 45.7                                     | 227,432                 | 54.3                                    |
| Inspecting and Testing . . . . .           | 2,135                        | 0.8                           | 75,302              | 37,279                  | 49.5                                     | 38,023                  | 50.5                                    |
| Orientation . . . . .                      | 73,313                       | 28.8                          | 178,473             | 15,068                  | 9.4                                      | 163,405                 | 90.6                                    |
| Protective and Personal Services . . . . . | 40,315                       | 15.7                          | 514,263             | 286,185                 | 55.6                                     | 228,078                 | 44.4                                    |
| Safety and Health . . . . .                | 62,586                       | 24.4                          | 119,981             | 24,139                  | 20.1                                     | 95,842                  | 79.9                                    |
| Semi-Skilled and Unskilled . . . . .       | 11,181                       | 4.4                           | 160,705             | 15,466                  | 9.6                                      | 145,239                 | 90.4                                    |
| Skilled Trades . . . . .                   | 18,789                       | 7.3                           | 1,655,846           | 878,278                 | 53.1                                     | 777,568                 | 46.9                                    |
| Supervision and Management . . . . .       | 20,014                       | 7.8                           | 303,794             | 36,962                  | 12.2                                     | 266,832                 | 87.8                                    |
| Supply . . . . .                           | 10,334                       | 4.1                           | 354,045             | 224,167                 | 63.3                                     | 129,878                 | 36.7                                    |
| Technical, Scientific and Professional     | 3,853                        | 1.5                           | 801,383             | 508,652                 | 63.5                                     | 292,731                 | 36.5                                    |
| 1 Jan 1952 through 30 Jun 1952             |                              |                               |                     |                         |  |                         |   |
| <u>Total</u> . . . . .                     | <u>229,806</u>               | <u>100.0</u>                  | <u>5,429,227</u>    | <u>2,684,772</u>        | <u>49.5</u>                              | <u>2,744,455</u>        | <u>70.5</u>                             |
| Apprentice . . . . .                       | 125                          | -                             | 221,443             | 75,713                  | 34.2                                     | 145,730                 | 65.8                                    |
| Clerical . . . . .                         | 10,108                       | 4.4                           | 303,216             | 131,223                 | 43.3                                     | 171,993                 | 56.7                                    |
| Inspecting and Testing . . . . .           | 5,196                        | 2.3                           | 264,418             | 114,970                 | 43.5                                     | 149,448                 | 56.5                                    |
| Orientation . . . . .                      | 58,672                       | 25.5                          | 169,220             | 11,398                  | 6.7                                      | 157,822                 | 93.3                                    |
| Protective and Personal Services . . . . . | 20,290                       | 8.8                           | 613,468             | 474,713                 | 77.4                                     | 138,755                 | 22.6                                    |
| Safety and Health . . . . .                | 40,627                       | 17.7                          | 116,298             | 23,667                  | 20.7                                     | 92,631                  | 79.3                                    |
| Semi-Skilled and Unskilled . . . . .       | 11,271                       | 4.9                           | 164,118             | 28,614                  | 17.4                                     | 135,504                 | 82.6                                    |
| Skilled Trades . . . . .                   | 22,686                       | 9.9                           | 2,010,383           | 1,184,543               | 58.9                                     | 825,840                 | 41.1                                    |
| Supervision and Management . . . . .       | 40,570                       | 17.7                          | 447,451             | 44,034                  | 9.8                                      | 403,417                 | 90.2                                    |
| Supply . . . . .                           | 10,176                       | 4.4                           | 423,282             | 296,757                 | 70.1                                     | 126,525                 | 29.9                                    |
| Technical, Scientific, and Professional    | 10,085                       | 4.4                           | 695,930             | 299,140                 | 43.0                                     | 396,790                 | 57.0                                    |

Source: Career Planning and Training Division, Office, Director of Personnel







**Medical**

**Part XVI**



## MEDICAL

### DEFINITIONS

#### ACTIVE DUTY MILITARY PERSONNEL

Consists of all military personnel who are on extended active duty. Excluded are military personnel who are on short tours of duty.

#### ADMISSION RATES

Include all patients admitted to a hospital, infirmary, dispensary, or quarters and who are on an "Excused-from-duty status" (i. e., not returned to duty before midnight of the date of admission). A patient admitted from a duty status to a medical facility is only counted once toward the admission rate. Patients admitted by transfer from another medical facility are not included.

#### ADMISSIONS TO HOSPITALS AND INFIRMARIES

Include all patients excused from duty for treatment and/or observation, and patients transferred to the reporting medical facility from another medical facility.

#### AVERAGE OCCUPIED BEDS

Represents the average daily number of patients occupying beds in hospitals and infirmaries during a four or five week reporting period.

#### AVERAGE STRENGTH SERVED

Includes not only those U. S. active duty military personnel for whom a base holds sick call, but also those U. S. active duty military personnel reporting elsewhere (Dispensaries) for sick call but attached to the base for in-patient care.

#### COMPLETE PHYSICAL EXAMINATIONS

Include only routine physical examinations performed in accordance with USAF directives and recorded on the report of medical examinations (Standard Form 88); physical inspections of food handlers or barbers are not included nor are examinations for personnel reporting sick.

#### FULL TIME EQUIVALENT PERSONNEL

Are total assigned and attached personnel converted into actual full-time strength; for example, 10 individuals employed on a full-time basis and 4 individuals employed on a half-time basis, are considered to be 12 full-time equivalents.

#### NONEFFECTIVE RATES

A measure of the number of men per thousand average strength who are noneffective due to medical causes on an average day during the specified period.

$$\text{The basic equation for the noneffective rate is:}$$
$$\frac{\text{days lost} \times 1000}{\text{average strength} \times \text{days in period}} = \text{noneffective rate}$$

#### OPERATING BEDS

Those medical treatment facility beds which are currently set up and in all respect ready for the care of patients, and with which the facility is staffed and equipped to operate. Bassinets and dispensary beds are not included.

#### OUTPATIENT TREATMENTS

An outpatient who presents himself for medical advice or treatment at a medical facility, is counted as one outpatient treatment each time he reports to anyone of the clinic or departments; consequently, more than one treatment may be reported for each visit.

#### OUTPATIENT VISITS

A visit is counted for each patient (not excused from duty) who on a given day presents himself for either medical advice or treatment. On any given day, only one visit is counted regardless of the number of times the patient is seen; when the patient is seen on multiple days, one visit is counted for each day. Patients reporting for prescribed examinations and immunizations are not counted as a visit.

#### SPECIFIED PERIODIC EXAMINATIONS OR TESTS

Are those examinations or tests administered to personnel, military or civilian, exposed to industrial-type hazards. Also includes examinations of food handlers, barbers, etc.

TABLE 1 - WORLDWIDE ADMISSION RATES OF USAF PERSONNEL - FY 1950 THROUGH FY 1952

(Data represents admissions from duty, treated at any medical facility, computed monthly as admissions-per-year per 1000 average strength.)

| Diagnostic Category<br>By Fiscal Year | Fiscal<br>Year | Jul<br>(1951) | Aug | Sep | Oct | Nov | Dec | Jan<br>(1952) | Feb | Mar | Apr | May | Jun |
|---------------------------------------|----------------|---------------|-----|-----|-----|-----|-----|---------------|-----|-----|-----|-----|-----|
| <b>All Causes a/</b>                  |                |               |     |     |     |     |     |               |     |     |     |     |     |
| 1950 . . . . .                        | 343            | 349           | 342 | 316 | 330 | 301 | 284 | 394           | 422 | 405 | 346 | 326 | 315 |
| 1951 . . . . .                        | 408            | 313           | 348 | 322 | 316 | 330 | 339 | 503           | 661 | 539 | 443 | 372 | 346 |
| 1952 . . . . .                        | 341            | 335           | 334 | 330 | 326 | 317 | 296 | 379           | 405 | 402 | 343 | 318 | 297 |
| <b>Disease</b>                        |                |               |     |     |     |     |     |               |     |     |     |     |     |
| 1950 . . . . .                        | 293            | 296           | 290 | 266 | 280 | 255 | 240 | 345           | 375 | 356 | 299 | 271 | 260 |
| 1951 . . . . .                        | 360            | 262           | 291 | 270 | 266 | 278 | 294 | 453           | 617 | 494 | 397 | 324 | 298 |
| 1952 . . . . .                        | 300            | 288           | 290 | 287 | 283 | 276 | 257 | 340           | 368 | 364 | 304 | 275 | 255 |
| <b>Non-battle Injury</b>              |                |               |     |     |     |     |     |               |     |     |     |     |     |
| 1950 . . . . .                        | 50             | 53            | 52  | 50  | 50  | 46  | 44  | 49            | 47  | 49  | 47  | 55  | 55  |
| 1951 . . . . .                        | 48             | 49            | 57  | 52  | 50  | 52  | 45  | 50            | 44  | 45  | 46  | 49  | 48  |
| 1952 . . . . .                        | 41             | 47            | 44  | 43  | 43  | 41  | 39  | 39            | 37  | 38  | 39  | 43  | 42  |

a/ Includes battle casualty admissions from July 1950 thru June 1952 not separately shown below.

Source: Biometrics Division, Office of the Surgeon General, Hq USAF.

TABLE 2 - WORLDWIDE NONEFFECTIVE RATIOS OF USAF PERSONNEL - FY 1950 THROUGH FY 1952

(Data represents percent of strength not available for duty due to medical reasons, on an average day.)

| Fiscal Year    | Fiscal<br>Year | Jul<br>(1951) | Aug  | Sep  | Oct  | Nov  | Dec  | Jan<br>(1952) | Feb  | Mar  | Apr  | May  | Jun  |
|----------------|----------------|---------------|------|------|------|------|------|---------------|------|------|------|------|------|
| 1950 . . . . . | 1.61           | 1.52          | 1.50 | 1.41 | 1.49 | 1.50 | 1.46 | 1.73          | 1.84 | 1.86 | 1.70 | 1.63 | 1.63 |
| 1951 . . . . . | 1.57           | 1.67          | 1.69 | 1.57 | 1.51 | 1.50 | 1.44 | 1.83          | 1.90 | 1.60 | 1.53 | 1.45 | 1.38 |
| 1952 . . . . . | 1.46           | 1.45          | 1.46 | 1.52 | 1.49 | 1.49 | 1.25 | 1.59          | 1.58 | 1.53 | 1.43 | 1.39 | 1.36 |

Source: Biometrics Division, Office of the Surgeon General, Hq USAF.

TABLE 3 - WORLDWIDE HOSPITALIZATION RATIOS OF USAF PERSONNEL - FY 1950 THROUGH FY 1952

(Data represents percent of strength occupying hospital beds, at any medical facility, on an average day.)

| Fiscal Year    | Fiscal<br>Year | Jul<br>(1951) | Aug  | Sep  | Oct  | Nov  | Dec  | Jan<br>(1952) | Feb  | Mar  | Apr  | May  | Jun  |
|----------------|----------------|---------------|------|------|------|------|------|---------------|------|------|------|------|------|
| 1950 . . . . . | 1.32           | 1.28          | 1.26 | 1.24 | 1.29 | 1.29 | 0.90 | 1.59          | 1.56 | 1.46 | 1.44 | 1.37 | 1.31 |
| 1951 . . . . . | 1.36           | 1.38          | 1.42 | 1.32 | 1.30 | 1.26 | 1.14 | 1.64          | 1.71 | 1.40 | 1.36 | 1.30 | 1.25 |
| 1952 . . . . . | 1.24           | 1.20          | 1.25 | 1.25 | 1.27 | 1.27 | 1.17 | 1.21          | 1.34 | 1.31 | 1.24 | 1.22 | 1.15 |

Source: Biometrics Division, Office of the Surgeon General, Hq USAF.

TABLE 4 - ADMISSIONS AND NUMBER OF PATIENTS OCCUPYING BEDS, BY COMMAND AND BY TYPE OF BENEFICIARY - FY 1952

(USAF hospitals and infirmaries)

| Command                                     | Number of Admissions |                |                 | Number of Patients Occupying Beds on an Average Day |                      |            |            |              |            |                  |                 |
|---|----------------------|----------------|-----------------|---|----------------------|------------|------------|--------------|------------|------------------|-----------------|
|   | Total                | Military       | Other <u>a/</u> | Total   | Active Duty Military |            |            | Dependents   |            | VA Beneficiaries | Other <u>b/</u> |
|   |                      |                |                 |   | Air Force            | Army       | Navy       | Air Force    | Other      |                  |                 |
| <u>Worldwide - Total</u> . . . . .          | <u>411,573</u>       | <u>312,872</u> | <u>98,701</u>   | <u>10,831</u>                                       | <u>8,140</u>         | <u>941</u> | <u>113</u> | <u>1,270</u> | <u>202</u> | <u>19</u>        | <u>146</u>      |
| <u>Continental U. S. - Total</u> . . . . .  | <u>328,490</u>       | <u>245,002</u> | <u>83,488</u>   | <u>8,560</u>  | <u>6,701</u>         | <u>411</u> | <u>94</u>  | <u>1,119</u> | <u>156</u> | <u>1</u>         | <u>78</u>       |
| Strategic Air Command . . . . .             | 78,376               | 55,919         | 22,457          | 1,535   | 980                  | 153        | 42         | 303          | 39         | 0                | 18              |
| Continental Air Command . . . . .           | 6,152                | 4,393          | 1,759           | 196   | 153                  | 9          | 0          | 28           | 4          | 0                | 2               |
| Tactical Air Command . . . . .              | 14,527               | 10,640         | 3,887           | 343   | 268                  | 9          | 3          | 59           | 3          | 0                | 1               |
| Air Defense Command . . . . .               | 12,911               | 9,793          | 3,118           | 146   | 115                  | 4          | 1          | 23           | 2          | 0                | 1               |
| Military Air Transport Service . . .        | 17,551               | 14,263         | 3,288           | 307   | 229                  | 19         | 9          | 41           | 6          | 0                | 3               |
| Air Materiel Command . . . . .              | 28,654               | 19,176         | 9,478           | 711   | 490                  | 53         | 12         | 113          | 33         | 0                | 10              |
| Air Research and Development Comd <u>c/</u> | 7,321                | 4,721          | 2,600           | 149   | 97                   | 11         | 1          | 30           | 8          | 0                | 2               |
| Air Training Command . . . . .              | 138,846              | 110,706        | 28,140          | 4,358   | 3,739                | 119        | 22         | 399          | 47         | 1                | 31              |
| Headquarters Command, USAF . . . . .        | 9,595                | 6,763          | 2,832           | 155   | 102                  | 12         | 2          | 36           | 1          | 0                | 2               |
| Air Proving Ground Command . . . . .        | 7,247                | 4,398          | 2,849           | 232   | 176                  | 10         | 0          | 42           | 2          | 0                | 2               |
| Air University . . . . .                    | 7,310                | 4,230          | 3,080           | 428   | 352                  | 12         | 2          | 45           | 11         | 0                | 6               |
| <u>Overseas - Total</u> . . . . .           | <u>83,083</u>        | <u>67,870</u>  | <u>15,213</u>   | <u>2,271</u>  | <u>1,439</u>         | <u>530</u> | <u>19</u>  | <u>151</u>   | <u>46</u>  | <u>18</u>        | <u>68</u>       |
| Far East Air Forces . . . . .               | 24,444               | 21,331         | 3,113           | 954   | 589                  | 295        | 7          | 27           | 13         | 0                | 23              |
| U. S. Air Forces, Europe . . . . .          | 25,319               | 21,656         | 3,663           | 609   | 493                  | 42         | 4          | 57           | 3          | 0                | 10              |
| Military Air Transport Service . . .        | 8,103                | 6,518          | 1,585           | 114   | 69                   | 11         | 7          | 13           | 2          | 0                | 12              |
| Northeast Air Command . . . . .             | 4,012                | 2,885          | 1,127           | 95  | 70                   | 1          | 1          | 14           | 0          | 0                | 9               |
| Alaskan Air Command . . . . .               | 16,547               | 11,842         | 4,705           | 406   | 147                  | 175        | 0          | 26           | 27         | 18               | 13              |
| Strategic Air Command . . . . .             | 4,658                | 3,638          | 1,020           | 93  | 71                   | 6          | 0          | 14           | 1          | 0                | 0               |

a/ Includes Dependents, Retired, Employees, Allied Military Personnel, VA Beneficiaries, etc.

b/ Includes allied military personnel, Bureau of Employee Compensation beneficiaries, employees, etc.

c/ Includes Special Weapons Command.

Source: Biometrics Division, Directorate of Plans and Hospitalization, AFCSG

TABLE 5 - VOLUME OF SELECTED OUTPATIENT ACTIVITIES, BY COMMAND  
AND BY TYPE OF BENEFICIARY - FY 1952

| Command                          | Total     | Type of Beneficiary  |         |                 |              |         |         |                                 |             |
|----------------------------------|-----------|----------------------|---------|-----------------|--------------|---------|---------|---------------------------------|-------------|
|                                  |           | Active Duty Military |         |                 | Dependents   |         | Retired | Vets<br>Adm<br>Benef-<br>iciary | Other<br>a/ |
|                                  |           | Air<br>Force         | Army    | Navy-<br>Marine | Air<br>Force | Other   |         |                                 |             |
| <b>SUMMARY</b>                   |           |                      |         |                 |              |         |         |                                 |             |
| <b>WORLDWIDE</b>                 |           |                      |         |                 |              |         |         |                                 |             |
| Treatments                       | 9,805,974 | 5,531,678            | 251,439 | 33,628          | 2,723,053    | 147,229 | 11,364  | 245                             | 1,107,338   |
| Flight Physical Exams            | 191,527   | 177,088              | 4,060   | 538             | -            | -       | -       | -                               | 9,841       |
| Other Complete Physical Exams    | 700,502   | 505,991              | 25,115  | 1,707           | 11,425       | 492     | 98      | 69                              | 155,605     |
| Spec Periodic Exams or Tests     | 419,013   | 187,138              | 1,558   | 284             | 14,422       | 208     | 11      | 2                               | 215,390     |
| Immunizations                    | 4,802,426 | 4,059,282            | 84,524  | 15,892          | 439,755      | 39,777  | 316     | 588                             | 162,292     |
| <b>CONTINENTAL U. S.</b>         |           |                      |         |                 |              |         |         |                                 |             |
| Treatments                       | 7,463,643 | 3,978,656            | 49,433  | 12,318          | 2,370,307    | 110,076 | 11,000  | 224                             | 931,629     |
| Flight Physical Exams            | 166,815   | 154,112              | 2,968   | 173             | -            | -       | -       | -                               | 9,562       |
| Other Complete Physical Exams    | 605,321   | 462,027              | 20,161  | 1,242           | 6,265        | 194     | 94      | 9                               | 115,329     |
| Spec Periodic Exams or Tests     | 350,146   | 155,270              | 1,001   | 63              | 7,545        | 191     | 11      | 2                               | 186,063     |
| Immunizations                    | 3,886,696 | 3,427,207            | 20,160  | 4,068           | 316,926      | 26,190  | 273     | 588                             | 91,284      |
| <b>OVERSEAS</b>                  |           |                      |         |                 |              |         |         |                                 |             |
| Treatments                       | 2,342,331 | 1,553,022            | 202,006 | 21,310          | 352,746      | 37,153  | 364     | 21                              | 175,709     |
| Flight Physical Exams            | 24,712    | 22,976               | 1,092   | 365             | -            | -       | -       | -                               | 279         |
| Other Complete Physical Exams    | 95,181    | 43,964               | 4,954   | 465             | 5,160        | 298     | 4       | 60                              | 40,276      |
| Spec Periodic Exams or Tests     | 68,867    | 31,868               | 557     | 221             | 6,877        | 17      | -       | -                               | 29,327      |
| Immunizations                    | 915,730   | 632,075              | 64,364  | 11,824          | 122,829      | 13,587  | 43      | -                               | 71,008      |
| <b>CONTINENTAL U. S.</b>         |           |                      |         |                 |              |         |         |                                 |             |
| <b>Strategic Air Command</b>     |           |                      |         |                 |              |         |         |                                 |             |
| Treatments                       | 1,642,324 | 816,814              | 10,484  | 3,332           | 761,357      | 30,858  | 6,719   | 111                             | 12,649      |
| Flight Physical Exams            | 28,325    | 27,321               | 304     | 3               | -            | -       | -       | -                               | 697         |
| Other Complete Physical Exams    | 53,268    | 46,908               | 1,547   | 204             | 282          | 20      | 27      | 8                               | 4,272       |
| Spec Periodic Exams or Tests     | 23,446    | 19,126               | 112     | 4               | 1,385        | 21      | 4       | -                               | 2,794       |
| Immunizations                    | 958,835   | 866,755              | 5,901   | 367             | 77,506       | 4,415   | 121     | -                               | 3,770       |
| <b>Continental Air Command</b>   |           |                      |         |                 |              |         |         |                                 |             |
| Treatments                       | 202,544   | 134,150              | 7,672   | 184             | 46,294       | 6,684   | 640     | 2                               | 6,918       |
| Flight Physical Exams            | 9,637     | 9,211                | 88      | 3               | -            | -       | -       | -                               | 335         |
| Other Complete Physical Exams    | 22,660    | 19,408               | 186     | 5               | 52           | 1       | 2       | -                               | 3,006       |
| Spec Periodic Exams or Tests     | 3,083     | 2,080                | -       | 2               | 544          | 94      | -       | -                               | 363         |
| Immunizations                    | 193,316   | 169,282              | 3,167   | 117             | 13,405       | 1,957   | 82      | -                               | 5,306       |
| <b>Tactical Air Command</b>      |           |                      |         |                 |              |         |         |                                 |             |
| Treatments                       | 406,549   | 261,424              | 3,195   | 252             | 134,018      | 3,440   | 240     | -                               | 3,980       |
| Flight Physical Exams            | 11,838    | 10,152               | 836     | 4               | -            | -       | -       | -                               | 846         |
| Other Complete Physical Exams    | 29,600    | 25,577               | 695     | 1               | 766          | 11      | -       | -                               | 2,550       |
| Spec Periodic Exams or Tests     | 6,316     | 5,835                | 5       | -               | 86           | 10      | -       | -                               | 380         |
| Immunizations                    | 228,878   | 200,173              | 806     | 53              | 24,790       | 1,211   | 8       | -                               | 1,837       |
| <b>Military Air Transport Sv</b> |           |                      |         |                 |              |         |         |                                 |             |
| Treatments                       | 164,399   | 87,590               | 1,901   | 2,272           | 61,533       | 8,874   | 91      | 1                               | 2,137       |
| Flight Physical Exams            | 4,643     | 4,610                | 10      | 4               | -            | -       | -       | -                               | 19          |
| Other Complete Physical Exams    | 11,276    | 9,860                | 98      | 9               | 45           | 2       | -       | -                               | 1,262       |
| Spec Periodic Exams or Tests     | 2,122     | 1,592                | 60      | 9               | 4            | -       | -       | -                               | 457         |
| Immunizations                    | 98,251    | 75,342               | 2,481   | 2,156           | 9,572        | 4,958   | 51      | 588                             | 3,103       |
| <b>Air Defense Command</b>       |           |                      |         |                 |              |         |         |                                 |             |
| Treatments                       | 502,865   | 340,753              | 3,046   | 369             | 149,750      | 2,370   | 146     | 5                               | 6,426       |
| Flight Physical Exams            | 9,998     | 9,433                | 128     | 5               | -            | -       | -       | -                               | 432         |
| Other Complete Physical Exams    | 29,361    | 24,409               | 270     | 7               | 158          | 22      | 5       | -                               | 4,490       |
| Spec Periodic Exams or Tests     | 15,259    | 14,367               | 1       | -               | 127          | -       | -       | -                               | 764         |
| Immunizations                    | 133,654   | 105,311              | 926     | 64              | 25,414       | 777     | 3       | -                               | 1,159       |

(Continued)

TABLE 5 - VOLUME OF SELECTED OUTPATIENT ACTIVITIES, BY COMMAND  
AND BY TYPE OF BENEFICIARY - FY 1952 - CONTINUED

| Command                            | Total     | Type of Beneficiary  |        |                 |              |        |         |                                 |             |
|------------------------------------|-----------|----------------------|--------|-----------------|--------------|--------|---------|---------------------------------|-------------|
|                                    |           | Active Duty Military |        |                 | Dependents   |        | Retired | Vets<br>Adm<br>Benef-<br>iciary | Other<br>a/ |
|                                    |           | Air<br>Force         | Army   | Navy-<br>Marine | Air<br>Force | Other  |         |                                 |             |
| CONTINENTAL U. S. (Continued)      |           |                      |        |                 |              |        |         |                                 |             |
| <u>Air Materiel Command</u>        |           |                      |        |                 |              |        |         |                                 |             |
| Treatments                         | 1,265,342 | 235,922              | 5,403  | 2,520           | 199,140      | 24,094 | 657     | 3                               | 797,603     |
| Flight Physical Exams              | 12,254    | 10,137               | 182    | 14              | -            | -      | -       | -                               | 1,921       |
| Other Complete Physical Exams      | 102,091   | 20,170               | 1,632  | 39              | 1,621        | 18     | -       | -                               | 78,611      |
| Spec Periodic Exams or Tests       | 232,437   | 61,402               | 467    | -               | 2,441        | -      | -       | -                               | 168,127     |
| Immunizations                      | 289,113   | 169,142              | 4,238  | 950             | 42,209       | 6,742  | -       | -                               | 65,832      |
| <u>Air Training Command</u>        |           |                      |        |                 |              |        |         |                                 |             |
| Treatments                         | 2,683,046 | 1,830,971            | 12,846 | 1,782           | 760,656      | 19,772 | 1,234   | 94                              | 55,691      |
| Flight Physical Exams              | 78,009    | 72,264               | 1,065  | 121             | -            | -      | -       | -                               | 4,559       |
| Other Complete Physical Exams      | 309,963   | 293,152              | 1,235  | 229             | 2,572        | 113    | 13      | 1                               | 12,648      |
| Spec Periodic Exams or Tests       | 52,540    | 43,203               | 295    | 10              | 2,338        | 46     | -       | -                               | 6,648       |
| Immunizations                      | 1,851,757 | 1,749,059            | 2,254  | 122             | 89,259       | 5,023  | 8       | -                               | 6,032       |
| <u>Air Research &amp; Dev Comd</u> |           |                      |        |                 |              |        |         |                                 |             |
| Treatments                         | 156,659   | 56,080               | 941    | 431             | 59,890       | 4,969  | 117     | 1                               | 34,230      |
| Flight Physical Exams              | 2,767     | 2,279                | 41     | 1               | -            | -      | -       | -                               | 446         |
| Other Complete Physical Exams      | 9,483     | 5,476                | 96     | 13              | 42           | -      | 6       | -                               | 3,850       |
| Spec Periodic Exams or Tests       | 5,737     | 2,487                | 18     | 15              | -            | -      | -       | -                               | 3,217       |
| Immunizations                      | 26,711    | 16,448               | 101    | 158             | 6,737        | 63     | -       | -                               | 3,204       |
| <u>Air University</u>              |           |                      |        |                 |              |        |         |                                 |             |
| Treatments                         | 126,472   | 64,322               | 957    | 336             | 53,683       | 3,351  | 837     | -                               | 2,986       |
| Flight Physical Exams              | 3,882     | 3,737                | 127    | 15              | -            | -      | -       | -                               | 3           |
| Other Complete Physical Exams      | 21,975    | 6,582                | 14,119 | 727             | 330          | -      | 10      | -                               | 207         |
| Spec Periodic Exams or Tests       | 1,120     | 940                  | -      | 1               | 174          | -      | 1       | -                               | 4           |
| Immunizations                      | 28,275    | 13,654               | 127    | 20              | 13,786       | 638    | -       | -                               | 50          |
| <u>Air Proving Ground</u>          |           |                      |        |                 |              |        |         |                                 |             |
| Treatments                         | 128,537   | 58,434               | 1,321  | 53              | 65,949       | 1,238  | 111     | 7                               | 1,424       |
| Flight Physical Exams              | 778       | 770                  | -      | 7               | -            | -      | -       | -                               | 8           |
| Other Complete Physical Exams      | 4,899     | 3,522                | 56     | -               | 397          | 6      | 2       | -                               | 909         |
| Spec Periodic Exams or Tests       | 2,367     | 1,636                | 30     | 5               | 446          | 20     | 6       | 2                               | 222         |
| Immunizations                      | 28,972    | 23,040               | 34     | -               | 5,811        | 37     | -       | -                               | 50          |
| <u>Air Force Finance Div</u>       |           |                      |        |                 |              |        |         |                                 |             |
| Treatments                         | 4,516     | 210                  | -      | -               | -            | -      | -       | -                               | 4,306       |
| Flight Physical Exams              | -         | -                    | -      | -               | -            | -      | -       | -                               | -           |
| Other Complete Physical Exams      | 669       | -                    | -      | -               | -            | -      | -       | -                               | 669         |
| Spec Periodic Exams or Tests       | 35        | -                    | -      | -               | -            | -      | -       | -                               | 35          |
| Immunizations                      | 32        | 24                   | -      | -               | -            | -      | -       | -                               | 8           |
| <u>Headquarters Command, USAF</u>  |           |                      |        |                 |              |        |         |                                 |             |
| Treatments                         | 148,917   | 77,604               | 1,565  | 335             | 61,899       | 4,254  | 203     | -                               | 3,057       |
| Flight Physical Exams              | 4,216     | 3,733                | 187    | -               | -            | -      | -       | -                               | 296         |
| Other Complete Physical Exams      | 8,465     | 5,711                | 103    | -               | -            | 1      | 29      | -                               | 2,621       |
| Spec Periodic Exams or Tests       | 293       | 229                  | 4      | -               | -            | -      | -       | -                               | 60          |
| Immunizations                      | 41,978    | 34,107               | 125    | 61              | 6,393        | 359    | -       | -                               | 933         |
| <u>Special Weapons Command c/</u>  |           |                      |        |                 |              |        |         |                                 |             |
| Treatments                         | 31,473    | 14,382               | 102    | 452             | 16,138       | 172    | 5       | -                               | 222         |
| Flight Physical Exams              | 468       | 465                  | -      | 3               | -            | -      | -       | -                               | -           |
| Other Complete Physical Exams      | 1,611     | 1,252                | 124    | 1               | -            | -      | -       | -                               | 234         |
| Spec Periodic Exams or Tests       | 5,391     | 2,373                | 9      | 17              | -            | -      | -       | -                               | 2,992       |
| Immunizations                      | 6,924     | 4,870                | -      | -               | 2,044        | 10     | -       | -                               | -           |

(Continued)

TABLE 5 - VOLUME OF SELECTED OUTPATIENT ACTIVITIES, BY COMMAND  
AND BY TYPE OF BENEFICIARY - FY 1952 - CONTINUED

| Command                          | Total     | Type of Beneficiary  |         |                 |              |        |         |                                 |             |
|----------------------------------|-----------|----------------------|---------|-----------------|--------------|--------|---------|---------------------------------|-------------|
|                                  |           | Active Duty Military |         |                 | Dependents   |        | Retired | Vets<br>Adm<br>Benef-<br>iciary | Other<br>a/ |
|                                  |           | Air<br>Force         | Army    | Navy-<br>Marine | Air<br>Force | Other  |         |                                 |             |
| <b>OVERSEAS</b>                  |           |                      |         |                 |              |        |         |                                 |             |
| <b>Far East Air Force</b>        |           |                      |         |                 |              |        |         |                                 |             |
| Treatments                       | 1,137,824 | 851,341              | 117,923 | 12,940          | 76,136       | 8,163  | 318     | 8                               | 70,995      |
| Flight Physical Exams            | 10,279    | 9,799                | 297     | 169             | -            | -      | -       | -                               | 14          |
| Other Complete Physical Exams    | 24,863    | 16,103               | 2,523   | 212             | 462          | 210    | 4       | 2                               | 5,347       |
| Spec Periodic Exams or Tests     | 14,335    | 5,575                | 148     | 7               | 26           | -      | -       | -                               | 8,579       |
| Immunizations                    | 362,202   | 274,559              | 34,749  | 2,315           | 27,018       | 6,028  | 43      | -                               | 17,490      |
| <b>U.S. Air Forces, Europe</b>   |           |                      |         |                 |              |        |         |                                 |             |
| Treatments                       | 624,726   | 390,794              | 30,053  | 940             | 126,206      | 4,372  | 2       | -                               | 72,359      |
| Flight Physical Exams            | 7,245     | 6,287                | 710     | 101             | -            | -      | -       | -                               | 147         |
| Other Complete Physical Exams    | 46,210    | 15,107               | 660     | 67              | 4,224        | 59     | -       | -                               | 26,093      |
| Spec Periodic Exams or Tests     | 16,650    | 8,212                | 110     | -               | 956          | 2      | -       | -                               | 7,370       |
| Immunizations                    | 304,986   | 210,617              | 7,979   | 242             | 50,778       | 1,323  | -       | -                               | 34,047      |
| <b>Military Air Transport Sv</b> |           |                      |         |                 |              |        |         |                                 |             |
| Treatments                       | 170,094   | 98,094               | 7,158   | 7,221           | 41,249       | 2,025  | 6       | -                               | 14,341      |
| Flight Physical Exams            | 2,892     | 2,745                | 9       | 95              | -            | -      | -       | -                               | 43          |
| Other Complete Physical Exams    | 6,176     | 3,636                | 53      | 161             | 123          | -      | -       | -                               | 2,203       |
| Spec Periodic Exams or Tests     | 14,360    | 7,381                | 206     | 210             | 79           | 9      | -       | -                               | 6,475       |
| Immunizations                    | 96,721    | 59,533               | 3,625   | 9,267           | 14,179       | 1,409  | -       | -                               | 8,708       |
| <b>Northeast Air Command</b>     |           |                      |         |                 |              |        |         |                                 |             |
| Treatments                       | 57,288    | 32,025               | 391     | 142             | 16,526       | 41     | -       | -                               | 8,163       |
| Flight Physical Exams            | 725       | 716                  | 9       | -               | -            | -      | -       | -                               | -           |
| Other Complete Physical Exams    | 4,929     | 1,715                | 1       | 1               | 291          | 4      | -       | -                               | 2,917       |
| Spec Periodic Exams or Tests     | 5,179     | 3,207                | 15      | 1               | -            | -      | -       | -                               | 1,956       |
| Immunization                     | 11,148    | 4,692                | 13      | -               | 6,249        | -      | -       | -                               | 194         |
| <b>Alaskan Air Command</b>       |           |                      |         |                 |              |        |         |                                 |             |
| Treatments                       | 197,782   | 85,883               | 37,121  | 53              | 47,825       | 19,574 | 34      | 12                              | 7,280       |
| Flight Physical Exams            | 1,697     | 1,698                | 33      | -               | -            | -      | -       | -                               | 6           |
| Other Complete Physical Exams    | 9,939     | 5,042                | 1,575   | 22              | 39           | 24     | -       | -                               | 3,237       |
| Spec Periodic Exams or Tests     | 389       | 266                  | 19      | -               | 5            | 2      | -       | -                               | 97          |
| Immunization                     | 57,132    | 23,697               | 9,913   | -               | 12,956       | 3,478  | -       | -                               | 7,088       |
| <b>Caribbean Air Command</b>     |           |                      |         |                 |              |        |         |                                 |             |
| Treatments                       | 13,753    | 7,469                | 8       | 5               | 5,230        | 4      | -       | -                               | 1,037       |
| Flight Physical Exams            | 307       | 284                  | 22      | -               | -            | -      | -       | -                               | 1           |
| Other Complete Physical Exams    | 497       | 454                  | -       | -               | 7            | -      | -       | -                               | 36          |
| Spec Periodic Exams or Tests     | 2,719     | 592                  | -       | -               | -            | -      | -       | -                               | 2,127       |
| Immunizations                    | 13,900    | 7,692                | -       | -               | 3,368        | -      | -       | -                               | 2,840       |
| <b>Strategic Air Command</b>     |           |                      |         |                 |              |        |         |                                 |             |
| Treatments                       | 140,864   | 87,416               | 9,352   | 9               | 39,574       | 2,974  | 4       | 1                               | 1,534       |
| Flight Physical Exams            | 1,567     | 1,487                | 12      | -               | -            | -      | -       | -                               | 68          |
| Other Complete Physical Exams    | 2,567     | 1,907                | 142     | 2               | 14           | 1      | -       | 58                              | 443         |
| Spec Periodic Exams or Tests     | 15,235    | 6,635                | 59      | 3               | 5,811        | 4      | -       | -                               | 2,723       |
| Immunizations                    | 69,641    | 51,285               | 8,085   | -               | 8,281        | 1,349  | -       | -                               | 641         |

a/ Includes short tour active duty military, Allied military personnel, Coast Guard, USPHS, other U. S. employees, etc.

b/ Data for March through June 1952.

c/ Data for July 1951 - March 1952. Transferred to Air Research and Development Command, April 1952.

Source Personnel Statistics Division, DCS/Comptroller, Hq USAF.



TABLE 6 - STAFFING RATIOS OF USAF HOSPITALS AND INFIRMARIES, CONTINENTAL US - FY 1952

(See Introduction to Medical Area for definition of terms used in this Table.)

| Type of Facility<br>By<br>Month        | Work Units                    |                        |                                  |                             | Personnel <sup>a/</sup> |                                    |                                   |                                    |                                     |                   |                                      |                                     |  |  |                |   |
|--|-------------------------------|------------------------|----------------------------------|-----------------------------|-------------------------|------------------------------------|-----------------------------------|------------------------------------|-------------------------------------|-------------------|--------------------------------------|-------------------------------------|--|--|----------------|---|
|  | Average<br>Strength<br>Served | Oper-<br>ating<br>Beds | Average<br>Beds<br>Occu-<br>pied | Daily<br>Work<br>Load<br>b/ | Currently<br>Authorized |                                    | Full Time Equivalents Assigned To |                                    |                                     |                   |                                      |                                     |  |  |                |   |
|  |                               |                        |                                  |                             | Number                  | Per<br>1,000<br>Strength<br>Served | Total                             |                                    |                                     | Inpatient Service |                                      |                                     | Dispensary and Clinic<br>(Outpatient) Services |  | Other Services |   |
|  |                               |                        |                                  |                             |                         |                                    | Number                            | Per<br>1,000<br>Strength<br>Served | Percent<br>of<br>Author-<br>ization | Number            | Per<br>100<br>Oper-<br>ating<br>Beds | Per<br>100<br>Occu-<br>pied<br>Beds | Number   | Daily Work<br>Load Per<br>Full Time<br>Equivalents | Number         | Percent of<br>Total Full<br>Time Equi-<br>valents |
| <u>Hospitals</u><br><u>FY Average</u>  | <u>539,061</u>                | <u>12,873</u>          | <u>8,518</u>                     | <u>19,165</u>               | <u>20,810</u>           | <u>32</u>                          | <u>21,450.3</u>                   | <u>40</u>                          | <u>103</u>                          | <u>14,436.9</u>   | <u>112</u>                           | <u>169</u>                          | <u>4,737.0</u>                                 | <u>4.0</u>   | <u>2,276.4</u> | <u>11</u>   |
| July (1951) . . . . .                  | 474,078                       | 10,679                 | 7,299                            | 15,874                      | 17,372                  | 37                                 | 18,297.0                          | 39                                 | 105                                 | 12,577.2          | 118                                  | 172                                 | 3,830.8  | 4.1  | 1,889.0        | 10  |
| August . . . . .                       | 509,151                       | 11,143                 | 7,781                            | 16,349                      | 17,984                  | 35                                 | 19,228.4                          | 38                                 | 107                                 | 13,067.2          | 117                                  | 168                                 | 4,067.5  | 4.0  | 2,093.7        | 11  |
| September . . . . .                    | 521,000                       | 11,988                 | 8,023                            | 17,507                      | 18,572                  | 36                                 | 19,524.3                          | 37                                 | 105                                 | 13,457.3          | 112                                  | 168                                 | 4,146.6  | 4.2  | 1,920.4        | 10  |
| October . . . . .                      | 533,763                       | 12,424                 | 8,526                            | 17,715                      | 19,830                  | 37                                 | 19,920.8                          | 37                                 | 100                                 | 13,702.8          | 110                                  | 161                                 | 4,244.0  | 4.2  | 1,974.0        | 10  |
| November . . . . .                     | 535,912                       | 12,714                 | 8,552                            | 18,178                      | 20,052                  | 37                                 | 20,218.3                          | 38                                 | 101                                 | 13,611.2          | 107                                  | 159                                 | 4,499.6  | 4.0  | 2,107.5        | 10  |
| December . . . . .                     | 533,242                       | 13,008                 | 7,702                            | 16,679                      | 20,574                  | 39                                 | 20,842.8                          | 39                                 | 101                                 | 13,931.7          | 107                                  | 181                                 | 4,732.7  | 3.5  | 2,178.4        | 10  |
| January (1952) . . . . .               | 542,379                       | 13,277                 | 8,482                            | 19,454                      | 21,062                  | 39                                 | 21,599.6                          | 40                                 | 103                                 | 14,282.2          | 108                                  | 168                                 | 4,901.6  | 4.0  | 2,415.8        | 11  |
| February . . . . .                     | 561,157                       | 13,483                 | 9,508                            | 22,009                      | 22,051                  | 39                                 | 22,199.1                          | 40                                 | 101                                 | 14,654.7          | 109                                  | 154                                 | 5,034.9  | 4.4  | 2,509.5        | 11  |
| March . . . . .                        | 566,424                       | 13,858                 | 9,562                            | 22,811                      | 22,906                  | 40                                 | 23,180.6                          | 41                                 | 101                                 | 15,293.0          | 110                                  | 160                                 | 5,412.8  | 4.2  | 2,474.8        | 11  |
| April . . . . .                        | 571,693                       | 13,918                 | 9,228                            | 20,687                      | 23,014                  | 40                                 | 24,022.6                          | 42                                 | 104                                 | 16,001.3          | 115                                  | 173                                 | 5,398.0  | 3.8  | 2,623.3        | 11  |
| May . . . . .                          | 569,131                       | 13,968                 | 9,084                            | 21,454                      | 22,990                  | 40                                 | 24,157.6                          | 42                                 | 105                                 | 16,207.6          | 116                                  | 178                                 | 5,399.4  | 4.0  | 2,550.6        | 11  |
| June . . . . .                         | 550,796                       | 14,018                 | 8,471                            | 21,261                      | 23,317                  | 42                                 | 24,212.0                          | 44                                 | 104                                 | 16,456.8          | 117                                  | 194                                 | 5,175.3  | 4.1  | 2,579.9        | 11  |
| <u>Infirmarys</u><br><u>FY Average</u> | <u>52,614</u>                 | <u>465</u>             | <u>200</u>                       | <u>1,783</u>                | <u>1,666</u>            | <u>32</u>                          | <u>1,614.4</u>                    | <u>31</u>                          | <u>97</u>                           | <u>672.7</u>      | <u>144</u>                           | <u>336</u>                          | <u>706.5</u>                                   | <u>2.5</u>   | <u>235.2</u>   | <u>15</u>   |
| July (1951) . . . . .                  | 39,298                        | 325                    | 177                              | 1,242                       | 1,296                   | 33                                 | 1,243.6                           | 32                                 | 96                                  | 473.5             | 146                                  | 268                                 | 496.8  | 2.5  | 273.3          | 22  |
| August . . . . .                       | 47,367                        | 399                    | 190                              | 1,457                       | 1,362                   | 29                                 | 1,355.2                           | 29                                 | 100                                 | 519.4             | 130                                  | 273                                 | 558.9  | 2.6  | 276.9          | 20  |
| September . . . . .                    | 51,896                        | 409                    | 197                              | 1,787                       | 1,555                   | 30                                 | 1,594.5                           | 31                                 | 103                                 | 626.7             | 153                                  | 318                                 | 752.7  | 2.4  | 215.1          | 13  |
| October . . . . .                      | 50,947                        | 417                    | 171                              | 1,590                       | 1,472                   | 29                                 | 1,475.5                           | 29                                 | 100                                 | 608.3             | 146                                  | 356                                 | 663.6  | 2.4  | 203.6          | 14  |
| November . . . . .                     | 47,924                        | 454                    | 189                              | 1,567                       | 1,484                   | 31                                 | 1,497.5                           | 31                                 | 101                                 | 630.1             | 139                                  | 333                                 | 633.5  | 2.4  | 233.9          | 16  |
| December . . . . .                     | 50,668                        | 434                    | 148                              | 1,577                       | 1,494                   | 29                                 | 1,500.5                           | 30                                 | 100                                 | 638.2             | 147                                  | 431                                 | 658.5  | 2.4  | 203.8          | 14  |
| January (1952) . . . . .               | 52,837                        | 485                    | 198                              | 1,764                       | 1,437                   | 27                                 | 1,492.0                           | 28                                 | 104                                 | 650.7             | 134                                  | 329                                 | 650.3  | 2.7  | 191.0          | 13  |
| February . . . . .                     | 61,506                        | 567                    | 283                              | 2,061                       | 2,462                   | 40                                 | 2,169.0                           | 35                                 | 88                                  | 928.4             | 164                                  | 328                                 | 1,006.4  | 2.0  | 234.2          | 11  |
| March . . . . .                        | 56,439                        | 516                    | 250                              | 1,987                       | 1,778                   | 32                                 | 1,708.0                           | 30                                 | 96                                  | 733.3             | 142                                  | 293                                 | 737.1  | 2.7  | 237.6          | 14  |
| April . . . . .                        | 56,106                        | 489                    | 199                              | 1,885                       | 1,753                   | 31                                 | 1,738.0                           | 31                                 | 99                                  | 713.8             | 146                                  | 359                                 | 773.8  | 2.4  | 250.4          | 14  |
| May . . . . .                          | 54,094                        | 526                    | 196                              | 2,121                       | 1,732                   | 32                                 | 1,750.0                           | 32                                 | 101                                 | 750.7             | 143                                  | 383                                 | 768.8  | 2.8  | 230.5          | 13  |
| June . . . . .                         | 62,281                        | 556                    | 196                              | 2,353                       | 2,165                   | 35                                 | 1,849.0                           | 30                                 | 85                                  | 798.9             | 144                                  | 408                                 | 777.8  | 3.0  | 272.3          | 15  |

<sup>a/</sup> Excludes dental personnel.

<sup>b/</sup> Daily work load includes outpatient treatments and complete physical examinations.

Source: Personnel Statistics Division, DCS/Comptroller, Hq USAF.

TABLE 7 - USAF DENTAL HEALTH AND DENTAL ACTIVITIES AT USAF INSTALLATIONS, WORLDWIDE - FY 1952

1. (The following notes affect the July 1951 data only. Class I - Those requiring emergency dental treatment for the relief of pain, for the treatment of infectious conditions and those who need artificial dentures to properly masticate. Class II and III - Those not in Class I who require routine dental treatment such as fillings, restorations, dentures, crowns, etc. Class IV - Those requiring no dental treatment.)

2. (The following notes cover data for August 1951 through June 1952. Class I - No dental defects. Class II - Minor caries or other deficiencies. Class III - Extensive caries or other extensive dental diseases. Class IV - Insufficient teeth requiring prosthesis. Class V - Emergency.)

| Month                    | Dental Officers and Civilian Dentists<br>a/ | USAF Military Personnel Dentally Classified |         |         |          |         |                       |                    |          |         |         |         | Total Dental Sitzings | Total Fillings (Restorations) | Total Dentures |
|--------------------------|---|---|---------|---------|----------|---------|-----------------------|--------------------|----------|---------|---------|---------|-----------------------|-------------------------------|----------------|
|                          |   | Total                                       | Class V |         | Class IV |         | Class III             |                    | Class II |         | Class I |         |                       |                               |                |
|                          |   |   | Number  | Percent | Number   | Percent | Number                | Percent            | Number   | Percent | Number  | Percent |                       |                               |                |
| July (1951) . . . . .    | 1,446                                       | 632,543                                     | -       | -       | 329,869  | 52.1    | 266,803 <sup>b/</sup> | 42.2 <sup>b/</sup> | b/       | b/      | 35,871  | 5.7     | 337,651               | 158,517                       | 4,306          |
| August . . . . .         | 1,471                                       | 224,578                                     | 4,766   | 2.1     | 16,258   | 7.2     | 32,606                | 14.5               | 70,394   | 31.4    | 100,554 | 44.8    | 354,532               | 159,352                       | 4,331          |
| September . . . . .      | 1,536                                       | 170,904                                     | 3,906   | 2.3     | 6,651    | 3.9     | 45,579                | 26.6               | 99,424   | 34.8    | 55,344  | 32.4    | 333,699               | 140,162                       | 3,827          |
| October . . . . .        | 1,576                                       | 242,647                                     | 4,625   | 1.9     | 8,378    | 3.5     | 69,068                | 28.5               | 85,215   | 35.1    | 75,361  | 31.0    | 407,550               | 164,924                       | 4,739          |
| November . . . . .       | 1,569                                       | 331,695                                     | 5,753   | 1.7     | 10,909   | 3.3     | 89,991                | 27.1               | 123,305  | 37.2    | 101,737 | 30.7    | 363,054               | 156,521                       | 4,359          |
| December . . . . .       | 1,584                                       | 429,729                                     | 6,823   | 1.6     | 11,967   | 2.8     | 116,936               | 27.2               | 134,568  | 31.3    | 159,435 | 37.1    | 300,730               | 132,227                       | 4,413          |
| January (1952) . . . . . | 1,571                                       | 487,598                                     | 6,843   | 1.4     | 13,533   | 2.8     | 141,342               | 29.0               | 165,474  | 33.9    | 160,406 | 32.9    | 405,897               | 171,975                       | 4,442          |
| February . . . . .       | 1,579                                       | 596,819                                     | 7,467   | 1.2     | 17,320   | 2.9     | 184,139               | 30.9               | 196,825  | 33.0    | 191,068 | 32.0    | 378,119               | 160,733                       | 5,139          |
| March . . . . .          | 1,539                                       | 665,601                                     | 7,675   | 1.1     | 18,781   | 2.8     | 199,502               | 30.0               | 222,707  | 33.5    | 216,936 | 32.6    | 391,840               | 174,922                       | 5,174          |
| April . . . . .          | 1,523                                       | 722,620                                     | 7,701   | 1.1     | 19,312   | 2.7     | 208,046               | 28.8               | 239,592  | 33.1    | 247,969 | 34.3    | 398,961               | 173,396                       | 5,625          |
| May . . . . .            | 1,531                                       | 749,973                                     | 7,479   | 1.0     | 19,690   | 2.6     | 214,160               | 28.5               | 249,495  | 33.3    | 259,149 | 34.6    | 390,697               | 176,044                       | 5,978          |
| June . . . . .           | 1,541                                       | 788,024                                     | 6,075   | 1.0     | 20,732   | 2.6     | 229,652               | 29.0               | 247,008  | 31.3    | 284,557 | 36.1    | 382,117               | 171,085                       | 5,767          |

a/ Includes only those rendering dental service at Air Force installations.

b/ The combined figures for Classes II and III are entered under Class III for July (1951) only.

Source: Assistant for Dental Services, Office of the Surgeon General, Hq USAF.

TABLE 8 - USAF VETERINARY FOOD INSPECTION SERVICE INCIDENT TO PROCUREMENT - FY 1952

(In inspecting all goods of animal origin for the US Air Force, the Veterinary Service conducts the following classes of inspection:

- Class 1 Antemortem
- Class 2 Postmortem
- Class 3 Prior to Purchase
- Class 4 On Delivery at Purchase
- Class 5 Any receipt except Purchase
- Class 6 Prior to Shipment
- Class 7 At time of Issue
- Class 8 Purchase by Air Forces Exchange
- Class 9 In Storage

This table reflects the pounds of foods of animal origin inspected by the Veterinary Service incident to procurement, 1 July 1951 through 30 June 1952. These inspections represent an estimated savings of \$866,926.68 for the fiscal year 1952. However, food inspection must not be evaluated merely in terms of economy but more especially in terms of health of the Air Force.)

| Food Inspected                      | FISCAL YEAR 1952 |               |                |               |                |
|-------------------------------------|------------------|---------------|----------------|---------------|----------------|
|                                     | Total            | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
| WORLDWIDE                           |                  |               |                |               |                |
| <u>CLASSES 3, 4, and 8</u>          |                  |               |                |               |                |
| Accepted - Total . . . . .          | 481,340,087      | 106,861,333   | 149,554,724    | 115,243,422   | 109,680,608    |
| Rejected - Total . . . . .          | 4,013,953        | 893,291       | 939,486        | 1,027,241     | 1,153,935      |
| Not Type, Class, or Grade . . . . . | 2,854,528        | 706,875       | 510,808        | 893,870       | 742,975        |
| Insanitary or Unsound . . . . .     | 1,159,425        | 186,416       | 428,678        | 133,371       | 410,960        |
| <u>CLASS 3</u>                      |                  |               |                |               |                |
| Accepted - Total . . . . .          | 72,577,098       | 16,583,740    | 20,854,896     | 21,176,071    | 13,962,391     |
| Rejected - Total . . . . .          | 2,993,480        | 619,047       | 731,062        | 897,628       | 745,743        |
| Not Type, Class, or Grade . . . . . | 2,532,102        | 573,636       | 427,700        | 842,852       | 687,914        |
| Insanitary or Unsound . . . . .     | 461,378          | 45,411        | 303,362        | 54,776        | 57,829         |
| <u>CLASS 4</u>                      |                  |               |                |               |                |
| Accepted - Total . . . . .          | 349,416,143      | 74,617,427    | 118,408,324    | 78,458,159    | 77,932,233     |
| Rejected - Total . . . . .          | 937,032          | 252,450       | 191,607        | 103,000       | 389,975        |
| Not Type, Class, or Grade . . . . . | 305,281          | 127,302       | 75,780         | 47,587        | 54,612         |
| Insanitary or Unsound . . . . .     | 631,751          | 125,148       | 115,827        | 55,413        | 335,363        |
| <u>CLASS 8</u>                      |                  |               |                |               |                |
| Accepted - Total . . . . .          | 59,346,846       | 15,660,166    | 10,291,504     | 15,609,192    | 17,785,984     |
| Rejected - Total . . . . .          | 89,455           | 21,794        | 16,817         | 26,613        | 24,231         |
| Not Type, Class, or Grade . . . . . | 23,159           | 5,937         | 7,328          | 3,431         | 6,463          |
| Insanitary or Unsound . . . . .     | 66,296           | 15,857        | 9,489          | 23,182        | 17,768         |

(Continued)

TABLE 8 - USAF VETERINARY FOOD INSPECTION SERVICE INCIDENT TO PROCUREMENT - FY 1952 - CONTINUED

(See headnote on first page of this table.)

| Food Inspected                      | FISCAL YEAR 1952 |               |                |               |                |
|-------------------------------------|------------------|---------------|----------------|---------------|----------------|
|                                     | Total            | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
| CONTINENTAL                         |                  |               |                |               |                |
| CLASSES 3, 4, and 8                 |                  |               |                |               |                |
| Accepted - Total . . . . .          | 432,084,734      | 95,780,223    | 137,408,062    | 102,385,351   | 96,511,098     |
| Rejected - Total . . . . .          | 3,639,152        | 834,069       | 756,919        | 904,469       | 1,143,695      |
| Not Type, Class, or Grade . . . . . | 2,734,172        | 692,461       | 509,448        | 789,288       | 742,975        |
| Insanitary or Unsound . . . . .     | 904,980          | 141,608       | 247,471        | 115,181       | 400,720        |
| CLASS 3                             |                  |               |                |               |                |
| Accepted - Total . . . . .          | 64,299,946       | 13,907,016    | 18,744,948     | 18,985,717    | 12,662,265     |
| Rejected - Total . . . . .          | 2,725,393        | 583,783       | 606,909        | 788,988       | 745,743        |
| Not Type, Class, or Grade . . . . . | 2,416,227        | 562,305       | 426,620        | 739,388       | 687,914        |
| Insanitary or Unsound . . . . .     | 309,166          | 21,478        | 180,259        | 49,600        | 57,829         |
| CLASS 4                             |                  |               |                |               |                |
| Accepted - Total . . . . .          | 325,114,197      | 70,033,681    | 111,162,020    | 72,285,302    | 71,633,194     |
| Rejected - Total . . . . .          | 853,994          | 237,452       | 134,314        | 101,032       | 381,196        |
| Not Type, Class, or Grade . . . . . | 299,020          | 124,402       | 75,606         | 47,587        | 51,425         |
| Insanitary or Unsound . . . . .     | 554,974          | 113,050       | 58,708         | 53,445        | 329,771        |
| CLASS 8                             |                  |               |                |               |                |
| Accepted - Total . . . . .          | 42,670,591       | 11,839,526    | 7,501,094      | 11,114,332    | 12,215,639     |
| Rejected - Total . . . . .          | 59,765           | 12,834        | 15,726         | 14,449        | 16,756         |
| Not Type, Class, or Grade . . . . . | 18,925           | 5,754         | 7,222          | 2,313         | 3,636          |
| Insanitary or Unsound . . . . .     | 40,840           | 7,080         | 8,504          | 12,136        | 13,120         |
| OVERSEAS                            |                  |               |                |               |                |
| CLASSES 3, 4, and 8                 |                  |               |                |               |                |
| Accepted - Total . . . . .          | 49,255,353       | 11,081,110    | 12,146,662     | 12,858,071    | 13,169,510     |
| Rejected - Total . . . . .          | 374,801          | 59,222        | 182,567        | 122,772       | 10,240         |
| Not Type, Class, or Grade . . . . . | 120,356          | 14,414        | 1,360          | 104,582       | -              |
| Insanitary or Unsound . . . . .     | 254,445          | 44,808        | 181,207        | 18,190        | 10,240         |
| CLASS 3                             |                  |               |                |               |                |
| Accepted - Total . . . . .          | 8,277,152        | 2,676,724     | 2,109,948      | 2,190,354     | 1,300,126      |
| Rejected - Total . . . . .          | 268,087          | 35,264        | 124,183        | 168,640       | -              |
| Not Type, Class, or Grade . . . . . | 115,875          | 11,331        | 1,060          | 103,464       | -              |
| Insanitary or Unsound . . . . .     | 152,212          | 23,933        | 123,103        | 5,176         | -              |
| CLASS 4                             |                  |               |                |               |                |
| Accepted - Total . . . . .          | 24,301,946       | 4,583,746     | 7,246,304      | 6,172,857     | 6,299,039      |
| Rejected - Total . . . . .          | 83,038           | 14,998        | 57,293         | 1,968         | 8,779          |
| Not Type, Class, or Grade . . . . . | 6,261            | 2,900         | 174            | -             | 3,187          |
| Insanitary or Unsound . . . . .     | 76,777           | 12,098        | 57,119         | 1,968         | 5,592          |
| CLASS 8                             |                  |               |                |               |                |
| Accepted - Total . . . . .          | 16,676,255       | 3,820,640     | 2,790,410      | 4,494,860     | 5,570,345      |
| Rejected - Total . . . . .          | 29,690           | 8,960         | 1,091          | 12,164        | 7,475          |
| Not Type, Class, or Grade . . . . . | 4,234            | 183           | 106            | 1,118         | 2,827          |
| Insanitary or Unsound . . . . .     | 25,456           | 8,777         | 985            | 11,046        | 4,648          |

Source: Veterinary Service, Office of the Surgeon General, Hq USAF.

TABLE 9 - USAF VETERINARY FOOD INSPECTION SERVICE INCIDENT TO SURVEILLANCE - FY 1952

(This table reflects the pounds of food of animal origin inspected as issued or otherwise disposed of and the percent rejected from 1 July 1951 through 30 June 1952. Although all Air Force owned subsistence items are reinspected many times as received, stored, shipped, and issued, each pound is included but once in this table. Subsistence is disposed of in one of two ways: i.e., by rejection and salvage incident to surveillance inspection or by issue or sale.)

| Food Inspected                 | FISCAL YEAR 1952 |               |                |               |                |
|--------------------------------|------------------|---------------|----------------|---------------|----------------|
|                                | Total            | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
| WORLDWIDE                      |                  |               |                |               |                |
| Inspected - Total a/ . . . . . | 508,437,390      | 119,241,095   | 121,950,894    | 129,537,511   | 137,707,889    |
| Issued b/ . . . . .            | 507,823,178      | 119,132,846   | 121,855,897    | 129,333,875   | 137,500,559    |
| Rejected c/ . . . . .          | 614,212          | 108,249       | 94,997         | 203,636       | 207,330        |
| Percent Rejected . . . . .     | .121             | .091          | .078           | .157          | .151           |
| CONTINENTAL US                 |                  |               |                |               |                |
| Inspected - Total a/ . . . . . | 361,151,198      | 89,327,869    | 86,521,573     | 92,913,379    | 92,388,377     |
| Issued b/ . . . . .            | 361,074,460      | 89,297,207    | 86,508,881     | 92,907,866    | 92,360,506     |
| Rejected c/ . . . . .          | 76,738           | 30,662        | 12,692         | 5,513         | 27,871         |
| Percent Rejected . . . . .     | .021             | .034          | .015           | .006          | .030           |
| OVERSEAS                       |                  |               |                |               |                |
| Inspected - Total a/ . . . . . | 147,286,191      | 29,913,226    | 35,429,321     | 36,624,132    | 45,319,512     |
| Issued b/ . . . . .            | 146,748,717      | 29,835,639    | 35,347,016     | 36,426,009    | 45,140,053     |
| Rejected c/ . . . . .          | 537,474          | 77,587        | 82,305         | 198,123       | 179,459        |
| Percent Rejected . . . . .     | .364             | .259          | .232           | .541          | .396           |

a/ Total Class 7 passed plus rejections in Classes 5, 6, 7, and 9 inspections.

b/ Total Class 7 inspected and passed.

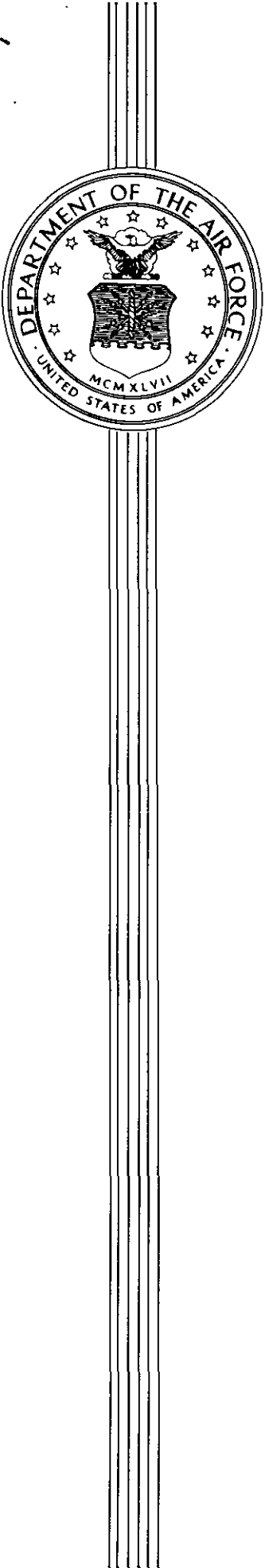
c/ Total rejections in Classes 5, 6, 7, and 9.

Source: Veterinary Service, Office of the Surgeon General, Hq USAF.

TABLE 10 - USAF VETERINARY ANIMAL SERVICES SUMMARY - FY 1952

| ANIMAL SERVICES                          | FISCAL YEAR 1952 |               |                |               |                |
|--|------------------|---------------|----------------|---------------|----------------|
|  | Total            | First Quarter | Second Quarter | Third Quarter | Fourth Quarter |
| WORLDWIDE                                |                  |               |                |               |                |
| <u>Rabies Control</u>                    |                  |               |                |               |                |
| <u>Vaccinations - Total</u> . . . . .    | 25,070           | 5,229         | 4,610          | 6,901         | 8,330          |
| Public Animals . . . . .                 | 328              | -             | 24             | 25            | 279            |
| Private Animals . . . . .                | 24,742           | 5,229         | 4,586          | 6,876         | 8,051          |
| <u>Positive Cases Reported</u> . . . . . | 10               | 2             | 7              | 1             | -              |
| <u>Admission for Other Causes</u>        |                  |               |                |               |                |
| Public Animals . . . . .                 | 792              | 73            | 197            | 77            | 445            |
| CONTINENTAL US                           |                  |               |                |               |                |
| <u>Rabies Control</u>                    |                  |               |                |               |                |
| <u>Vaccinations - Total</u> . . . . .    | 17,753           | 3,837         | 3,035          | 4,777         | 6,104          |
| Public Animals . . . . .                 | 11               | -             | 11             | -             | -              |
| Private Animals . . . . .                | 17,742           | 3,837         | 3,024          | 4,777         | 6,104          |
| <u>Positive Cases Reported</u> . . . . . | 10               | 2             | 7              | 1             | -              |
| <u>Admission for Other Causes</u>        |                  |               |                |               |                |
| Public Animals . . . . .                 | 98               | -             | 98             | -             | -              |
| OVERSEAS                                 |                  |               |                |               |                |
| <u>Rabies Control</u>                    |                  |               |                |               |                |
| <u>Vaccinations - Total</u> . . . . .    | 7,317            | 1,392         | 1,575          | 2,124         | 2,226          |
| Public Animals . . . . .                 | 317              | -             | 13             | 25            | 279            |
| Private Animals . . . . .                | 7,000            | 1,392         | 1,562          | 2,099         | 1,947          |
| <u>Positive Cases Reported</u> . . . . . | -                | -             | -              | -             | -              |
| <u>Admission for Other Causes</u>        |                  |               |                |               |                |
| Public Animals . . . . .                 | 694              | 73            | 99             | 77            | 445            |

Source: Veterinary Service, Office of the Surgeon General, Hq USAF.



## **Morale**

# **Part XVII**





## MORALE

This area of the publication was organized as such under the title of Morale for the FY 1951 "USAF Statistical Digest." The Study of OSI "Caseload Activities on Special Investigations" appeared for the first time in the FY 1951 publication. Tables on offenses, as reported by the Provost Marshal, have been running since 1947 but prior to FY 1951 this information was reported under Military Personnel.

### OFFICE OF SPECIAL INVESTIGATIONS

The Office of Special Investigations, Headquarters, USAF, is an activity of The Inspector General, USAF, and an instrumentality of the Chief of Staff, USAF. The mission of the office is to provide a centrally directed criminal, counter-intelligence, and special investigative service to all Air Force activities. The Director of Special Investigations is charged with the operational and administrative control of all Office of Special Investigations activities within the continental limits of the United States. An Office of Special Investigations activity functions within each overseas command but the operational control thereof is the responsibility of the overseas commander concerned. ( For that reason no overseas summaries were included in the table. ) Overseas commands, initiating cases which require Air Force investigative action in the Zone of Interior, direct all requests for Personnel Security Investigations authorized under the provisions of AFR 205-6 to the 4th OSI District Office, Bolling Air Force Base, Washington 25, D. C. All other requests are referred to the Director of Special Investigations, Hq. USAF, Washington 25, D. C.

The administrative and operational structure of the Office of Special Investigations within the Continental limits of the United States during FY 1951 consisted of the Office of Special Investigations, Washington 25, D. C.; the 1005th IG Special Investigations Group, Bolling Air Force Base, Washington 25, D. C.; and 25 districts, numbered one to twenty-five inclusive. Each district was commanded by an officer of the district headquarters designated the District Commander. Within the various districts, detachments existed under the command of a military person designated the Detachment Commander. The area of jurisdiction for each of the twenty-five districts may be found in AFR 124-6, dated 14 Dec 1949. The map on the following page indicates districts and district headquarters.

The Office of Special Investigations initiates investigation of matters which come within its investigative responsibility under the following circumstances:

- (1) Upon the direction of the Director of Special Investigations or higher authority.
- (2) Upon receipt of a request from any Air Force commander responsible for the security, discipline and law enforcement of a command or installation, or from higher authority.
- (3) Upon receipt of information indicating a reasonable need for investigation of matters clearly within the investigative jurisdiction of the Office of Special Investigations with the commander indicated above concurring. When an appropriate commander requests that a matter which comes within the investigative jurisdiction and responsibility of the Office of Special Investigations, not be investigated, the District Office will comply with the request but will fully advise the Director of Special Investigations of the circumstances. All reports of assigned investigations are given the appropriate security classifications.

Summaries have been compiled for the period, 1 August 1948 through 30 June 1952, covering the period since the inception of the Office of Special Investigations. For the convenience of the recipients statistics have been set up for both the calendar 1951 and fiscal year 1952. "Pending Investigations" as of 30 June 1952 are also shown.

The following definitions arranged in alphabetical order will clarify the breaks shown in the table - "Special Investigations Conducted by the Office of Special Investigations in Continental US":

### DEFINITIONS

#### AUXILIARY OFFICE OF INVESTIGATIONS - (short terminology - "Auxiliary")

Investigations of any nature conducted by the Directorate of Special Investigations or a District Office, in which, in accordance with OSI policy, that office acts as an assistant to the controlling office (the office of origin) within its territorial investigative jurisdiction.

#### CLASSIFICATION

The numerical designation and descriptive character assigned to each investigation which indicates the principal nature of the purpose of the investigation.

#### COUNTER-INTELLIGENCE INVESTIGATIONS

Investigations conducted to determine facts related to security control measures designed to insure the safeguarding of information, personnel, equipment and installations against the sabotage, espionage or subversive activities of foreign powers and of disaffected or dissident groups or individuals which may constitute a threat to the internal security of the Air Force.

#### GENERAL INVESTIGATIONS

Investigations conducted to determine facts and circumstances pertaining to alleged major violations of the Articles of the Uniform Code of Military Justice, Federal Statutes and/or other applicable directives, by USAF personnel, excluding incidents of a counter-intelligence or procurement nature.

#### INVESTIGATIONS CLOSED

Investigations terminated by offices of origin and auxiliary offices after all relevant facts have been determined and impartially reported to the requesting commander through proper OSI channels.

#### INVESTIGATIONS OPENED

Investigations initiated by offices of origin or auxiliary offices pursuant to requests from the proper commander or the Chief of Staff, USAF.

MORALE - CONTINUED

OFFICE OF SPECIAL INVESTIGATIONS - CONTINUED

INVESTIGATIONS PENDING

Investigations opened by offices of origin or auxiliary offices on which, as of the date such investigations are inventoried, there remains further investigative work and reporting to be done before they may be considered investigations closed.

OFFICE OF ORIGIN INVESTIGATIONS - (short terminology - "Origin")

Investigations of any nature conducted by Directorate of Special Investigations or a District Office in which, in accordance with OSI policy, that office assumes the control of the entire investigation.

PERSONNEL SECURITY INVESTIGATIONS

Investigations conducted to determine facts upon which the requesting commander can decide whether to grant or deny to the subjects of the investigations access to restricted areas and/or classified security information. The loyalty and security program within the executive department established the requirement for such investigations, and they are governed by law, OSD directives and Air Force policies.

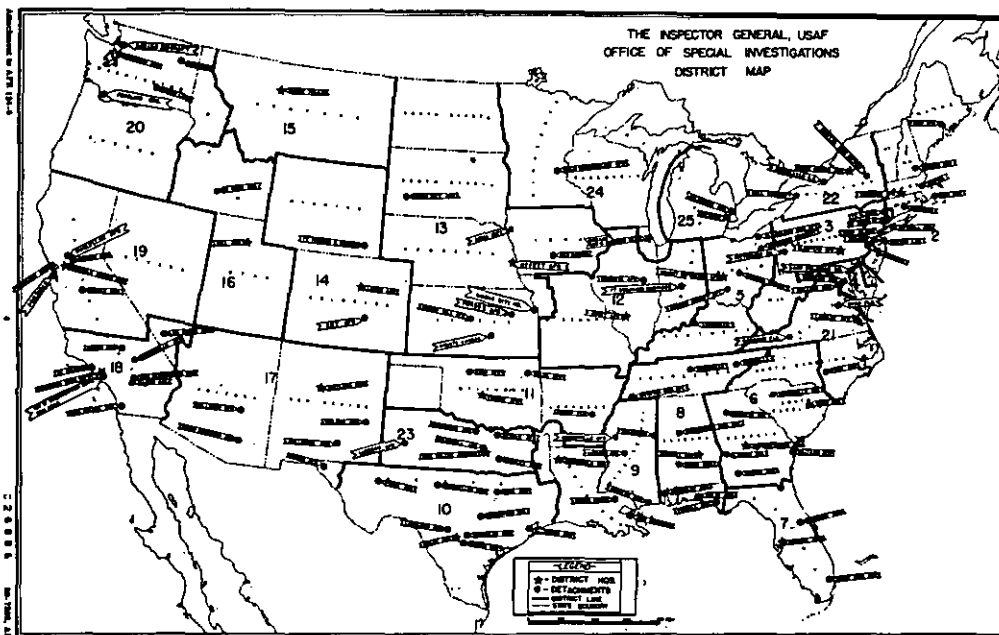
PROCUREMENT INVESTIGATIONS

Investigations conducted to determine facts surrounding incidents of alleged breaches of the public trust and violations of law in connection with Air Force procurement, disposal, nonappropriated funds, commissary, and pay and allowance matters.

SECURITY

Safeguarding military information - This regulation prescribes policies and procedures for the safeguarding of military information which requires protection and to achieve uniformity in the grading and assignment of classification. Ref: AFR 205-1.

The Inspector General, USAF, Office of Special Investigations District Map, under AFR 124-6 dated: 14 Dec 1949 and printed below is still in effect.



MORALE - CONTINUED

AIR PROVOST MARSHAL

Provost Marshal Statistics is a collection of selected data concerning corrections, security violations, and delinquencies, charged to W/W Military Personnel on duty. The statistics reported in this section of the tables are derived from AF Form 511, Report of Air Provost Marshal Activities. The fiscal year tables covered in this publication are divided into two parts "July 1951 through April 1952" and "May and June 1952" because of changes in reporting methods. The first ten months offense rates for the fiscal year were based on the strength charged to the commanding general or assigned strength reported by the command at the end of the month; while May 1952 and June 1952 offenses were charged to the daily average strength. The daily average strength was obtained by dividing the average number of personnel physically present on the installations of a command during the reporting month by the number of days in the reporting month (See AFR 171-11.) In most cases certain month offenses were charged to the strength of the corresponding month but in a few cases various months strength were substituted. August (1951) strength was substituted for May (1952) for Air Materiel Command and June (1951) for May (1952) in the report for Military Air Transport.

The following definitions affect this portion of the Morale Reports:

DEFINITIONS

ABSENCE WITHOUT LEAVE (AWOL)

The status or the offense of any member of the Armed Forces, who without proper authority:

- (1) Fails to go to his appointed place of duty at the time prescribed, or
- (2) Goes from that place, or
- (3) Absents himself or remains absent from his unit, organization, or other place of duty which he is required to be at the time prescribed (Uniform Code of Military Justice, Article 86) (See AFR 35-73 1-4 dated: 19 May 1953.)

The abbreviations used in connection with the Offense tables are explained below:

CONTINENTAL U S

|   |                                       |
|---|---------------------------------------|
| ADC - Air Defense Command                   | CONAC - Continental Air Command       |
| AFFC - Air Force Finance Center             | HQC - Headquarters Command            |
| AMC - Air Materiel Command                  | MATS - Military Air Transport Service |
| APC - Air Proving Ground Command            | SAC - Strategic Air Command           |
| ARDC - Air Research and Development Command | SWC - Special Weapons Command         |
| ATRC - Air Training Command                 | TAC - Tactical Air Command            |
| AU - Air University                         |                                       |

OVERSEAS

|                                       |                                  |
|---------------------------------------|----------------------------------|
| Alaska - Alaska                       | NEAF - North East Air Force      |
| Cair C - Caribbean Air Command        | SAC - Strategic Air Force        |
| FEAF - Far East Air Forces            | USAFE - U S Air Forces in Europe |
| MATS - Military Air Transport Service |                                  |

TABLE 1 - SPECIAL INVESTIGATIONS CONDUCTED BY THE OFFICE

| LINE NUMBER | Classification                                      | Total - 1 Aug 1948 Through 30 Jun 1952 |                |                |                  |                |                |
|-------------|---|--|----------------|----------------|------------------|----------------|----------------|
|             |   | Opened                                 |                |                | Closed           |                |                |
|             |   | Total                                  | Origin         | Aux-iliary     | Total            | Origin         | Aux-iliary     |
|             | Grand Total . . . . .                               | 1,220,971                              | 709,129        | 511,842        | 1,144,682        | 650,215        | 494,467        |
| 1           | <u>Total . . . . .</u>                              | <u>1,166,329</u>                       | <u>677,512</u> | <u>488,817</u> | <u>1,092,290</u> | <u>620,123</u> | <u>472,167</u> |
| 2           | 36 Personnel Investigations . . . . .               | 1,148                                  | 418            | 730            | 978              | 303            | 675            |
| 3           | 37 Atomic Energy "B" Investigations . . . . .       | 79,070                                 | 27,570         | 51,500         | 78,894           | 27,456         | 51,438         |
| 4           | 38 Integrated Reg AF Officers . . . . .             | 54,014                                 | 17,962         | 36,052         | 53,199           | 17,358         | 35,841         |
| 5           | 39 Cryptographic Personnel . . . . .                | 104,544                                | 31,410         | 73,134         | 98,405           | 28,234         | 70,171         |
| 6           | 40 Air Force Civilian Employees . . . . .           | 114,622                                | 61,903         | 52,719         | 109,749          | 58,625         | 51,124         |
| 7           | 41 Air Force Military Personnel . . . . .           | 566,874                                | 387,539        | 179,335        | 517,397          | 347,504        | 169,893        |
| 8           | 42 Facilities Employees . . . . .                   | 51,435                                 | 40,134         | 11,301         | 49,468           | 36,427         | 11,041         |
| 9           | 43 Contractor Employees . . . . .                   | 102,689                                | 73,884         | 28,805         | 95,351           | 67,654         | 27,697         |
| 10          | 44 Aliens . . . . .                                 | 4,954                                  | 2,218          | 2,736          | 4,036            | 1,657          | 2,379          |
| 11          | 45 Cadet Trainees & Officer Candidates . . . . .    | 38,521                                 | 11,657         | 26,864         | 38,406           | 11,572         | 26,834         |
| 12          | 46 OSI Personnel . . . . .                          | 23,659                                 | 6,782          | 16,877         | 23,283           | 6,578          | 16,705         |
| 13          | 48 Munitions Board Matters . . . . .                | 4                                      | 1              | 3              | 4                | 1              | 3              |
| 14          | 51 Air National Guard . . . . .                     | 9,716                                  | 7,809          | 1,907          | 9,485            | 7,627          | 1,858          |
| 15          | 52 Air Reserves Not on Ext. A.D. . . . .            | 8,730                                  | 5,527          | 3,203          | 7,937            | 4,908          | 3,029          |
| 16          | 54 Air Forces Security Agency . . . . .             | 6,193                                  | 2,620          | 3,573          | 5,548            | 2,144          | 3,404          |
| 17          | 57 Atomic Energy "C" Investigations . . . . .       | 156                                    | 78             | 78             | 150              | 75             | 75             |
| 18          | <u>General Investigations - Total . . . . .</u>     | <u>37,724</u>                          | <u>23,577</u>  | <u>14,147</u>  | <u>36,674</u>    | <u>22,768</u>  | <u>13,906</u>  |
| 19          | 5 Bribery . . . . .                                 | 152                                    | 69             | 83             | 145              | 62             | 83             |
| 20          | 6 Homicide . . . . .                                | 861                                    | 626            | 235            | 831              | 604            | 227            |
| 21          | 7 Sex Offenses . . . . .                            | 7,229                                  | 4,298          | 2,931          | 6,918            | 4,053          | 2,865          |
| 22          | 8 Assault . . . . .                                 | 668                                    | 560            | 108            | 648              | 543            | 105            |
| 23          | 9 Impersonation . . . . .                           | 542                                    | 311            | 231            | 531              | 305            | 226            |
| 24          | 10 Fraudulent Enlistment . . . . .                  | 4,450                                  | 1,871          | 2,579          | 4,380            | 1,829          | 2,551          |
| 25          | 11 Embezzlement . . . . .                           | 295                                    | 163            | 132            | 293              | 161            | 132            |
| 26          | 12 Forgery . . . . .                                | 1,121                                  | 623            | 498            | 1,079            | 594            | 485            |
| 27          | 13 Larceny . . . . .                                | 4,839                                  | 3,594          | 1,245          | 4,736            | 3,508          | 1,228          |
| 28          | 14 Theft of Government Property . . . . .           | 4,473                                  | 3,222          | 1,251          | 4,341            | 3,106          | 1,235          |
| 29          | 15 Robbery . . . . .                                | 253                                    | 189            | 64             | 249              | 185            | 64             |
| 30          | 16 Housebreaking . . . . .                          | 839                                    | 648            | 191            | 812              | 622            | 190            |
| 31          | 17 Narcotics Violations . . . . .                   | 1,227                                  | 829            | 398            | 1,148            | 766            | 382            |
| 32          | 18 Customs Violations . . . . .                     | 189                                    | 84             | 105            | 183              | 79             | 104            |
| 33          | 19 Blackmarket Activities . . . . .                 | 266                                    | 70             | 196            | 252              | 63             | 189            |
| 34          | 20 Property Destruction . . . . .                   | 293                                    | 209            | 84             | 292              | 208            | 84             |
| 35          | 21 Discrimination . . . . .                         | 34                                     | 23             | 11             | 34               | 23             | 11             |
| 36          | 22 Intimidation . . . . .                           | 26                                     | 14             | 12             | 26               | 14             | 12             |
| 37          | 23 Perjury . . . . .                                | 21                                     | 11             | 10             | 20               | 11             | 9              |
| 38          | 24 Special Inquiry . . . . .                        | 3,801                                  | 1,975          | 1,826          | 3,758            | 1,947          | 1,811          |
| 39          | 25 Improper Use, Etc. . . . .                       | 296                                    | 194            | 102            | 285              | 187            | 98             |
| 40          | 26 Misconduct . . . . .                             | 2,498                                  | 1,395          | 1,103          | 2,442            | 1,353          | 1,089          |
| 41          | 47 Postal Violations . . . . .                      | 727                                    | 413            | 314            | 698              | 387            | 311            |
| 42          | 50 Counterfeiting . . . . .                         | 35                                     | 20             | 15             | 35               | 20             | 15             |
| 43          | 53 Reciprocal Investigations . . . . .              | 2,290                                  | 2,010          | 280            | 2,273            | 1,998          | 275            |
| 44          | 55 War Crimes . . . . .                             | -                                      | -              | -              | -                | -              | -              |
| 45          | 62 Bad Checks . . . . .                             | 299                                    | 156            | 143            | 265              | 140            | 125            |
| 46          | <u>Counter Intelligence - Total . . . . .</u>       | <u>14,979</u>                          | <u>7,251</u>   | <u>7,728</u>   | <u>14,366</u>    | <u>6,863</u>   | <u>7,503</u>   |
| 47          | 27 Espionage . . . . .                              | 598                                    | 367            | 231            | 583              | 358            | 225            |
| 48          | 28 Sabotage . . . . .                               | 1,809                                  | 1,182          | 627            | 1,763            | 1,144          | 619            |
| 49          | 29 Treason . . . . .                                | 9                                      | 2              | 7              | 9                | 2              | 7              |
| 50          | 30 Sedition . . . . .                               | 9                                      | 3              | 6              | 9                | 3              | 6              |
| 51          | 31 Disaffection . . . . .                           | 639                                    | 222            | 417            | 627              | 210            | 417            |
| 52          | 32 Subversive . . . . .                             | 1,042                                  | 437            | 605            | 1,009            | 417            | 592            |
| 53          | 33 Communist Matters . . . . .                      | 8,189                                  | 3,409          | 4,780          | 7,795            | 3,181          | 4,614          |
| 54          | 34 Violations AFR 205-1. . . . .                    | 2,461                                  | 1,443          | 1,018          | 2,358            | 1,371          | 987            |
| 55          | 35 Security Surveys . . . . .                       | 185                                    | 160            | 25             | 176              | 152            | 24             |
| 56          | 49 Positive Intelligence . . . . .                  | 36                                     | 25             | 11             | 35               | 24             | 11             |
| 57          | 56 Essential Elements of Information . . . . .      | 2                                      | 1              | 1              | 2                | 1              | 1              |
| 58          | <u>Procurement Investigations - Total . . . . .</u> | <u>1,939</u>                           | <u>789</u>     | <u>1,150</u>   | <u>1,352</u>     | <u>461</u>     | <u>891</u>     |
| 59          | 58 Procurement Matters . . . . .                    | 973                                    | 355            | 618            | 670              | 208            | 462            |
| 60          | 59 Disposal Matters . . . . .                       | 15                                     | 11             | 4              | 13               | 10             | 3              |
| 61          | 60 Non-Appropriated Funds . . . . .                 | 129                                    | 79             | 50             | 105              | 55             | 50             |
| 62          | 61 Pay and Allowance Matters . . . . .              | 822                                    | 344            | 478            | 564              | 188            | 376            |

Source: Directorate of Special Investigations, The Inspector General, Headquarters USAF.

OF SPECIAL INVESTIGATIONS, CONTINENTAL US - FY 1952

| Fiscal Year 1952 |         |            |         |         |            | Calendar Year 1951 |         |            |         |         |            | LINE NUMBER |
|------------------|---------|------------|---------|---------|------------|--------------------|---------|------------|---------|---------|------------|-------------|
| Opened           |         |            | Closed  |         |            | Opened             |         |            | Closed  |         |            |             |
| Total            | Origin  | Aux-iliary | Total   | Origin  | Aux-iliary | Total              | Origin  | Aux-iliary | Total   | Origin  | Aux-iliary |             |
| 476,494          | 338,603 | 137,891    | 492,160 | 336,364 | 145,796    | 446,362            | 305,859 | 140,503    | 393,944 | 263,461 | 130,483    |             |
| 456,157          | 326,989 | 129,168    | 461,826 | 324,777 | 137,049    | 428,665            | 295,815 | 132,850    | 376,837 | 253,860 | 122,977    | 1           |
| 1,148            | 418     | 730        | 978     | 303     | 675        | 104                | 53      | 51         | 28      | 3       | 25         | 2           |
| 1,134            | 394     | 740        | 4,320   | 2,967   | 1,353      | 7,443              | 2,585   | 4,858      | 19,718  | 11,896  | 7,828      | 3           |
| 6,791            | 2,992   | 3,799      | 11,519  | 6,593   | 4,926      | 9,408              | 3,182   | 6,226      | 16,109  | 10,140  | 5,969      | 4           |
| 38,398           | 12,055  | 26,343     | 43,838  | 13,497  | 30,341     | 43,737             | 12,625  | 31,112     | 40,979  | 12,683  | 28,296     | 5           |
| 26,840           | 14,480  | 12,360     | 27,963  | 15,136  | 12,827     | 30,765             | 19,205  | 11,560     | 27,616  | 16,593  | 11,023     | 6           |
| 306,323          | 239,678 | 66,645     | 294,173 | 226,527 | 67,646     | 252,964            | 195,476 | 57,488     | 197,133 | 148,897 | 48,236     | 7           |
| 18,701           | 17,253  | 1,448      | 21,213  | 19,937  | 1,276      | 25,062             | 24,279  | 783        | 21,594  | 20,926  | 668        | 8           |
| 32,644           | 27,254  | 5,390      | 30,061  | 25,447  | 4,614      | 26,241             | 23,538  | 2,703      | 20,193  | 18,238  | 1,955      | 9           |
| 2,568            | 1,230   | 1,338      | 2,191   | 1,009   | 1,182      | 1,727              | 702     | 1,025      | 1,136   | 473     | 663        | 10          |
| 2,776            | 1,909   | 867        | 4,893   | 2,822   | 2,071      | 10,379             | 3,451   | 6,928      | 11,387  | 3,572   | 7,815      | 11          |
| 9,169            | 2,613   | 6,556      | 9,421   | 2,751   | 6,670      | 9,559              | 2,696   | 6,863      | 9,547   | 2,723   | 6,824      | 12          |
| -                | -       | -          | -       | -       | -          | 2                  | -       | 2          | -       | -       | -          | 13          |
| 3,890            | 3,608   | 282        | 4,162   | 3,887   | 275        | 4,355              | 4,036   | 319        | 4,262   | 3,933   | 329        | 14          |
| 2,299            | 1,640   | 659        | 2,984   | 2,114   | 870        | 3,231              | 2,435   | 796        | 3,878   | 2,721   | 1,157      | 15          |
| 3,320            | 1,387   | 1,933      | 3,960   | 1,712   | 2,248      | 3,632              | 1,524   | 2,108      | 3,217   | 1,049   | 2,168      | 16          |
| 156              | 78      | 78         | 150     | 75      | 75         | 56                 | 28      | 28         | 38      | 19      | 19         | 17          |
| 12,666           | 7,951   | 4,715      | 13,083  | 8,195   | 4,888      | 11,845             | 7,211   | 4,634      | 11,558  | 6,900   | 4,658      | 18          |
| 62               | 29      | 33         | 60      | 26      | 34         | 60                 | 19      | 41         | 59      | 18      | 41         | 19          |
| 349              | 247     | 102        | 338     | 243     | 95         | 289                | 223     | 66         | 276     | 216     | 60         | 20          |
| 3,378            | 2,068   | 1,310      | 3,376   | 2,039   | 1,337      | 2,960              | 1,762   | 1,198      | 2,914   | 1,716   | 1,198      | 21          |
| 243              | 207     | 36         | 237     | 203     | 34         | 170                | 153     | 17         | 165     | 147     | 18         | 22          |
| 182              | 104     | 78         | 180     | 107     | 73         | 195                | 105     | 90         | 200     | 105     | 95         | 23          |
| 1,119            | 403     | 716        | 1,548   | 681     | 867        | 1,859              | 754     | 1,105      | 1,771   | 638     | 1,133      | 24          |
| 19               | 11      | 8          | 20      | 12      | 8          | 38                 | 22      | 16         | 40      | 23      | 17         | 25          |
| 378              | 220     | 158        | 365     | 212     | 153        | 265                | 164     | 101        | 250     | 149     | 101        | 26          |
| 1,722            | 1,293   | 429        | 1,744   | 1,318   | 426        | 1,494              | 1,145   | 349        | 1,445   | 1,103   | 342        | 27          |
| 1,405            | 1,023   | 382        | 1,398   | 1,019   | 379        | 1,123              | 849     | 274        | 1,085   | 820     | 265        | 28          |
| 91               | 69      | 22         | 97      | 73      | 24         | 92                 | 66      | 26         | 90      | 66      | 24         | 29          |
| 301              | 229     | 72         | 292     | 218     | 74         | 198                | 146     | 52         | 188     | 136     | 52         | 30          |
| 679              | 453     | 226        | 647     | 429     | 218        | 461                | 333     | 128        | 423     | 301     | 122        | 31          |
| 36               | 22      | 14         | 34      | 19      | 15         | 33                 | 13      | 20         | 39      | 18      | 21         | 32          |
| 113              | 31      | 82         | 123     | 31      | 92         | 147                | 20      | 127        | 135     | 14      | 121        | 33          |
| 77               | 59      | 18         | 80      | 62      | 18         | 69                 | 52      | 17         | 78      | 61      | 17         | 34          |
| 5                | 4       | 1          | 6       | 5       | 1          | 7                  | 6       | 1          | 7       | 6       | 1          | 35          |
| 10               | 4       | 6          | 10      | 4       | 6          | 4                  | 4       | -          | 3       | 3       | -          | 36          |
| 8                | 2       | 6          | 9       | 3       | 6          | 9                  | 3       | 6          | 9       | 3       | 6          | 37          |
| 853              | 482     | 371        | 904     | 515     | 389        | 994                | 541     | 453        | 1,001   | 537     | 464        | 38          |
| 91               | 56      | 35         | 86      | 55      | 31         | 71                 | 48      | 23         | 75      | 48      | 27         | 39          |
| 732              | 439     | 293        | 731     | 438     | 293        | 792                | 479     | 313        | 792     | 468     | 324        | 40          |
| 304              | 196     | 108        | 301     | 189     | 112        | 239                | 137     | 102        | 231     | 129     | 102        | 41          |
| 5                | 5       | -          | 5       | 5       | -          | 6                  | 6       | -          | 5       | 5       | -          | 42          |
| 205              | 139     | 66         | 227     | 149     | 78         | 179                | 114     | 65         | 213     | 139     | 74         | 43          |
| -                | -       | -          | -       | -       | -          | -                  | -       | -          | -       | -       | -          | 44          |
| 299              | 156     | 143        | 265     | 140     | 125        | 91                 | 47      | 44         | 64      | 31      | 33         | 45          |
| 5,732            | 2,874   | 2,858      | 5,899   | 2,931   | 2,968      | 5,463              | 2,734   | 2,729      | 5,361   | 2,655   | 2,706      | 46          |
| 306              | 199     | 107        | 312     | 204     | 108        | 211                | 139     | 72         | 201     | 137     | 64         | 47          |
| 659              | 470     | 189        | 725     | 509     | 216        | 820                | 546     | 274        | 836     | 554     | 282        | 48          |
| 1                | -       | 1          | 1       | -       | -          | 2                  | -       | 2          | 4       | 1       | 3          | 49          |
| 1                | 1       | -          | 2       | 1       | 1          | 5                  | -       | 5          | 7       | 1       | 6          | 50          |
| 210              | 68      | 142        | 239     | 78      | 161        | 241                | 75      | 166        | 231     | 66      | 165        | 51          |
| 310              | 133     | 177        | 318     | 133     | 185        | 318                | 132     | 186        | 326     | 134     | 192        | 52          |
| 3,222            | 1,373   | 1,849      | 3,307   | 1,394   | 1,913      | 3,004              | 1,281   | 1,723      | 2,937   | 1,234   | 1,703      | 53          |
| 946              | 558     | 388        | 925     | 546     | 379        | 777                | 483     | 294        | 734     | 450     | 284        | 54          |
| 61               | 58      | 3          | 55      | 53      | 2          | 66                 | 61      | 5          | 67      | 62      | 5          | 55          |
| 14               | 13      | 1          | 13      | 12      | 1          | 17                 | 16      | 1          | 16      | 15      | 1          | 56          |
| 2                | 1       | 1          | 2       | 1       | 1          | 2                  | 1       | 1          | 2       | 1       | 1          | 57          |
| 1,939            | 789     | 1,150      | 1,352   | 461     | 891        | 389                | 92      | 290        | 188     | 46      | 142        | 58          |
| 973              | 355     | 618        | 670     | 208     | 462        | 194                | 21      | 173        | 76      | 11      | 65         | 59          |
| 15               | 11      | 4          | 13      | 10      | 3          | 3                  | 2       | 1          | 1       | 1       | -          | 60          |
| 129              | 79      | 50         | 105     | 55      | 50         | 20                 | 12      | 8          | 15      | 8       | 7          | 61          |
| 822              | 344     | 478        | 564     | 188     | 376        | 178                | 64      | 108        | 96      | 26      | 70         | 62          |

TABLE I - SPECIAL INVESTIGATIONS CONDUCTED BY THE OFFICE

| LINE NUMBER | Classification                            | 1 Jan 1951 through 30 Jun 1951 |                |               |                |                |               | 1 July         |                |
|-------------|---|--------------------------------|----------------|---------------|----------------|----------------|---------------|----------------|----------------|
|             |   | Opened                         |                |               | Closed         |                |               | Opened         |                |
|             |   | Total                          | Origin         | Auxiliary     | Total          | Origin         | Auxiliary     | Total          | Origin         |
|             | Grand Total                               | 199,631                        | 130,285        | 69,346        | 186,265        | 121,272        | 64,993        | 246,731        | 175,574        |
| 1           | <u>Total</u>                              | <u>191,563</u>                 | <u>125,856</u> | <u>65,707</u> | <u>178,624</u> | <u>117,055</u> | <u>61,569</u> | <u>237,102</u> | <u>169,959</u> |
| 2           | 36 Personnel Investigations               | -                              | -              | -             | -              | -              | -             | 104            | 53             |
| 3           | 37 Atomic Energy "M" Investigations       | 6,782                          | 2,396          | 4,386         | 16,126         | 9,274          | 6,852         | 661            | 189            |
| 4           | 38 Intergrated Reg AF Officers            | 5,274                          | 1,253          | 4,021         | 9,525          | 6,273          | 3,252         | 4,134          | 1,929          |
| 5           | 39 Cryptographic Personnel                | 24,136                         | 6,806          | 17,330        | 21,474         | 6,932          | 14,542        | 19,601         | 5,819          |
| 6           | 40 Air Force Civilian Employees           | 16,431                         | 11,123         | 5,308         | 16,060         | 9,995          | 6,065         | 14,334         | 8,082          |
| 7           | 41 Air Force Military Personnel           | 96,704                         | 74,958         | 21,746        | 79,374         | 60,515         | 18,859        | 156,260        | 120,518        |
| 8           | 42 Facilities Employees                   | 12,788                         | 12,484         | 304           | 11,027         | 10,741         | 286           | 12,274         | 11,795         |
| 9           | 43 Contractor Employees                   | 11,217                         | 10,181         | 1,036         | 8,317          | 7,518          | 799           | 15,024         | 13,357         |
| 10          | 44 Aliens                                 | 719                            | 328            | 391           | 496            | 227            | 269           | 1,008          | 374            |
| 11          | 45 Cadet Trainees & Officer Candidates    | 7,840                          | 1,674          | 6,166         | 7,464          | 1,540          | 5,924         | 2,539          | 1,777          |
| 12          | 46 OSI Personnel                          | 4,111                          | 1,064          | 3,047         | 4,064          | 1,111          | 2,953         | 5,448          | 1,632          |
| 13          | 48 Munitions Board Matters                | 2                              | -              | -             | 2              | -              | -             | -              | -              |
| 14          | 51 Air National Guard                     | 1,070                          | 913            | 157           | 1,327          | 1,147          | 180           | 3,285          | 3,123          |
| 15          | 52 Air Reserves Not On Ext. A.D           | 2,286                          | 1,775          | 511           | 2,087          | 1,472          | 615           | 945            | 660            |
| 16          | 54 Air Force Security Agency              | 2,203                          | 901            | 1,302         | 1,281          | 310            | 971           | 1,429          | 623            |
| 17          | 57 Atomic Energy "Q" Investigations       | -                              | -              | -             | -              | -              | -             | 56             | 28             |
| 48          | <u>General Investigations - Total</u>     | <u>5,365</u>                   | <u>3,110</u>   | <u>2,255</u>  | <u>5,213</u>   | <u>3,015</u>   | <u>2,198</u>  | <u>6,480</u>   | <u>4,101</u>   |
| 19          | 5 Bribery                                 | 28                             | 10             | 18            | 27             | 8              | 19            | 32             | 9              |
| 20          | 6 Homicide                                | 116                            | 94             | 22            | 113            | 91             | 22            | 173            | 129            |
| 21          | 7 Sex Offenses                            | 1,374                          | 789            | 585           | 1,367          | 798            | 569           | 1,586          | 973            |
| 22          | 8 Assault                                 | 77                             | 71             | 6             | 76             | 70             | 6             | 93             | 82             |
| 23          | 9 Impersonation                           | 88                             | 44             | 44            | 98             | 44             | 54            | 107            | 61             |
| 24          | 10 Fraudulent Enlistment                  | 969                            | 380            | 589           | 799            | 270            | 529           | 890            | 374            |
| 25          | 11 Embezzlement                           | 21                             | 13             | 8             | 22             | 13             | 9             | 17             | 9              |
| 26          | 12 Forgery                                | 108                            | 65             | 43            | 104            | 62             | 42            | 157            | 99             |
| 27          | 13 Larceny                                | 546                            | 423            | 123           | 536            | 412            | 124           | 948            | 722            |
| 28          | 14 Theft of Government Property           | 483                            | 360            | 123           | 488            | 364            | 124           | 640            | 489            |
| 29          | 15 Robbery                                | 50                             | 36             | 14            | 45             | 33             | 12            | 42             | 30             |
| 30          | 16 Housebreaking                          | 71                             | 51             | 20            | 78             | 57             | 21            | 127            | 95             |
| 31          | 17 Narcotics Violations                   | 165                            | 119            | 46            | 149            | 106            | 43            | 296            | 214            |
| 32          | 18 Customs Violations                     | 18                             | 6              | 12            | 22             | 9              | 13            | 15             | 7              |
| 33          | 19 Blackmarket Activities                 | 88                             | 10             | 78            | 66             | 4              | 62            | 59             | 10             |
| 34          | 20 Property Destruction                   | 31                             | 23             | 8             | 40             | 31             | 9             | 38             | 29             |
| 35          | 21 Discrimination                         | 3                              | 3              | -             | 2              | 2              | -             | 4              | 3              |
| 36          | 22 Intimidation                           | 1                              | 1              | -             | 1              | 1              | -             | 3              | 3              |
| 37          | 23 Perjury                                | 4                              | 2              | 2             | 2              | 1              | 1             | 5              | 1              |
| 38          | 24 Special Inquiry                        | 516                            | 269            | 247           | 510            | 262            | 248           | 478            | 272            |
| 39          | 25 Improper Use, Etc.                     | 33                             | 23             | 10            | 37             | 23             | 14            | 38             | 25             |
| 40          | 26 Misconduct                             | 390                            | 222            | 168           | 411            | 224            | 187           | 402            | 257            |
| 41          | 47 Postal Violations                      | 120                            | 66             | 54            | 118            | 66             | 52            | 119            | 71             |
| 42          | 50 Counterfeiting                         | 3                              | 3              | -             | 3              | 3              | -             | 3              | 3              |
| 43          | 53 Reciprocal Investigations              | 62                             | 27             | 35            | 99             | 61             | 38            | 117            | 87             |
| 44          | 55 War Crimes                             | -                              | -              | -             | -              | -              | -             | -              | -              |
| 45          | 62 Bad Checks                             | -                              | -              | -             | -              | -              | -             | 91             | 47             |
| 46          | <u>Counter Intelligence - Total</u>       | <u>2,703</u>                   | <u>1,319</u>   | <u>1,384</u>  | <u>2,428</u>   | <u>1,202</u>   | <u>1,226</u>  | <u>2,760</u>   | <u>1,415</u>   |
| 47          | 27 Espionage                              | 87                             | 58             | 29            | 75             | 53             | 22            | 124            | 81             |
| 48          | 28 Sabotage                               | 431                            | 258            | 173           | 395            | 238            | 157           | 389            | 288            |
| 49          | 29 Treason                                | 1                              | -              | 1             | 3              | 1              | 2             | 1              | -              |
| 50          | 30 Sedition                               | 5                              | -              | 5             | 6              | 1              | 5             | -              | -              |
| 51          | 31 Disaffection                           | 119                            | 39             | 80            | 96             | 30             | 66            | 122            | 36             |
| 52          | 32 Subversive                             | 154                            | 60             | 94            | 139            | 65             | 74            | 164            | 72             |
| 53          | 33 Communist Matters                      | 1,514                          | 648            | 866           | 1,333          | 573            | 760           | 1,490          | 633            |
| 54          | 34 Violations AFR 205-1                   | 348                            | 216            | 132           | 318            | 202            | 116           | 429            | 267            |
| 55          | 35 Security Surveys                       | 38                             | 35             | 3             | 37             | 34             | 3             | 28             | 26             |
| 56          | 49 Positive Intelligence                  | 6                              | 5              | 1             | 6              | 5              | 1             | 11             | 11             |
| 57          | 56 Essential Elements of Information      | -                              | -              | -             | -              | -              | -             | 2              | 1              |
| 58          | <u>Procurement Investigations - Total</u> | <u>-</u>                       | <u>-</u>       | <u>-</u>      | <u>-</u>       | <u>-</u>       | <u>-</u>      | <u>389</u>     | <u>22</u>      |
| 59          | 58 Procurement Matters                    | -                              | -              | -             | -              | -              | -             | 194            | 21             |
| 60          | 59 Disposal Matters                       | -                              | -              | -             | -              | -              | -             | 3              | 2              |
| 61          | 60 Non-Appropriated Funds                 | -                              | -              | -             | -              | -              | -             | 20             | 12             |
| 62          | 61 Pay and Allowance Matters              | -                              | -              | -             | -              | -              | -             | 172            | 64             |

Source: Directorate of Special Investigations, The Inspector General, Headquarters USAF.

OF SPECIAL INVESTIGATIONS, CONTINENTAL US - FY - 1952

| Auxiliary | 1951 through 31 Dec 1951 |         |           | 1 Jan 1952 through 30 Jun 1952 |         |           |         |         |           | Pending      |        |           | LINE NUMBER |
|-----------|--------------------------|---------|-----------|--------------------------------|---------|-----------|---------|---------|-----------|--------------|--------|-----------|-------------|
|           | Closed                   |         |           | Opened                         |         |           | Closed  |         |           | 30 June 1952 |        |           |             |
|           | Total                    | Origin  | Auxiliary | Total                          | Origin  | Auxiliary | Total   | Origin  | Auxiliary | Total        | Origin | Auxiliary |             |
| 71157     | 207,679                  | 142,189 | 65,490    | 229,763                        | 163,029 | 66,734    | 274,481 | 194,175 | 80,306    | 76,289       | 58,914 | 17,375    |             |
| 67,143    | 198,213                  | 136,805 | 61,408    | 219,055                        | 157,030 | 62,025    | 263,613 | 187,972 | 75,641    | 74,039       | 57,389 | 16,650    | 1           |
| 51        | 28                       | 3       | 25        | 1,044                          | 365     | 679       | 950     | 300     | 650       | 170          | 115    | 55        | 2           |
| 472       | 3,592                    | 2,616   | 976       | 473                            | 205     | 268       | 728     | 351     | 377       | 176          | 114    | 62        | 3           |
| 2,205     | 6,584                    | 3,867   | 2,717     | 2,657                          | 1,063   | 1,594     | 4,935   | 2,726   | 2,209     | 815          | 604    | 211       | 4           |
| 13,782    | 19,505                   | 5,751   | 13,754    | 18,797                         | 6,236   | 12,561    | 24,333  | 7,746   | 16,587    | 6,139        | 3,176  | 2,963     | 5           |
| 6,252     | 11,556                   | 6,598   | 4,958     | 12,506                         | 6,398   | 6,108     | 16,407  | 8,538   | 7,869     | 4,873        | 3,278  | 1,595     | 6           |
| 35,742    | 117,759                  | 88,382  | 29,377    | 150,063                        | 119,160 | 30,903    | 176,414 | 138,145 | 38,269    | 49,477       | 40,035 | 9,442     | 7           |
| 479       | 10,567                   | 10,185  | 382       | 6,427                          | 5,458   | 969       | 10,646  | 9,752   | 894       | 1,967        | 1,707  | 260       | 8           |
| 1,667     | 11,876                   | 10,720  | 1,156     | 17,620                         | 13,897  | 3,723     | 18,185  | 14,727  | 3,458     | 7,338        | 6,230  | 1,108     | 9           |
| 634       | 640                      | 246     | 394       | 1,560                          | 856     | 704       | 1,551   | 763     | 788       | 918          | 561    | 357       | 10          |
| 762       | 3,923                    | 2,032   | 1,891     | 237                            | 132     | 105       | 970     | 790     | 180       | 115          | 85     | 30        | 11          |
| 3,816     | 5,483                    | 1,612   | 3,871     | 3,721                          | 981     | 2,740     | 3,938   | 1,139   | 2,799     | 376          | 204    | 172       | 12          |
| -         | -                        | -       | -         | -                              | -       | -         | -       | -       | -         | -            | -      | -         | 13          |
| 162       | 2,935                    | 2,786   | 149       | 605                            | 485     | 120       | 1,227   | 1,101   | 126       | 231          | 182    | 49        | 14          |
| 285       | 1,791                    | 1,249   | 542       | 1,354                          | 980     | 374       | 1,193   | 865     | 328       | 793          | 619    | 174       | 15          |
| 806       | 1,936                    | 739     | 1,197     | 1,891                          | 764     | 1,127     | 2,024   | 973     | 1,051     | 645          | 476    | 169       | 16          |
| 28        | 38                       | 19      | 19        | 100                            | 50      | 50        | 112     | 56      | 56        | 6            | 3      | 3         | 17          |
| 2,379     | 6,345                    | 3,885   | 2,460     | 6,186                          | 3,850   | 2,336     | 6,738   | 4,310   | 2,428     | 1,050        | 809    | 241       | 18          |
| 23        | 32                       | 10      | 22        | 30                             | 20      | 10        | 28      | 16      | 12        | 7            | 7      | -         | 19          |
| 44        | 163                      | 125     | 38        | 176                            | 118     | 58        | 175     | 118     | 57        | 30           | 22     | 8         | 20          |
| 613       | 1,547                    | 918     | 629       | 1,792                          | 1,099   | 697       | 1,829   | 1,121   | 708       | 311          | 245    | 66        | 21          |
| 11        | 89                       | 77      | 12        | 150                            | 125     | 25        | 148     | 126     | 22        | 20           | 17     | 3         | 22          |
| 46        | 102                      | 61      | 41        | 75                             | 43      | 32        | 78      | 46      | 32        | 11           | 6      | 5         | 23          |
| 516       | 972                      | 368     | 604       | 229                            | 29      | 200       | 576     | 313     | 263       | 70           | 42     | 28        | 24          |
| 8         | 18                       | 10      | 8         | 2                              | 2       | -         | -       | 2       | -         | 2            | 2      | -         | 25          |
| 58        | 146                      | 87      | 59        | 221                            | 121     | 100       | 219     | 125     | 94        | 42           | 29     | 13        | 26          |
| 226       | 909                      | 691     | 218       | 774                            | 571     | 203       | 835     | 627     | 208       | 103          | 86     | 17        | 27          |
| 151       | 597                      | 456     | 141       | 765                            | 534     | 231       | 801     | 563     | 238       | 132          | 116    | 16        | 28          |
| 12        | 45                       | 33      | 12        | 49                             | 39      | 10        | 52      | 40      | 12        | 4            | 4      | -         | 29          |
| 32        | 110                      | 79      | 31        | 174                            | 134     | 40        | 182     | 139     | 43        | 27           | 26     | 1         | 30          |
| 82        | 274                      | 195     | 79        | 383                            | 239     | 144       | 373     | 234     | 139       | 79           | 63     | 16        | 31          |
| 8         | 17                       | 9       | 8         | 21                             | 15      | 6         | 17      | 10      | 7         | 6            | 5      | 1         | 32          |
| 49        | 69                       | 10      | 59        | 54                             | 21      | 33        | 54      | 21      | 33        | 14           | 7      | 7         | 33          |
| 9         | 38                       | 30      | 8         | 39                             | 30      | 9         | 42      | 32      | 10        | 1            | 1      | -         | 34          |
| 1         | 5                        | 4       | 1         | 1                              | 1       | -         | 1       | 1       | -         | -            | -      | -         | 35          |
| -         | -                        | 2       | -         | 7                              | 1       | 6         | 8       | 2       | 6         | -            | -      | -         | 36          |
| 4         | 7                        | 2       | 5         | 3                              | 1       | 2         | 2       | 1       | 1         | 1            | 1      | 1         | 37          |
| 206       | 491                      | 275     | 216       | 375                            | 210     | 165       | 413     | 240     | 173       | 43           | 28     | 15        | 38          |
| 13        | 38                       | 25      | 13        | 53                             | 31      | 22        | 48      | 30      | 18        | 11           | 7      | 4         | 39          |
| 145       | 381                      | 244     | 137       | 330                            | 182     | 148       | 350     | 194     | 156       | 56           | 42     | 14        | 40          |
| 48        | 113                      | 63      | 50        | 185                            | 125     | 60        | 188     | 126     | 62        | 29           | 26     | 3         | 41          |
| -         | 2                        | 2       | -         | 2                              | 2       | -         | 3       | 3       | -         | -            | -      | -         | 42          |
| 30        | 114                      | 78      | 36        | 88                             | 52      | 36        | 113     | 71      | 42        | 17           | 12     | 5         | 43          |
| -         | -                        | -       | -         | -                              | -       | -         | -       | -       | -         | -            | -      | -         | 44          |
| 44        | 64                       | 31      | 33        | 208                            | 109     | 99        | 201     | 109     | 92        | 34           | 16     | 18        | 45          |
| 1,345     | 2,933                    | 1,453   | 1,480     | 2,972                          | 1,459   | 1,513     | 2,966   | 1,478   | 1,488     | 613          | 388    | 225       | 46          |
| 43        | 126                      | 84      | 42        | 182                            | 118     | 64        | 186     | 120     | 66        | 15           | 9      | 6         | 47          |
| 101       | 441                      | 316     | 125       | 270                            | 182     | 88        | 284     | 193     | 91        | 46           | 38     | 8         | 48          |
| 1         | 1                        | -       | 1         | -                              | -       | -         | -       | -       | -         | -            | -      | -         | 49          |
| -         | 1                        | -       | 1         | 1                              | 1       | -         | 1       | 1       | -         | -            | -      | -         | 50          |
| 86        | 135                      | 36      | 99        | 88                             | 32      | 56        | 104     | 42      | 62        | 12           | 12     | -         | 51          |
| 92        | 167                      | 69      | 98        | 146                            | 61      | 85        | 151     | 64      | 87        | 33           | 20     | 13        | 52          |
| 857       | 1,604                    | 661     | 943       | 1,732                          | 740     | 992       | 1,703   | 733     | 970       | 394          | 228    | 166       | 53          |
| 162       | 416                      | 248     | 168       | 517                            | 291     | 226       | 509     | 298     | 211       | 103          | 72     | 31        | 54          |
| 2         | 30                       | 28      | 2         | 33                             | 32      | 1         | 25      | 25      | 1         | 9            | 8      | 1         | 55          |
| -         | 10                       | 10      | -         | 3                              | 2       | 1         | 3       | 2       | 1         | 1            | 1      | -         | 56          |
| 1         | 2                        | 1       | 1         | -                              | -       | -         | -       | -       | -         | -            | -      | -         | 57          |
| 290       | 188                      | 46      | 142       | 1,550                          | 690     | 860       | 1,164   | 415     | 749       | 587          | 328    | 259       | 58          |
| 173       | 76                       | 11      | 65        | 779                            | 334     | 445       | 594     | 197     | 397       | 303          | 147    | 156       | 59          |
| 1         | 1                        | 1       | -         | 12                             | 9       | 3         | 12      | 9       | 3         | 2            | 1      | 1         | 60          |
| 8         | 15                       | 8       | 7         | 109                            | 67      | 42        | 90      | 47      | 43        | 24           | 24     | -         | 61          |
| 108       | 96                       | 26      | 70        | 650                            | 280     | 370       | 468     | 162     | 306       | 258          | 156    | 102       | 62          |

TABLE 2 - OFFENSES COMMITTED BY MILITARY PERSONNEL BY MONTH, BY COMMAND, CONTINENTAL U S - FY 1952

(The table below is presented in two parts due to changes made in reporting methods for May and June. Rates for July (1951) through April (1952) are based on the strength charged to the Commanding General as of the end of the month. May and June (1952) rates are based on daily strength defined in introduction of this area).

| Offense and Date                               | USAF-Total |                | Cont'l-Total |                | Continental US |      |     |     |     |      |       |    |       |     |      |     |     |     |
|--|------------|----------------|--------------|----------------|----------------|------|-----|-----|-----|------|-------|----|-------|-----|------|-----|-----|-----|
|  | Number     | Rate Per 1,000 | Number       | Rate Per 1,000 | ADC            | AFPC | AMC | APC | APG | ARDC | ATRC  | AU | CORAC | HQC | MATS | SAG | SWC | TAC |
| <u>Going Absent Without Leave (this Month)</u> |            |                |              |                |                |      |     |     |     |      |       |    |       |     |      |     |     |     |
| July (1951)                                    | 3,537      | 4.56           | 3,252        | 5.20           | 401            | -    | 205 | -   | 46  | 37   | 1,355 | 54 | 241   | 129 | 133  | 444 | 13  | 194 |
| August   | 3,642      | 4.67           | 3,373        | 5.42           | 383            | -    | 198 | -   | 48  | 53   | 1,429 | 44 | 311   | 110 | 108  | 470 | 18  | 201 |
| September                                      | 3,925      | 4.94           | 3,590        | 5.76           | 330            | -    | 191 | -   | 63  | 40   | 1,470 | 44 | 470   | 94  | 113  | 588 | 11  | 216 |
| October  | 4,109      | 5.06           | 3,732        | 5.96           | 346            | -    | 231 | -   | 43  | 39   | 1,539 | 57 | 498   | 106 | 120  | 490 | 19  | 244 |
| November                                       | 3,829      | 4.63           | 3,477        | 5.45           | 365            | -    | 205 | -   | 46  | 48   | 1,471 | 57 | 403   | 85  | 92   | 476 | 17  | 212 |
| December                                       | 4,261      | 5.04           | 3,950        | 6.13           | 425            | -    | 227 | -   | 24  | 52   | 1,547 | 65 | 521   | 103 | 110  | 555 | 8   | 313 |
| January (1952)                                 | 4,754      | 5.73           | 4,438        | 6.80           | 375            | -    | 297 | -   | 61  | 50   | 2,007 | 55 | 511   | 70  | 144  | 578 | 14  | 276 |
| February                                       | 4,190      | 4.74           | 3,828        | 5.69           | 319            | -    | 221 | -   | 51  | 45   | 1,764 | 57 | 436   | 55  | 87   | 509 | 5   | 279 |
| March  | 4,498      | 5.02           | 4,160        | 6.11           | 424            | -    | 238 | -   | 40  | 45   | 1,851 | 52 | 510   | 82  | 121  | 528 | 15  | 254 |
| April  | 4,975      | 5.49           | 4,651        | 6.76           | 420            | -    | 259 | -   | 43  | 65   | 2,086 | 43 | 612   | 90  | 117  | 566 | -   | 350 |
| <u>Voluntarily Returned (this Month)</u>       |            |                |              |                |                |      |     |     |     |      |       |    |       |     |      |     |     |     |
| July (1951)                                    | 2,441      | 3.14           | 2,225        | 3.56           | 296            | -    | 126 | -   | 35  | 25   | 863   | 38 | 141   | 95  | 103  | 340 | 10  | 153 |
| August   | 2,700      | 3.46           | 2,486        | 4.00           | 301            | -    | 167 | -   | 42  | 40   | 1,015 | 45 | 209   | 80  | 74   | 346 | 11  | 156 |
| September                                      | 2,714      | 3.42           | 2,447        | 3.93           | 237            | -    | 170 | -   | 52  | 27   | 959   | 31 | 254   | 73  | 80   | 368 | 15  | 181 |
| October  | 3,084      | 3.80           | 2,755        | 4.40           | 278            | -    | 180 | -   | 35  | 29   | 1,111 | 48 | 333   | 85  | 101  | 355 | 13  | 187 |
| November                                       | 2,926      | 3.54           | 2,633        | 3.18           | 297            | -    | 175 | -   | 37  | 33   | 1,049 | 48 | 296   | 72  | 72   | 352 | 18  | 184 |
| December                                       | 2,630      | 3.11           | 2,395        | 3.72           | 287            | -    | 125 | -   | 15  | 38   | 846   | 42 | 383   | 58  | 65   | 349 | 4   | 183 |
| January (1952)                                 | 3,984      | 4.80           | 3,727        | 5.71           | 340            | -    | 254 | -   | 55  | 40   | 1,605 | 52 | 423   | 68  | 143  | 476 | 13  | 258 |
| February                                       | 3,010      | 3.41           | 2,698        | 4.01           | 246            | -    | 173 | 1   | 50  | 30   | 1,214 | 41 | 245   | 47  | 73   | 368 | 7   | 203 |
| March  | 3,153      | 3.52           | 2,877        | 4.22           | 320            | -    | 178 | -   | 31  | 26   | 1,251 | 40 | 308   | 68  | 92   | 358 | 10  | 195 |
| April  | 3,351      | 3.70           | 3,097        | 4.51           | 298            | -    | 181 | -   | 37  | 50   | 1,381 | 30 | 385   | 65  | 75   | 358 | -   | 237 |
| <u>Apprehended (this Month)</u>                |            |                |              |                |                |      |     |     |     |      |       |    |       |     |      |     |     |     |
| July (1951)                                    | 567        | .73            | 514          | .82            | 50             | -    | 29  | -   | 3   | 6    | 288   | 6  | 16    | 14  | 10   | 72  | 1   | 19  |
| August   | 581        | .75            | 522          | .84            | 44             | -    | 30  | -   | 6   | 7    | 299   | 8  | 15    | 10  | 7    | 22  | 4   | 70  |
| September                                      | 626        | .79            | 568          | .91            | 83             | -    | 25  | -   | 2   | 5    | 278   | 5  | 51    | 15  | 13   | 75  | -   | 16  |
| October  | 652        | .80            | 600          | .96            | 46             | -    | 31  | -   | 5   | 7    | 321   | 3  | 57    | 17  | 11   | 80  | 4   | 18  |
| November                                       | 531        | .64            | 484          | .76            | 46             | -    | 34  | -   | 3   | 6    | 253   | 3  | 41    | 7   | 7    | 66  | -   | 18  |
| December                                       | 578        | .68            | 466          | .72            | 52             | -    | 28  | -   | 2   | 6    | 195   | 7  | 64    | 16  | 6    | 67  | -   | 25  |
| January (1952)                                 | 808        | .97            | 758          | 1.16           | 49             | -    | 49  | -   | 2   | 12   | 328   | 14 | 126   | 14  | 17   | 102 | 4   | 41  |
| February                                       | 718        | .81            | 670          | 1.00           | 49             | -    | 41  | -   | 1   | 8    | 325   | 9  | 94    | 7   | 16   | 86  | -   | 34  |
| March  | 719        | .80            | 666          | .98            | 50             | -    | 48  | -   | 1   | 11   | 360   | 7  | 82    | 6   | 14   | 63  | 2   | 22  |
| April  | 823        | .91            | 764          | 1.11           | 48             | -    | 50  | -   | 1   | 23   | 367   | 14 | 92    | 6   | 13   | 108 | -   | 42  |
| <u>Dropped from Rolls After 30 Days</u>        |            |                |              |                |                |      |     |     |     |      |       |    |       |     |      |     |     |     |
| July (1951)                                    | 371        | .48            | 349          | .56            | 51             | -    | 13  | -   | -   | 5    | 136   | 4  | 37    | 15  | 25   | 44  | 2   | 17  |
| August   | 315        | .40            | 308          | .50            | 35             | -    | 9   | -   | 2   | 6    | 133   | 4  | 38    | 14  | 12   | 42  | 1   | 16  |
| September                                      | 377        | .48            | 370          | .59            | 41             | -    | 17  | -   | 4   | 4    | 152   | 1  | 57    | 12  | 14   | 54  | -   | 14  |
| October  | 431        | .53            | 411          | .66            | 36             | -    | 38  | -   | 5   | 11   | 151   | 7  | 59    | 7   | 10   | 66  | -   | 21  |
| November                                       | 399        | .48            | 386          | .61            | 35             | -    | 26  | -   | 5   | 7    | 151   | 6  | 51    | 11  | 11   | 60  | 1   | 22  |
| December                                       | 446        | .53            | 425          | .66            | 28             | -    | 28  | -   | 3   | 6    | 178   | 7  | 87    | 10  | 12   | 52  | -   | 19  |
| January (1952)                                 | 566        | .68            | 552          | .85            | 46             | -    | 33  | -   | 4   | 6    | 251   | 9  | 71    | 11  | 14   | 71  | -   | 36  |
| February                                       | 469        | .53            | 459          | .68            | 23             | -    | 19  | 1   | 6   | 10   | 202   | 4  | 82    | 8   | 7    | 63  | -   | 34  |
| March  | 514        | .57            | 496          | .73            | 31             | -    | 28  | -   | 2   | 9    | 233   | 7  | 86    | 7   | 3    | 65  | -   | 25  |
| April  | 591        | .65            | 576          | .84            | 41             | -    | 25  | -   | 4   | 9    | 262   | 8  | 88    | 8   | 12   | 83  | -   | 36  |



Man Days Lost Absent Without Leave

|                |        |       |        |       |       |   |       |   |     |     |        |     |       |       |       |       |     |       |
|----------------|--------|-------|--------|-------|-------|---|-------|---|-----|-----|--------|-----|-------|-------|-------|-------|-----|-------|
| July (1951)    | 34,422 | 44.36 | 32,801 | 52.44 | 3,864 | - | 1,818 | - | 576 | 571 | 13,916 | 441 | 2,499 | 1,167 | 1,568 | 4,501 | 90  | 1,790 |
| August         | 36,531 | 46.85 | 35,206 | 56.63 | 3,065 | - | 3,174 | - | 369 | 547 | 15,208 | 353 | 2,686 | 1,187 | 1,415 | 5,340 | 126 | 1,736 |
| September      | 40,888 | 51.52 | 39,226 | 62.94 | 3,695 | - | 3,082 | - | 551 | 400 | 16,505 | 333 | 4,455 | 945   | 1,587 | 5,470 | 69  | 2,134 |
| October        | 41,735 | 51.36 | 39,825 | 63.57 | 3,407 | - | 2,665 | - | 412 | 548 | 16,807 | 493 | 5,102 | 886   | 1,058 | 5,636 | 141 | 2,670 |
| November       | 41,655 | 50.33 | 39,710 | 62.30 | 3,616 | - | 2,680 | - | 256 | 385 | 17,739 | 649 | 5,556 | 827   | 1,022 | 4,538 | 97  | 2,345 |
| December       | 44,767 | 52.94 | 42,736 | 66.36 | 3,688 | - | 2,366 | - | 140 | 424 | 18,311 | 792 | 5,933 | 922   | 1,096 | 5,624 | 42  | 3,398 |
| January (1952) | 51,720 | 62.37 | 50,041 | 76.73 | 4,908 | - | 2,830 | - | 714 | 708 | 23,214 | 566 | 5,466 | 862   | 1,236 | 6,307 | 98  | 3,132 |
| February       | 44,162 | 50.00 | 42,285 | 62.83 | 2,811 | - | 2,656 | - | 13  | 417 | 20,629 | 455 | 5,097 | 654   | 370   | 5,981 | 26  | 2,752 |
| March          | 47,536 | 53.08 | 45,609 | 66.95 | 3,809 | - | 2,532 | - | 502 | 626 | 20,912 | 607 | 5,809 | 615   | 1,167 | 6,546 | 135 | 2,349 |
| April          | 49,834 | 54.99 | 48,028 | 69.86 | 4,040 | - | 2,562 | - | 328 | 747 | 22,832 | 509 | 5,109 | 821   | 949   | 6,447 | -   | 3,684 |

Traffic Accidents on Base

|                |       |      |     |      |     |   |     |   |    |    |     |    |    |    |    |     |   |    |
|----------------|-------|------|-----|------|-----|---|-----|---|----|----|-----|----|----|----|----|-----|---|----|
| July (1951)    | 783   | 1.01 | 548 | .88  | 51  | - | 80  | - | 17 | 21 | 153 | 5  | 23 | 15 | 28 | 107 | 3 | 45 |
| August         | 749   | .96  | 536 | .86  | 53  | - | 107 | - | 16 | 20 | 133 | 6  | 20 | 16 | 26 | 96  | 2 | 41 |
| September      | 825   | 1.04 | 547 | .88  | 52  | - | 81  | - | 20 | 15 | 160 | 6  | 20 | 16 | 30 | 94  | 2 | 51 |
| October        | 763   | .94  | 513 | .82  | 50  | - | 91  | - | 22 | 22 | 155 | 6  | 12 | 7  | 34 | 74  | 1 | 39 |
| November       | 793   | .96  | 549 | .86  | 73  | - | 72  | - | 20 | 16 | 192 | 2  | 17 | 1  | 25 | 82  | - | 49 |
| December       | 986   | 1.17 | 687 | 1.07 | 110 | - | 54  | - | 14 | 36 | 191 | 10 | 29 | 15 | 72 | 99  | 4 | 53 |
| January (1952) | 1,031 | 1.24 | 706 | 1.08 | 128 | - | 102 | - | 24 | 38 | 167 | 13 | 28 | 16 | 49 | 76  | 1 | 64 |
| February       | 1,091 | 1.24 | 682 | 1.01 | 106 | - | 90  | - | 25 | 42 | 197 | 15 | 26 | 5  | 32 | 83  | 3 | 58 |
| March          | 1,064 | 1.19 | 722 | 1.06 | 73  | - | 103 | - | 20 | 30 | 256 | 5  | 23 | 14 | 34 | 115 | 3 | 46 |
| April          | 925   | 1.02 | 661 | .96  | 65  | - | 91  | - | 24 | 20 | 228 | 18 | 27 | 15 | 29 | 95  | - | 49 |

Moving Traffic Violation On Base

|                |       |      |       |      |     |   |     |   |    |     |       |     |     |     |     |     |    |     |
|----------------|-------|------|-------|------|-----|---|-----|---|----|-----|-------|-----|-----|-----|-----|-----|----|-----|
| July (1951)    | 3,407 | 4.39 | 2,538 | 4.06 | 195 | - | 341 | - | 44 | 37  | 892   | 37  | 44  | 53  | 67  | 647 | 15 | 166 |
| August         | 3,537 | 4.54 | 2,825 | 4.54 | 212 | - | 383 | - | 30 | 95  | 752   | 97  | 40  | 94  | 70  | 818 | 35 | 199 |
| September      | 3,179 | 4.01 | 2,432 | 3.90 | 236 | - | 381 | - | 28 | 55  | 785   | 32  | 85  | 88  | 99  | 445 | 6  | 192 |
| October        | 3,741 | 4.60 | 2,747 | 4.39 | 236 | - | 472 | - | 31 | 61  | 805   | 45  | 111 | 72  | 107 | 615 | 9  | 183 |
| November       | 3,341 | 4.04 | 2,454 | 2.85 | 245 | - | 345 | - | 18 | 42  | 875   | 22  | 94  | 59  | 28  | 542 | 7  | 177 |
| December       | 3,106 | 3.67 | 2,307 | 3.58 | 230 | - | 209 | - | 20 | 23  | 800   | 38  | 93  | 86  | 90  | 532 | 4  | 182 |
| January (1952) | 3,777 | 4.55 | 2,710 | 4.15 | 286 | - | 310 | - | 13 | 60  | 792   | 87  | 159 | 65  | 62  | 590 | 23 | 263 |
| February       | 3,816 | 4.32 | 2,986 | 4.44 | 300 | - | 295 | - | 10 | 88  | 906   | 64  | 101 | 109 | 48  | 695 | 52 | 318 |
| March          | 4,270 | 4.77 | 3,178 | 4.66 | 205 | - | 275 | - | 15 | 158 | 990   | 104 | 145 | 104 | 65  | 800 | 4  | 313 |
| April          | 4,670 | 5.15 | 3,455 | 5.03 | 209 | 9 | 447 | - | 21 | 90  | 1,225 | 76  | 134 | 151 | 127 | 666 | -  | 300 |

Security Violations (Safeguarding)

|                |     |     |     |     |     |   |     |   |   |    |     |   |    |   |    |     |   |    |
|----------------|-----|-----|-----|-----|-----|---|-----|---|---|----|-----|---|----|---|----|-----|---|----|
| July (1951)    | 481 | .62 | 435 | .69 | 161 | - | 63  | - | 2 | 43 | 117 | 1 | 16 | 1 | 2  | 18  | 9 | 2  |
| August         | 359 | .46 | 318 | .51 | 107 | - | 66  | - | - | 29 | 58  | 2 | 14 | - | 12 | 25  | - | 5  |
| September      | 475 | .60 | 421 | .67 | 78  | - | 71  | - | - | 55 | 55  | 1 | 58 | - | 2  | 91  | 2 | 8  |
| October        | 396 | .49 | 334 | .53 | 104 | - | 96  | - | - | 44 | 22  | 5 | 18 | 1 | 2  | 27  | 3 | 12 |
| November       | 298 | .36 | 240 | .38 | 85  | - | 70  | - | - | 32 | 12  | 6 | 7  | - | 1  | 22  | 2 | 3  |
| December       | 286 | .34 | 238 | .37 | 87  | - | 51  | - | - | 22 | 10  | 1 | 27 | - | 5  | 23  | 1 | 11 |
| January (1952) | 346 | .42 | 303 | .46 | 77  | - | 144 | - | - | 30 | 12  | 2 | 12 | - | -  | 18  | - | 8  |
| February       | 434 | .49 | 382 | .57 | 57  | - | 88  | - | - | 55 | 15  | 2 | 15 | 5 | 3  | 128 | 2 | 12 |
| March          | 488 | .54 | 410 | .60 | 70  | 6 | 119 | - | - | 38 | 14  | - | 3  | 2 | 2  | 153 | - | 3  |
| April          | 432 | .48 | 366 | .53 | 47  | - | 81  | - | - | 37 | 21  | 1 | 7  | - | 1  | 165 | - | 6  |

Security Violations Military Areas

|                |     |     |    |     |    |   |   |   |   |    |   |   |   |   |   |    |   |   |
|----------------|-----|-----|----|-----|----|---|---|---|---|----|---|---|---|---|---|----|---|---|
| July (1951)    | 147 | .19 | 50 | .08 | 23 | - | 4 | - | - | -  | 2 | - | - | 3 | 3 | 11 | - | 4 |
| August         | 115 | .15 | 70 | .11 | 34 | - | 7 | - | - | -  | 1 | - | - | - | - | 27 | - | 1 |
| September      | 60  | .08 | 53 | .08 | 29 | - | 3 | - | - | -  | 2 | - | 1 | - | 4 | 13 | - | 1 |
| October        | 52  | .06 | 39 | .06 | 13 | - | 4 | - | - | -  | 4 | - | - | - | 2 | 16 | - | - |
| November       | 63  | .08 | 49 | .08 | 26 | - | - | - | - | -  | 4 | - | 1 | - | - | 17 | - | - |
| December       | 110 | .13 | 99 | .15 | 10 | - | - | - | - | -  | 4 | - | 1 | - | - | 82 | - | 1 |
| January (1952) | 112 | .14 | 70 | .11 | 28 | - | - | - | - | 1  | 6 | - | 1 | - | - | 32 | 2 | - |
| February       | 189 | .10 | 61 | .09 | 28 | - | 5 | - | - | 4  | 4 | - | - | - | 8 | 12 | - | - |
| March          | 88  | .10 | 39 | .06 | 15 | - | - | - | - | 1  | 4 | 1 | - | - | 7 | 11 | - | - |
| April          | 177 | .19 | 49 | .07 | 20 | - | - | - | - | 11 | 1 | - | - | - | - | 16 | - | 1 |

(Continued)

TABLE 2 - OFFENSES COMMITTED BY MILITARY PERSONNEL BY MONTH, BY COMMAND, CONTINENTAL US - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Offense and Date                                 | USAF-Total |                | Cont'l-Total |                | Continental US |      |     |     |     |      |       |     |       |     |      |     |     |     |
|--|------------|----------------|--------------|----------------|----------------|------|-----|-----|-----|------|-------|-----|-------|-----|------|-----|-----|-----|
|  | Number     | Rate Per 1,000 | Number       | Rate Per 1,000 | ADC            | AFFC | AMC | APC | APG | ABDC | ATRC  | AU  | COMAC | HQC | MATS | SAC | SWC | TAC |
| <b>Drunkenness</b>                               |            |                |              |                |                |      |     |     |     |      |       |     |       |     |      |     |     |     |
| July (1951)                                      | 1,445      | 1.86           | 1,046        | 1.67           | 89             | -    | 80  | -   | 19  | 16   | 314   | 17  | 83    | 30  | 64   | 237 | 15  | 82  |
| August   | 1,499      | 1.92           | 1,081        | 1.74           | 91             | -    | 80  | -   | 17  | 20   | 355   | 23  | 69    | 15  | 41   | 286 | 20  | 64  |
| September  | 1,531      | 1.93           | 1,052        | 1.69           | 68             | -    | 78  | -   | 15  | 12   | 355   | 29  | 79    | 30  | 31   | 254 | 28  | 73  |
| October  | 1,634      | 2.01           | 1,100        | 1.76           | 78             | -    | 71  | -   | 43  | 30   | 371   | 17  | 62    | 18  | 55   | 242 | 21  | 92  |
| November   | 1,571      | 1.90           | 1,055        | 1.66           | 84             | -    | 54  | -   | 23  | 21   | 388   | 37  | 63    | 13  | 39   | 244 | 8   | 81  |
| December   | 1,869      | 2.21           | 1,214        | 1.88           | 86             | -    | 56  | -   | 23  | 28   | 438   | 53  | 69    | 19  | 31   | 253 | 29  | 129 |
| January (1952)                                   | 1,670      | 2.01           | 1,207        | 1.85           | 91             | -    | 79  | -   | 13  | 23   | 465   | 49  | 103   | 19  | 37   | 205 | 12  | 107 |
| February   | 1,670      | 1.89           | 1,208        | 1.79           | 95             | -    | 73  | -   | 9   | 28   | 523   | 57  | 99    | 12  | 23   | 219 | 10  | 60  |
| March  | 1,944      | 2.17           | 1,314        | 1.93           | 81             | -    | 61  | -   | 24  | 26   | 498   | 74  | 132   | 24  | 36   | 239 | 10  | 109 |
| April  | 1,787      | 1.97           | 1,235        | 1.80           | 82             | -    | 71  | -   | 18  | 49   | 464   | 37  | 96    | 23  | 56   | 229 | -   | 110 |
| <b>Uniform Violation</b>                         |            |                |              |                |                |      |     |     |     |      |       |     |       |     |      |     |     |     |
| July (1951)                                      | 2,617      | 3.37           | 1,909        | 3.05           | 344            | -    | 82  | -   | 9   | 10   | 647   | 3   | 99    | 98  | 31   | 482 | 2   | 102 |
| August   | 2,598      | 3.33           | 1,986        | 3.19           | 225            | -    | 201 | -   | 7   | 15   | 659   | 3   | 90    | 71  | 27   | 430 | 5   | 253 |
| September  | 2,342      | 2.95           | 1,795        | 2.88           | 245            | -    | 108 | -   | 5   | 18   | 615   | 7   | 150   | 99  | 41   | 357 | 1   | 149 |
| October  | 2,038      | 2.51           | 1,540        | 2.46           | 266            | -    | 82  | -   | 8   | 23   | 533   | 3   | 90    | 45  | 33   | 312 | 3   | 142 |
| November   | 1,777      | 2.15           | 1,329        | 2.08           | 233            | -    | 40  | -   | 3   | 39   | 576   | 5   | 105   | 44  | 7    | 192 | 3   | 82  |
| December   | 1,528      | 1.81           | 1,083        | 1.68           | 124            | -    | 45  | -   | 1   | 11   | 494   | 7   | 69    | 21  | 6    | 183 | -   | 122 |
| January (1952)                                   | 1,937      | 2.33           | 1,456        | 2.23           | 195            | -    | 41  | -   | -   | 29   | 683   | 1   | 100   | 37  | 31   | 226 | 3   | 110 |
| February   | 2,498      | 2.83           | 1,917        | 2.85           | 384            | -    | 41  | -   | 2   | 17   | 770   | 7   | 74    | 135 | 3    | 305 | 3   | 176 |
| March  | 2,899      | 3.24           | 2,189        | 3.21           | 351            | -    | 78  | -   | 3   | 15   | 1,124 | 3   | 129   | 82  | 37   | 252 | 4   | 111 |
| April  | 3,046      | 3.36           | 2,401        | 3.49           | 374            | -    | 59  | -   | 3   | 23   | 1,332 | 1   | 153   | 32  | 28   | 218 | -   | 178 |
| <b>Miscellaneous Violations and Minor Crimes</b> |            |                |              |                |                |      |     |     |     |      |       |     |       |     |      |     |     |     |
| July (1951)                                      | 4,794      | 6.18           | 2,595        | 4.15           | 351            | -    | 204 | -   | 8   | 51   | 1,313 | 30  | 68    | 19  | 42   | 363 | 32  | 114 |
| August   | 5,290      | 6.78           | 2,798        | 4.50           | 461            | -    | 241 | -   | 10  | 69   | 1,105 | 20  | 308   | 11  | 43   | 418 | 35  | 77  |
| September  | 4,846      | 6.11           | 2,440        | 3.91           | 253            | -    | 244 | -   | 17  | 36   | 1,024 | 43  | 160   | 20  | 31   | 488 | 12  | 112 |
| October  | 4,857      | 5.98           | 2,656        | 4.24           | 305            | -    | 289 | -   | 21  | 67   | 1,005 | 37  | 325   | 20  | 26   | 389 | 16  | 156 |
| November   | 4,520      | 5.46           | 2,581        | 4.05           | 281            | -    | 204 | -   | 7   | 60   | 1,254 | 60  | 213   | 17  | 2    | 332 | 34  | 117 |
| December   | 4,617      | 5.46           | 2,431        | 3.77           | 299            | -    | 144 | -   | 76  | 31   | 1,134 | 54  | 200   | 21  | 42   | 310 | 11  | 109 |
| January (1952)                                   | 4,697      | 5.66           | 2,693        | 4.13           | 334            | -    | 213 | -   | 10  | 42   | 1,274 | 48  | 227   | 44  | 51   | 301 | 18  | 131 |
| February   | 4,889      | 5.53           | 2,846        | 4.23           | 233            | -    | 212 | -   | 14  | 132  | 1,369 | 107 | 218   | 30  | 31   | 330 | 36  | 134 |
| March  | 5,844      | 6.52           | 3,280        | 4.81           | 288            | -    | 190 | -   | 18  | 78   | 1,706 | 56  | 287   | 24  | 35   | 451 | 30  | 117 |
| April  | 5,865      | 6.47           | 3,131        | 4.55           | 304            | -    | 217 | -   | 10  | 88   | 1,515 | 69  | 203   | 29  | 87   | 502 | -   | 107 |
| <b>Miscellaneous Serious Crimes</b>              |            |                |              |                |                |      |     |     |     |      |       |     |       |     |      |     |     |     |
| July (1951)                                      | 428        | .55            | 212          | .34            | 28             | -    | 6   | -   | 1   | -    | 103   | 1   | 8     | 3   | 3    | 53  | 1   | 5   |
| August   | 373        | .48            | 263          | .42            | 15             | -    | 10  | -   | -   | -    | 206   | 3   | 2     | 1   | -    | 21  | 1   | 4   |
| September  | 366        | .46            | 187          | .30            | 11             | -    | 50  | -   | -   | -    | 91    | 4   | -     | 1   | -    | 26  | 1   | 2   |
| October  | 373        | .46            | 180          | .29            | 9              | -    | 5   | -   | -   | -    | 117   | 1   | 5     | 2   | -    | 35  | 3   | 2   |
| November   | 337        | .41            | 198          | .31            | 14             | -    | 3   | -   | -   | -    | 141   | 1   | 5     | 1   | -    | 28  | 1   | 4   |
| December   | 332        | .39            | 170          | .26            | 13             | -    | 6   | -   | -   | -    | 117   | 2   | 1     | -   | 2    | 23  | -   | 2   |
| January (1952)                                   | 405        | .49            | 237          | .36            | 18             | -    | 7   | -   | -   | -    | 166   | 2   | 7     | -   | 1    | 27  | 5   | 4   |
| February   | 439        | .50            | 203          | .30            | 13             | -    | 2   | -   | 1   | 1    | 125   | 7   | 11    | 2   | 1    | 34  | -   | 6   |
| March  | 467        | .52            | 241          | .35            | 19             | -    | 5   | -   | 1   | 1    | 173   | -   | 11    | -   | 1    | 27  | -   | 3   |
| April  | 356        | .39            | 185          | .27            | 13             | -    | 10  | -   | -   | 11   | 114   | -   | 6     | -   | 4    | 23  | -   | 4   |

506

Offenders this Month

|                |        |       |        |       |       |   |       |   |     |     |       |     |       |       |     |       |    |       |
|----------------|--------|-------|--------|-------|-------|---|-------|---|-----|-----|-------|-----|-------|-------|-----|-------|----|-------|
| July (1951)    | 22,584 | 29.10 | 17,922 | 28.65 | 823   | - | 1,652 | - | 141 | 225 | 6,466 | 622 | 1,068 | 1,096 | 593 | 4,096 | 99 | 1,041 |
| August         | 24,001 | 30.78 | 19,125 | 30.76 | 1,613 | - | 2,207 | - | 120 | 228 | 6,402 | 234 | 1,331 | 1,117 | 219 | 4,469 | 89 | 1,096 |
| September      | 25,022 | 31.53 | 19,684 | 31.58 | 1,999 | - | 1,623 | - | 151 | 222 | 6,985 | 266 | 1,545 | 914   | 513 | 4,205 | 71 | 1,170 |
| October        | 23,653 | 29.11 | 18,144 | 28.96 | 9     | - | 1,968 | - | 174 | 280 | 7,221 | 245 | 1,453 | 304   | 704 | 4,537 | 67 | 1,182 |
| November       | 24,491 | 29.59 | 19,337 | 30.34 | 2,433 | - | 1,440 | - | 139 | 266 | 7,823 | 303 | 1,191 | 827   | 295 | 3,576 | 75 | 969   |
| December       | 22,678 | 26.82 | 17,223 | 26.74 | 2,012 | - | 1,540 | - | 100 | 234 | 5,709 | 311 | 1,236 | 826   | 467 | 3,476 | 54 | 1,258 |
| January (1952) | 27,038 | 32.61 | 21,512 | 32.99 | 2,429 | - | 2,356 | - | 116 | 254 | 7,844 | 509 | 1,462 | 739   | 654 | 3,556 | 52 | 1,541 |
| February       | 26,838 | 30.39 | 21,369 | 31.75 | 2,394 | - | 1,749 | - | 107 | 301 | 7,515 | 460 | 1,373 | 1,113 | 468 | 3,935 | 64 | 1,890 |
| March          | 30,811 | 34.40 | 24,373 | 35.78 | 2,355 | - | 1,672 | - | 130 | 315 | 9,376 | 452 | 1,653 | 1,180 | 770 | 4,951 | 67 | 1,452 |
| April          | 30,051 | 33.16 | 23,991 | 34.90 | 2,638 | - | 1,899 | - | 124 | 515 | 9,776 | 445 | 1,462 | 1,185 | 538 | 3,889 | -  | 1,520 |

General Prisoners

|                |       |      |       |      |     |   |     |   |    |    |     |    |     |    |    |     |    |     |
|----------------|-------|------|-------|------|-----|---|-----|---|----|----|-----|----|-----|----|----|-----|----|-----|
| July (1951)    | 1,081 | 1.39 | 834   | 1.33 | 102 | - | 39  | - | 8  | 16 | 318 | 9  | 63  | 27 | -  | 167 | 6  | 79  |
| August         | 1,201 | 1.54 | 950   | 1.53 | 141 | - | 44  | - | 13 | 19 | 298 | 19 | 50  | 28 | 48 | 187 | 5  | 98  |
| September      | 1,227 | 1.55 | 966   | 1.55 | 65  | - | 70  | - | 16 | 20 | 348 | 4  | 45  | 28 | 85 | 199 | 5  | 81  |
| October        | 1,441 | 1.77 | 1,148 | 1.83 | 81  | - | 69  | - | 14 | 25 | 475 | 3  | 51  | 43 | 38 | 247 | 10 | 92  |
| November       | 1,480 | 1.79 | 1,210 | 1.90 | 89  | - | 63  | - | 14 | 25 | 481 | 5  | 65  | 33 | 38 | 286 | 12 | 99  |
| December       | 1,380 | 1.63 | 1,168 | 1.81 | 88  | - | 83  | - | 9  | 11 | 416 | 9  | 91  | 24 | 28 | 320 | 3  | 86  |
| January (1952) | 1,918 | 2.31 | 1,589 | 2.44 | 100 | - | 118 | - | 20 | 26 | 559 | 30 | 132 | 40 | 49 | 392 | 8  | 115 |
| February       | 1,945 | 2.20 | 1,664 | 2.47 | 91  | - | 108 | - | 16 | 31 | 609 | 29 | 130 | 39 | 47 | 447 | 7  | 110 |
| March          | 2,104 | 2.35 | 1,798 | 2.64 | 147 | - | 131 | - | 27 | 38 | 634 | 27 | 141 | 32 | 47 | 471 | 12 | 91  |
| April          | 2,147 | 2.37 | 1,833 | 2.67 | 141 | - | 142 | - | 34 | 51 | 711 | 35 | 123 | 24 | 45 | 391 | -  | 136 |

Garrison Prisoners

|                |       |      |       |      |     |   |     |   |    |    |     |    |    |     |    |     |    |     |
|----------------|-------|------|-------|------|-----|---|-----|---|----|----|-----|----|----|-----|----|-----|----|-----|
| July (1951)    | 1,423 | 1.83 | 1,216 | 1.94 | 59  | - | 93  | - | 26 | 14 | 498 | 23 | 64 | 62  | 81 | 217 | 15 | 64  |
| August         | 1,583 | 2.03 | 1,314 | 2.11 | 135 | - | 98  | - | 31 | 14 | 725 | 21 | 50 | 69  | 35 | 21  | 39 | 76  |
| September      | 1,831 | 2.31 | 1,550 | 2.49 | 151 | - | 126 | - | 28 | 19 | 631 | 4  | 76 | 111 | 29 | 259 | 20 | 96  |
| October        | 1,773 | 2.18 | 1,471 | 2.35 | 165 | - | 150 | - | 41 | 15 | 549 | 13 | 41 | 77  | 48 | 242 | 21 | 109 |
| November       | 1,790 | 2.16 | 1,530 | 2.40 | 176 | - | 101 | - | 39 | 27 | 653 | 14 | 80 | 84  | 32 | 240 | 14 | 70  |
| December       | 1,766 | 2.09 | 1,512 | 2.35 | 179 | - | 100 | - | 34 | 20 | 649 | 20 | 74 | 67  | 34 | 231 | 9  | 95  |
| January (1952) | 2,070 | 2.50 | 1,834 | 2.81 | 229 | - | 150 | - | 34 | 24 | 846 | 17 | 60 | 75  | 33 | 241 | 12 | 113 |
| February       | 2,213 | 2.51 | 1,936 | 2.88 | 208 | - | 173 | - | 34 | 18 | 920 | 13 | 82 | 69  | 30 | 260 | 10 | 111 |
| March          | 2,190 | 2.44 | 1,913 | 2.81 | 179 | - | 152 | - | 30 | 23 | 932 | 15 | 75 | 50  | 38 | 276 | 6  | 137 |
| April          | 2,101 | 2.32 | 1,976 | 2.87 | 121 | - | 157 | - | 22 | 28 | 889 | 20 | 89 | 55  | 31 | 329 | -  | 135 |

Number of Security Checks

|                |       |      |       |      |       |   |     |   |    |     |     |    |     |     |     |       |    |     |
|----------------|-------|------|-------|------|-------|---|-----|---|----|-----|-----|----|-----|-----|-----|-------|----|-----|
| July (1951)    | 5,173 | 6.67 | 4,344 | 6.94 | 1,421 | - | 539 | - | 13 | 88  | 418 | 8  | 35  | 65  | 253 | 1,347 | 31 | 126 |
| August         | 5,340 | 6.85 | 4,348 | 6.99 | 1,629 | - | 496 | - | 10 | 94  | 388 | 16 | 44  | 31  | 36  | 1,439 | 30 | 135 |
| September      | 6,145 | 7.74 | 4,161 | 6.68 | 1,425 | - | 485 | - | -  | 91  | 485 | 14 | 72  | 138 | 158 | 1,150 | 30 | 113 |
| October        | 5,792 | 7.13 | 4,149 | 6.62 | 1,457 | - | 605 | - | 89 | 600 | 600 | 19 | 66  | 34  | -   | 1,072 | 35 | 172 |
| November       | 5,666 | 6.85 | 3,992 | 6.26 | 1,270 | - | 647 | - | 10 | 92  | 545 | 12 | 62  | 33  | 168 | 965   | 50 | 138 |
| December       | 5,557 | 6.57 | 3,855 | 5.99 | 1,455 | - | 568 | - | 8  | 96  | 505 | 11 | 34  | 67  | 192 | 745   | 16 | 158 |
| January (1952) | 6,083 | 7.33 | 4,354 | 6.68 | 1,624 | - | 550 | - | 5  | 97  | 570 | 15 | 63  | 69  | 182 | 817   | 23 | 139 |
| February       | 6,465 | 7.32 | 4,733 | 7.03 | 1,731 | 5 | 743 | 3 | 2  | 278 | 559 | 10 | 85  | 69  | 218 | 850   | 21 | 159 |
| March          | 6,532 | 7.29 | 4,597 | 6.75 | 1,575 | 2 | 615 | - | 4  | 104 | 450 | 14 | 106 | 74  | 201 | 1,249 | 38 | 167 |
| April          | 7,040 | 7.77 | 4,734 | 6.89 | 1,547 | 5 | 642 | - | 15 | 140 | 590 | 10 | 106 | 76  | 225 | 1,186 | -  | 192 |

Loyal and Character Processed Investigations to OSI

|                |        |       |        |       |       |    |       |   |     |     |       |     |       |     |     |       |     |       |
|----------------|--------|-------|--------|-------|-------|----|-------|---|-----|-----|-------|-----|-------|-----|-----|-------|-----|-------|
| July (1951)    | 23,177 | 29.87 | 22,218 | 35.52 | 4,119 | -  | 5,192 | - | 244 | 262 | 2,950 | 116 | 927   | 179 | 242 | 5,946 | 145 | 1,896 |
| August         | 29,499 | 37.83 | 28,227 | 45.41 | 3,649 | -  | 8,784 | - | 198 | 324 | 2,922 | 117 | 1,167 | 259 | 328 | 9,531 | 47  | 901   |
| September      | 21,000 | 26.46 | 19,284 | 30.94 | 2,911 | -  | 4,640 | - | 145 | 264 | 2,648 | 69  | 745   | 221 | 125 | 5,709 | 47  | 1,760 |
| October        | 23,290 | 28.66 | 21,575 | 34.44 | 3,462 | -  | 4,896 | - | 231 | 328 | 3,360 | 78  | 713   | 152 | 99  | 6,296 | 220 | 1,740 |
| November       | 19,150 | 23.15 | 17,513 | 27.47 | 2,206 | -  | 4,486 | - | 147 | 201 | 2,195 | 76  | 498   | 152 | 613 | 4,930 | 345 | 1,664 |
| December       | 18,842 | 22.28 | 17,068 | 26.50 | 1,944 | -  | 5,771 | - | 129 | 222 | 2,765 | 28  | 408   | 102 | 718 | 3,547 | 76  | 1,358 |
| January (1952) | 24,281 | 29.28 | 22,096 | 33.88 | 3,104 | -  | 7,211 | - | 161 | 305 | 2,790 | 43  | 349   | 289 | 478 | 6,050 | 71  | 1,245 |
| February       | 23,882 | 27.04 | 21,328 | 31.69 | 2,222 | 17 | 4,126 | 6 | 189 | 324 | 5,903 | 123 | 316   | 251 | 428 | 5,604 | 94  | 1,725 |
| March          | 20,618 | 23.02 | 17,453 | 25.62 | 1,706 | 27 | 4,306 | - | 143 | 354 | 2,610 | 85  | 433   | 315 | 399 | 5,843 | 147 | 1,085 |
| April          | 23,393 | 25.81 | 19,135 | 27.84 | 2,445 | 8  | 3,443 | - | 102 | 464 | 3,554 | 77  | 517   | 358 | 418 | 5,296 | -   | 2,453 |

(Continued)

TABLE 2 - OFFENSES COMMITTED BY MILITARY PERSONNEL BY MONTH, BY COMMAND, CONTINENTAL US - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Offense and Date                              | USAF-Total |                | Cont'l-Total |                | Continental US |      |        |     |     |       |       |     |       |     |       |       |     |       |
|---|------------|----------------|--------------|----------------|----------------|------|--------|-----|-----|-------|-------|-----|-------|-----|-------|-------|-----|-------|
|   | Number     | Rate Per 1,000 | Number       | Rate Per 1,000 | ADC            | APFC | AMC    | APC | APG | ARDC  | ATRC  | AU  | CONAC | HQC | MATS  | SAC   | SWC | TAC   |
| <b>Completed and Returned</b>                 |            |                |              |                |                |      |        |     |     |       |       |     |       |     |       |       |     |       |
| July (1951)                                   | 14,680     | 18.92          | 12,747       | 20.38          | 2,003          | -    | 830    | -   | 186 | 155   | 1,735 | 116 | 572   | 233 | 122   | 4,035 | 33  | 2,727 |
| August  | 14,707     | 18.86          | 13,469       | 21.67          | 1,488          | -    | 4,684  | -   | 11  | 89    | 874   | 51  | 342   | 327 | 145   | 3,677 | 41  | 1,740 |
| September                                     | 12,460     | 15.70          | 11,434       | 18.35          | 1,495          | -    | 1,716  | -   | 85  | 111   | 1,300 | 41  | 441   | 243 | 74    | 4,308 | 50  | 1,570 |
| October                                       | 13,461     | 16.57          | 11,591       | 18.50          | 1,626          | -    | 1,567  | -   | 139 | 162   | 1,966 | 36  | 438   | 158 | 6     | 4,512 | 68  | 913   |
| November                                      | 19,076     | 23.05          | 18,115       | 28.42          | 2,814          | -    | 4,832  | -   | 173 | 123   | 2,022 | 162 | 815   | 280 | 222   | 5,284 | 38  | 1,350 |
| December                                      | 21,612     | 25.56          | 20,584       | 31.96          | 3,374          | -    | 5,231  | -   | 152 | 200   | 2,978 | 138 | 777   | 152 | 89    | 5,543 | 99  | 1,851 |
| January (1952)                                | 22,963     | 27.69          | 21,658       | 33.21          | 2,982          | -    | 4,613  | -   | 208 | 299   | 2,865 | 68  | 682   | 360 | 296   | 7,080 | 103 | 2,102 |
| February                                      | 24,295     | 27.51          | 22,552       | 33.51          | 2,279          | 41   | 7,017  | 5   | 181 | 295   | 3,092 | 129 | 784   | 437 | 321   | 5,739 | 108 | 2,124 |
| March   | 25,410     | 28.37          | 23,104       | 33.92          | 2,769          | 48   | 5,686  | -   | 223 | 301   | 3,179 | 93  | 317   | 735 | 1,040 | 6,466 | 275 | 1,992 |
| April   | 22,074     | 24.35          | 19,203       | 27.93          | 2,629          | 7    | 4,013  | -   | 214 | 612   | 2,676 | 69  | 265   | 564 | 343   | 6,499 | -   | 1,312 |
| <b>Clearances Granted</b>                     |            |                |              |                |                |      |        |     |     |       |       |     |       |     |       |       |     |       |
| July (1951)                                   | 18,158     | 23.40          | 18,132       | 28.99          | 2,807          | -    | 4,423  | -   | 527 | 433   | 1,900 | 181 | 356   | 229 | 219   | 4,365 | 8   | 2,684 |
| August  | 21,221     | 27.21          | 19,448       | 31.28          | 2,536          | -    | 7,889  | -   | 348 | 250   | 2,036 | 273 | 348   | 305 | 375   | 4,160 | 50  | 878   |
| September                                     | 18,335     | 23.10          | 16,101       | 25.83          | 1,934          | -    | 4,332  | -   | 346 | 246   | 1,615 | 128 | 278   | 237 | 258   | 5,206 | 25  | 1,496 |
| October                                       | 19,265     | 23.71          | 17,149       | 27.38          | 2,718          | -    | 4,996  | -   | 534 | 381   | 1,791 | 117 | 533   | 238 | 41    | 4,696 | 112 | 992   |
| November                                      | 23,291     | 28.14          | 21,320       | 33.45          | 2,775          | -    | 7,629  | -   | 430 | 310   | 1,774 | 190 | 659   | 278 | 704   | 5,391 | 36  | 1,144 |
| December                                      | 24,571     | 29.06          | 22,514       | 34.96          | 3,496          | -    | 6,786  | -   | 357 | 428   | 2,428 | 76  | 362   | 143 | 795   | 5,971 | 96  | 1,555 |
| January (1952)                                | 32,705     | 39.44          | 29,110       | 44.64          | 4,058          | -    | 8,158  | -   | 428 | 616   | 3,559 | 192 | 502   | 353 | 453   | 8,644 | 85  | 2,062 |
| February                                      | 31,694     | 35.89          | 28,143       | 41.82          | 3,421          | 84   | 9,979  | 20  | 392 | 578   | 3,115 | 186 | 380   | 446 | 614   | 6,700 | 141 | 2,087 |
| March   | 38,374     | 42.85          | 33,723       | 49.50          | 3,223          | 114  | 13,068 | -   | 590 | 714   | 3,862 | 256 | 491   | 736 | 1,320 | 7,075 | 250 | 2,024 |
| April   | 39,262     | 43.32          | 33,308       | 48.45          | 4,914          | 61   | 11,280 | -   | 346 | 1,302 | 4,339 | 156 | 514   | 605 | 567   | 7,568 | -   | 1,656 |
| <b>Clearances Denied</b>                      |            |                |              |                |                |      |        |     |     |       |       |     |       |     |       |       |     |       |
| July (1951)                                   | 164        | .21            | 138          | .22            | 18             | -    | 7      | -   | 7   | 1     | 11    | 2   | 4     | 8   | 6     | 72    | -   | 2     |
| August  | 122        | .16            | 75           | .12            | 8              | -    | 10     | -   | 7   | -     | 9     | -   | 1     | 3   | 9     | 28    | -   | -     |
| September                                     | 91         | .11            | 62           | .10            | 2              | -    | 10     | -   | 9   | 2     | 13    | -   | 1     | -   | -     | 25    | -   | -     |
| October                                       | 147        | .18            | 129          | .20            | 23             | -    | 30     | -   | 10  | 5     | 19    | -   | -     | -   | 3     | 38    | -   | 1     |
| November                                      | 115        | .14            | 97           | .15            | 6              | -    | 31     | -   | 4   | 1     | 12    | 1   | -     | 1   | 1     | 34    | 4   | 2     |
| December                                      | 123        | .14            | 104          | .16            | 6              | -    | 34     | -   | 3   | -     | 20    | 2   | -     | 1   | -     | 38    | -   | -     |
| January (1952)                                | 233        | .28            | 124          | .19            | 21             | -    | 26     | -   | -   | 2     | 17    | 1   | 5     | -   | -     | 47    | -   | 5     |
| February                                      | 180        | .20            | 158          | .23            | 12             | -    | 32     | -   | 1   | 2     | 39    | 1   | 2     | -   | 2     | 53    | 1   | 13    |
| March   | 216        | .24            | 182          | .27            | 40             | 4    | 36     | -   | -   | 3     | 29    | -   | 18    | 1   | -     | 50    | 1   | -     |
| April   | 272        | .30            | 196          | .28            | 66             | -    | 41     | -   | 1   | 6     | 28    | -   | -     | -   | 2     | 51    | -   | 1     |
| <b>AF Personnel Punished Under 104th A.W.</b> |            |                |              |                |                |      |        |     |     |       |       |     |       |     |       |       |     |       |
| July (1951)                                   | 5,968      | 7.69           | 4,782        | 7.65           | 651            | -    | 333    | -   | 53  | 97    | 1,777 | 71  | 454   | 180 | 121   | 800   | 24  | 221   |
| August  | 6,768      | 8.68           | 5,005        | 8.05           | 532            | -    | 370    | -   | 68  | 81    | 1,949 | 29  | 583   | 193 | 113   | 854   | 16  | 217   |
| September                                     | 6,191      | 7.80           | 4,445        | 7.13           | 530            | -    | 312    | -   | 55  | 81    | 1,817 | 38  | 321   | 148 | 101   | 755   | 21  | 266   |
| October                                       | 6,639      | 8.17           | 4,897        | 7.82           | 598            | -    | 321    | -   | 62  | 63    | 2,052 | 38  | 357   | 131 | 63    | 931   | 18  | 263   |
| November                                      | 6,049      | 6.31           | 4,436        | 6.96           | 618            | -    | 242    | -   | 39  | 51    | 1,930 | 60  | 254   | 115 | 82    | 766   | 24  | 255   |
| December                                      | 5,516      | 6.52           | 3,761        | 5.84           | 509            | -    | 207    | -   | 36  | 49    | 1,537 | 52  | 250   | 113 | 87    | 698   | 12  | 211   |
| January (1952)                                | 6,850      | 8.26           | 5,123        | 7.86           | 568            | -    | 379    | -   | 55  | 69    | 2,340 | 60  | 306   | 88  | 100   | 872   | 18  | 268   |
| February                                      | 6,700      | 7.59           | 4,857        | 7.22           | 495            | -    | 328    | 1   | 44  | 50    | 2,077 | 76  | 420   | 113 | 95    | 864   | 27  | 268   |
| March   | 6,970      | 7.76           | 5,060        | 7.43           | 453            | -    | 327    | -   | 38  | 82    | 2,070 | 50  | 523   | 128 | 129   | 988   | 16  | 256   |
| April   | 7,272      | 8.02           | 5,196        | 7.56           | 498            | -    | 342    | -   | 46  | 106   | 2,277 | 66  | 477   | 122 | 175   | 879   | -   | 238   |

805

|  |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
|--|--------|-------|--------|-------|-------|----|-------|---|-----|-------|--------|-----|-------|-----|-------|-------|---|-------|
| <u>Going AWOL</u>  |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 4,881  | 6.46  | 4,673  | 7.45  | 407   | -  | 276   | - | 56  | 74    | 2,120  | 53  | 566   | 100 | 143   | 552   | - | 326   |
| June   | 5,031  | 5.68  | 4,709  | 7.54  | 393   | -  | 259   | - | 65  | 88    | 2,150  | 41  | 618   | 84  | 124   | 579   | - | 308   |
| <u>Voluntarily Returned from AWOL</u>  |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 3,343  | 4.43  | 3,182  | 5.08  | 329   | -  | 182   | - | 51  | 59    | 1,358  | 40  | 388   | 80  | 105   | 327   | - | 263   |
| June   | 3,218  | 3.63  | 3,057  | 4.89  | 310   | -  | 165   | - | 54  | 63    | 1,362  | 23  | 363   | 56  | 103   | 345   | - | 213   |
| <u>Apprehended this Month by Military Authorities</u>                                  |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 557    | .74   | 510    | .81   | 33    | -  | 19    | - | -   | 7     | 274    | 4   | 70    | 10  | 17    | 54    | - | 22    |
| June   | 644    | .73   | 592    | .95   | 38    | -  | 34    | - | 1   | 4     | 305    | 3   | 103   | 11  | 9     | 62    | - | 22    |
| <u>Apprehended this Month by Civilian Authorities</u>                                  |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 254    | .34   | 250    | .40   | 13    | -  | 33    | - | -   | -     | 140    | 3   | 22    | 1   | 1     | 32    | - | 5     |
| June   | 292    | .33   | 292    | .47   | 20    | -  | 28    | - | -   | 3     | 170    | 3   | 11    | 1   | 7     | 39    | - | 10    |
| <u>Dropped from Rolls as Deserters on 30th Day of Absence</u>                          |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 621    | .82   | 610    | .97   | 41    | -  | 41    | - | 6   | 8     | 294    | 5   | 56    | 16  | 8     | 95    | - | 40    |
| June   | 769    | .87   | 759    | 1.21  | 45    | -  | 37    | - | 3   | 8     | 343    | 5   | 116   | 11  | 18    | 135   | - | 38    |
| <u>Man-Days Lost by AWOL Personnel During Month</u>                                    |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 53,236 | 70.47 | 51,704 | 82.48 | 4,116 | -  | 3,196 | - | 408 | 678   | 25,708 | 455 | 5,146 | 777 | 1,468 | 6,966 | - | 2,786 |
| June   | 54,532 | 61.54 | 52,569 | 84.13 | 4,411 | -  | 3,020 | - | 616 | 1,157 | 25,552 | 419 | 5,127 | 857 | 1,350 | 7,069 | - | 2,991 |
| <u>Traffic Accidents on Base Involving Government and/or Civilian Vehicles</u>         |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 717    | .95   | 606    | .97   | 54    | -  | 74    | - | 13  | 21    | 228    | 6   | 26    | 9   | 33    | 89    | - | 53    |
| June   | 873    | .99   | 608    | .97   | 60    | -  | 71    | - | 19  | 20    | 211    | 5   | 32    | 12  | 30    | 90    | - | 58    |
| <u>Traffic Accidents off Base Involving Vehicles</u>                                   |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 281    | .37   | 177    | .28   | 37    | -  | 21    | - | -   | 9     | 63     | -   | 12    | 8   | 2     | 23    | - | 2     |
| June   | 382    | .43   | 137    | .22   | 23    | -  | 16    | - | 2   | 5     | 40     | -   | 11    | 10  | 2     | 16    | - | 6     |
| <u>Moving Traffic Violations on Base Involving Government and/or Civilian Vehicles</u> |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 4,083  | 5.41  | 3,379  | 5.39  | 298   | 19 | 291   | - | 40  | 116   | 1,282  | 54  | 74    | 83  | 171   | 688   | - | 263   |
| June   | 4,498  | 5.08  | 3,524  | 5.64  | 312   | -  | 558   | - | 27  | 141   | 1,455  | 28  | 84    | 94  | 121   | 533   | - | 171   |
| <u>Moving Traffic Violations off Base</u>  |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 1,245  | 1.65  | 1,065  | 1.70  | 114   | 1  | 14    | - | 23  | 12    | 404    | 18  | 51    | 43  | 6     | 330   | - | 49    |
| June   | 1,700  | 1.92  | 1,061  | 1.70  | 109   | -  | 19    | - | 32  | 13    | 450    | 24  | 36    | 34  | 47    | 255   | - | 42    |
| <u>Security Violations Involving Safeguarding of Military Information or Material</u>  |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 402    | .53   | 330    | .53   | 28    | 8  | 70    | - | -   | 35    | 21     | -   | 15    | -   | -     | 149   | - | 4     |
| June   | 405    | .46   | 343    | .55   | 39    | 3  | 66    | - | -   | 46    | 23     | 1   | 20    | -   | 1     | 138   | - | 6     |
| <u>Security Violations Involving Trespassing in Military Restricted Areas</u>          |        |       |        |       |       |    |       |   |     |       |        |     |       |     |       |       |   |       |
| May  | 87     | .12   | 55     | .09   | 27    | -  | 2     | - | -   | 12    | 6      | -   | -     | -   | -     | 8     | - | -     |
| June   | 68     | .08   | 31     | .05   | 13    | -  | 2     | - | -   | 1     | -      | -   | -     | -   | 3     | 12    | - | -     |

(Continued)

TABLE 2 - OFFENSES COMMITTED BY MILITARY PERSONNEL BY MONTH, BY COMMAND, CONTINENTAL US - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Offense and Date   | USAF-Total |                | Cont'l-Total |                | Continental US |      |     |     |     |      |       |     |       |     |       |       |      |       |
|--|------------|----------------|--------------|----------------|----------------|------|-----|-----|-----|------|-------|-----|-------|-----|-------|-------|------|-------|
|  | Number     | Rate Per 1,000 | Number       | Rate Per 1,000 | ADC            | AFPC | AMC | APC | APG | ARDC | ATRC  | AU  | CGIAC | HQC | MATS' | SAC'  | SWC' | TAC   |
| <b>Serious Crimes</b>  |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| May . . . . .  | 360        | .48            | 250          | .40            | 23             | -    | 1   | -   | 7   | -    | 160   | -   | 15    | 3   | 2     | 36    | -    | 3     |
| June . . . . .   | 428        | .48            | 305          | .49            | 12             | -    | 2   | -   | 1   | 4    | 208   | -   | 3     | 7   | 3     | 62    | -    | 3     |
| <b>Drunk and/or Disorderly</b>                                       |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| May . . . . .  | 2,111      | 2.79           | 1,644        | 2.62           | 127            | -    | 87  | -   | 30  | 63   | 588   | 29  | 157   | 31  | 72    | 322   | -    | 138   |
| June . . . . .   | 2,376      | 2.68           | 1,716        | 2.75           | 108            | -    | 85  | -   | 24  | 59   | 606   | 29  | 130   | 39  | 111   | 377   | -    | 148   |
| <b>Insubordinate Conduct</b>   |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| May . . . . .  | 434        | .57            | 324          | .52            | 47             | -    | 15  | -   | 24  | -    | 161   | -   | 9     | 6   | 8     | 46    | -    | 8     |
| June . . . . .   | 540        | .61            | 342          | .55            | 38             | -    | 26  | -   | 16  | 46   | 151   | 1   | 10    | 4   | 4     | 39    | -    | 7     |
| <b>Larceny, Housebreaking, Burglary and Robbery</b>                  |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| May . . . . .  | 704        | .93            | 675          | 1.08           | 18             | -    | 6   | -   | 2   | -    | 586   | -   | 6     | 1   | 11    | 42    | -    | 3     |
| June . . . . .   | 686        | .77            | 650          | 1.04           | 16             | -    | 4   | -   | 5   | 20   | 517   | -   | 3     | 15  | 21    | 41    | -    | 8     |
| <b>Selling, Disposing or Destroying Military Property of USAP</b>    |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| May . . . . .  | 34         | .05            | 25           | .04            | 3              | -    | 1   | -   | 1   | -    | 13    | -   | 1     | -   | -     | 6     | -    | -     |
| June . . . . .   | 28         | .03            | 20           | .03            | 2              | -    | 1   | -   | 2   | 1    | 6     | -   | -     | 4   | 1     | 3     | -    | -     |
| <b>Total Number of Offenders this Month</b>                          |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| <u>May</u>   |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| Officers . . . . .   | 1,513      | 2.00           | 1,343        | 2.14           | 59             | -    | 30  | -   | 13  | 17   | 412   | 9   | 35    | 7   | 89    | 581   | -    | 91    |
| Airmen . . . . .   | 20,510     | 23.15          | 17,015       | 27.23          | 1,517          | -    | 544 | -   | 275 | 429  | 6,559 | 190 | 1,372 | 359 | 814   | 3,568 | -    | 1,388 |
| <u>June</u>  |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| Officers . . . . .   | 1,064      | 1.41           | 756          | 1.21           | 38             | -    | 88  | -   | 7   | 49   | 260   | 4   | 22    | 6   | 13    | 211   | -    | 58    |
| Airmen . . . . .   | 20,597     | 23.25          | 14,942       | 23.91          | 1,566          | -    | 542 | -   | 199 | 319  | 6,448 | 193 | 1,252 | 375 | 368   | 2,668 | -    | 1,012 |
| <b>Total Air Force Personnel Punished Under Article 15, U.C.M.J.</b> |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| May . . . . .  | 6,805      | 9.01           | 5,521        | 8.81           | 535            | -    | 261 | -   | 64  | 125  | 2,406 | 57  | 515   | 141 | 105   | 977   | -    | 335   |
| June . . . . .   | 7,884      | 8.90           | 5,525        | 8.84           | 559            | -    | 309 | -   | 62  | 124  | 2,368 | 43  | 512   | 151 | 141   | 911   | -    | 345   |
| <b>Air Force Sentenced Prisoners at End-of-Month</b>                 |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| May . . . . .  | 2,091      | 2.77           | 1,904        | 3.04           | 174            | -    | 138 | -   | 27  | 46   | 721   | 26  | 135   | 29  | 35    | 412   | -    | 161   |
| June . . . . .   | 2,183      | 2.46           | 1,808        | 2.89           | 159            | -    | 92  | -   | 15  | 42   | 733   | 28  | 153   | 23  | -     | 425   | -    | 138   |
| <b>Air Force Unsentenced Prisoners at End-of-Month</b>               |            |                |              |                |                |      |     |     |     |      |       |     |       |     |       |       |      |       |
| May . . . . .  | 2,020      | 2.67           | 1,869        | 2.98           | 121            | -    | 154 | -   | 19  | 24   | 927   | 20  | 109   | 54  | 38    | 296   | -    | 107   |
| June . . . . .   | 2,205      | 2.49           | 1,867        | 2.98           | 147            | -    | 186 | -   | 20  | 37   | 871   | 13  | 75    | 57  | 53    | 274   | -    | 134   |

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|  |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
|--|--------|-------|--------|-------|-------|----|-------|---|-----|-------|-------|-----|-------|-----|-----|-------|---|-------|--|
| <u>Number of Prisoners Detained from Other Services this Month</u>                 |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| May  | 945    | 1.25  | 903    | 1.44  | 132   | -  | 63    | - | 3   | 30    | 173   | 26  | 49    | -   | 30  | 313   | - | 84    |  |
| June   | 999    | 1.13  | 797    | 1.28  | 123   | -  | 67    | - | 4   | 27    | 176   | 33  | 24    | -   | 28  | 260   | - | 55    |  |
| <u>Number of Prisoners in Minimum Custody at End-of-Month</u>                      |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| May  | 1,448  | 1.92  | 1,326  | 2.11  | 112   | -  | 113   | - | 10  | -     | 613   | 3   | 76    | 40  | 43  | 235   | - | 81    |  |
| June   | 1,518  | 1.71  | 1,415  | 2.26  | 124   | -  | 103   | - | 1   | 37    | 633   | 5   | 110   | 21  | 28  | 273   | - | 80    |  |
| <u>Number of Prisoners in Medium Custody at End-of-Month</u>                       |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| May  | 2,090  | 2.77  | 2,012  | 3.21  | 116   | -  | 167   | - | 32  | -     | 931   | 41  | 94    | 40  | 68  | 368   | - | 155   |  |
| June   | 1,988  | 2.24  | 1,906  | 3.05  | 155   | -  | 114   | - | 25  | 36    | 762   | 33  | 63    | 64  | 85  | 428   | - | 141   |  |
| <u>Number of Prisoners in Maximum Custody at End-of-Month</u>                      |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| May  | 441    | .58   | 428    | .68   | 28    | -  | 34    | - | 4   | -     | 201   | 15  | 22    | 3   | 6   | 92    | - | 23    |  |
| June   | 528    | .60   | 512    | .82   | 18    | -  | 77    | - | 10  | 6     | 234   | 13  | 55    | 3   | 10  | 67    | - | 19    |  |
| <u>Number of Security Checks for Safeguarding Military Information or Material</u> |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| May  | 3,902  | 5.16  | 2,672  | 4.26  | 926   | 5  | 545   | - | 2   | 157   | 480   | 12  | 103   | 89  | 192 | -     | - | 161   |  |
| June   | 6,418  | 7.24  | 4,819  | 7.71  | 1,384 | 4  | 587   | - | 1   | 253   | 486   | 13  | 136   | 105 | 187 | 1,475 | - | 188   |  |
| <u>Number of Security Surveys of Military Restricted Areas</u>                     |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| May  | 2,220  | 2.94  | 1,388  | 2.21  | 952   | -  | 75    | - | -   | -     | 143   | -   | 64    | 7   | 49  | -     | - | 98    |  |
| June   | 2,556  | 2.88  | 1,758  | 2.81  | 1,011 | -  | 38    | - | -   | 63    | 122   | -   | 67    | 9   | 114 | 222   | - | 99    |  |
| <u>Clearances Under AFR 205-6</u>  |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| <u>May</u>   |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| A. Clearances Requested  | 18,293 | 24.22 | 16,275 | 25.96 | 1,719 | 16 | 4,253 | - | 135 | 1,253 | 2,987 | 87  | 966   | 214 | 547 | 3,487 | - | 611   |  |
| B. Clearances Granted  | 27,087 | 35.86 | 24,721 | 39.44 | 3,665 | 12 | 5,605 | - | 312 | 1,248 | 3,892 | 173 | 1,092 | 408 | 750 | 6,194 | - | 1,370 |  |
| C. Clearances Denied   | 782    | 1.04  | 197    | .32   | 31    | -  | 32    | - | 1   | 5     | 38    | -   | 51    | -   | 1   | 35    | - | 3     |  |
| <u>June</u>  |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| A. Clearances Requested  | 21,019 | 27.83 | 16,173 | 25.80 | 1,918 | 14 | 3,126 | - | 97  | 878   | 3,828 | -   | 853   | 335 | 495 | 3,577 | - | 1,052 |  |
| B. Clearances Granted  | 28,687 | 37.98 | 21,552 | 34.49 | 2,928 | 2  | 4,843 | - | 238 | 1,365 | 4,060 | 56  | 939   | 357 | 618 | 5,118 | - | 1,028 |  |
| C. Clearances Denied   | 361    | .48   | 304    | .49   | 20    | -  | 24    | - | 4   | 2     | 34    | 99  | 57    | 1   | 5   | 52    | - | 6     |  |
| <u>Clearances Under AFR 205-5</u>  |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| <u>May</u>   |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| A. Clearances Requested  | 1,260  | 1.67  | 4,874  | 7.78  | 818   | -  | 294   | - | -   | -     | 352   | -   | 233   | 1   | -   | 3,037 | - | 139   |  |
| B. Clearances Granted  | 7,718  | 10.22 | 6,644  | 10.60 | 898   | -  | 816   | - | -   | -     | 334   | -   | 233   | 1   | -   | 4,109 | - | 253   |  |
| C. Clearances Denied   | 41     | .05   | 39     | .06   | -     | -  | 2     | - | -   | -     | -     | -   | -     | -   | -   | 37    | - | -     |  |
| <u>June</u>  |        |       |        |       |       |    |       |   |     |       |       |     |       |     |     |       |   |       |  |
| A. Clearances Requested  | 7,965  | 8.99  | 6,987  | 11.18 | 1,646 | -  | 258   | - | -   | 1,411 | 441   | 5   | 193   | -   | 50  | 2,591 | - | 392   |  |
| B. Clearances Granted  | 8,250  | 9.31  | 8,213  | 13.14 | 1,451 | -  | 314   | - | -   | 1,399 | 474   | -   | 176   | -   | 120 | 3,892 | - | 387   |  |
| C. Clearances Denied   | 50     | .06   | 45     | .07   | 8     | -  | 2     | - | -   | 2     | 5     | -   | 15    | -   | -   | 12    | - | 1     |  |

Source: Executive Office, Director, Air Provost Marshal, Hq, USAF.

(Concluded)

TABLE 3 — OFFENSES COMMITTED BY MILITARY PERSONNEL BY MONTH, BY COMMAND,  
OVERSEAS — FY 1952

(The table below is presented in two parts due to changes made in reporting methods for May and June. Rates for July (1951) through April (1952) are based on the strength charged to the Commanding General as of the end of the month. May and June (1952) rates are based on daily strength defined in introduction of this area.)

| Offenses                                | Total  |                | Overseas |       |      |      |      |     |       |
|---|--------|----------------|----------|-------|------|------|------|-----|-------|
|   | Number | Rate Per 1,000 | Alaska   | CairC | PRAP | MATS | NEAP | SAC | USAFB |
| <u>Going AWOL this Month</u>            |        |                |          |       |      |      |      |     |       |
| July (1951)                             | 285    | 1.89           | 42       | 1     | 149  | 12   | 11   | -   | 70    |
| August                                  | 269    | 1.70           | 44       | 2     | 119  | 18   | 6    | -   | 80    |
| September                               | 335    | 1.97           | 52       | -     | 147  | 14   | 14   | 13  | 95    |
| October                                 | 377    | 2.02           | 59       | 1     | 151  | 7    | 13   | 20  | 126   |
| November                                | 352    | 1.85           | 69       | 1     | 153  | 19   | 16   | 21  | 73    |
| December                                | 311    | 1.54           | 40       | -     | 142  | 19   | 16   | 24  | 70    |
| January (1952)                          | 316    | 1.65           | 54       | -     | 159  | 14   | 8    | 28  | 53    |
| February                                | 362    | 1.72           | 51       | 2     | 150  | 22   | 13   | 29  | 95    |
| March                                   | 338    | 1.58           | 33       | 2     | 139  | 21   | 9    | 33  | 101   |
| April                                   | 324    | 1.48           | 45       | -     | 133  | 11   | 4    | 39  | 92    |
| <u>Voluntarily Returned this Month</u>  |        |                |          |       |      |      |      |     |       |
| July (1951)                             | 216    | 1.43           | 26       | -     | 117  | 5    | 5    | -   | 63    |
| August                                  | 214    | 1.35           | 35       | 2     | 94   | 13   | 2    | -   | 68    |
| September                               | 267    | 1.57           | 44       | 1     | 112  | 11   | 12   | 11  | 76    |
| October                                 | 329    | 1.77           | 47       | -     | 138  | 3    | 11   | 18  | 112   |
| November                                | 293    | 1.54           | 53       | -     | 127  | 15   | 16   | 17  | 65    |
| December                                | 235    | 1.17           | 39       | -     | 105  | 13   | 7    | 16  | 55    |
| January (1952)                          | 257    | 1.34           | 28       | -     | 126  | 10   | 19   | 29  | 45    |
| February                                | 312    | 1.48           | 42       | 2     | 118  | 17   | 10   | 26  | 97    |
| March                                   | 276    | 1.29           | 30       | 1     | 113  | 14   | 9    | 26  | 83    |
| April                                   | 254    | 1.16           | 37       | -     | 97   | 11   | 2    | 34  | 73    |
| <u>Apprehended this Month</u>           |        |                |          |       |      |      |      |     |       |
| July (1951)                             | 53     | .35            | 13       | -     | 23   | 4    | 6    | -   | 7     |
| August                                  | 59     | .37            | 17       | -     | 19   | 7    | 3    | -   | 13    |
| September                               | 58     | .34            | 10       | -     | 28   | 2    | 1    | 1   | 16    |
| October                                 | 52     | .28            | 9        | 1     | 19   | 5    | 1    | 3   | 14    |
| November                                | 47     | .25            | 4        | 1     | 25   | 4    | -    | 3   | 10    |
| December                                | 112    | .55            | 4        | -     | 24   | 5    | 2    | 67  | 10    |
| January (1952)                          | 50     | .26            | 6        | -     | 33   | 4    | 1    | 1   | 5     |
| February                                | 48     | .23            | 3        | -     | 26   | 3    | 3    | 4   | 9     |
| March                                   | 53     | .25            | 4        | 1     | 30   | 2    | -    | 2   | 14    |
| April                                   | 59     | .27            | 3        | -     | 37   | 1    | -    | 4   | 14    |
| <u>Dropped from Rolls after 90 Days</u> |        |                |          |       |      |      |      |     |       |
| July (1951)                             | 22     | .15            | 7        | -     | 11   | 2    | -    | -   | 2     |
| August                                  | 7      | .04            | 1        | -     | 1    | 1    | 3    | -   | 1     |
| September                               | 7      | .04            | 4        | -     | 1    | 1    | 1    | -   | 1     |
| October                                 | 20     | .11            | 11       | -     | 3    | -    | 3    | -   | 3     |
| November                                | 13     | .07            | 10       | -     | 2    | -    | 1    | -   | -     |
| December                                | 21     | .10            | 14       | -     | 1    | 1    | -    | 2   | 3     |
| January (1952)                          | 14     | .07            | 9        | -     | 4    | 1    | -    | -   | -     |
| February                                | 10     | .04            | 2        | -     | 4    | -    | 1    | 1   | 2     |
| March                                   | 18     | .08            | 11       | -     | 3    | -    | 4    | -   | -     |
| April                                   | 15     | .07            | 5        | -     | 4    | -    | -    | 2   | 4     |
| <u>Man-Days Lost AWOL</u>               |        |                |          |       |      |      |      |     |       |
| July (1951)                             | 1,621  | 10.77          | 555      | 1     | 576  | 152  | 85   | -   | 252   |
| August                                  | 1,325  | 8.38           | 508      | 19    | 475  | 83   | 54   | -   | 186   |
| September                               | 1,662  | 9.76           | 482      | -     | 657  | 65   | 126  | 51  | 281   |
| October                                 | 1,910  | 10.26          | 521      | 1     | 758  | 10   | 109  | 60  | 451   |
| November                                | 1,945  | 10.23          | 883      | 9     | 543  | 95   | 104  | 59  | 252   |
| December                                | 2,031  | 10.08          | 512      | -     | 986  | 77   | 54   | 92  | 310   |
| January (1952)                          | 1,679  | 8.76           | 508      | -     | 588  | 99   | 158  | 120 | 206   |
| February                                | 1,877  | 8.93           | 479      | 17    | 643  | 102  | 100  | 187 | 349   |
| March                                   | 1,927  | 8.99           | 428      | 4     | 721  | 40   | 34   | 270 | 430   |
| April                                   | 1,806  | 8.25           | 415      | -     | 734  | 78   | 25   | 192 | 362   |
| <u>Traffic Accidents on Base</u>        |        |                |          |       |      |      |      |     |       |
| July (1951)                             | 235    | 1.56           | 76       | 6     | 85   | 18   | 8    | -   | 42    |
| August                                  | 213    | 1.35           | 46       | 3     | 102  | 13   | 7    | -   | 42    |
| September                               | 278    | 1.63           | 45       | 1     | 133  | 29   | 24   | 12  | 34    |
| October                                 | 250    | 1.34           | 55       | 6     | 91   | 34   | 12   | 12  | 40    |
| November                                | 244    | 1.28           | 75       | 5     | 78   | 28   | 13   | 9   | 36    |
| December                                | 299    | 1.48           | 56       | 4     | 107  | 20   | 23   | 19  | 70    |
| January (1952)                          | 325    | 1.69           | 83       | 8     | 98   | 21   | 25   | 15  | 75    |
| February                                | 409    | 1.95           | 93       | 3     | 145  | 25   | 26   | 12  | 105   |
| March                                   | 342    | 1.59           | 68       | -     | 119  | 28   | 41   | 18  | 68    |
| April                                   | 264    | 1.21           | 22       | 2     | 118  | 22   | 27   | 9   | 64    |

(Continued)



TABLE 3 - OFFENSES COMMITTED BY MILITARY PERSONNEL BY MONTH, BY COMMAND, OVERSEAS - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Offenses   | Total  |                | Overseas |       |       |      |      |     |       |
|--|--------|----------------|----------|-------|-------|------|------|-----|-------|
|  | Number | Rate Per 1,000 | Alaska   | CairC | FEAF  | MATS | NEAF | SAC | USAFE |
| <u>Moving Traffic Violations on Base</u>         |        |                |          |       |       |      |      |     |       |
| July (1951)                                      | 869    | 5.77           | 159      | 17    | 506   | 73   | 40   | -   | 74    |
| August   | 712    | 4.50           | 106      | 14    | 377   | 29   | 26   | -   | 160   |
| September  | 747    | 4.38           | 110      | 6     | 324   | 110  | 14   | 24  | 159   |
| October  | 994    | 5.34           | 116      | 11    | 521   | 131  | 41   | 27  | 147   |
| November   | 887    | 4.66           | 81       | 17    | 399   | 238  | 22   | 18  | 112   |
| December   | 799    | 3.96           | 67       | 4     | 497   | 113  | 26   | 12  | 80    |
| January (1952)                                   | 1,067  | 5.57           | 241      | 3     | 544   | 96   | 35   | 13  | 135   |
| February   | 830    | 3.95           | 107      | 20    | 429   | 114  | 13   | 17  | 130   |
| March  | 1,092  | 5.09           | 191      | 11    | 472   | 148  | 46   | 34  | 190   |
| April  | 1,215  | 5.55           | 196      | 4     | 598   | 132  | 58   | 24  | 203   |
| <u>Security Violations (Safeguarding)</u>        |        |                |          |       |       |      |      |     |       |
| July (1951)                                      | 46     | .30            | 2        | -     | 32    | 5    | 5    | -   | 2     |
| August   | 41     | .26            | 4        | 1     | 18    | 15   | 1    | -   | 2     |
| September  | 54     | .32            | 18       | -     | 18    | 10   | 4    | -   | 4     |
| October  | 62     | .33            | 5        | -     | 15    | 12   | 3    | 14  | 13    |
| November   | 58     | .30            | 3        | -     | 27    | 15   | 3    | 6   | 4     |
| December   | 48     | .24            | 2        | -     | 30    | 11   | 1    | -   | 4     |
| January (1952)                                   | 43     | .22            | 2        | -     | 25    | 9    | 1    | 1   | 5     |
| February   | 52     | .25            | 4        | -     | 28    | 9    | 5    | 1   | 5     |
| March  | 78     | .36            | 4        | -     | 41    | 3    | 11   | -   | 19    |
| April  | 66     | .30            | 6        | -     | 22    | 5    | 8    | 4   | 21    |
| <u>Security Violations (Military Areas)</u>      |        |                |          |       |       |      |      |     |       |
| July (1951)                                      | 97     | .64            | 1        | -     | 13    | 81   | 2    | -   | -     |
| August   | 45     | .28            | -        | -     | 9     | 35   | -    | -   | 1     |
| September  | 7      | .04            | 7        | -     | -     | -    | -    | -   | -     |
| October  | 13     | .07            | 1        | -     | 11    | -    | -    | -   | 1     |
| November   | 14     | .07            | 2        | -     | 3     | 2    | 5    | 2   | -     |
| December   | 11     | .05            | 4        | -     | 1     | 2    | 3    | 1   | -     |
| January (1952)                                   | 42     | .22            | 3        | -     | -     | 33   | 1    | -   | 5     |
| February   | 28     | .13            | 2        | -     | 13    | 10   | 3    | -   | -     |
| March  | 49     | .23            | 4        | -     | 6     | 33   | 3    | 1   | 2     |
| April  | 128    | .58            | 3        | -     | 8     | 107  | -    | 4   | 6     |
| <u>Drunkenness</u>                               |        |                |          |       |       |      |      |     |       |
| July (1951)                                      | 399    | 2.65           | 73       | 5     | 137   | 30   | 35   | -   | 119   |
| August   | 418    | 2.64           | 58       | 7     | 96    | 43   | 27   | -   | 187   |
| September  | 479    | 2.81           | 35       | 6     | 139   | 43   | 34   | 27  | 195   |
| October  | 534    | 2.87           | 28       | 2     | 185   | 30   | 26   | 27  | 236   |
| November   | 516    | 2.71           | 53       | 6     | 145   | 89   | 22   | 19  | 182   |
| December   | 655    | 3.25           | 97       | 8     | 208   | 43   | 24   | 50  | 225   |
| January (1952)                                   | 463    | 2.41           | 28       | 5     | 171   | 26   | 20   | 47  | 166   |
| February   | 462    | 2.20           | 21       | 13    | 146   | 39   | 19   | 38  | 186   |
| March  | 630    | 2.94           | 31       | 7     | 238   | 31   | 21   | 59  | 243   |
| April  | 552    | 2.52           | 42       | 6     | 166   | 35   | 33   | 50  | 220   |
| <u>Uniform Violations</u>                        |        |                |          |       |       |      |      |     |       |
| July (1951)                                      | 708    | 4.70           | 40       | 4     | 322   | 95   | 54   | -   | 193   |
| August   | 612    | 3.87           | 31       | 4     | 255   | 41   | 38   | -   | 243   |
| September  | 547    | 3.21           | 15       | 3     | 255   | 49   | 28   | 37  | 160   |
| October  | 498    | 2.67           | 3        | 12    | 176   | 39   | 63   | 31  | 174   |
| November   | 448    | 2.36           | 16       | 6     | 222   | 31   | 18   | 51  | 104   |
| December   | 445    | 2.21           | 23       | 5     | 240   | 60   | 3    | 42  | 72    |
| January (1952)                                   | 481    | 2.51           | 65       | 4     | 231   | 29   | 11   | 33  | 108   |
| February   | 581    | 2.76           | 63       | 28    | 267   | 36   | 28   | 27  | 132   |
| March  | 710    | 3.31           | 20       | 14    | 204   | 55   | 21   | 33  | 363   |
| April  | 645    | 2.95           | 12       | 17    | 195   | 54   | 61   | 82  | 224   |
| <u>Miscellaneous Violations and Minor Crimes</u> |        |                |          |       |       |      |      |     |       |
| July (1951)                                      | 2,199  | 14.61          | 217      | 17    | 1,263 | 136  | 15   | -   | 551   |
| August   | 2,492  | 15.76          | 225      | 18    | 1,263 | 155  | 20   | -   | 811   |
| September  | 2,406  | 14.12          | 215      | 24    | 1,161 | 177  | 37   | 42  | 750   |
| October  | 2,201  | 11.83          | 41       | 21    | 1,132 | 127  | 17   | 78  | 785   |
| November   | 1,939  | 10.20          | 115      | 43    | 1,055 | 121  | 24   | 65  | 518   |
| December   | 2,186  | 10.85          | 48       | 25    | 1,242 | 105  | 16   | 74  | 676   |
| January (1952)                                   | 2,004  | 10.46          | 74       | 41    | 1,035 | 118  | 23   | 97  | 616   |
| February   | 2,043  | 9.72           | 108      | 17    | 1,054 | 116  | 25   | 59  | 664   |
| March  | 2,564  | 11.96          | 91       | 20    | 1,432 | 109  | 23   | 132 | 757   |
| April  | 2,734  | 12.49          | 171      | 24    | 1,593 | 111  | 57   | 106 | 672   |

(Continued)

TABLE 3 - OFFENSES COMMITTED BY MILITARY PERSONNEL BY MONTH, BY COMMAND, OVERSEAS - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Offenses   | Total  |                | Overseas |       |       |      |      |     |       |
|--|--------|----------------|----------|-------|-------|------|------|-----|-------|
|  | Number | Rate Per 1,000 | Alaska   | CalrC | FEAF  | MATS | NEAF | SAC | USAFE |
| <b>Miscellaneous Serious Crimes</b>                          |        |                |          |       |       |      |      |     |       |
| July (1951)  | 216    | 1.43           | 17       | 2     | 152   | 15   | 6    | -   | 24    |
| August   | 110    | .69            | 3        | -     | 66    | 11   | 4    | -   | 26    |
| September  | 179    | 1.05           | 7        | 2     | 86    | 14   | 6    | 4   | 60    |
| October  | 193    | 1.04           | 17       | -     | 116   | 18   | 1    | 4   | 37    |
| November   | 139    | .73            | 8        | 2     | 74    | 14   | 3    | 5   | 33    |
| December   | 162    | .80            | 12       | 1     | 105   | 14   | 4    | 11  | 15    |
| January (1952)   | 168    | .88            | 11       | -     | 134   | 8    | 1    | 1   | 13    |
| February   | 236    | 1.12           | 16       | 1     | 176   | 14   | 1    | 5   | 23    |
| March  | 226    | 1.05           | 8        | 1     | 113   | 14   | 7    | 3   | 80    |
| April  | 171    | .78            | 9        | 1     | 81    | 45   | 13   | 3   | 19    |
| <b>Offenders this Month</b>                                  |        |                |          |       |       |      |      |     |       |
| July (1951)  | 4,662  | 30.98          | 362      | 40    | 2,335 | 685  | 206  | -   | 1,034 |
| August   | 4,876  | 30.84          | 383      | 51    | 2,215 | 554  | 148  | -   | 1,525 |
| September  | 5,338  | 31.34          | 326      | 51    | 2,427 | 622  | 212  | 209 | 1,491 |
| October  | 5,509  | 29.60          | 228      | 72    | 2,638 | 591  | 192  | 252 | 1,536 |
| November   | 5,154  | 27.11          | 354      | 91    | 2,368 | 743  | 132  | 275 | 1,191 |
| December   | 5,455  | 27.07          | 399      | 63    | 2,780 | 556  | 132  | 278 | 1,247 |
| January (1952)   | 5,526  | 28.83          | 403      | 73    | 2,887 | 450  | 145  | 254 | 1,314 |
| February   | 5,469  | 26.02          | 433      | 90    | 2,591 | 606  | 208  | 245 | 1,296 |
| March  | 6,438  | 30.03          | 339      | 68    | 2,888 | 520  | 225  | 329 | 2,069 |
| April  | 6,060  | 27.69          | 383      | 59    | 3,207 | 100  | 345  | 308 | 1,658 |
| <b>General Prisoners</b>                                     |        |                |          |       |       |      |      |     |       |
| July (1951)  | 247    | 1.64           | 31       | 2     | 139   | 12   | 13   | -   | 50    |
| August   | 251    | 1.59           | 26       | 2     | 138   | 25   | 4    | -   | 56    |
| September  | 261    | 1.53           | 24       | 1     | 159   | 24   | 2    | 4   | 47    |
| October  | 293    | 1.57           | 17       | 1     | 179   | 20   | 2    | 9   | 65    |
| November   | 270    | 1.42           | 24       | 5     | 155   | 13   | 4    | 12  | 57    |
| December   | 212    | 1.05           | 16       | 2     | 101   | 13   | 7    | 3   | 70    |
| January (1952)   | 329    | 1.72           | 36       | 1     | 163   | 18   | 10   | 17  | 84    |
| February   | 281    | 1.34           | 20       | 8     | 104   | 10   | 13   | 28  | 98    |
| March  | 306    | 1.43           | 41       | 8     | 118   | 14   | 11   | 32  | 82    |
| April  | 314    | 1.43           | 35       | 2     | 135   | 5    | 10   | 37  | 90    |
| <b>Garrison Prisoners</b>                                    |        |                |          |       |       |      |      |     |       |
| July (1951)  | 207    | 1.37           | 11       | 1     | 100   | 29   | 4    | -   | 62    |
| August   | 269    | 1.70           | 17       | 2     | 145   | 25   | 10   | -   | 70    |
| September  | 281    | 1.65           | 12       | 3     | 135   | 17   | 12   | 14  | 88    |
| October  | 302    | 1.62           | 14       | 5     | 116   | 16   | 8    | 16  | 127   |
| November   | 260    | 1.37           | 15       | 2     | 115   | 17   | 7    | 11  | 93    |
| December   | 254    | 1.26           | 19       | 2     | 126   | 20   | 8    | 15  | 64    |
| January (1952)   | 236    | 1.23           | 18       | 1     | 106   | 16   | 10   | 19  | 66    |
| February   | 277    | 1.32           | 18       | 2     | 131   | 17   | 8    | 10  | 91    |
| March  | 277    | 1.29           | 13       | 2     | 123   | 25   | 8    | 19  | 87    |
| April  | 225    | 1.03           | 25       | 2     | 110   | 16   | 6    | 14  | 52    |
| <b>Number of Security Checks</b>                             |        |                |          |       |       |      |      |     |       |
| July (1951)  | 829    | 5.51           | 4        | 8     | 166   | 539  | 42   | -   | 70    |
| August   | 992    | 6.27           | 10       | 15    | 198   | 604  | 60   | -   | 105   |
| September  | 1,984  | 11.65          | 6        | 10    | 278   | 675  | 72   | 863 | 80    |
| October  | 1,643  | 8.83           | 6        | 20    | 223   | 348  | 84   | 845 | 117   |
| November   | 1,674  | 8.80           | 9        | 21    | 151   | 580  | 82   | 708 | 123   |
| December   | 1,702  | 8.44           | 75       | 20    | 145   | 581  | 86   | 635 | 160   |
| January (1952)   | 1,729  | 9.02           | 70       | 39    | 191   | 675  | 83   | 520 | 151   |
| February   | 1,732  | 8.24           | 121      | 13    | 352   | 551  | 87   | 387 | 221   |
| March  | 1,935  | 9.02           | -        | 13    | 328   | 332  | 98   | 553 | 611   |
| April  | 2,306  | 10.53          | -        | 15    | 152   | 731  | 121  | 678 | 609   |
| <b>Loyal and Character Investigations - Processed to OSI</b> |        |                |          |       |       |      |      |     |       |
| July (1951)  | 959    | 6.37           | 70       | 5     | 362   | 186  | 77   | -   | 259   |
| August   | 1,272  | 8.04           | 93       | 20    | 485   | 516  | 31   | -   | 127   |
| September  | 1,716  | 10.07          | 141      | 43    | 758   | 477  | 126  | 18  | 153   |
| October  | 1,715  | 9.21           | 68       | 13    | 903   | 251  | 114  | 39  | 327   |
| November   | 1,646  | 8.66           | 136      | 16    | 1,005 | 162  | 122  | 26  | 179   |
| December   | 1,774  | 8.80           | 85       | 23    | 1,176 | 244  | 125  | 43  | 78    |
| January (1952)   | 2,185  | 11.40          | 56       | 22    | 1,597 | 70   | 110  | 63  | 267   |
| February   | 2,554  | 12.15          | 89       | 35    | 1,609 | 275  | 121  | 24  | 401   |
| March  | 3,165  | 14.76          | 145      | 27    | 1,925 | 268  | 95   | 176 | 529   |
| April  | 4,258  | 19.45          | 171      | 20    | 2,149 | 589  | 321  | 93  | 915   |

(Continued)

TABLE 3 -- OFFENSES COMMITTED BY MILITARY PERSONNEL BY MONTH, BY COMMAND, OVERSEAS - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Offenses   | Total  |                | Overseas |       |       |      |      |     |       |
|--|--------|----------------|----------|-------|-------|------|------|-----|-------|
|  | Number | Rate Per 1,000 | Alaska   | CairC | FEAF  | NATS | NEAF | SAC | USAFE |
| <u>Loyal and Character Investigations - Completed and Returned</u> |        |                |          |       |       |      |      |     |       |
| July (1951)  | 1,933  | 12.85          | 104      | 8     | 1,375 | 220  | 34   | -   | 192   |
| August   | 1,238  | 7.83           | 46       | 5     | 820   | 147  | 90   | -   | 130   |
| September  | 1,026  | 6.02           | 45       | 1     | 556   | 321  | 63   | -   | 40    |
| October  | 1,870  | 10.05          | 50       | 11    | 1,423 | 182  | 39   | 7   | 158   |
| November   | 961    | 5.05           | 66       | 6     | 499   | 208  | 48   | 32  | 102   |
| December   | 1,028  | 5.10           | 39       | 6     | 420   | 286  | 96   | 19  | 162   |
| January (1952)   | 1,305  | 6.81           | 41       | 17    | 594   | 154  | 112  | 149 | 238   |
| February   | 1,743  | 8.29           | 102      | 11    | 730   | 215  | 95   | 9   | 581   |
| March  | 2,306  | 10.75          | 380      | 54    | 456   | 429  | 169  | 244 | 574   |
| April  | 2,871  | 13.12          | 197      | 27    | 1,028 | 525  | 210  | 190 | 694   |
| <u>Loyal and Character Investigations - Clearance Granted</u>      |        |                |          |       |       |      |      |     |       |
| July (1951)  | 26     | .17            | 2        | 1     | 19    | 3    | 1    | -   | -     |
| August   | 1,773  | 11.21          | 64       | 52    | 1,129 | 381  | 4    | -   | 143   |
| September  | 2,234  | 13.11          | 42       | 73    | 1,112 | 342  | 93   | 336 | 236   |
| October  | 2,116  | 11.37          | 182      | 43    | 1,147 | 217  | 75   | 113 | 339   |
| November   | 1,971  | 10.37          | 83       | 35    | 1,305 | 177  | 87   | 60  | 224   |
| December   | 2,057  | 10.21          | 68       | 47    | 1,387 | 264  | 69   | 34  | 188   |
| January (1952)   | 3,595  | 18.76          | 56       | 47    | 2,220 | 302  | 201  | 64  | 705   |
| February   | 3,551  | 16.90          | 106      | 74    | 1,898 | 261  | 63   | 56  | 1,093 |
| March  | 4,651  | 21.69          | 404      | 82    | 2,217 | 308  | 97   | 242 | 1,301 |
| April  | 5,954  | 27.20          | 367      | 77    | 3,015 | 687  | 249  | 247 | 1,312 |
| <u>Loyal and Character Investigations - Clearance Denied</u>       |        |                |          |       |       |      |      |     |       |
| July (1951)  | 26     | .17            | 2        | 1     | 19    | 3    | 1    | -   | -     |
| August   | 47     | .30            | 1        | -     | 11    | 26   | 8    | -   | 1     |
| September  | 29     | .17            | 3        | -     | 6     | 17   | -    | 1   | 2     |
| October  | 18     | .10            | 1        | -     | 10    | 3    | -    | 1   | 3     |
| November   | 18     | .09            | 1        | -     | 9     | 5    | 1    | -   | 2     |
| December   | 19     | .09            | 2        | -     | 10    | 4    | -    | 3   | -     |
| January (1952)   | 109    | .57            | 1        | -     | 22    | 1    | 1    | 77  | 7     |
| February   | 22     | .10            | -        | 1     | 18    | 1    | -    | -   | 2     |
| March  | 34     | .16            | 2        | -     | 19    | 4    | -    | 3   | 6     |
| April  | 76     | .35            | 4        | 1     | 36    | 11   | -    | 19  | 5     |
| <u>Air Force Personnel Punished Under 104</u>                      |        |                |          |       |       |      |      |     |       |
| <u>Article of War</u>  |        |                |          |       |       |      |      |     |       |
| July (1951)  | 1,186  | 7.88           | 212      | 11    | 790   | 121  | 46   | -   | 6     |
| August   | 1,763  | 11.15          | 238      | 26    | 792   | 126  | 60   | -   | 521   |
| September  | 1,746  | 10.25          | 213      | 11    | 754   | 114  | 48   | 69  | 537   |
| October  | 1,742  | 9.36           | 148      | 29    | 819   | 103  | 46   | 59  | 538   |
| November   | 1,613  | 8.00           | 123      | 45    | 772   | 106  | 51   | 84  | 432   |
| December   | 1,755  | 9.16           | 178      | 23    | 793   | 90   | 54   | 75  | 542   |
| January (1952)   | 1,727  | 8.22           | 162      | 32    | 797   | 71   | 41   | 124 | 500   |
| February   | 1,843  | 8.60           | 251      | 18    | 822   | 90   | 60   | 101 | 501   |
| March  | 1,910  | 8.73           | 220      | 21    | 851   | 53   | 47   | 146 | 572   |
| April  | 2,076  | 16.15          | 214      | 20    | 941   | 112  | 70   | 132 | 587   |
| <u>Going AWOL</u>  |        |                |          |       |       |      |      |     |       |
| May  | 208    | 1.62           | 42       | 1     | a/    | 11   | 11   | 22  | 121   |
| June   | 322    | 1.23           | 45       | -     | 123   | 19   | 11   | 31  | 93    |
| <u>Voluntarily Returned from AWOL</u>                              |        |                |          |       |       |      |      |     |       |
| May  | 161    | 1.25           | 35       | -     | a/    | 2    | 9    | 19  | 96    |
| June   | 261    | 1.00           | 37       | -     | 102   | 13   | 9    | 22  | 78    |
| <u>Apprehended this Month by Military Authorities</u>              |        |                |          |       |       |      |      |     |       |
| May  | 47     | .37            | 9        | -     | a/    | 9    | 3    | 2   | 24    |
| June   | 52     | .20            | 6        | -     | 16    | 4    | 1    | 7   | 18    |
| <u>Apprehended this Month by Civilian Authorities</u>              |        |                |          |       |       |      |      |     |       |
| May  | 4      | .03            | 4        | -     | -     | -    | -    | -   | -     |
| June   | -      | .00            | -        | -     | -     | -    | -    | -   | -     |

(Continued)

TABLE 3 - OFFENSES COMMITTED BY MILITARY PERSONNEL BY MONTH, BY COMMAND,  
OVERSEAS - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Offenses   | Total  |                | Overseas |       |       |      |      |     |       |
|--|--------|----------------|----------|-------|-------|------|------|-----|-------|
|  | Number | Rate Per 1,000 | Alaska   | CairC | FBAP  | MATS | NEAP | SAC | USAF  |
| <u>Dropped from Rolls as Deserters on 30th Day of Absence</u>                          |        |                |          |       |       |      |      |     |       |
| May  | 11     | .09            | 5        | -     | a/3   | -    | 2    | -   | 4     |
| June   | 15     | .07            | 5        | 1     | -     | -    | 1    | 3   | 2     |
| <u>Man-Days Lost by AWOL</u>   |        |                |          |       |       |      |      |     |       |
| May  | 1,532  | 11.92          | 431      | 18    | a/558 | 38   | 135  | 169 | 741   |
| June   | 1,963  | 7.51           | 409      | 13    | -     | 115  | 127  | 208 | 533   |
| <u>Traffic Accidents on Base Involving Government and/or Civilian Vehicles</u>         |        |                |          |       |       |      |      |     |       |
| May  | 111    | .86            | 9        | 2     | a/112 | 20   | 20   | 8   | 52    |
| June   | 270    | 1.03           | 22       | -     | -     | 36   | 15   | 6   | 79    |
| <u>Traffic Accidents Off-Base Involving Government Vehicles</u>                        |        |                |          |       |       |      |      |     |       |
| May  | 104    | .81            | 2        | -     | a/99  | 4    | 10   | 9   | 79    |
| June   | 251    | .96            | 1        | -     | -     | 7    | 6    | 7   | 131   |
| <u>Moving Traffic Violations on Base Involving Government and/or Civilian Vehicles</u> |        |                |          |       |       |      |      |     |       |
| May  | 704    | 5.48           | 206      | 17    | a/330 | 109  | 60   | 26  | 286   |
| June   | 993    | 3.80           | 155      | 24    | -     | 105  | 74   | 24  | 281   |
| <u>Moving Traffic Violations Off-Base</u>  |        |                |          |       |       |      |      |     |       |
| May  | 180    | 1.40           | 15       | 6     | a/253 | 36   | 3    | 14  | 106   |
| June   | 663    | 2.54           | 214      | 20    | -     | 35   | 7    | 6   | 128   |
| <u>Security Violations Involving Safeguarding of Military Information or Material</u>  |        |                |          |       |       |      |      |     |       |
| May  | 72     | .56            | 2        | -     | a/24  | 11   | 8    | 3   | 48    |
| June   | 62     | .24            | -        | -     | -     | 13   | 6    | 2   | 17    |
| <u>Security Violations Involving Trespassing in Military Restricted Areas</u>          |        |                |          |       |       |      |      |     |       |
| May  | 32     | .25            | 11       | -     | a/-   | 4    | 5    | -   | 12    |
| June   | 37     | .14            | 5        | -     | -     | 8    | 9    | 2   | 13    |
| <u>Serious Crimes</u>  |        |                |          |       |       |      |      |     |       |
| May  | 110    | .86            | 9        | -     | a/65  | 15   | 16   | 5   | 65    |
| June   | 123    | .47            | 18       | -     | -     | 10   | 3    | -   | 27    |
| <u>Drunk and/or Disorderly</u>   |        |                |          |       |       |      |      |     |       |
| May  | 467    | 3.63           | 14       | 4     | a/167 | 58   | 46   | 57  | 288   |
| June   | 660    | 2.53           | 35       | 12    | -     | 33   | 35   | 55  | 323   |
| <u>Insubordinate Conduct</u>   |        |                |          |       |       |      |      |     |       |
| May  | 110    | .86            | 7        | 7     | a/-   | 41   | 1    | 10  | 44    |
| June   | 198    | .76            | 14       | 10    | -     | 48   | 6    | 10  | 110   |
| <u>Larceny, Housebreaking, Burglary and Robbery</u>                                    |        |                |          |       |       |      |      |     |       |
| May  | 29     | .23            | 16       | -     | a/-   | -    | 10   | 2   | 1     |
| June   | 36     | .14            | 11       | 1     | -     | 2    | 9    | 3   | 10    |
| <u>Selling, Disposing or Destroying Military Property of USAF</u>                      |        |                |          |       |       |      |      |     |       |
| May  | 9      | .07            | 4        | -     | a/-   | -    | 2    | -   | 3     |
| June   | 8      | .03            | 2        | -     | -     | -    | 1    | 1   | 4     |
| <u>Total Number of Offenders this Month</u>  |        |                |          |       |       |      |      |     |       |
| <u>May</u>   |        |                |          |       |       |      |      |     |       |
| Officers   | 170    | 1.32           | 27       | 2     | a/    | 42   | 10   | 1   | 88    |
| Airmen   | 3,495  | 13.38          | 448      | 38    | a/    | 530  | 250  | 306 | 1,923 |
| <u>June</u>  |        |                |          |       |       |      |      |     |       |
| Officers   | 308    | 2.40           | 37       | 3     | 168   | 11   | 22   | 3   | 64    |
| Airmen   | 5,655  | 21.65          | 361      | 61    | 2,376 | 528  | 241  | 316 | 1,772 |
| <u>Total Air Force Personnel Fined Under Article 15, U.C.M.C.</u>                      |        |                |          |       |       |      |      |     |       |
| May  | 1,284  | 9.99           | 295      | 11    | a/    | 162  | 57   | 100 | 659   |
| June   | 2,359  | 9.03           | 296      | 24    | 1,094 | 131  | 81   | 87  | 646   |

(Continued)

TABLE 3 - OFFENSES COMMITTED BY MILITARY PERSONNEL BY MONTH, BY COMMAND,  
OVERSEAS - FY 1952 - CONTINUED

(See first page of this table for headnote affecting this page.)

| Offenses   | Total  |                | Overseas |       |       |      |      |     |       |
|--|--------|----------------|----------|-------|-------|------|------|-----|-------|
|  | Number | Rate Per 1,000 | Alaska   | CairC | FEAF  | MATS | NEAF | SAC | USAF  |
| <u>Air Force Sentenced Prisoners at End-of-Month</u>                               |        |                |          |       |       |      |      |     |       |
| May . . . . .  | 187    | 1.45           | 30       | -     | a/    | 19   | 11   | 37  | 90    |
| June . . . . .   | 375    | 1.44           | 35       | 3     | 140   | 24   | 8    | 29  | 136   |
| <u>Air Force Unsented Prisoners at End-of-Month</u>                                |        |                |          |       |       |      |      |     |       |
| May . . . . .  | 151    | 1.17           | 17       | 5     | a/    | 22   | 16   | 7   | 84    |
| June . . . . .   | 338    | 1.29           | 14       | 5     | 134   | 27   | 19   | 18  | 121   |
| <u>Number of Prisoners Detained from Other Services this Month</u>                 |        |                |          |       |       |      |      |     |       |
| May . . . . .  | 42     | .33            | 5        | -     | a/    | 1    | 3    | 4   | 29    |
| June . . . . .   | 202    | .77            | 2        | -     | 127   | 2    | 4    | 15  | 52    |
| <u>Number of Prisoners in Minimum Custody at End-of-Month</u>                      |        |                |          |       |       |      |      |     |       |
| May . . . . .  | 122    | .95            | 23       | -     | a/    | 21   | 15   | 28  | 35    |
| June . . . . .   | 103    | .39            | 15       | 2     | -     | 32   | 11   | 30  | 13    |
| <u>Number of Prisoners in Medium Custody at End-of-Month</u>                       |        |                |          |       |       |      |      |     |       |
| May . . . . .  | 78     | .61            | 21       | 5     | a/    | 19   | 1    | 16  | 16    |
| June . . . . .   | 82     | .31            | 13       | 6     | -     | 19   | 6    | 7   | 31    |
| <u>Number of Prisoners in Maximum Custody at End-of-Month</u>                      |        |                |          |       |       |      |      |     |       |
| May . . . . .  | 13     | .10            | 7        | -     | a/    | -    | -    | 3   | 3     |
| June . . . . .   | 16     | .06            | 1        | -     | -     | -    | -    | 10  | 5     |
| <u>Number of Security Checks for Safeguarding Military Information or Material</u> |        |                |          |       |       |      |      |     |       |
| May . . . . .  | 1,230  | 9.57           | 9        | 30    | a/    | 340  | 34   | 325 | 492   |
| June . . . . .   | 1,425  | 5.46           | 7        | 24    | -     | 301  | 76   | 308 | 709   |
| <u>Number of Security Surveys of Military Restricted Areas</u>                     |        |                |          |       |       |      |      |     |       |
| May . . . . .  | 832    | 6.47           | 19       | 38    | a/    | 390  | 31   | 227 | 127   |
| June . . . . .   | 798    | 3.05           | 6        | 50    | -     | 417  | 57   | 233 | 35    |
| <u>Clearances Under AFR 205-6</u>  |        |                |          |       |       |      |      |     |       |
| <u>May</u>   |        |                |          |       |       |      |      |     |       |
| A. Clearances Requested . . . . .  | 2,018  | 15.70          | 327      | 40    | a/    | 412  | 276  | 236 | 727   |
| B. Clearances Granted . . . . .  | 2,366  | 18.40          | 394      | 65    | a/    | 531  | 237  | 308 | 831   |
| C. Clearances Denied . . . . .   | 85     | .66            | -        | -     | a/    | 67   | 7    | -   | 11    |
| <u>June</u>  |        |                |          |       |       |      |      |     |       |
| A. Clearances Requested . . . . .  | 4,846  | 18.55          | 261      | 64    | 3,099 | 268  | 121  | 188 | 845   |
| B. Clearances Granted . . . . .  | 7,135  | 27.31          | 285      | 95    | 4,220 | 484  | 224  | 156 | 1,671 |
| C. Clearances Denied . . . . .   | 57     | .22            | -        | -     | 25    | 2    | 1    | -   | 29    |
| <u>Clearances Under AFR 205-5</u>  |        |                |          |       |       |      |      |     |       |
| <u>May</u>   |        |                |          |       |       |      |      |     |       |
| A. Clearances Requested . . . . .  | 1,063  | 8.27           | 598      | -     | a/    | 114  | -    | 32  | 319   |
| B. Clearances Granted . . . . .  | 1,074  | 8.35           | 598      | -     | a/    | 97   | -    | 60  | 319   |
| C. Clearances Denied . . . . .   | 2      | .02            | -        | -     | a/    | 2    | -    | -   | -     |
| <u>June</u>  |        |                |          |       |       |      |      |     |       |
| A. Clearances Requested . . . . .  | 978    | 3.74           | 99       | -     | -     | 152  | 84   | 61  | 582   |
| B. Clearances Granted . . . . .  | 1,037  | 3.97           | 99       | -     | -     | 96   | 79   | 132 | 631   |
| C. Clearances Denied . . . . .   | 5      | .02            | -        | -     | -     | 2    | -    | 1   | 2     |

a/ No figures submitted by FEAF, May 1952.

(Concluded)

Source: Executive Office, Director, Air Provost Marshal, Hq, USAF.

TABLE 4 - GOVERNMENT PROPERTY LOST OR STOLEN BY MILITARY PERSONNEL - FY 1952

| Date               | Total USAF          | CONTINENTAL US      |                     |                      |                            |                                      |                      |
|--------------------|---------------------|---------------------|---------------------|----------------------|----------------------------|--------------------------------------|----------------------|
|                    |                     | Total               | Air Defense Command | Air Materiel Command | Air Proving Ground Command | Air Research and Development Command | Air Training Command |
| <b>Total . . .</b> | <b>\$978,039.01</b> | <b>\$402,843.11</b> | <b>\$23,639.40</b>  | <b>\$64,723.52</b>   | <b>\$4,511.79</b>          | <b>\$10,927.28</b>                   | <b>\$98,425.62</b>   |
| July (1951) . . .  | 55,782.21           | 28,543.11           | 1,217.74            | 3,534.55             | 92.04                      | 316.14                               | 7,671.19             |
| August . . . . .   | 82,556.43           | 55,583.17           | 1,135.50            | 7,583.98             | 238.68                     | 124.45                               | 7,323.52             |
| September . . . .  | 74,900.83           | 20,520.62           | 1,172.33            | 1,841.61             | 96.57                      | 269.00                               | 5,947.76             |
| October . . . . .  | 91,634.17           | 31,971.48           | 4,350.85            | 5,317.50             | 271.54                     | 898.00                               | 8,312.52             |
| November . . . . . | 6,509.93            | 28,893.50           | 1,036.02            | 4,089.93             | 429.01                     | 217.20                               | 8,852.84             |
| December . . . . . | 104,459.40          | 27,485.94           | 2,489.72            | 6,864.41             | 18.44                      | 857.38                               | 5,762.14             |
| January (1952) . . | 116,236.94          | 36,694.82           | 1,424.51            | 6,597.19             | 163.51                     | 1,309.16                             | 12,194.57            |
| February . . . . . | 101,905.48          | 35,949.66           | 2,788.77            | 3,720.46             | 69.00                      | 3,283.78                             | 8,398.57             |
| March . . . . .    | 101,789.15          | 37,184.47           | 1,547.42            | 5,327.14             | 1,392.20                   | 1,028.07                             | 8,506.03             |
| April . . . . .    | 92,885.69           | 31,877.71           | 2,830.97            | 6,994.72             | 748.63                     | 644.92                               | 6,427.06             |
| May . . . . .      | b/ 52,549.81        | 38,799.63           | 1,888.07            | 8,784.76             | 323.70                     | 1,155.89                             | 10,509.30            |
| June . . . . .     | 96,828.97           | 29,339.00           | 1,757.50            | 4,067.27             | 668.47                     | 823.29                               | 8,520.12             |

| CONTINENTAL US (Continued) |                   |                         |                           |                                |                         |                       |                      |
|----------------------------|-------------------|-------------------------|---------------------------|--------------------------------|-------------------------|-----------------------|----------------------|
|                            | Air University    | Continental Air Command | Headquarters Command USAF | Military Air Transport Service | Special Weapons Command | Strategic Air Command | Tactical Air Command |
| <b>Total . . . . .</b>     | <b>\$2,729.25</b> | <b>\$21,627.40</b>      | <b>\$2,995.36</b>         | <b>\$15,759.05</b>             | <b>\$1,378.97</b>       | <b>\$124,002.42</b>   | <b>\$32,093.05</b>   |
| July (1951) . . . .        | 29.00             | 7,131.00                | 2.53                      | 239.47                         | 51.21                   | 4,974.66              | 3,283.58             |
| August . . . . .           | 264.50            | 712.00                  | -                         | 425.74                         | 144.50                  | 3,148.64              | 1,481.66             |
| September . . . . .        | 535.70            | 379.00                  | 3.72                      | 553.88                         | 75.00                   | 9,112.96              | 533.09               |
| October . . . . .          | 100.00            | 415.00                  | -                         | 1,358.06                       | 322.26                  | 8,160.54              | 2,165.21             |
| November . . . . .         | 528.52            | 980.76                  | 18.00                     | 2,001.02                       | 330.00                  | 7,160.41              | 3,249.79             |
| December . . . . .         | 174.00            | 1,076.84                | 54.40                     | 364.26                         | 358.00                  | 8,105.02              | 1,361.33             |
| January (1952) . .         | 73.88             | 460.08                  | -                         | 1,760.97                       | 38.00                   | 8,535.25              | 4,137.70             |
| February . . . . .         | 110.00            | 825.68                  | -                         | 5,440.45                       | -                       | 6,644.95              | 4,668.00             |
| March . . . . .            | 54.00             | 3,219.64                | -                         | 1,017.00                       | 60.00                   | 10,180.54             | 4,852.43             |
| April . . . . .            | 65.00             | 2,494.40                | 1,600.00                  | 1,101.20                       | -                       | 7,072.45              | 1,898.36             |
| May . . . . .              | 335.80            | 1,267.00                | -                         | 705.00                         | -                       | 10,250.25             | 3,579.86             |
| June . . . . .             | 458.85            | 2,696.00                | 1,316.71                  | 792.00                         | -                       | 7,356.75              | 882.04               |

| Date                   | Total                  | OVERSEAS            |                       |                        |                                |                       |                       |                       |
|------------------------|------------------------|---------------------|-----------------------|------------------------|--------------------------------|-----------------------|-----------------------|-----------------------|
|                        |                        | Alaskan Air Command | Garibbean Air Command | Far East Air Forces    | Military Air Transport Service | Northeast Air Command | Strategic Air Command | US Air Forces, Europe |
| <b>Total . . . . .</b> | <b>b/ \$633,784.90</b> | <b>\$35,702.39</b>  | <b>\$1,023.84</b>     | <b>a/ \$468,659.86</b> | <b>\$16,184.18</b>             | <b>\$3,798.66</b>     | <b>\$16,743.36</b>    | <b>\$91,672.61</b>    |
| July (1951) . . . .    | 27,239.10              | 2,184.79            | -                     | 21,223.08              | 444.01                         | 3.00                  | -                     | 3,384.22              |
| August . . . . .       | 26,973.26              | 1,511.00            | -                     | 20,668.24              | 619.02                         | 10.00                 | -                     | 4,165.00              |
| September . . . . .    | 54,380.21              | 1,916.84            | -                     | 45,179.62              | 912.83                         | 126.00                | 1,186.92              | 5,058.00              |
| October . . . . .      | 59,662.69              | 1,472.95            | 117.00                | 42,602.09              | 2,472.60                       | -                     | 643.79                | 12,354.26             |
| November . . . . .     | 36,205.43              | 1,371.00            | 230.12                | 27,090.13              | 394.70                         | 51.46                 | 1,561.62              | 5,506.40              |
| December . . . . .     | 76,973.46              | 912.27              | -                     | 62,004.13              | 2,670.62                       | -                     | 2,102.94              | 9,283.50              |
| January (1952) . .     | 79,542.12              | 1,400.00            | -                     | 60,269.96              | 1,944.91                       | -                     | 1,694.45              | 14,232.80             |
| February . . . . .     | 65,955.82              | 1,497.00            | -                     | 50,685.09              | 833.00                         | 59.20                 | 2,573.19              | 10,308.34             |
| March . . . . .        | 64,604.68              | 2,368.00            | -                     | 53,330.04              | 361.25                         | 525.52                | 3,353.70              | 4,666.17              |
| April . . . . .        | 61,007.98              | 1,557.00            | 90.00                 | 46,156.02              | 745.25                         | 911.99                | 602.75                | 10,944.97             |
| May . . . . .          | b/ 13,750.18           | 3,560.18            | -                     | a/ 2,665.14            | 1,857.20                       | 2,737.50              | 2,930.16              | 2,930.16              |
| June . . . . .         | 67,489.97              | 15,951.36           | 586.72                | 39,451.46              | 2,120.85                       | 254.29                | 286.50                | 8,838.79              |

a/ No figures submitted by FEAF, May 1952.  
b/ Excludes FEAF.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 5 - LOST OR STOLEN GOVERNMENT PROPERTY RECOVERED - FY 1952

(Table represents government property that was lost or stolen by military personnel.)

| Date                 | Total USAF          | CONTINENTAL US      |                     |                      |                            |                                      |                      |
|----------------------|---------------------|---------------------|---------------------|----------------------|----------------------------|--------------------------------------|----------------------|
|                      |                     | Total               | Air Defense Command | Air Materiel Command | Air Proving Ground Command | Air Research and Development Command | Air Training Command |
| <b>Total . . . .</b> | <b>\$686,836.46</b> | <b>\$193,913.91</b> | <b>\$8,281.04</b>   | <b>\$56,256.37</b>   | <b>\$295.32</b>            | <b>\$5,324.84</b>                    | <b>\$39,227.67</b>   |
| July (1951) . . . .  | 37,824.90           | 17,274.45           | 490.50              | 3,081.89             | -                          | 98.39                                | 2,162.62             |
| August . . . . .     | 54,277.87           | 25,630.17           | 724.71              | 6,105.97             | 175.00                     | 20.00                                | 3,943.47             |
| September . . . .    | 52,414.87           | 10,196.28           | 707.05              | 1,806.58             | -                          | 3.00                                 | 2,077.72             |
| October . . . . .    | 57,930.17           | 18,664.10           | 2,234.30            | 4,301.09             | 3.00                       | 1,644.50                             | 5,378.76             |
| November . . . . .   | 31,342.19           | 10,060.04           | 362.96              | 1,830.03             | -                          | 237.00                               | 4,671.40             |
| December . . . . .   | 53,435.73           | 12,699.58           | 467.08              | 6,061.01             | -                          | 35.00                                | 2,530.30             |
| January (1952) . .   | 75,300.34           | 16,634.33           | 659.96              | 5,737.71             | -                          | 1,066.00                             | 4,821.67             |
| February . . . . .   | 102,600.97          | 18,072.03           | 847.51              | 3,502.50             | -                          | 13.57                                | 5,084.69             |
| March . . . . .      | 51,755.29           | 12,469.37           | 643.37              | 5,042.87             | 20.00                      | 458.00                               | 1,540.24             |
| April . . . . .      | 83,913.14           | 15,811.83           | 470.83              | 8,611.62             | -                          | 90.00                                | 1,143.00             |
| May . . . . .        | b/ 27,989.72        | 19,912.41           | 408.97              | 6,988.32             | 97.32                      | 1,505.50                             | 3,419.51             |
| June . . . . .       | 58,051.27           | 16,489.32           | 263.80              | 3,186.78             | -                          | 153.88                               | 2,454.29             |

| Date                 | Air University  | CONTINENTAL US (Continued) |                           |                                |                         |                       |                      |
|----------------------|-----------------|----------------------------|---------------------------|--------------------------------|-------------------------|-----------------------|----------------------|
|                      |                 | Continental Air Command    | Headquarters Command USAF | Military Air Transport Service | Special Weapons Command | Strategic Air Command | Tactical Air Command |
| <b>Total . . . .</b> | <b>\$342.38</b> | <b>\$10,632.94</b>         | <b>\$2,742.40</b>         | <b>\$7,476.94</b>              | <b>\$1,270.00</b>       | <b>\$46,145.70</b>    | <b>\$15,918.31</b>   |
| July (1951) . . . .  | -               | 7,000.00                   | -                         | 82.50                          | -                       | 2,180.43              | 2,178.12             |
| August . . . . .     | -               | 97.00                      | -                         | 76.30                          | 70.00                   | 14,264.74             | 152.98               |
| September . . . .    | -               | 268.00                     | -                         | 89.47                          | -                       | 4,663.83              | 580.63               |
| October . . . . .    | -               | 205.00                     | -                         | 932.75                         | 124.00                  | 3,084.20              | 756.50               |
| November . . . . .   | 116.00          | 86.14                      | 18.00                     | 261.00                         | 76.00                   | 2,185.92              | 215.59               |
| December . . . . .   | -               | 128.66                     | 24.40                     | 10.00                          | -                       | 2,892.70              | 550.43               |
| January (1952) . .   | -               | 78.40                      | -                         | 1,167.58                       | -                       | 2,146.18              | 956.83               |
| February . . . . .   | -               | 282.00                     | -                         | 4,212.50                       | 1,000.00                | 1,715.86              | 1,393.40             |
| March . . . . .      | -               | 27.92                      | -                         | 98.82                          | -                       | 2,024.22              | 2,633.93             |
| April . . . . .      | 73.00           | 673.98                     | 1,600.00                  | 111.02                         | -                       | 2,103.91              | 934.47               |
| May . . . . .        | -               | 338.84                     | -                         | 250.00                         | -                       | 2,048.90              | 4,855.05             |
| June . . . . .       | 153.38          | 1,447.00                   | 1,100.00                  | 185.00                         | -                       | 6,834.81              | 710.38               |

| Date                 | Total                  | OVERSEAS            |                       |                        |                                |                       |                       |                       |
|----------------------|------------------------|---------------------|-----------------------|------------------------|--------------------------------|-----------------------|-----------------------|-----------------------|
|                      |                        | Alaskan Air Command | Caribbean Air Command | Far East Air Forces    | Military Air Transport Service | Northeast Air Command | Strategic Air Command | US Air Forces, Europe |
| <b>Total . . . .</b> | <b>b/ \$492,922.55</b> | <b>\$20,679.67</b>  | <b>\$154.12</b>       | <b>a/ \$411,935.25</b> | <b>\$7,342.34</b>              | <b>\$568.08</b>       | <b>\$5,578.24</b>     | <b>\$46,664.85</b>    |
| July (1951) . . . .  | 20,550.45              | -                   | -                     | 19,624.09              | 121.25                         | -                     | -                     | 805.11                |
| August . . . . .     | 28,647.70              | 1,042.00            | -                     | 27,082.60              | 39.10                          | 10.00                 | -                     | 474.00                |
| September . . . .    | 42,218.59              | 990.50              | -                     | 36,479.92              | 975.00                         | -                     | 20.17                 | 3,753.00              |
| October . . . . .    | 39,266.07              | 50.00               | -                     | 31,510.19              | 724.19                         | -                     | 1,190.77              | 5,790.92              |
| November . . . . .   | 21,282.15              | 77.00               | 154.12                | 20,192.93              | 113.20                         | -                     | 144.50                | 600.40                |
| December . . . . .   | 40,736.15              | 80.00               | -                     | 27,150.11              | -                              | -                     | 35.04                 | 13,471.00             |
| January (1952) . .   | 58,666.01              | 120.00              | -                     | 52,118.15              | 572.89                         | -                     | 58.14                 | 5,796.83              |
| February . . . . .   | 84,528.94              | 1,109.95            | -                     | 77,035.00              | 260.45                         | -                     | 545.38                | 5,578.16              |
| March . . . . .      | 39,285.92              | 1,128.00            | -                     | 36,398.13              | 240.21                         | 40.62                 | 777.04                | 701.92                |
| April . . . . .      | 68,101.31              | 146.00              | -                     | 64,440.26              | 753.91                         | 346.10                | 89.20                 | 2,325.84              |
| May . . . . .        | b/ 8,077.31            | 2,469.64            | -                     | a/                     | 2,655.14                       | 91.36                 | 2,694.00              | 167.17                |
| June . . . . .       | 41,561.95              | 13,466.58           | -                     | 19,903.87              | 887.00                         | 80.00                 | 24.00                 | 7,200.50              |

a/ No figures submitted by FRAP, May 1952.

b/ Excludes FEAF.

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters USAF

TABLE 6 - GOING AWOL AND MAN DAYS LOST (AWOL) SUMMARY - LAST HALF FY 1947 THROUGH FY 1952

(FY 1947 through April 1952 rates are based on the number of AWOL cases and Man-Days Lost against the average command strength chargeable to the Commanding General as of the end of the month. May and June (1952) rates are based on daily strengths as defined in the introduction of this area. A few civilians are included in FY 1947 data, but so few that they make no significant difference in the rates.)

| Date                               | Number | Rate per 1,000 per Quarter | Date                               | Number  | Rate per 1,000 per Quarter |
|------------------------------------|--------|----------------------------|------------------------------------|---------|----------------------------|
| GOING AWOL                         |        |                            | MAN DAYS LOST (AWOL)               |         |                            |
| CONTINENTAL US                     |        |                            |                                    |         |                            |
| <u>FY 1947 (Last Half) a/</u>      |        |                            |                                    |         |                            |
| Third Quarter . . . . .            | 6,929  | 32.7                       |                                    |         |                            |
| Fourth Quarter . . . . .           | 5,789  | 28.7                       |                                    |         |                            |
| <u>FY 1948</u>                     |        |                            | <u>FY 1948</u>                     |         |                            |
| First Quarter . . . . .            | 6,543  | 30.3                       | First Quarter . . . . .            | 99,992  | 463.1                      |
| Second Quarter . . . . .           | 6,628  | 29.0                       | Second Quarter . . . . .           | 97,910  | 428.8                      |
| Third Quarter . . . . .            | 7,452  | 30.4                       | Third Quarter . . . . .            | 90,401  | 368.4                      |
| Fourth Quarter . . . . .           | 8,579  | 34.8                       | Fourth Quarter . . . . .           | 103,717 | 420.5                      |
| <u>FY 1949</u>                     |        |                            | <u>FY 1949</u>                     |         |                            |
| First Quarter . . . . .            | 8,471  | 33.4                       | First Quarter . . . . .            | 107,329 | 423.0                      |
| Second Quarter <u>b/</u> . . . . . | 6,303  | 24.3                       | Second Quarter <u>b/</u> . . . . . | 85,593  | 329.9                      |
| Third Quarter . . . . .            | 5,861  | 20.4                       | Third Quarter . . . . .            | 69,797  | 243.3                      |
| Fourth Quarter . . . . .           | 5,550  | 19.2                       | Fourth Quarter . . . . .           | 62,143  | 215.1                      |
| <u>FY 1950</u>                     |        |                            | <u>FY 1950</u>                     |         |                            |
| First Quarter . . . . .            | 7,929  | 25.6                       | First Quarter . . . . .            | 79,089  | 255.0                      |
| Second Quarter . . . . .           | 7,421  | 23.0                       | Second Quarter . . . . .           | 84,368  | 261.4                      |
| Third Quarter . . . . .            | 7,323  | 22.8                       | Third Quarter . . . . .            | 77,008  | 239.6                      |
| Fourth Quarter . . . . .           | 6,920  | 21.9                       | Fourth Quarter . . . . .           | 77,722  | 245.6                      |
| <u>FY 1951</u>                     |        |                            | <u>FY 1951</u>                     |         |                            |
| First Quarter . . . . .            | 6,658  | 19.5                       | First Quarter . . . . .            | 92,096  | 270.1                      |
| Second Quarter . . . . .           | 6,335  | 15.5                       | Second Quarter . . . . .           | 81,122  | 199.2                      |
| Third Quarter . . . . .            | 6,530  | 12.8                       | Third Quarter . . . . .            | 76,985  | 150.7                      |
| Fourth Quarter . . . . .           | 8,014  | 13.4                       | Fourth Quarter . . . . .           | 90,911  | 152.3                      |
| OVERSEAS <u>c/</u>                 |        |                            |                                    |         |                            |
| <u>FY 1950</u>                     |        |                            | <u>FY 1950</u>                     |         |                            |
| Third Quarter . . . . .            | 826    | 9.0                        | Third Quarter . . . . .            | 4,194   | 45.9                       |
| Fourth Quarter . . . . .           | 755    | 10.4                       | Fourth Quarter . . . . .           | 4,291   | 46.7                       |
| <u>FY 1951</u>                     |        |                            | <u>FY 1951</u>                     |         |                            |
| First Quarter . . . . .            | 815    | 7.7                        | First Quarter . . . . .            | 3,748   | 35.3                       |
| Second Quarter . . . . .           | 959    | 7.6                        | Second Quarter . . . . .           | 4,556   | 35.9                       |
| Third Quarter . . . . .            | 1,148  | 8.2                        | Third Quarter . . . . .            | 5,241   | 37.5                       |
| Fourth Quarter . . . . .           | 842    | 5.8                        | Fourth Quarter . . . . .           | 4,250   | 29.5                       |
| WORLDWIDE                          |        |                            |                                    |         |                            |
| <u>FY 1952</u>                     |        |                            | <u>FY 1952</u>                     |         |                            |
| First Quarter . . . . .            | 11,104 | 14.2                       | First Quarter . . . . .            | 111,841 | 142.8                      |
| Second Quarter . . . . .           | 12,199 | 14.7                       | Second Quarter . . . . .           | 128,157 | 154.7                      |
| Third Quarter . . . . .            | 13,442 | 15.5                       | Third Quarter . . . . .            | 143,418 | 165.0                      |
| Fourth Quarter <u>d/</u> . . . . . | 14,887 | 17.5                       | Fourth Quarter <u>d/</u> . . . . . | 157,602 | 185.6                      |
| CONTINENTAL US                     |        |                            |                                    |         |                            |
| <u>FY 1952</u>                     |        |                            | <u>FY 1952</u>                     |         |                            |
| First Quarter . . . . .            | 10,215 | 16.4                       | First Quarter . . . . .            | 107,233 | 172.0                      |
| Second Quarter . . . . .           | 11,159 | 17.5                       | Second Quarter . . . . .           | 121,731 | 191.4                      |
| Third Quarter . . . . .            | 12,426 | 18.6                       | Third Quarter . . . . .            | 137,935 | 206.2                      |
| Fourth Quarter . . . . .           | 12,381 | 19.1                       | Fourth Quarter . . . . .           | 152,301 | 235.6                      |
| OVERSEAS                           |        |                            |                                    |         |                            |
| <u>FY 1952</u>                     |        |                            | <u>FY 1952</u>                     |         |                            |
| First Quarter . . . . .            | 889    | 5.6                        | First Quarter . . . . .            | 4,608   | 28.9                       |
| Second Quarter . . . . .           | 1,040  | 5.4                        | Second Quarter . . . . .           | 5,886   | 30.7                       |
| Third Quarter . . . . .            | 1,016  | 4.9                        | Third Quarter . . . . .            | 5,482   | 26.7                       |
| Fourth Quarter <u>d/</u> . . . . . | 854    | 4.2                        | Fourth Quarter <u>d/</u> . . . . . | 5,301   | 26.1                       |

a/ First and Second Quarters of FY 1947 were not available.  
 b/ November 1948 Tactical Air Command Report was not received.  
 c/ Information for Overseas was not available prior to Third Quarter 1950.  
 d/ June 1952 report for FFAF was not received.

Source: Executive Office, Director, Air Provost Marshal, Hq, USAF.





**Components Etc**

**Part XVIII**



## COMPONENTS

### DEFINITIONS

#### AF RESERVE

##### ACTIVE DUTY FOR TRAINING

Full-time duty with the active establishment for the purpose of training. All tours accomplished under the provisions of AFR 35-76 are included in this definition.

##### AIR FORCE RESERVE SPECIALIST TRAINING CENTER UNIT

A non-Table of Organization, composite type unit composed of persons who will be required in the event of full and/or partial mobilization, and who may possess either Ready Reserve or Standby Reserve Status.

##### AIR FORCE RESERVE TRAINING CENTER UNIT

A Table of Distribution Unit of the Regular Air Force, comprising such equipment, facilities and permanent party personnel as are necessary to conduct the training and administration of the Reserve T/O&E units assigned to it and to conduct the administration of unassigned reservists.

##### COROLLARY UNIT

A unit of the Air Force Reserve organized on the same T/O&E or T/D as its parent Regular Air Force Unit. Each Corollary Unit is located at the same location as its parent unit and is trained with the facilities and equipment available to the parent unit. A Corollary Unit is activated at each location where the personnel of the Regular Air Force Unit can be duplicated with similar reservists.

##### HONORARY AIR RESERVE

All Air Force Reserve personnel whose service has been honorable and who have, prior to reaching the statutory age for retirement, completed 20 years of satisfactory Federal service on active or inactive status or combination thereof in any component or components of the armed services, or who have reached the statutory age for retirement, and who have applied for and received transfer thereto compose the Honorary Air Reserve.

##### INACTIVE AIR RESERVE

All Officers who, unable or unwilling to participate in the required activities of the Organized Air Reserve or Volunteer Air Reserve, are transferred thereto, or who are disqualified for such participation because of a lack of professional qualifications compose the Inactive Air Reserve.

##### INACTIVE DUTY TRAINING

Duty performed by members of the Air Force Reserve not on active duty. This inactive duty training pay includes training through participation in training periods and unit training assemblies or the performance of equivalent duties in place of attendance at a unit training assembly.

##### MOBILIZATION ASSIGNEE

An Air Force Reserve Officer or airman not on extended active duty who requires regular and frequent training to attain or retain proficiency in his mobilization position. Such persons are members of the Ready Reserve and are eligible for inactive duty training pay and authorized active duty training.

##### MOBILIZATION DESIGNEE

An Air Force Reserve officer or airman not on extended active duty who, by virtue of previous military experience and/or the similarity of his civilian occupation to his duty AFSC, is capable of filling a mobilization position with a minimum of training. Such persons may be members of the Ready or the Standby Reserve. A mobilization designee is not eligible for inactive duty training pay, but is eligible for inactive duty training subject to the availability of funds.

## AF RESERVE - CONTINUED

### ORGANIZED AIR RESERVE

All personnel of the Air Force Reserve who are physically and professionally qualified for active duty, who fulfill the age-in-grade requirements, and who are required for the Corollary, AFRTC, and Mobilization Assignment Programs of the Air Force Reserve Program compose the Organized Air Reserve.

Age-in-Grade Requirements for Organized Reserve - The maximum age-in-grade for officers of the Organized Reserve is as follows:

|  | <u>Col.</u> | <u>Lt. Col.</u> | <u>Maj.</u> | <u>Capt.</u> | <u>Lt.</u> |
|--|-------------|-----------------|-------------|--------------|------------|
| Effective 1 January 1951 for rated personnel assigned to tactical flying units and tactical headquarters below wing level. . . . . | 49          | 45              | 42          | 37           | 32         |
| Interim period for above . . . . .   | 49          | 47              | 44          | 41           | 36         |
| Other officers assigned to T/O&E Units and all others in the Organized Air Reserve. . .  | 60          | 55              | 48          | 42           | 36         |

### TRAINING ATTACHMENT

The attachment, for training purposes only, of an Air Force Reserve officer or airman having a mobilization assignment or designation, to an appropriate unit or activity of the Regular Air Force, Air Force Reserve, or the Air National Guard of the United States (subject to the approval of the Air National Guard of the United States unit commander concerned), other than the unit or activity with which mobilization position is held.

### VOLUNTEER AIR RESERVE

All personnel of the Air Force Reserve who are physically and professionally qualified for active duty, but for whom no position vacancy exists in the Organized Air Reserve, or who, for personal reasons, do not participate in the Air Force Reserve training program to the extent required for retention in the Organized Air Reserve compose the Volunteer Air Reserve:

There are no age-in-grade requirements for personnel of the Volunteer Air Reserves excepting the maximum age of 60.

## AIR NATIONAL GUARD

### AIR NATIONAL GUARD STRENGTH

The assigned strength of Air National Guard Units not on active Military Service. This strength may include Army personnel known as SCARWANG. However, no SCARWANG were included throughout fiscal year 1952.

### CURRENT AUTHORIZED STRENGTH (AIR NATIONAL GUARD)

The authorized strength which is applicable to Federally recognized Air National Guard Units as of the specified date. Such authorized strengths are issued in appropriate Air Force table of organization with the current reduction in strength by the National Guard Bureau.

### SCARWANG PERSONNEL (NO SCARWANG INCLUDED THROUGHOUT FY 1952)

Special category Army type National Guard personnel who have or are awaiting Federal recognition and who are assigned to an Air National Guard Unit provided their assignment on "M" Day would be with the US Air Force. These personnel are charged to the Air National Guard Troop ceiling.

### TROOP PROGRAM - AIR NATIONAL GUARD

Authorized strength of all Air National Guard Units allotted to the States, Territories and possessions as issued in appropriate Tables of Organization and Tables of Distribution currently augmented and/or reduced by the National Guard Bureau.

## RESERVE OFFICERS TRAINING CORPS

### AFROTC STRENGTH

This is the inventory of all Air Force Reserve Officers' Training Corps (AFROTC) students in active participation of ROTC training, in conjunction with academic curriculum at civilian educational institutions.

### CONDITIONAL ENROLLMENT

This type of enrollment is a tentative enrollment which will not become absolute unless and until the proper authority determines that the student concerned is fully qualified for formal enrollment in the advanced course of the Air Force ROTC.

### ENROLLED STUDENTS

This group included both conditionally and formally enrolled students.

### FORMAL ENROLLMENT

This type of enrollment is an absolute advanced enrollment where a condition does not exist that would question a student's qualification for enrollment. Such enrollment entitled the student concerned to receive all benefits, financial and otherwise, provided by law and regulations. (Tables in this publication are based on this type of enrollment).

## EXPLORERS

Air Force cooperation with Explorer program has been provided since the program was initiated in 1941, when General Arnold offered the Director of Senior Scouting, Boy Scouts of America, the support and cooperation of the USAF. The mission of this program is to assist in the general development of youth in the fundamental principles of citizenship, patriotism, and leadership while incidentally providing an opportunity for the explorers to learn aviation essentials and to obtain a better understanding of their age and its significance. Flight activities are of a routine training nature, not involving special hazards and without additional expense to the government. The activities of the USAF include some flight transportation and aircraft orientation as well as entertainment of all explorers (Air, Sea, and Navy and Rover Army) at the air bases or encampments as planned in cooperation with the Army and the Navy. The Explorer program is conducted in conjunction with other activities of the Boy Scouts of America.

EXPLORER MEMBERSHIP includes boys of 14 years of age and over; Cub Scouts, include boys 8 through 10 years, and Boy Scouts, boys 11 through 13 years.

Exploring provides activities in four areas: Indoor, Outdoor, Services and Social. It gives the young man the opportunity to plan the use of his leisure time wisely and to develop himself in the sense of security and self reliance which make for a happy, well-adjusted, law abiding citizen.

INDOOR ACTIVITIES range from industrial tours and discussion groups to hobby colleges. Vocational conferences and exploration help the young man to face the future rather than to fear it.

OUTDOOR ACTIVITIES are of the vigorous physical cross country types that take the Explorer into diversified areas such as caves, mountain areas, sea cruises, etc.

SERVICE ACTIVITIES include projects which help the Explorer's home, the Explorer's church or synagogue, and the Explorer's community.

SOCIAL ACTIVITIES afford the Explorer an opportunity to meet people, to get along with them, to express his opinion in front of groups, to defend his thoughts in debates and round table discussions. He learns to listen and evaluate; he learns good manners.

All tables reported in FY 1952 publication of the "USAF Statistical Digest" are based on the Forty Second and Forty Third Annual Reports of the Boy Scouts of America to Congress.

TABLE I - AF RESERVE STRENGTH BY LOCATION - FY 1952

| State, Territory or Possession           | December (1951)<br>a/ |                |               | June (1952)<br>b/ |                |               |
|--|-----------------------|----------------|---------------|-------------------|----------------|---------------|
|  | Total                 | Officer        | Enlisted      | Total             | Officer        | Enlisted      |
| <u>WORLDWIDE - Total</u> . . . . .       | <u>305,756</u>        | <u>221,752</u> | <u>84,004</u> | <u>313,685</u>    | <u>220,095</u> | <u>93,590</u> |
| <u>CONTINENTAL U S - TOTAL</u> . . . . . | <u>295,990</u>        | <u>215,123</u> | <u>80,867</u> | <u>307,800</u>    | <u>215,652</u> | <u>92,148</u> |
| Alabama . . . . .                        | 3,845                 | 2,775          | 1,070         | 3,663             | 2,469          | 1,194         |
| Arizona . . . . .                        | 1,851                 | 1,487          | 364           | 1,961             | 1,507          | 454           |
| Arkansas . . . . .                       | 2,960                 | 1,938          | 1,022         | 2,767             | 1,610          | 1,157         |
| California . . . . .                     | 31,908                | 25,398         | 6,510         | 34,023            | 25,613         | 8,410         |
| Colorado . . . . .                       | 4,471                 | 3,115          | 1,356         | 4,436             | 3,039          | 1,397         |
| Connecticut . . . . .                    | 3,947                 | 3,104          | 843           | 3,711             | 2,747          | 964           |
| Delaware . . . . .                       | 538                   | 441            | 97            | 503               | 397            | 106           |
| District of Columbia . . . . .           | 2,560                 | 2,018          | 542           | 2,143             | 1,611          | 532           |
| Florida . . . . .                        | 6,230                 | 4,607          | 1,623         | 6,924             | 5,056          | 1,868         |
| Georgia . . . . .                        | 5,091                 | 3,828          | 1,263         | 4,735             | 3,182          | 1,553         |
| Idaho . . . . .                          | 1,499                 | 1,134          | 365           | 1,548             | 1,076          | 472           |
| Illinois . . . . .                       | 16,335                | 12,314         | 4,021         | 17,139            | 12,223         | 4,916         |
| Indiana . . . . .                        | 7,091                 | 4,941          | 2,150         | 6,971             | 4,962          | 2,009         |
| Iowa . . . . .                           | 4,726                 | 3,205          | 1,521         | 4,681             | 3,187          | 1,494         |
| Kansas . . . . .                         | 5,155                 | 3,579          | 1,576         | 5,461             | 3,677          | 1,784         |
| Kentucky . . . . .                       | 3,425                 | 2,158          | 1,267         | 3,985             | 1,876          | 2,109         |
| Louisiana . . . . .                      | 4,560                 | 3,294          | 1,266         | 4,499             | 3,063          | 1,436         |
| Maine . . . . .                          | 1,322                 | 890            | 432           | 1,208             | 704            | 504           |
| Maryland . . . . .                       | 4,175                 | 3,026          | 1,149         | 3,794             | 2,567          | 1,227         |
| Massachusetts . . . . .                  | 8,282                 | 6,049          | 2,233         | 7,951             | 5,462          | 2,489         |
| Michigan . . . . .                       | 11,813                | 8,582          | 3,231         | 12,446            | 8,857          | 3,589         |
| Minnesota . . . . .                      | 5,304                 | 3,939          | 1,365         | 6,246             | 4,685          | 1,561         |
| Mississippi . . . . .                    | 2,640                 | 1,998          | 642           | 2,427             | 1,672          | 755           |
| Missouri . . . . .                       | 7,565                 | 4,747          | 2,818         | 8,178             | 4,739          | 3,439         |
| Montana . . . . .                        | 1,331                 | 1,030          | 301           | 1,375             | 1,005          | 370           |
| Nebraska . . . . .                       | 3,002                 | 2,091          | 911           | 3,130             | 2,158          | 972           |
| Nevada . . . . .                         | 368                   | 295            | 73            | 402               | 311            | 91            |
| New Hampshire . . . . .                  | 958                   | 654            | 304           | 910               | 581            | 329           |
| New Jersey . . . . .                     | 8,697                 | 6,942          | 1,755         | 14,479            | 11,099         | 3,380         |
| New Mexico . . . . .                     | 1,883                 | 1,422          | 461           | 1,830             | 1,341          | 489           |
| New York . . . . .                       | 28,600                | 22,161         | 6,439         | 29,052            | 22,299         | 6,753         |
| North Carolina . . . . .                 | 4,436                 | 3,274          | 1,162         | 4,284             | 2,991          | 1,293         |
| North Dakota . . . . .                   | 800                   | 575            | 225           | 824               | 606            | 218           |
| Ohio . . . . .                           | 15,288                | 11,205         | 4,083         | 15,571            | 11,665         | 3,906         |
| Oklahoma . . . . .                       | 6,368                 | 4,239          | 2,129         | 6,297             | 3,804          | 2,493         |
| Oregon . . . . .                         | 3,551                 | 2,635          | 916           | 4,138             | 2,622          | 1,516         |
| Pennsylvania . . . . .                   | 19,666                | 12,583         | 7,083         | 18,666            | 11,770         | 6,896         |
| Rhode Island . . . . .                   | 1,116                 | 765            | 351           | 1,152             | 729            | 423           |
| South Carolina . . . . .                 | 2,374                 | 1,793          | 581           | 2,253             | 1,580          | 673           |
| South Dakota . . . . .                   | 1,064                 | 727            | 337           | 1,153             | 712            | 441           |
| Tennessee . . . . .                      | 4,284                 | 3,027          | 1,257         | 4,424             | 2,846          | 1,578         |
| Texas . . . . .                          | 20,992                | 14,130         | 6,862         | 23,152            | 15,847         | 7,305         |
| Utah . . . . .                           | 2,261                 | 1,818          | 443           | 2,332             | 1,752          | 580           |
| Vermont . . . . .                        | 557                   | 374            | 183           | 580               | 349            | 231           |
| Virginia . . . . .                       | 6,000                 | 4,257          | 1,743         | 4,738             | 3,059          | 1,679         |
| Washington . . . . .                     | 5,460                 | 4,068          | 1,392         | 5,174             | 3,991          | 1,183         |
| West Virginia . . . . .                  | 2,720                 | 1,561          | 1,159         | 2,933             | 1,453          | 1,480         |
| Wisconsin . . . . .                      | 6,122                 | 4,350          | 1,772         | 6,730             | 4,491          | 2,239         |
| Wyoming . . . . .                        | 799                   | 580            | 219           | 821               | 610            | 211           |

(Continued)

TABLE 1 - AF RESERVE STRENGTH BY LOCATION - FY 1952 - CONTINUED

| State, Territory or Possession    | December (1951)<br>a/ |              |              | June (1952)<br>b/ |              |              |
|-----------------------------------|-----------------------|--------------|--------------|-------------------|--------------|--------------|
|                                   | Total                 | Officer      | Enlisted     | Total             | Officer      | Enlisted     |
| <b>OVERSEAS - TOTAL</b> . . . . . | <u>336</u>            | <u>221</u>   | <u>115</u>   | <u>684</u>        | <u>530</u>   | <u>154</u>   |
| Alaska . . . . .                  | 28                    | 21           | 7            | 225               | 193          | 32           |
| Canal Zone . . . . .              | 3                     | 2            | 1            | 1                 | 1            | -            |
| England . . . . .                 | -                     | -            | -            | 1                 | -            | 1            |
| Hawaiian Islands . . . . .        | 301                   | 194          | 107          | 29                | 25           | 4            |
| Philippine Islands . . . . .      | 1                     | 1            | -            | 2                 | 2            | -            |
| Puerto Rico . . . . .             | 3                     | 3            | -            | 16                | 12           | 4            |
| US Air Forces in Europe . . . . . | -                     | -            | -            | -                 | -            | -            |
| Other . . . . .                   | -                     | -            | -            | 410               | 297          | 113          |
| <b>Unknown - Total</b> . . . . .  | <u>2,430</u>          | <u>6,408</u> | <u>3,022</u> | <u>5,201</u>      | <u>3,913</u> | <u>1,288</u> |

a/ Does not include 2,074 Honorary Air Reserve Officers and 8 Honorary Air Reserve Airmen, 86 Caribbean Air Command Officers and 35 Caribbean Air Command Airmen, 24 Air Research and Development Officers.

b/ Does not include 3,134 Honorary Air Reserve Officers and 31 Honorary Air Reserve Airmen.

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 2 - OFFICER AND AIRMAN STRENGTH OF ORGANIZED AIR RESERVE BY GRADE - FY 1952

| Grade  | Jul (1951)   | Aug          | Sep          | Oct          | Nov          | Dec          | Jan (1952)   | Feb          | Mar          | Apr          | May          | Jun          |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Total</b> . . . . .                         | <u>4,536</u> | <u>4,497</u> | <u>4,975</u> | <u>5,727</u> | <u>6,405</u> | <u>6,853</u> | <u>7,141</u> | <u>7,529</u> | <u>8,049</u> | <u>8,514</u> | <u>8,801</u> | <u>8,743</u> |
| <b>Officer - Total</b> . . . . .               | <u>2,924</u> | <u>2,898</u> | <u>3,195</u> | <u>3,594</u> | <u>3,858</u> | <u>4,050</u> | <u>4,177</u> | <u>4,379</u> | <u>4,521</u> | <u>4,667</u> | <u>4,680</u> | <u>4,567</u> |
| General . . . . .                              | 32           | 33           | 33           | 33           | 33           | 32           | 32           | 32           | 32           | 31           | 30           | 31           |
| Colonel . . . . .                              | 230          | 230          | 233          | 236          | 239          | 235          | 232          | 235          | 239          | 235          | 234          | 227          |
| Lieutenant Colonel . . . . .                   | 452          | 448          | 477          | 514          | 524          | 530          | 542          | 566          | 586          | 573          | 562          | 533          |
| Major . . . . .                                | 625          | 622          | 675          | 756          | 804          | 852          | 881          | 915          | 924          | 936          | 930          | 907          |
| Captain . . . . .                              | 813          | 829          | 911          | 1,004        | 1,063        | 1,105        | 1,150        | 1,215        | 1,258        | 1,309        | 1,319        | 1,294        |
| First Lieutenant . . . . .                     | 624          | 567          | 637          | 733          | 802          | 847          | 876          | 928          | 964          | 1,034        | 1,045        | 1,032        |
| Second Lieutenant . . . . .                    | 148          | 169          | 229          | 318          | 393          | 449          | 464          | 488          | 518          | 549          | 560          | 543          |
| <b>Airmen - Total</b> . . . . .                | <u>1,612</u> | <u>1,599</u> | <u>1,780</u> | <u>2,133</u> | <u>2,547</u> | <u>2,803</u> | <u>2,964</u> | <u>3,150</u> | <u>3,528</u> | <u>3,847</u> | <u>4,121</u> | <u>4,176</u> |
| Grade Seven . . . . .                          | 60           | 51           | 55           | 62           | 74           | 76           | 83           | 73           | 85           | 105          | 114          | 117          |
| Grade Six . . . . .                            | 110          | 97           | 87           | 106          | 122          | 142          | 154          | 155          | 173          | 186          | 204          | 213          |
| Grade Five . . . . .                           | 258          | 229          | 227          | 264          | 284          | 303          | 326          | 326          | 370          | 392          | 419          | 437          |
| Grade Four . . . . .                           | 298          | 279          | 283          | 341          | 373          | 420          | 429          | 413          | 448          | 510          | 542          | 543          |
| Grade Three . . . . .                          | 253          | 247          | 284          | 334          | 393          | 434          | 448          | 466          | 506          | 549          | 562          | 548          |
| Grade Two . . . . .                            | 273          | 285          | 311          | 349          | 427          | 474          | 519          | 566          | 612          | 672          | 677          | 710          |
| Grade One . . . . .                            | 360          | 411          | 533          | 677          | 874          | 954          | 1,005        | 1,151        | 1,334        | 1,433        | 1,603        | 1,608        |
| <b>Mobilization Assignee - Total</b> . . . . . | <u>4,429</u> | <u>4,035</u> | <u>3,772</u> | <u>3,623</u> | <u>3,504</u> | <u>3,416</u> | <u>3,475</u> | <u>3,421</u> | <u>3,497</u> | <u>3,501</u> | <u>3,471</u> | <u>3,352</u> |
| <b>Officer - Total</b> . . . . .               | <u>2,881</u> | <u>2,631</u> | <u>2,502</u> | <u>2,427</u> | <u>2,386</u> | <u>2,379</u> | <u>2,460</u> | <u>2,546</u> | <u>2,617</u> | <u>2,642</u> | <u>2,621</u> | <u>2,568</u> |
| General . . . . .                              | 32           | 33           | 33           | 33           | 33           | 32           | 32           | 32           | 32           | 31           | 30           | 31           |
| Colonel . . . . .                              | 228          | 222          | 215          | 210          | 209          | 203          | 199          | 200          | 203          | 199          | 196          | 190          |
| Lieutenant Colonel . . . . .                   | 445          | 424          | 414          | 421          | 417          | 409          | 416          | 433          | 442          | 429          | 422          | 403          |
| Major . . . . .                                | 619          | 577          | 553          | 543          | 552          | 561          | 582          | 601          | 601          | 587          | 577          | 568          |
| Captain . . . . .                              | 801          | 753          | 701          | 667          | 638          | 635          | 662          | 680          | 702          | 715          | 716          | 700          |
| First Lieutenant . . . . .                     | 614          | 488          | 456          | 425          | 402          | 387          | 398          | 423          | 447          | 470          | 462          | 461          |
| Second Lieutenant . . . . .                    | 142          | 134          | 130          | 128          | 135          | 152          | 171          | 177          | 190          | 211          | 218          | 215          |

(Continued)

TABLE 2 - OFFICER AND AIRMAN STRENGTH OF ORGANIZED AIR RESERVE BY GRADE - FY 1952 - CONTINUED

| Grade   | Jul (1951)   | Aug          | Sep          | Oct          | Nov          | Dec          | Jan (1952)   | Feb          | Mar          | Apr          | May          | Jun          |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>Airman - Total</u> . . . . .                                   | <u>1,548</u> | <u>1,404</u> | <u>1,270</u> | <u>1,196</u> | <u>1,118</u> | <u>1,037</u> | <u>1,015</u> | 875          | 880          | 859          | 850          | 784          |
| Grade Seven . . . . .   | 55           | 48           | 40           | 33           | 32           | 26           | 31           | 21           | 24           | 26           | 27           | 23           |
| Grade Six . . . . .   | 103          | 83           | 62           | 54           | 53           | 43           | 52           | 38           | 38           | 32           | 33           | 32           |
| Grade Five . . . . .  | 249          | 213          | 184          | 173          | 159          | 128          | 126          | 97           | 95           | 93           | 94           | 76           |
| Grade Four . . . . .  | 283          | 253          | 214          | 207          | 193          | 182          | 172          | 135          | 132          | 135          | 140          | 125          |
| Grade Three . . . . .   | 243          | 231          | 214          | 205          | 188          | 175          | 159          | 138          | 143          | 137          | 128          | 123          |
| Grade Two . . . . .   | 268          | 254          | 243          | 233          | 214          | 212          | 219          | 220          | 218          | 201          | 195          | 182          |
| Grade One . . . . .   | 347          | 324          | 313          | 291          | 279          | 271          | 256          | 226          | 230          | 235          | 232          | 223          |
| <u>Corollary - Total</u> . . . . .                                | <u>49</u>    | <u>49</u>    | <u>35</u>    | <u>155</u>   | <u>254</u>   | <u>315</u>   | <u>242</u>   | <u>183</u>   | <u>212</u>   | <u>248</u>   | <u>253</u>   | <u>242</u>   |
| <u>Officer - Total</u> . . . . .                                  | <u>5</u>     | <u>5</u>     | <u>7</u>     | <u>56</u>    | <u>106</u>   | <u>130</u>   | <u>84</u>    | <u>65</u>    | <u>72</u>    | <u>73</u>    | <u>71</u>    | <u>66</u>    |
| General . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Colonel . . . . .   | -            | -            | -            | 1            | 4            | 7            | 7            | 3            | 3            | 2            | 2            | 2            |
| Lieutenant Colonel . . . . .                                      | -            | -            | -            | 10           | 12           | 14           | 9            | 7            | 8            | 4            | 4            | 3            |
| Major . . . . .   | -            | -            | -            | 16           | 28           | 35           | 21           | 16           | 18           | 18           | 18           | 17           |
| Captain . . . . .   | 1            | 1            | 2            | 16           | 28           | 35           | 21           | 16           | 18           | 18           | 18           | 17           |
| First Lieutenant . . . . .  | 4            | 4            | 5            | 16           | 30           | 36           | 25           | 19           | 22           | 28           | 27           | 24           |
| Second Lieutenant . . . . .                                       | -            | -            | -            | 13           | 31           | 37           | 20           | 13           | 14           | 14           | 14           | 14           |
| <u>Airman - Total</u> . . . . .                                   | <u>44</u>    | <u>44</u>    | <u>28</u>    | <u>99</u>    | <u>148</u>   | <u>185</u>   | <u>158</u>   | <u>118</u>   | <u>140</u>   | <u>175</u>   | <u>182</u>   | <u>176</u>   |
| Grade Seven . . . . .   | 5            | 5            | 2            | 9            | 12           | 14           | 8            | 3            | 4            | 7            | 7            | 7            |
| Grade Six . . . . .   | 6            | 6            | 2            | 14           | 18           | 22           | 9            | 7            | 8            | 9            | 9            | 7            |
| Grade Five . . . . .  | 5            | 5            | 4            | 16           | 17           | 19           | 11           | 10           | 10           | 10           | 9            | 8            |
| Grade Four . . . . .  | 10           | 10           | 7            | 26           | 37           | 39           | 26           | 7            | 8            | 9            | 8            | 6            |
| Grade Three . . . . .   | 3            | 3            | 4            | 16           | 26           | 25           | 22           | 13           | 13           | 17           | 15           | 15           |
| Grade Two . . . . .   | 3            | 3            | 1            | 6            | 13           | 19           | 24           | 18           | 17           | 19           | 18           | 18           |
| Grade One . . . . .   | 12           | 12           | 8            | 12           | 25           | 47           | 58           | 60           | 80           | 104          | 116          | 115          |
| <u>Air Force Reserve Training Center - Total</u> . . . . .        | <u>58</u>    | <u>413</u>   | <u>1,168</u> | <u>1,949</u> | <u>2,647</u> | <u>3,122</u> | <u>3,424</u> | <u>3,925</u> | <u>4,340</u> | <u>4,765</u> | <u>5,077</u> | <u>3,571</u> |
| <u>Officer - Total</u> . . . . .                                  | <u>38</u>    | <u>262</u>   | <u>686</u>   | <u>1,111</u> | <u>1,366</u> | <u>1,541</u> | <u>1,633</u> | <u>1,768</u> | <u>1,832</u> | <u>1,952</u> | <u>1,988</u> | <u>1,377</u> |
| General . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Colonel . . . . .   | 2            | 8            | 18           | 26           | 29           | 31           | 31           | 32           | 33           | 34           | 36           | 20           |
| Lieutenant Colonel . . . . .                                      | 7            | 24           | 63           | 92           | 103          | 114          | 119          | 126          | 136          | 140          | 136          | 97           |
| Major . . . . .   | 6            | 45           | 122          | 203          | 240          | 277          | 290          | 307          | 316          | 342          | 347          | 248          |
| Captain . . . . .   | 11           | 75           | 208          | 321          | 397          | 435          | 467          | 519          | 538          | 576          | 585          | 411          |
| First Lieutenant . . . . .  | 6            | 75           | 176          | 292          | 370          | 424          | 453          | 486          | 495          | 536          | 556          | 374          |
| Second Lieutenant . . . . .                                       | 6            | 35           | 99           | 177          | 227          | 260          | 273          | 298          | 314          | 324          | 328          | 227          |
| <u>Airman - Total</u> . . . . .                                   | <u>20</u>    | <u>151</u>   | <u>482</u>   | <u>838</u>   | <u>1,281</u> | <u>1,581</u> | <u>1,791</u> | <u>2,157</u> | <u>2,508</u> | <u>2,813</u> | <u>3,089</u> | <u>2,194</u> |
| Grade Seven . . . . .   | -            | 13           | 20           | 30           | 36           | 44           | 49           | 57           | 72           | 80           | 80           | 66           |
| Grade Six . . . . .   | 1            | 8            | 23           | 38           | 51           | 77           | 93           | 110          | 127          | 145          | 162          | 118          |
| Grade Five . . . . .  | 4            | 11           | 39           | 75           | 108          | 156          | 189          | 219          | 265          | 289          | 316          | 240          |
| Grade Four . . . . .  | 5            | 16           | 62           | 108          | 143          | 199          | 231          | 271          | 308          | 366          | 394          | 287          |
| Grade Three . . . . .   | 7            | 13           | 66           | 113          | 179          | 234          | 267          | 315          | 350          | 395          | 419          | 269          |
| Grade Two . . . . .   | 2            | 28           | 67           | 110          | 200          | 243          | 276          | 328          | 377          | 452          | 463          | 329          |
| Grade One . . . . .   | 1            | 75           | 212          | 374          | 570          | 636          | 691          | 865          | 1,024        | 1,094        | 1,255        | 885          |
| <u>Air Force Reserve Flying Training Center - Total</u> . . . . . | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | <u>1,578</u> |
| <u>Officer - Total</u> . . . . .                                  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | <u>556</u>   |
| General . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Colonel . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 15           |
| Lieutenant Colonel . . . . .                                      | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 30           |
| Major . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 85           |
| Captain . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 166          |
| First Lieutenant . . . . .  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 173          |
| Second Lieutenant . . . . .                                       | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 87           |
| <u>Airman - Total</u> . . . . .                                   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | <u>1,022</u> |
| Grade Seven . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 21           |
| Grade Six . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 56           |
| Grade Five . . . . .  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 113          |
| Grade Four . . . . .  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 125          |
| Grade Three . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 141          |
| Grade Two . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 181          |
| Grade One . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 385          |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF



TABLE 3 - AF RESERVE OFFICER STRENGTH BY GRADE,  
BY CATEGORY OF PERSONNEL ASSIGNMENT - FY 1952

| Grade and<br>Category of Assignment                            | September<br>(1951) | December       | March<br>(1952) | June           |
|--|---------------------|----------------|-----------------|----------------|
| <u>Total</u> . . . . .   | <u>230,603</u>      | <u>223,936</u> | <u>222,292</u>  | <u>223,222</u> |
| <u>ORGANIZED AIR RESERVE AND VOLUNTEER RESERVE - TOTAL</u> . . | <u>225,467</u>      | <u>217,674</u> | <u>215,419</u>  | <u>215,746</u> |
| General . . . . .  | 36                  | 33             | 34              | 34             |
| Colonel . . . . .  | 1,716               | 1,665          | 1,605           | 1,626          |
| Lieutenant Colonel . . . . .                                   | 7,428               | 6,960          | 6,732           | 6,665          |
| Major . . . . .  | 19,695              | 18,454         | 18,209          | 18,258         |
| Captain . . . . .  | 53,362              | 50,263         | 49,754          | 50,049         |
| First Lieutenant . . . . .                                     | 87,645              | 85,306         | 84,534          | 84,591         |
| Second Lieutenant . . . . .                                    | 55,585              | 54,993         | 54,551          | 54,523         |
| <u>Organized Air Reserve - Total</u> . . . . .                 | <u>3,195</u>        | <u>4,050</u>   | <u>4,521</u>    | <u>4,567</u>   |
| General . . . . .  | 33                  | 32             | 32              | 31             |
| Colonel . . . . .  | 233                 | 235            | 239             | 227            |
| Lieutenant Colonel . . . . .                                   | 477                 | 530            | 586             | 533            |
| Major . . . . .  | 675                 | 852            | 924             | 907            |
| Captain . . . . .  | 911                 | 1,105          | 1,258           | 1,294          |
| First Lieutenant . . . . .                                     | 637                 | 847            | 964             | 1,032          |
| Second Lieutenant . . . . .                                    | 229                 | 449            | 518             | 543            |
| <u>Mobilization Assignees Total</u> . . . . .                  | <u>2,502</u>        | <u>2,379</u>   | <u>2,617</u>    | <u>2,568</u>   |
| General . . . . .  | 33                  | 32             | 32              | 31             |
| Colonel . . . . .  | 215                 | 203            | 203             | 190            |
| Lieutenant Colonel . . . . .                                   | 414                 | 409            | 442             | 403            |
| Major . . . . .  | 553                 | 561            | 601             | 568            |
| Captain . . . . .  | 701                 | 635            | 702             | 700            |
| First Lieutenant . . . . .                                     | 456                 | 387            | 447             | 461            |
| Second Lieutenant . . . . .                                    | 130                 | 152            | 190             | 215            |
| <u>Corollary - Total</u> . . . . .                             | <u>7</u>            | <u>130</u>     | <u>72</u>       | <u>66</u>      |
| General . . . . .  | -                   | -              | -               | -              |
| Colonel . . . . .  | -                   | 1              | 3               | 2              |
| Lieutenant Colonel . . . . .                                   | -                   | 7              | 8               | 3              |
| Major . . . . .  | -                   | 14             | 7               | 6              |
| Captain . . . . .  | 2                   | 35             | 18              | 17             |
| First Lieutenant . . . . .                                     | 5                   | 36             | 22              | 24             |
| Second Lieutenant . . . . .                                    | -                   | 37             | 14              | 14             |
| <u>Air Force Reserve Training Center - Total</u> . . . . .     | <u>686</u>          | <u>1,541</u>   | <u>1,832</u>    | <u>1,377</u>   |
| General . . . . .  | -                   | -              | -               | -              |
| Colonel . . . . .  | 18                  | 31             | 33              | 20             |
| Lieutenant Colonel . . . . .                                   | 63                  | 114            | 136             | 97             |
| Major . . . . .  | 122                 | 277            | 316             | 248            |
| Captain . . . . .  | 208                 | 435            | 538             | 411            |
| First Lieutenant . . . . .                                     | 176                 | 424            | 495             | 374            |
| Second Lieutenant . . . . .                                    | 99                  | 260            | 314             | 227            |
| <u>Volunteer Air Reserve - Total</u> . . . . .                 | <u>222,272</u>      | <u>213,624</u> | <u>210,898</u>  | <u>211,179</u> |
| General . . . . .  | 3                   | 1              | 2               | 3              |
| Colonel . . . . .  | 1,483               | 1,430          | 1,366           | 1,399          |
| Lieutenant Colonel . . . . .                                   | 6,951               | 6,430          | 6,146           | 6,132          |
| Major . . . . .  | 19,020              | 17,602         | 17,285          | 17,351         |
| Captain . . . . .  | 52,451              | 49,158         | 48,496          | 48,755         |
| First Lieutenant . . . . .                                     | 87,008              | 84,459         | 83,570          | 83,559         |
| Second Lieutenant . . . . .                                    | 55,356              | 54,544         | 54,033          | 53,980         |
| <u>Mobilization Designees - Total</u> . . . . .                | <u>1,529</u>        | <u>1,578</u>   | <u>2,007</u>    | <u>2,258</u>   |
| General . . . . .  | -                   | -              | 1               | -              |
| Colonel . . . . .  | 113                 | 112            | 125             | 135            |
| Lieutenant Colonel . . . . .                                   | 194                 | 200            | 213             | 248            |
| Major . . . . .  | 283                 | 295            | 342             | 402            |
| Captain . . . . .  | 496                 | 511            | 604             | 649            |
| First Lieutenant . . . . .                                     | 389                 | 394            | 541             | 603            |
| Second Lieutenant . . . . .                                    | 54                  | 66             | 181             | 221            |
| <u>Volunteer Air Reserve Training Unit - Total</u> . . . . .   | <u>37,242</u>       | <u>36,288</u>  | <u>35,270</u>   | <u>33,686</u>  |
| General . . . . .  | -                   | -              | -               | -              |
| Colonel . . . . .  | 353                 | 334            | 321             | 306            |
| Lieutenant Colonel . . . . .                                   | 1,596               | 1,441          | 1,361           | 1,304          |
| Major . . . . .  | 4,443               | 4,242          | 4,086           | 3,965          |
| Captain . . . . .  | 11,099              | 10,805         | 10,492          | 10,209         |
| First Lieutenant . . . . .                                     | 13,248              | 13,042         | 12,604          | 11,816         |
| Second Lieutenant . . . . .                                    | 6,503               | 6,424          | 6,406           | 6,086          |

(Continued)

TABLE 3 - AF RESERVE OFFICER STRENGTH BY GRADE,  
BY CATEGORY OF PERSONNEL ASSIGNMENT - FY 1952 - CONTINUED

| Grade and<br>Category of Assignment                                  | September<br>(1951) | December       | March<br>(1952) | June           |
|--|---------------------|----------------|-----------------|----------------|
| <u>Volunteer Reserve Section - Total</u> . . . . .                   | <u>183,501</u>      | <u>175,758</u> | <u>173,621</u>  | <u>175,235</u> |
| General . . . . .  | 3                   | 1              | 1               | 3              |
| Colonel . . . . .  | 1,017               | 984            | 920             | 958            |
| Lieutenant Colonel . . . . .   | 5,161               | 4,789          | 4,572           | 4,580          |
| Major . . . . .  | 14,294              | 13,065         | 12,857          | 12,984         |
| Captain . . . . .  | 40,856              | 37,842         | 37,400          | 37,897         |
| First Lieutenant . . . . .   | 73,371              | 71,023         | 70,425          | 71,140         |
| Second Lieutenant . . . . .  | 48,799              | 48,054         | 47,446          | 47,673         |
| <u>Inactive Air Reserve - Total</u> . . . . .                        | <u>3,491</u>        | <u>4,188</u>   | <u>3,863</u>    | <u>4,021</u>   |
| <u>Honorary Air Reserve - Total</u> . . . . .                        | <u>1,645</u>        | <u>2,074</u>   | <u>2,028</u>    | <u>3,134</u>   |
| <u>Air Force Reserve Support Training Center - Total</u> . . . . .   | -                   | -              | <u>182</u>      | <u>321</u>     |
| <u>Air Force Reserve Flying Training Center a/ - Total</u> . . . . . | -                   | -              | -               | <u>556</u>     |
| General . . . . .  | -                   | -              | -               | 15             |
| Colonel . . . . .  | -                   | -              | -               | 30             |
| Lieutenant Colonel . . . . .   | -                   | -              | -               | 85             |
| Major . . . . .  | -                   | -              | -               | 166            |
| Captain . . . . .  | -                   | -              | -               | 173            |
| First Lieutenant . . . . .   | -                   | -              | -               | 87             |
| Second Lieutenant . . . . .  | -                   | -              | -               |                |

a/ Personnel reflected in Air Force Reserve Flying Training Center are included in organized Air Reserve.

Source: Personnel Statistics Division DCS/Comptroller, Hq. USAF

TABLE 4 - AF RESERVE AIRMAN STRENGTH BY GRADE, BY CATEGORY  
OF ASSIGNMENT - FY 1952

| Grade and<br>Category of Assignment                        | September<br>(1951) | December      | March<br>(1952) | June          |
|--|---------------------|---------------|-----------------|---------------|
| <u>Total</u> . . . . .                                     | <u>77,396</u>       | <u>84,047</u> | <u>92,158</u>   | <u>93,628</u> |
| <u>Organized Air Reserve and Volunteer Reserve - Total</u> | <u>76,353</u>       | <u>82,996</u> | <u>90,923</u>   | <u>92,444</u> |
| Grade Seven . . . . .                                      | 3,302               | 3,836         | 4,249           | 4,386         |
| Grade Six . . . . .  | 6,953               | 7,586         | 8,449           | 8,628         |
| Grade Five . . . . .                                       | 11,909              | 17,359        | 20,053          | 20,955        |
| Grade Four . . . . .                                       | 22,651              | 21,250        | 23,557          | 24,057        |
| Grade Three . . . . .                                      | 15,915              | 16,789        | 17,744          | 17,756        |
| Grade Two . . . . .  | 9,919               | 10,073        | 10,377          | 10,167        |
| Grade One . . . . .  | 5,704               | 6,103         | 6,494           | 6,495         |
| <u>Organized Air Reserve - Total</u> . . . . .             | <u>1,780</u>        | <u>2,803</u>  | <u>3,528</u>    | <u>4,176</u>  |
| Grade Seven . . . . .                                      | 55                  | 76            | 85              | 117           |
| Grade Six . . . . .  | 87                  | 142           | 173             | 213           |
| Grade Five . . . . .                                       | 227                 | 303           | 370             | 437           |
| Grade Four . . . . .                                       | 283                 | 420           | 448             | 543           |
| Grade Three . . . . .                                      | 284                 | 434           | 506             | 548           |
| Grade Two . . . . .  | 311                 | 474           | 612             | 710           |
| Grade One . . . . .  | 533                 | 954           | 1,334           | 1,608         |
| <u>Mobilization Assignee - Total</u> . . . . .             | <u>1,270</u>        | <u>1,037</u>  | <u>880</u>      | <u>784</u>    |
| Grade Seven . . . . .                                      | 40                  | 25            | 24              | 23            |
| Grade Six . . . . .  | 62                  | 43            | 38              | 32            |
| Grade Five . . . . .                                       | 184                 | 128           | 95              | 76            |
| Grade Four . . . . .                                       | 214                 | 182           | 132             | 125           |
| Grade Three . . . . .                                      | 214                 | 175           | 143             | 123           |
| Grade Two . . . . .  | 243                 | 212           | 218             | 182           |
| Grade One . . . . .  | 313                 | 271           | 230             | 223           |
| <u>Corollary - Total</u> . . . . .                         | <u>28</u>           | <u>185</u>    | <u>140</u>      | <u>176</u>    |
| Grade Seven . . . . .                                      | 2                   | 14            | 4               | 7             |
| Grade Six . . . . .  | 2                   | 22            | 8               | 7             |
| Grade Five . . . . .                                       | 4                   | 19            | 10              | 8             |
| Grade Four . . . . .                                       | 7                   | 39            | 8               | 6             |
| Grade Three . . . . .                                      | 4                   | 25            | 13              | 15            |
| Grade Two . . . . .  | 1                   | 19            | 17              | 18            |
| Grade One . . . . .  | 8                   | 47            | 80              | 115           |

(Continued)

TABLE 4 - AF RESERVE AIRMAN STRENGTH BY GRADE, BY CATEGORY  
OF ASSIGNMENT - FY 1952 - CONTINUED

| Grade and<br>Category of Assignment                                | September<br>(1951) | December      | March<br>(1952) | June          |
|--|---------------------|---------------|-----------------|---------------|
| <u>Air Force Reserve Training Center - Total</u> . . . . .         | <u>482</u>          | <u>1,581</u>  | <u>2,508</u>    | <u>2,194</u>  |
| Grade Seven . . . . .  | 13                  | 36            | 57              | 66            |
| Grade Six . . . . .  | 23                  | 77            | 127             | 118           |
| Grade Five . . . . .   | 39                  | 156           | 265             | 240           |
| Grade Four . . . . .   | 62                  | 199           | 308             | 287           |
| Grade Three . . . . .  | 66                  | 234           | 350             | 269           |
| Grade Two . . . . .  | 67                  | 243           | 377             | 329           |
| Grade One . . . . .  | 212                 | 636           | 1,024           | 885           |
| <u>Volunteer Air Reserve - Total</u> . . . . .                     | <u>74,573</u>       | <u>80,193</u> | <u>87,395</u>   | <u>88,268</u> |
| Grade Seven . . . . .  | 3,247               | 3,760         | 4,164           | 4,269         |
| Grade Six . . . . .  | 6,866               | 7,444         | 8,276           | 8,415         |
| Grade Five . . . . .   | 11,682              | 17,056        | 19,683          | 20,518        |
| Grade Four . . . . .   | 22,368              | 20,830        | 23,109          | 23,514        |
| Grade Three . . . . .  | 15,631              | 16,355        | 17,238          | 17,208        |
| Grade Two . . . . .  | 9,608               | 9,599         | 9,765           | 9,457         |
| Grade One . . . . .  | 5,171               | 5,149         | 5,160           | 4,887         |
| <u>Mobilization Designees - Total</u> . . . . .                    | <u>180</u>          | <u>220</u>    | <u>248</u>      | <u>247</u>    |
| Grade Seven . . . . .  | 10                  | 9             | 9               | 10            |
| Grade Six . . . . .  | 10                  | 17            | 19              | 20            |
| Grade Five . . . . .   | 47                  | 58            | 48              | 50            |
| Grade Four . . . . .   | 50                  | 45            | 47              | 48            |
| Grade Three . . . . .  | 27                  | 38            | 46              | 50            |
| Grade Two . . . . .  | 26                  | 26            | 47              | 42            |
| Grade One . . . . .  | 10                  | 27            | 32              | 27            |
| <u>Volunteer Air Reserve Training Unit - Total</u> . . . . .       | <u>8,262</u>        | <u>8,473</u>  | <u>8,622</u>    | <u>8,453</u>  |
| Grade Seven . . . . .  | 518                 | 522           | 517             | 507           |
| Grade Six . . . . .  | 1,034               | 1,025         | 1,012           | 952           |
| Grade Five . . . . .   | 1,706               | 1,763         | 1,805           | 1,792         |
| Grade Four . . . . .   | 2,003               | 2,094         | 2,159           | 2,145         |
| Grade Three . . . . .  | 1,617               | 1,660         | 1,705           | 1,660         |
| Grade Two . . . . .  | 1,050               | 1,071         | 1,088           | 1,065         |
| Grade One . . . . .  | 334                 | 338           | 336             | 332           |
| <u>Volunteer Reserve Section - Total</u> . . . . .                 | <u>66,131</u>       | <u>71,500</u> | <u>78,525</u>   | <u>79,568</u> |
| Grade Seven . . . . .  | 2,719               | 3,229         | 3,638           | 3,752         |
| Grade Six . . . . .  | 5,822               | 6,402         | 7,245           | 7,443         |
| Grade Five . . . . .   | 9,929               | 15,235        | 17,830          | 18,676        |
| Grade Four . . . . .   | 20,315              | 18,691        | 20,903          | 21,321        |
| Grade Three . . . . .  | 13,987              | 14,657        | 15,487          | 15,498        |
| Grade Two . . . . .  | 8,532               | 8,502         | 8,630           | 8,350         |
| Grade One . . . . .  | 4,827               | 4,784         | 4,792           | 4,528         |
| <u>Inactive Air Reserve - Total</u> . . . . .                      | <u>1,043</u>        | <u>1,043</u>  | <u>1,157</u>    | <u>994</u>    |
| <u>Honorary Air Reserves - Total</u> . . . . .                     | -                   | <u>8</u>      | <u>20</u>       | <u>31</u>     |
| <u>Air Force Reserve Support Training Center - Total</u> . . . . . | -                   | -             | <u>58</u>       | <u>159</u>    |
| <u>Air Force Reserve Flying Training Center - Total a/</u>         | -                   | -             | -               | <u>1,022</u>  |
| Grade Seven . . . . .  | -                   | -             | -               | 21            |
| Grade Six . . . . .  | -                   | -             | -               | 56            |
| Grade Five . . . . .   | -                   | -             | -               | 113           |
| Grade Four . . . . .   | -                   | -             | -               | 125           |
| Grade Three . . . . .  | -                   | -             | -               | 141           |
| Grade Two . . . . .  | -                   | -             | -               | 181           |
| Grade One . . . . .  | -                   | -             | -               | 385           |

a/ Personnel reflected in Air Force Reserve Flying Training Center are included in Organized Air Reserve.

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 5 - AF RESERVE STRENGTH BY TYPE OF PERSONNEL BY CATEGORY OF PERSONNEL ASSIGNMENT - FY 1952

| Category of Personnel Assignment                           | Jul (1951) | Aug     | Sep     | Oct     | Nov     | Dec     | Jan (1952) | Feb     | Mar     | Apr     | May     | Jun     |
|--|------------|---------|---------|---------|---------|---------|------------|---------|---------|---------|---------|---------|
| <b>TOTAL</b>   | 315,445    | 312,300 | 307,999 | 305,599 | 307,585 | 307,983 | 309,556    | 312,029 | 314,450 | 316,232 | 316,154 | 316,850 |
| <b>OFFICER -TOTAL</b>                                      | 237,701    | 236,246 | 230,603 | 225,979 | 225,257 | 223,936 | 222,243    | 222,591 | 222,292 | 222,601 | 222,438 | 223,222 |
| <b>AIRMAN -TOTAL</b>                                       | 77,744     | 76,054  | 77,396  | 79,620  | 82,328  | 84,047  | 87,313     | 89,438  | 92,158  | 93,631  | 93,716  | 93,628  |
| <b>Organized Air Reserve - Total</b>                       | 4,536      | 4,497   | 4,975   | 5,727   | 6,405   | 6,853   | 7,141      | 7,529   | 8,049   | 8,514   | 8,801   | 8,743   |
| Officer  | 2,924      | 2,893   | 3,195   | 3,594   | 3,858   | 4,050   | 4,177      | 4,379   | 4,521   | 4,667   | 4,680   | 4,567   |
| Airman   | 1,612      | 1,599   | 1,780   | 2,133   | 2,547   | 2,803   | 2,964      | 3,150   | 3,528   | 3,847   | 4,121   | 4,176   |
| <b>Mobilization Assignees - Total</b>                      | 4,429      | 4,035   | 3,772   | 3,623   | 3,504   | 3,416   | 3,475      | 3,421   | 3,497   | 3,501   | 3,471   | 3,352   |
| Officer  | 2,881      | 2,631   | 2,502   | 2,427   | 2,386   | 2,379   | 2,460      | 2,546   | 2,617   | 2,642   | 2,621   | 2,568   |
| Airman   | 1,548      | 1,404   | 1,270   | 1,196   | 1,118   | 1,037   | 1,015      | 875     | 880     | 859     | 850     | 784     |
| <b>Corollary - Total</b>                                   | 49         | 49      | 35      | 155     | 254     | 315     | 242        | 183     | 212     | 248     | 253     | 242     |
| Officer  | 5          | 5       | 7       | 56      | 106     | 130     | 84         | 65      | 72      | 73      | 71      | 66      |
| Airman   | 44         | 44      | 28      | 99      | 148     | 185     | 158        | 118     | 140     | 175     | 182     | 176     |
| <b>Air Force Reserve Training Center - Total</b>           | 58         | 413     | 1,168   | 1,949   | 2,647   | 3,122   | 3,424      | 3,925   | 4,340   | 4,765   | 5,077   | 5,571   |
| Officer  | 38         | 262     | 686     | 1,111   | 1,366   | 1,541   | 1,633      | 1,768   | 1,832   | 1,952   | 1,988   | 1,377   |
| Airman   | 20         | 151     | 482     | 838     | 1,281   | 1,581   | 1,791      | 2,157   | 2,508   | 2,813   | 3,089   | 2,194   |
| <b>Volunteer Air Reserve - Total</b>                       | 305,879    | 302,508 | 296,845 | 293,591 | 294,755 | 293,817 | 294,571    | 296,450 | 298,293 | 299,535 | 299,139 | 299,447 |
| Officer  | 230,713    | 229,008 | 222,272 | 217,169 | 216,625 | 213,624 | 211,304    | 211,262 | 210,898 | 210,819 | 210,625 | 211,179 |
| Airman   | 75,166     | 73,500  | 74,573  | 76,422  | 78,130  | 80,193  | 83,267     | 85,188  | 87,395  | 88,716  | 88,514  | 88,268  |
| <b>Mobilization Designees - Total</b>                      | 1,940      | 1,846   | 1,709   | 1,681   | 1,742   | 1,798   | 1,948      | 2,144   | 2,255   | 2,360   | 2,442   | 2,505   |
| Officer  | 1,655      | 1,579   | 1,529   | 1,516   | 1,542   | 1,578   | 1,702      | 1,897   | 2,007   | 2,127   | 2,195   | 2,258   |
| Airman   | 285        | 267     | 180     | 165     | 200     | 220     | 246        | 247     | 248     | 233     | 247     | 247     |
| <b>Volunteer Air Reserve Training Unit - Total</b>         | 47,232     | 46,495  | 45,504  | 45,649  | 45,538  | 44,761  | 45,007     | 44,474  | 43,892  | 43,651  | 43,087  | 42,139  |
| Officer  | 39,216     | 38,471  | 37,242  | 37,217  | 36,997  | 36,288  | 36,430     | 35,869  | 35,270  | 34,950  | 34,400  | 33,686  |
| Airman   | 8,016      | 8,024   | 8,262   | 8,432   | 8,541   | 8,473   | 8,577      | 8,605   | 8,622   | 8,701   | 8,687   | 8,453   |
| <b>Volunteer Reserve Training - Total</b>                  | 256,707    | 254,167 | 249,632 | 246,261 | 247,475 | 247,258 | 247,616    | 249,832 | 252,146 | 253,524 | 253,610 | 254,803 |
| Officer  | 189,842    | 188,958 | 183,501 | 178,436 | 177,486 | 175,758 | 173,172    | 173,496 | 173,621 | 173,742 | 174,030 | 175,235 |
| Airman   | 66,865     | 65,209  | 66,131  | 67,825  | 69,989  | 71,500  | 74,444     | 76,336  | 78,525  | 79,782  | 79,580  | 79,568  |
| <b>Air Force Reserve Support Training Center - Total</b>   | -          | -       | -       | -       | -       | -       | 65         | 148     | 240     | 281     | 297     | 480     |
| Officer  | -          | -       | -       | -       | -       | -       | 39         | 105     | 182     | 218     | 233     | 321     |
| Airman   | -          | -       | -       | -       | -       | -       | 26         | 43      | 58      | 63      | 64      | 159     |
| <b>Inactive Air Reserve - Total</b>                        | 3,655      | 3,879   | 4,534   | 4,319   | 4,381   | 5,231   | 5,283      | 5,281   | 5,020   | 4,796   | 4,794   | 5,015   |
| Officer  | 2,689      | 2,924   | 3,491   | 3,260   | 3,336   | 4,188   | 4,245      | 4,242   | 3,863   | 3,817   | 3,604   | 4,021   |
| Airman   | 966        | 955     | 1,043   | 1,059   | 1,043   | 1,043   | 1,038      | 1,039   | 1,157   | 979     | 990     | 994     |
| <b>Honorary Air Reserve - Total</b>                        | 1,375      | 1,416   | 1,645   | 1,962   | 2,044   | 2,082   | 2,496      | 2,621   | 2,848   | 3,106   | 3,123   | 3,165   |
| Officer  | 1,375      | 1,416   | 1,645   | 1,956   | 2,038   | 2,074   | 2,478      | 2,603   | 2,828   | 3,080   | 3,096   | 3,134   |
| Airman   | -          | -       | -       | 6       | 6       | 8       | 18         | 18      | 20      | 26      | 27      | 31      |
| <b>Air Force Reserve Flying Training Center - Total a/</b> | -          | -       | -       | -       | -       | -       | -          | -       | -       | -       | -       | 1,578   |
| Officer  | -          | -       | -       | -       | -       | -       | -          | -       | -       | -       | -       | 556     |
| Airman   | -          | -       | -       | -       | -       | -       | -          | -       | -       | -       | -       | 1,022   |

a/ Personnel reflected in Air Force Reserve Flying Training Center are included in organized Air Reserve.

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 6 - AF RESERVE TRAINING CENTER STRENGTH BY WING - FY 1952

| Wing                                   | Jul<br>(1951) | Aug        | Sep          | Oct          | Nov          | Dec          | Jan<br>(1952) | Feb          | Mar          | Apr          | May          | Jun          |
|--|---------------|------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| <u>TOTAL</u> . . . . .                 | <u>58</u>     | <u>413</u> | <u>1,168</u> | <u>1,949</u> | <u>2,647</u> | <u>3,122</u> | <u>3,424</u>  | <u>3,925</u> | <u>4,340</u> | <u>4,765</u> | <u>5,077</u> | <u>5,149</u> |
| OFFICER - TOTAL . . . . .              | 38            | 262        | 686          | 1,111        | 1,366        | 1,541        | 1,633         | 1,768        | 1,832        | 1,952        | 1,988        | 1,933        |
| AIRMAN - TOTAL . . . . .               | 20            | 151        | 482          | 838          | 1,281        | 1,581        | 1,791         | 2,157        | 2,508        | 2,813        | 3,089        | 3,216        |
| <u>901 Reserve Training Wing-Total</u> | -             | 13         | 76           | 140          | 179          | 182          | 182           | 189          | 190          | 182          | 178          | -            |
| Officer . . . . .                      | -             | 13         | 39           | 68           | 76           | 75           | 76            | 76           | 80           | 76           | 77           | -            |
| Airman . . . . .                       | -             | -          | 37           | 72           | 103          | 107          | 106           | 113          | 110          | 106          | 101          | -            |
| <u>902 Reserve Training Wing-Total</u> | -             | -          | 13           | 80           | 117          | 147          | 146           | 157          | 182          | 199          | 211          | 228          |
| Officer . . . . .                      | -             | -          | 13           | 25           | 35           | 49           | 50            | 51           | 58           | 63           | 66           | 63           |
| Airman . . . . .                       | -             | -          | -            | 55           | 82           | 98           | 96            | 106          | 124          | 136          | 145          | 165          |
| <u>903 Reserve Training Wing-Total</u> | -             | -          | -            | 9            | 68           | 94           | 113           | 115          | 157          | 184          | 228          | 243          |
| Officer . . . . .                      | -             | -          | -            | 5            | 43           | 59           | 74            | 75           | 92           | 97           | 103          | 99           |
| Airman . . . . .                       | -             | -          | -            | 4            | 25           | 35           | 39            | 40           | 65           | 87           | 125          | 144          |
| <u>904 Reserve Training Wing-Total</u> | -             | 70         | 90           | 122          | 150          | 168          | 164           | 161          | 161          | 240          | 256          | 259          |
| Officer . . . . .                      | -             | 55         | 71           | 86           | 91           | 93           | 90            | 87           | 84           | 91           | 95           | 93           |
| Airman . . . . .                       | -             | 15         | 19           | 36           | 59           | 75           | 74            | 74           | 77           | 149          | 161          | 166          |
| <u>905 Reserve Training Wing-Total</u> | -             | 92         | 152          | 193          | 234          | 235          | 251           | 324          | 340          | 338          | 351          | 366          |
| Officer . . . . .                      | -             | 6          | 45           | 71           | 87           | 87           | 89            | 90           | 89           | 89           | 86           | 86           |
| Airman . . . . .                       | -             | 87         | 107          | 122          | 147          | 148          | 162           | 234          | 251          | 249          | 265          | 280          |
| <u>906 Reserve Training Wing-Total</u> | -             | -          | -            | 33           | 49           | 60           | 77            | 94           | 119          | 143          | 150          | 153          |
| Officer . . . . .                      | -             | -          | -            | 18           | 29           | 39           | 43            | 43           | 50           | 63           | 68           | 69           |
| Airman . . . . .                       | -             | -          | -            | 15           | 20           | 21           | 34            | 51           | 69           | 80           | 82           | 84           |
| <u>907 Reserve Training Wing-Total</u> | -             | -          | -            | 18           | 44           | 63           | 84            | 92           | 134          | 168          | 174          | 190          |
| Officer . . . . .                      | -             | -          | -            | 11           | 26           | 31           | 36            | 38           | 57           | 76           | 80           | 82           |
| Airman . . . . .                       | -             | -          | -            | 7            | 18           | 32           | 48            | 54           | 77           | 92           | 94           | 108          |
| <u>910 Reserve Training Wing-Total</u> | -             | -          | 10           | 32           | 61           | 136          | 161           | 188          | 182          | 194          | 199          | 199          |
| Officer . . . . .                      | -             | -          | 7            | 28           | 43           | 61           | 66            | 82           | 72           | 82           | 83           | 78           |
| Airman . . . . .                       | -             | -          | 3            | 4            | 18           | 75           | 95            | 106          | 110          | 112          | 116          | 121          |
| <u>911 Reserve Training Wing-Total</u> | -             | -          | 9            | 10           | 9            | 33           | 46            | 53           | 55           | 73           | 76           | 101          |
| Officer . . . . .                      | -             | -          | 8            | 9            | 8            | 29           | 40            | 42           | 41           | 53           | 51           | 63           |
| Airman . . . . .                       | -             | -          | 1            | 1            | 1            | 4            | 6             | 11           | 14           | 20           | 25           | 38           |
| <u>912 Reserve Training Wing-Total</u> | 10            | 47         | 134          | 193          | 217          | 248          | 256           | 267          | 270          | 265          | 271          | 272          |
| Officer . . . . .                      | 5             | 38         | 52           | 65           | 69           | 77           | 85            | 87           | 84           | 91           | 93           | 96           |
| Airman . . . . .                       | 5             | 9          | 82           | 128          | 148          | 171          | 171           | 180          | 186          | 174          | 178          | 176          |
| <u>913 Reserve Training Wing-Total</u> | 14            | 15         | 15           | 67           | 92           | 107          | 122           | 136          | 138          | 148          | 173          | 184          |
| Officer . . . . .                      | 7             | 7          | 7            | 55           | 59           | 68           | 74            | 79           | 75           | 79           | 79           | 89           |
| Airman . . . . .                       | 7             | 8          | 8            | 12           | 33           | 39           | 48            | 57           | 63           | 69           | 94           | 95           |
| <u>914 Reserve Training Wing-Total</u> | 6             | 30         | 64           | 92           | 106          | 116          | 134           | 152          | 155          | 164          | 163          | 166          |
| Officer . . . . .                      | 4             | 24         | 36           | 45           | 53           | 63           | 74            | 80           | 74           | 79           | 78           | 79           |
| Airman . . . . .                       | 2             | 6          | 28           | 47           | 53           | 53           | 60            | 72           | 81           | 85           | 85           | 87           |
| <u>916 Reserve Training Wing-Total</u> | -             | 10         | 27           | 80           | 117          | 156          | 181           | 211          | 208          | 239          | 242          | 258          |
| Officer . . . . .                      | -             | 7          | 11           | 34           | 40           | 45           | 60            | 75           | 65           | 84           | 87           | 92           |
| Airman . . . . .                       | -             | 3          | 16           | 46           | 77           | 111          | 121           | 136          | 143          | 155          | 155          | 166          |
| <u>917 Reserve Training Wing-Total</u> | -             | -          | -            | -            | -            | -            | -             | -            | -            | 7            | 14           | 59           |
| Officer . . . . .                      | -             | -          | -            | -            | -            | -            | -             | -            | -            | 6            | 7            | 34           |
| Airman . . . . .                       | -             | -          | -            | -            | -            | -            | -             | -            | -            | 1            | 7            | 25           |
| <u>918 Reserve Training Wing-Total</u> | 7             | 12         | 13           | 19           | 30           | 36           | 42            | 53           | 55           | 78           | 84           | 99           |
| Officer . . . . .                      | 3             | 7          | 7            | 11           | 17           | 18           | 21            | 26           | 25           | 36           | 39           | 45           |
| Airman . . . . .                       | 4             | 5          | 6            | 8            | 13           | 18           | 21            | 27           | 30           | 42           | 45           | 54           |
| <u>920 Reserve Training Wing-Total</u> | 14            | 94         | 126          | 140          | 145          | 148          | 145           | 148          | 162          | 163          | 163          | 161          |
| Officer . . . . .                      | 12            | 77         | 96           | 98           | 99           | 99           | 96            | 98           | 102          | 98           | 96           | 94           |
| Airman . . . . .                       | 2             | 17         | 30           | 42           | 46           | 49           | 49            | 50           | 60           | 65           | 67           | 67           |
| <u>921 Reserve Training Wing-Total</u> | -             | 8          | 31           | 58           | 115          | 158          | 177           | 185          | 191          | 195          | 191          | 204          |
| Officer . . . . .                      | -             | 8          | 30           | 55           | 61           | 72           | 73            | 73           | 78           | 80           | 82           | 89           |
| Airman . . . . .                       | -             | -          | 1            | 3            | 54           | 86           | 104           | 112          | 113          | 115          | 109          | 115          |
| <u>922 Reserve Training Wing-Total</u> | 7             | 17         | 40           | 63           | 87           | 115          | 147           | 173          | 204          | 208          | 212          | 200          |
| Officer . . . . .                      | 7             | 16         | 30           | 42           | 52           | 61           | 71            | 75           | 82           | 79           | 80           | 78           |
| Airman . . . . .                       | -             | 1          | 10           | 21           | 35           | 54           | 76            | 98           | 122          | 129          | 132          | 122          |

(Continued)

TABLE 6 - AF RESERVE TRAINING CENTER STRENGTH BY WING - FY 1952 - CONTINUED

| Wing                                   | Jul (1951) | Aug | Sep | Oct | Nov | Dec | Jan (1952) | Feb | Mar | Apr | May | Jun |
|--|------------|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|
| <u>923 Reserve Training Wing-Total</u> | -          | 1   | 88  | 86  | 114 | 112 | 130        | 200 | 225 | 237 | 246 | 243 |
| Officer . . . . .                      | -          | I   | 32  | 41  | 50  | 55  | 70         | 78  | 87  | 90  | 89  | 89  |
| Airman . . . . .                       | -          | -   | 56  | 45  | 64  | 57  | 74         | 130 | 147 | 150 | 156 | 154 |
| <u>924 Reserve Training Wing-Total</u> | -          | -   | -   | -   | -   | -   | -          | 126 | 199 | 237 | 295 | 297 |
| Officer . . . . .                      | -          | -   | -   | -   | -   | -   | -          | 58  | 75  | 79  | 88  | 86  |
| Airman . . . . .                       | -          | -   | -   | -   | -   | -   | -          | 68  | 124 | 158 | 207 | 211 |
| <u>925 Reserve Training Wing-Total</u> | -          | 1   | 50  | 75  | 107 | 130 | 141        | 139 | 151 | 170 | 198 | 217 |
| Officer . . . . .                      | -          | I   | 40  | 53  | 72  | 79  | 82         | 83  | 84  | 84  | 89  | 89  |
| Airman . . . . .                       | -          | -   | 10  | 22  | 35  | 51  | 59         | 56  | 67  | 86  | 109 | 128 |
| <u>926 Reserve Training Wing-Total</u> | -          | -   | 20  | 52  | 107 | 126 | 138        | 150 | 167 | 169 | 198 | 211 |
| Officer . . . . .                      | -          | -   | 17  | 29  | 60  | 78  | 82         | 88  | 92  | 87  | 87  | 83  |
| Airman . . . . .                       | -          | -   | 3   | 23  | 47  | 48  | 56         | 62  | 75  | 82  | 111 | 148 |
| <u>928 Reserve Training Wing-Total</u> | -          | 1   | 12  | 109 | 132 | 151 | 163        | 188 | 219 | 241 | 242 | 248 |
| Officer . . . . .                      | -          | I   | 11  | 86  | 101 | 106 | 107        | 105 | 105 | 102 | 99  | 100 |
| Airman . . . . .                       | -          | -   | 1   | 23  | 31  | 45  | 56         | 83  | 114 | 139 | 143 | 148 |
| <u>929 Reserve Training Wing-Total</u> | -          | 1   | 145 | 162 | 222 | 233 | 234        | 235 | 261 | 296 | 311 | 340 |
| Officer . . . . .                      | -          | I   | 91  | 91  | 103 | 102 | 96         | 98  | 100 | 103 | 98  | 94  |
| Airman . . . . .                       | -          | -   | 54  | 71  | 119 | 131 | 138        | 136 | 161 | 193 | 213 | 246 |
| <u>930 Reserve Training Wing-Total</u> | -          | -   | 53  | 116 | 145 | 168 | 190        | 189 | 215 | 227 | 251 | 251 |
| Officer . . . . .                      | -          | -   | 43  | 85  | 92  | 95  | 92         | 88  | 90  | 88  | 87  | 83  |
| Airman . . . . .                       | -          | -   | 10  | 31  | 53  | 73  | 98         | 101 | 125 | 139 | 164 | 168 |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 7 - AF RESERVE COROLLARY UNIT STRENGTH BY COMMAND OF ASSIGNMENT - FY 1952

| Command  | Jul (1951) | Aug | Sep | Oct | Nov | Dec | Jan (1952) | Feb | Mar | Apr | May | Jun |
|--|------------|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|
| <u>TOTAL . . . . .</u>                           | 49         | 49  | 35  | 155 | 254 | 315 | 242        | 183 | 212 | 248 | 253 | 242 |
| <u>OFFICER - TOTAL . . . . .</u>                 | 5          | 5   | 7   | 56  | 106 | 130 | 84         | 65  | 72  | 73  | 71  | 66  |
| <u>AIRMAN - TOTAL . . . . .</u>                  | 44         | 44  | 28  | 99  | 148 | 185 | 158        | 118 | 140 | 175 | 182 | 176 |
| <u>Continental U. S. - Total . . . . .</u>       | 49         | 49  | 35  | 155 | 254 | 315 | 242        | 183 | 212 | 248 | 253 | 242 |
| Officer . . . . .                                | 5          | 5   | 7   | 56  | 106 | 130 | 84         | 65  | 72  | 73  | 71  | 66  |
| Airman . . . . .                                 | 44         | 44  | 28  | 99  | 148 | 185 | 158        | 118 | 140 | 175 | 182 | 176 |
| <u>Continental Air Command - Total . . . . .</u> | 28         | 28  | 35  | 37  | 61  | 59  | 67         | 40  | 38  | 30  | 13  | 2   |
| Officer . . . . .                                | 5          | 5   | 7   | 7   | 25  | 27  | 30         | 20  | 20  | 12  | 6   | 1   |
| Airman . . . . .                                 | 23         | 23  | 28  | 30  | 36  | 32  | 37         | 20  | 18  | 18  | 7   | 1   |
| <u>Special Weapons Command - Total . . . . .</u> | 21         | 21  | -   | -   | -   | -   | -          | -   | -   | -   | -   | -   |
| Officer . . . . .                                | -          | -   | -   | -   | -   | -   | -          | -   | -   | -   | -   | -   |
| Airman . . . . .                                 | 21         | 21  | -   | -   | -   | -   | -          | -   | -   | -   | -   | -   |
| <u>Air Materiel Command - Total . . . . .</u>    | -          | -   | -   | 118 | 192 | 250 | 174        | 143 | 174 | 218 | 240 | 240 |
| Officer . . . . .                                | -          | -   | -   | 49  | 80  | 101 | 53         | 45  | 52  | 61  | 65  | 65  |
| Airman . . . . .                                 | -          | -   | -   | 69  | 112 | 149 | 121        | 98  | 122 | 157 | 175 | 175 |
| <u>Air Training Command - Total . . . . .</u>    | -          | -   | -   | -   | 1   | 1   | 1          | -   | -   | -   | -   | -   |
| Officer . . . . .                                | -          | -   | -   | -   | I   | I   | I          | -   | -   | -   | -   | -   |
| Airman . . . . .                                 | -          | -   | -   | -   | -   | -   | -          | -   | -   | -   | -   | -   |
| <u>Headquarters Command - Total . . . . .</u>    | -          | -   | -   | -   | -   | 5   | -          | -   | -   | -   | -   | -   |
| Officer . . . . .                                | -          | -   | -   | -   | -   | 1   | -          | -   | -   | -   | -   | -   |
| Airman . . . . .                                 | -          | -   | -   | -   | -   | 4   | -          | -   | -   | -   | -   | -   |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 8 - AF RESERVE MOBILIZATION ASSIGNEE PERSONNEL STRENGTH, BY COMMAND - FY 1952

| Command  | Jul (1951) | Aug   | Sep   | Oct   | Nov   | Dec   | Jan (1952) | Feb   | Mar   | Apr   | May   | Jun   |
|--|------------|-------|-------|-------|-------|-------|------------|-------|-------|-------|-------|-------|
| TOTAL . . . . .                                  | 4,429      | 4,035 | 3,772 | 3,623 | 3,504 | 3,416 | 3,475      | 3,421 | 3,497 | 3,501 | 3,471 | 3,352 |
| OFFICER - TOTAL . . . . .                        | 2,881      | 2,631 | 2,502 | 2,427 | 2,386 | 2,379 | 2,460      | 2,546 | 2,617 | 2,642 | 2,621 | 2,568 |
| AIRMAN - TOTAL . . . . .                         | 1,548      | 1,404 | 1,270 | 1,196 | 1,118 | 1,037 | 1,015      | 875   | 880   | 859   | 850   | 784   |
| CONTINENTAL U. S. - Total . . . . .              | 4,246      | 3,853 | 3,606 | 3,458 | 3,343 | 3,270 | 3,329      | 3,284 | 3,358 | 3,377 | 3,346 | 3,228 |
| Officer . . . . .                                | 2,728      | 2,481 | 2,356 | 2,292 | 2,254 | 2,250 | 2,346      | 2,441 | 2,510 | 2,536 | 2,519 | 2,466 |
| Airman . . . . .                                 | 1,518      | 1,372 | 1,250 | 1,166 | 1,089 | 1,020 | 983        | 843   | 848   | 839   | 827   | 762   |
| Headquarters USAF - Total . . . . .              | 377        | 356   | 351   | 339   | 327   | 311   | 310        | 323   | 319   | 313   | 317   | 313   |
| Officer . . . . .                                | 377        | 356   | 351   | 339   | 327   | 311   | 310        | 323   | 319   | 313   | 317   | 313   |
| Airman . . . . .                                 | -          | -     | -     | -     | -     | -     | -          | -     | -     | -     | -     | -     |
| Strategic Air Command - Total . . . . .          | 78         | 45    | 47    | 60    | 68    | 101   | 126        | 147   | 181   | 237   | 267   | 284   |
| Officer . . . . .                                | 53         | 38    | 39    | 48    | 53    | 74    | 88         | 111   | 142   | 188   | 211   | 229   |
| Airman . . . . .                                 | 25         | 7     | 8     | 12    | 15    | 27    | 38         | 36    | 39    | 49    | 56    | 55    |
| CONTINENTAL Air Command - Total . . . . .        | 371        | 394   | 388   | 396   | 407   | 442   | 449        | 522   | 586   | 614   | 614   | 611   |
| Officer . . . . .                                | 371        | 385   | 379   | 384   | 395   | 427   | 432        | 504   | 556   | 576   | 574   | 569   |
| Airman . . . . .                                 | -          | 9     | 9     | 12    | 12    | 15    | 17         | 18    | 30    | 38    | 40    | 42    |
| Military Air Transport Service - Total . . . . . | 3,085      | 2,744 | 2,518 | 2,313 | 2,158 | 1,992 | 1,865      | 1,718 | 1,640 | 1,546 | 1,469 | 1,331 |
| Officer . . . . .                                | 1,595      | 1,395 | 1,295 | 1,173 | 1,099 | 1,034 | 993        | 922   | 924   | 892   | 809   | 738   |
| Airman . . . . .                                 | 1,490      | 1,355 | 1,222 | 1,140 | 1,059 | 958   | 872        | 796   | 725   | 694   | 660   | 593   |
| Air Proving Ground - Total . . . . .             | 19         | 21    | 19    | 19    | 18    | 17    | 17         | 10    | 9     | 9     | 8     | 10    |
| Officer . . . . .                                | 19         | 21    | 19    | 19    | 18    | 17    | 17         | 10    | 9     | 9     | 8     | 10    |
| Airman . . . . .                                 | -          | -     | -     | -     | -     | -     | -          | -     | -     | -     | -     | -     |
| Air Materiel Command - Total . . . . .           | 25         | 19    | 19    | 15    | 15    | 15    | 104        | 75    | 59    | 60    | 58    | 54    |
| Officer . . . . .                                | 23         | 19    | 19    | 15    | 15    | 15    | 104        | 67    | 59    | 60    | 58    | 54    |
| Airman . . . . .                                 | 2          | -     | -     | -     | -     | -     | 37         | 6     | -     | -     | -     | -     |
| Air Training Command - Total . . . . .           | 92         | 90    | 84    | 107   | 132   | 170   | 214        | 244   | 300   | 312   | 310   | 303   |
| Officer . . . . .                                | 92         | 90    | 84    | 107   | 131   | 167   | 206        | 228   | 260   | 272   | 262   | 254   |
| Airman . . . . .                                 | -          | -     | -     | -     | 1     | 3     | 8          | 16    | 40    | 40    | 48    | 49    |
| Air University - Total . . . . .                 | 32         | 32    | 32    | 34    | 36    | 35    | 39         | 38    | 39    | 42    | 44    | 37    |
| Officer . . . . .                                | 32         | 32    | 32    | 34    | 36    | 35    | 39         | 38    | 39    | 42    | 44    | 37    |
| Airman . . . . .                                 | -          | -     | -     | -     | -     | -     | -          | -     | -     | -     | -     | -     |
| Headquarters Command - Total . . . . .           | 8          | 8     | 8     | 10    | 10    | 9     | 21         | 24    | 28    | 11    | 17    | 25    |
| Officer . . . . .                                | 8          | 8     | 8     | 9     | 9     | 8     | 13         | 14    | 15    | 11    | 17    | 25    |
| Airman . . . . .                                 | -          | -     | -     | 1     | 1     | 1     | 8          | 10    | 13    | 18    | 22    | 22    |
| Air Defense Command - Total . . . . .            | 146        | 139   | 136   | 158   | 164   | 167   | 163        | 161   | 159   | 157   | 162   | 169   |
| Officer . . . . .                                | 145        | 138   | 135   | 157   | 163   | 166   | 162        | 160   | 158   | 157   | 162   | 169   |
| Airman . . . . .                                 | 1          | 1     | 1     | 1     | 1     | 1     | 1          | 1     | 1     | -     | -     | -     |

(Continued)

TABLE 8 - AF RESERVE MOBILIZATION ASSIGNEE PERSONNEL STRENGTH, BY COMMAND - FY 1952 - CONTINUED

| Command   | Jul<br>(1951) | Aug        | Sep        | Oct        | Nov        | Dec        | Jan<br>(1952) | Feb        | Mar        | Apr        | May        | Jun        |
|---|---------------|------------|------------|------------|------------|------------|---------------|------------|------------|------------|------------|------------|
| <u>Tactical Air Command - Total</u> . . . . .         | <u>6</u>      | <u>4</u>   | <u>3</u>   | <u>3</u>   | <u>3</u>   | <u>3</u>   | <u>3</u>      | <u>3</u>   | <u>8</u>   | <u>22</u>  | <u>25</u>  | <u>35</u>  |
| Officer . . . . .                                     | 6             | 4          | 3          | 3          | 3          | 3          | 3             | 3          | 8          | 22         | 25         | 35         |
| Airman . . . . .                                      | -             | -          | -          | -          | -          | -          | -             | -          | -          | -          | -          | -          |
| <u>Air Reserve and Development - Total</u> . . . . .  | <u>-</u>      | <u>1</u>   | <u>1</u>   | <u>4</u>   | <u>5</u>   | <u>8</u>   | <u>18</u>     | <u>19</u>  | <u>21</u>  | <u>23</u>  | <u>24</u>  | <u>25</u>  |
| Officer . . . . .                                     | -             | 1          | 1          | 4          | 5          | 8          | 16            | 19         | 21         | 23         | 23         | 24         |
| Airman . . . . .                                      | -             | -          | -          | -          | -          | -          | 2             | -          | -          | -          | 1          | 1          |
| <u>USAF Security Service - Total</u> . . . . .        | <u>-</u>      | <u>-</u>   | <u>-</u>   | <u>-</u>   | <u>-</u>   | <u>-</u>   | <u>-</u>      | <u>-</u>   | <u>-</u>   | <u>1</u>   | <u>1</u>   | <u>1</u>   |
| Officer . . . . .                                     | -             | -          | -          | -          | -          | -          | -             | -          | -          | 1          | 1          | 1          |
| Airman . . . . .                                      | -             | -          | -          | -          | -          | -          | -             | -          | -          | -          | -          | -          |
| <u>OVERSEAS - Total</u> . . . . .                     | <u>183</u>    | <u>182</u> | <u>166</u> | <u>165</u> | <u>161</u> | <u>146</u> | <u>146</u>    | <u>137</u> | <u>139</u> | <u>124</u> | <u>125</u> | <u>124</u> |
| Officer . . . . .                                     | 153           | 150        | 136        | 135        | 132        | 114        | 114           | 105        | 107        | 104        | 102        | 102        |
| Airman . . . . .                                      | 30            | 32         | 30         | 30         | 29         | 32         | 32            | 32         | 32         | 20         | 23         | 22         |
| <u>Caribbean Air Command - Total</u> . . . . .        | <u>46</u>     | <u>45</u>  | <u>44</u>  | <u>43</u>  | <u>42</u>  | <u>43</u>  | <u>42</u>     | <u>41</u>  | <u>40</u>  | <u>29</u>  | <u>30</u>  | <u>29</u>  |
| Officer . . . . .                                     | 21            | 20         | 19         | 20         | 20         | 20         | 19            | 18         | 18         | 19         | 20         | 20         |
| Airman . . . . .                                      | 25            | 25         | 25         | 23         | 22         | 23         | 23            | 23         | 22         | 10         | 10         | 9          |
| <u>Far East Air Command - Total</u> . . . . .         | <u>5</u>      | <u>4</u>   | <u>4</u>   | <u>4</u>   | <u>4</u>   | <u>4</u>   | <u>4</u>      | <u>4</u>   | <u>5</u>   | <u>-</u>   | <u>-</u>   | <u>-</u>   |
| Officer . . . . .                                     | 5             | 4          | 4          | 4          | 4          | 4          | 4             | 4          | 5          | -          | -          | -          |
| Airman . . . . .                                      | -             | -          | -          | -          | -          | -          | -             | -          | -          | -          | -          | -          |
| <u>Military Air Transport Service-Total</u> . . . . . | <u>94</u>     | <u>96</u>  | <u>99</u>  | <u>92</u>  | <u>89</u>  | <u>74</u>  | <u>75</u>     | <u>68</u>  | <u>68</u>  | <u>68</u>  | <u>68</u>  | <u>68</u>  |
| Officer . . . . .                                     | 89            | 89         | 94         | 85         | 82         | 65         | 66            | 59         | 58         | 58         | 53         | 55         |
| Airman . . . . .                                      | 5             | 7          | 5          | 7          | 7          | 9          | 9             | 9          | 10         | 10         | 13         | 13         |
| <u>Air Force Europe - Total</u> . . . . .             | <u>38</u>     | <u>37</u>  | <u>19</u>  | <u>26</u>  | <u>26</u>  | <u>25</u>  | <u>25</u>     | <u>24</u>  | <u>26</u>  | <u>27</u>  | <u>27</u>  | <u>27</u>  |
| Officer . . . . .                                     | 38            | 37         | 19         | 26         | 26         | 25         | 25            | 24         | 26         | 27         | 27         | 27         |
| Airman . . . . .                                      | -             | -          | -          | -          | -          | -          | -             | -          | -          | -          | -          | -          |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF



TABLE 9 - AF RESERVE OFFICERS SENT TO ACTIVE MILITARY SERVICE BY GRADE AND BY CATEGORY OF PERSONNEL ASSIGNMENT - FY 1952

| Grade and Category of Assignment                           | Jul<br>(1951) | Aug          | Sep          | Oct          | Nov          | Dec          | Jan<br>(1952) | Feb           | Mar           | Apr           | May           | Jun           |
|--|---------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <u>Total</u> . . . . .                                     | <u>2,251</u>  | <u>5,964</u> | <u>7,611</u> | <u>8,459</u> | <u>9,369</u> | <u>9,947</u> | <u>10,436</u> | <u>11,264</u> | <u>11,918</u> | <u>12,854</u> | <u>13,568</u> | <u>14,841</u> |
| General . . . . .  | -             | -            | -            | -            | -            | -            | -             | -             | -             | -             | -             | -             |
| Colonel . . . . .  | 7             | 11           | 18           | 24           | 24           | 25           | 26            | 26            | 28            | 28            | 28            | 28            |
| Lieutenant Colonel . . . . .                               | 72            | 104          | 139          | 153          | 163          | 166          | 177           | 190           | 196           | 199           | 217           | 230           |
| Major . . . . .  | 148           | 299          | 446          | 497          | 526          | 550          | 581           | 630           | 654           | 691           | 727           | 769           |
| Captain . . . . .  | 445           | 906          | 1,259        | 1,487        | 1,673        | 1,802        | 1,883         | 1,996         | 2,093         | 2,245         | 2,369         | 2,538         |
| First Lieutenant . . . . .                                 | 508           | 1,048        | 1,452        | 1,790        | 2,103        | 2,252        | 2,410         | 2,616         | 2,794         | 3,074         | 3,290         | 3,575         |
| Second Lieutenant . . . . .                                | 1,071         | 3,596        | 4,297        | 4,508        | 4,880        | 5,152        | 5,359         | 5,806         | 6,153         | 6,617         | 6,937         | 7,701         |
| <u>Mobilization Assignees - Total</u> . . . . .            | <u>200</u>    | <u>312</u>   | <u>397</u>   | <u>443</u>   | <u>445</u>   | <u>500</u>   | <u>514</u>    | <u>521</u>    | <u>525</u>    | <u>543</u>    | <u>549</u>    | <u>560</u>    |
| General . . . . .  | -             | -            | -            | -            | -            | -            | -             | -             | -             | -             | -             | -             |
| Colonel . . . . .  | 4             | 6            | 8            | 9            | 9            | 9            | 10            | 10            | 10            | 10            | 10            | 10            |
| Lieutenant Colonel . . . . .                               | 10            | 11           | 14           | 20           | 22           | 24           | 27            | 28            | 28            | 28            | 29            | 31            |
| Major . . . . .  | 39            | 60           | 74           | 86           | 86           | 93           | 94            | 100           | 102           | 103           | 103           | 104           |
| Captain . . . . .  | 78            | 127          | 164          | 177          | 178          | 212          | 215           | 215           | 215           | 224           | 228           | 232           |
| First Lieutenant . . . . .                                 | 59            | 90           | 115          | 125          | 123          | 134          | 137           | 137           | 137           | 144           | 144           | 147           |
| Second Lieutenant . . . . .                                | 10            | 18           | 22           | 26           | 27           | 28           | 31            | 31            | 33            | 34            | 35            | 36            |
| <u>Corollary - Total</u> . . . . .                         | <u>80</u>     | <u>85</u>    | <u>127</u>   | <u>131</u>   | <u>129</u>   | <u>129</u>   | <u>129</u>    | <u>130</u>    | <u>130</u>    | <u>130</u>    | <u>130</u>    | <u>130</u>    |
| General . . . . .  | -             | -            | -            | -            | -            | -            | -             | -             | -             | -             | -             | -             |
| Colonel . . . . .  | -             | -            | -            | -            | -            | -            | -             | -             | -             | -             | -             | -             |
| Lieutenant Colonel . . . . .                               | 1             | 1            | 2            | 3            | 3            | 3            | 3             | 3             | 3             | 3             | 3             | 3             |
| Major . . . . .  | 5             | 6            | 9            | 11           | 9            | 9            | 9             | 9             | 9             | 9             | 9             | 9             |
| Captain . . . . .  | 27            | 28           | 35           | 36           | 36           | 36           | 36            | 37            | 37            | 37            | 37            | 37            |
| First Lieutenant . . . . .                                 | 39            | 41           | 64           | 64           | 64           | 64           | 64            | 64            | 64            | 64            | 64            | 64            |
| Second Lieutenant . . . . .                                | 8             | 9            | 17           | 17           | 17           | 17           | 17            | 17            | 17            | 17            | 17            | 17            |
| <u>Air Force Reserve Training Center - Total</u> . . . . . | <u>-</u>      | <u>1</u>     | <u>1</u>     | <u>1</u>     | <u>1</u>     | <u>1</u>     | <u>6</u>      | <u>13</u>     | <u>16</u>     | <u>25</u>     | <u>42</u>     | <u>56</u>     |
| General . . . . .  | -             | -            | -            | -            | -            | -            | -             | -             | -             | -             | -             | -             |
| Colonel . . . . .  | -             | -            | -            | -            | -            | -            | -             | -             | -             | -             | -             | -             |
| Lieutenant Colonel . . . . .                               | -             | -            | -            | -            | -            | -            | 1             | 1             | 1             | 1             | 2             | 6             |
| Major . . . . .  | -             | -            | -            | -            | -            | -            | 1             | 3             | 3             | 7             | 8             | 8             |
| Captain . . . . .  | -             | -            | -            | -            | -            | -            | 2             | 6             | 9             | 10            | 20            | 25            |
| First Lieutenant . . . . .                                 | -             | 1            | 1            | 1            | 1            | 1            | 2             | 3             | 3             | 7             | 12            | 17            |
| Second Lieutenant . . . . .                                | -             | -            | -            | -            | -            | -            | -             | -             | -             | -             | -             | -             |
| <u>Mobilization Assignees - Total</u> . . . . .            | <u>40</u>     | <u>46</u>    | <u>52</u>    | <u>56</u>    | <u>57</u>    | <u>58</u>    | <u>58</u>     | <u>57</u>     | <u>57</u>     | <u>63</u>     | <u>66</u>     | <u>69</u>     |
| General . . . . .  | -             | -            | -            | -            | -            | -            | -             | -             | -             | -             | -             | -             |
| Colonel . . . . .  | -             | -            | -            | -            | -            | 1            | 1             | 1             | 1             | 1             | 1             | 1             |
| Lieutenant Colonel . . . . .                               | 2             | 3            | 3            | 3            | 4            | 4            | 4             | 4             | 4             | 4             | 4             | 4             |
| Major . . . . .  | 5             | 7            | 7            | 7            | 7            | 7            | 7             | 7             | 8             | 10            | 10            | 10            |
| Captain . . . . .  | 12            | 17           | 22           | 23           | 23           | 23           | 23            | 23            | 22            | 21            | 24            | 24            |
| First Lieutenant . . . . .                                 | 19            | 16           | 17           | 17           | 17           | 17           | 17            | 16            | 16            | 19            | 19            | 20            |
| Second Lieutenant . . . . .                                | 2             | 3            | 3            | 6            | 6            | 6            | 6             | 6             | 6             | 8             | 8             | 10            |

(Continued)

TABLE 9 - AF RESERVE OFFICERS SENT TO ACTIVE MILITARY SERVICE BY GRADE AND BY CATEGORY OF PERSONNEL ASSIGNMENT - FY 1952 - CONTINUED

| Grade and Category of Assignment   | Jul (1951) | Aug          | Sep          | Oct          | Nov          | Dec          | Jan (1952)   | Feb          | Mar          | Apr          | May          | Jun          |
|--|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>Volunteer Air Reserve Training Unit and Volunteer Reserve Section - Total</u> | <u>964</u> | <u>2,135</u> | <u>2,966</u> | <u>3,536</u> | <u>4,072</u> | <u>4,325</u> | <u>4,595</u> | <u>4,962</u> | <u>5,264</u> | <u>5,706</u> | <u>6,075</u> | <u>6,560</u> |
| General  | -          | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            |
| Colonel  | 3          | 5            | 10           | 15           | 15           | 15           | 15           | 15           | 17           | 17           | 17           | 17           |
| Lieutenant Colonel   | 59         | 89           | 120          | 127          | 134          | 135          | 142          | 154          | 160          | 163          | 179          | 186          |
| Major  | 99         | 226          | 356          | 393          | 424          | 441          | 470          | 511          | 532          | 562          | 597          | 638          |
| Captain  | 328        | 734          | 1,038        | 1,251        | 1,436        | 1,531        | 1,607        | 1,715        | 1,810        | 1,953        | 2,060        | 2,220        |
| First Lieutenant   | 391        | 900          | 1,255        | 1,583        | 1,898        | 2,036        | 2,190        | 2,396        | 2,574        | 2,840        | 3,051        | 3,327        |
| Second Lieutenant  | 84         | 181          | 187          | 167          | 165          | 167          | 171          | 171          | 171          | 171          | 171          | 172          |
| <u>Second Lieutenant - Total</u>   | <u>967</u> | <u>3,385</u> | <u>4,068</u> | <u>4,292</u> | <u>4,665</u> | <u>4,934</u> | <u>5,134</u> | <u>5,581</u> | <u>5,926</u> | <u>6,387</u> | <u>6,706</u> | <u>7,466</u> |
| Air Force Reserve Officer Training Center  | 883        | 2,871        | 3,303        | 3,346        | 3,507        | 3,643        | 3,746        | 3,958        | 4,125        | 4,352        | 4,521        | 4,844        |
| Direct Appointments  | 20         | 203          | 333          | 402          | 511          | 551          | 608          | 789          | 884          | 1,048        | 1,150        | 1,504        |
| Other a/   | 64         | 311          | 432          | 544          | 647          | 740          | 780          | 834          | 917          | 987          | 1,035        | 1,118        |

a/ Second Lieutenants falling within scope of "Program to secure 12,000 Second Lieutenants".

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 10 - AF RESERVE AIRMEN SENT TO ACTIVE MILITARY SERVICE BY GRADE AND BY CATEGORY OF PERSONNEL ASSIGNMENT - FY 1952

| Grade and Category of Assignment      | Jul (1951)   | Aug          | Sep          | Oct          | Nov          | Dec          | Jan (1952)   | Feb          | Mar          | Apr          | May          | Jun          |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>Total</u>                          | <u>1,213</u> | <u>1,613</u> | <u>1,910</u> | <u>2,111</u> | <u>2,270</u> | <u>2,408</u> | <u>2,684</u> | <u>3,015</u> | <u>3,307</u> | <u>3,624</u> | <u>3,878</u> | <u>4,121</u> |
| Grade Seven                           | 60           | 97           | 128          | 140          | 159          | 176          | 200          | 226          | 242          | 261          | 279          | 304          |
| Grade Six                             | 105          | 171          | 214          | 248          | 274          | 296          | 336          | 387          | 432          | 480          | 523          | 562          |
| Grade Five                            | 241          | 351          | 436          | 494          | 550          | 580          | 667          | 767          | 866          | 959          | 1,023        | 1,094        |
| Grade Four                            | 229          | 325          | 387          | 434          | 462          | 492          | 542          | 609          | 665          | 749          | 835          | 901          |
| Grade Three                           | 157          | 201          | 228          | 255          | 268          | 286          | 320          | 344          | 378          | 419          | 442          | 465          |
| Grade Two                             | 191          | 210          | 232          | 244          | 256          | 268          | 287          | 326          | 348          | 366          | 375          | 389          |
| Grade One                             | 230          | 258          | 285          | 296          | 301          | 310          | 332          | 356          | 376          | 390          | 401          | 406          |
| <u>Mobilization Assignees - Total</u> | <u>169</u>   | <u>327</u>   | <u>359</u>   | <u>388</u>   | <u>383</u>   | <u>387</u>   | <u>390</u>   | <u>391</u>   | <u>392</u>   | <u>395</u>   | <u>396</u>   | <u>397</u>   |
| Grade Seven                           | 10           | 23           | 23           | 25           | 24           | 24           | 24           | 25           | 25           | 26           | 26           | 26           |
| Grade Six                             | 18           | 39           | 43           | 44           | 45           | 46           | 46           | 46           | 46           | 46           | 46           | 46           |
| Grade Five                            | 55           | 95           | 106          | 113          | 113          | 113          | 114          | 114          | 114          | 114          | 114          | 115          |
| Grade Four                            | 37           | 82           | 91           | 98           | 98           | 100          | 100          | 100          | 100          | 101          | 101          | 101          |
| Grade Three                           | 14           | 29           | 30           | 32           | 32           | 32           | 33           | 33           | 34           | 35           | 35           | 35           |
| Grade Two                             | 11           | 15           | 20           | 22           | 22           | 24           | 24           | 24           | 24           | 24           | 24           | 24           |
| Grade One                             | 24           | 44           | 46           | 54           | 49           | 48           | 49           | 49           | 49           | 49           | 50           | 50           |

(Continued)

TABLE 10 -- AF RESERVE AIRMEN SENT TO ACTIVE MILITARY SERVICE BY GRADE AND BY CATEGORY OF PERSONNEL ASSIGNMENT -- FY 1952 -- CONTINUED

| Grade and Category of Assignment   | Jul<br>(1951) | Aug        | Sep        | Oct        | Nov        | Dec          | Jan<br>(1952) | Feb          | Mar          | Apr          | May          | Jun          |
|--|---------------|------------|------------|------------|------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| <u>Corollary - Total</u> . . . . .   | <u>824</u>    | <u>832</u> | <u>900</u> | <u>903</u> | <u>910</u> | <u>909</u>   | <u>909</u>    | <u>908</u>   | <u>908</u>   | <u>908</u>   | <u>908</u>   | <u>908</u>   |
| Grade Seven . . . . .  | 31            | 31         | 33         | 33         | 34         | 34           | 34            | 34           | 34           | 34           | 34           | 34           |
| Grade Six . . . . .  | 50            | 52         | 58         | 58         | 58         | 58           | 58            | 58           | 58           | 58           | 58           | 58           |
| Grade Five . . . . .   | 118           | 120        | 132        | 132        | 132        | 132          | 132           | 131          | 131          | 131          | 131          | 131          |
| Grade Four . . . . .   | 150           | 152        | 162        | 163        | 163        | 162          | 162           | 162          | 162          | 162          | 162          | 162          |
| Grade Three . . . . .  | 113           | 115        | 122        | 123        | 123        | 123          | 123           | 123          | 123          | 123          | 123          | 123          |
| Grade Two . . . . .  | 164           | 164        | 171        | 172        | 172        | 172          | 172           | 172          | 172          | 172          | 172          | 172          |
| Grade One . . . . .  | 198           | 198        | 222        | 222        | 228        | 228          | 228           | 228          | 228          | 228          | 228          | 228          |
| <u>Air Force Reserve Training Center - Total</u> . . . . .                     | <u>3</u>      | <u>4</u>   | <u>1</u>   | <u>1</u>   | <u>1</u>   | <u>4</u>     | <u>23</u>     | <u>59</u>    | <u>75</u>    | <u>90</u>    | <u>104</u>   | <u>114</u>   |
| Grade Seven . . . . .  | -             | -          | -          | -          | -          | -            | -             | -            | -            | -            | -            | 1            |
| Grade Six . . . . .  | -             | -          | -          | -          | -          | -            | 1             | 2            | 3            | 5            | 7            | 9            |
| Grade Five . . . . .   | -             | -          | -          | -          | -          | -            | 2             | 4            | 4            | 7            | 9            | 11           |
| Grade Four . . . . .   | 1             | 2          | -          | -          | -          | -            | -             | 8            | 10           | 10           | 13           | 15           |
| Grade Three . . . . .  | -             | -          | 1          | 1          | 1          | 1            | 2             | 4            | 6            | 8            | 10           | 11           |
| Grade Two . . . . .  | 2             | 2          | -          | -          | -          | -            | 1             | 14           | 15           | 17           | 18           | 19           |
| Grade One . . . . .  | -             | -          | -          | -          | -          | 3            | 17            | 27           | 37           | 43           | 47           | 48           |
| <u>Mobilization Designees - Total</u> . . . . .                                | <u>38</u>     | <u>51</u>  | <u>54</u>  | <u>59</u>  | <u>60</u>  | <u>60</u>    | <u>60</u>     | <u>60</u>    | <u>60</u>    | <u>60</u>    | <u>60</u>    | <u>60</u>    |
| Grade Seven . . . . .  | 2             | 2          | 2          | 3          | 3          | 3            | 3             | 3            | 3            | 3            | 3            | 3            |
| Grade Six . . . . .  | 7             | 7          | 6          | 6          | 6          | 6            | 6             | 6            | 6            | 6            | 6            | 6            |
| Grade Five . . . . .   | 12            | 15         | 16         | 19         | 19         | 19           | 19            | 19           | 19           | 19           | 19           | 19           |
| Grade Four . . . . .   | 4             | 5          | 6          | 7          | 7          | 7            | 7             | 7            | 7            | 7            | 7            | 7            |
| Grade Three . . . . .  | 7             | 10         | 10         | 10         | 10         | 10           | 10            | 10           | 10           | 10           | 10           | 10           |
| Grade Two . . . . .  | 1             | 3          | 5          | 5          | 5          | 5            | 5             | 5            | 5            | 5            | 5            | 5            |
| Grade One . . . . .  | 5             | 9          | 9          | 9          | 10         | 10           | 10            | 10           | 10           | 10           | 10           | 10           |
| <u>Volunteer Reserve Training Unit and Volunteer Reserve - Total</u> . . . . . | <u>179</u>    | <u>399</u> | <u>596</u> | <u>760</u> | <u>916</u> | <u>1,048</u> | <u>1,302</u>  | <u>1,597</u> | <u>1,872</u> | <u>2,171</u> | <u>2,410</u> | <u>2,642</u> |
| Grade Seven . . . . .  | 17            | 41         | 70         | 79         | 98         | 115          | 139           | 164          | 180          | 198          | 216          | 240          |
| Grade Six . . . . .  | 30            | 73         | 107        | 140        | 165        | 186          | 225           | 275          | 319          | 365          | 406          | 443          |
| Grade Five . . . . .   | 56            | 121        | 182        | 230        | 286        | 316          | 400           | 499          | 598          | 688          | 750          | 818          |
| Grade Four . . . . .   | 37            | 84         | 128        | 166        | 194        | 223          | 273           | 332          | 386          | 469          | 552          | 616          |
| Grade Three . . . . .  | 23            | 47         | 65         | 89         | 102        | 120          | 152           | 174          | 205          | 243          | 264          | 286          |
| Grade Two . . . . .  | 13            | 26         | 36         | 45         | 57         | 67           | 85            | 111          | 132          | 148          | 156          | 169          |
| Grade One . . . . .  | 3             | 7          | 8          | 11         | 14         | 21           | 28            | 42           | 52           | 60           | 66           | 70           |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 11 - AF RESERVE PERSONNEL REJECTED FROM ACTIVE MILITARY SERVICE BY CATEGORY OF PERSONNEL ASSIGNMENT - FY 1952

| Type of Rejection                                      | Jul<br>(1951) | Aug        | Sep        | Oct          | Nov          | Dec          | Jan<br>(1952) | Feb          | Mar          | Apr          | May          | Jun          |
|--|---------------|------------|------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| <u>TOTAL</u> . . . . .                                 | <u>438</u>    | <u>707</u> | <u>867</u> | <u>1,175</u> | <u>1,496</u> | <u>1,567</u> | <u>1,582</u>  | <u>1,597</u> | <u>1,623</u> | <u>1,637</u> | <u>1,661</u> | <u>1,680</u> |
| Disqualified Permanently. . . . .                      | 307           | 481        | 593        | 773          | 941          | 979          | 988           | 996          | 1,012        | 1,016        | 1,024        | 1,031        |
| Disqualified Temporarily. . . . .                      | 38            | 61         | 70         | 111          | 137          | 144          | 145           | 149          | 153          | 157          | 158          | 160          |
| Security. . . . .                                      | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Other Administrative. . . . .                          | 93            | 165        | 204        | 291          | 418          | 444          | 449           | 452          | 458          | 464          | 479          | 489          |
| <u>OFFICER - TOTAL</u> . . . . .                       | <u>399</u>    | <u>661</u> | <u>785</u> | <u>1,089</u> | <u>1,399</u> | <u>1,460</u> | <u>1,464</u>  | <u>1,465</u> | <u>1,465</u> | <u>1,465</u> | <u>1,465</u> | <u>1,468</u> |
| Disqualified Permanently. . . . .                      | 279           | 448        | 535        | 713          | 872          | 902          | 906           | 906          | 906          | 906          | 906          | 907          |
| Disqualified Temporarily. . . . .                      | 33            | 56         | 64         | 105          | 131          | 137          | 137           | 137          | 137          | 137          | 137          | 138          |
| Security. . . . .                                      | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Other Administrative. . . . .                          | 87            | 157        | 186        | 271          | 396          | 421          | 421           | 422          | 422          | 422          | 422          | 423          |
| <u>AIRMAN - TOTAL</u> . . . . .                        | <u>39</u>     | <u>46</u>  | <u>82</u>  | <u>86</u>    | <u>97</u>    | <u>107</u>   | <u>118</u>    | <u>132</u>   | <u>158</u>   | <u>172</u>   | <u>196</u>   | <u>212</u>   |
| Disqualified Permanently. . . . .                      | 28            | 33         | 58         | 60           | 69           | 77           | 82            | 90           | 106          | 110          | 118          | 124          |
| Disqualified Temporarily. . . . .                      | 5             | 5          | 6          | 6            | 6            | 7            | 8             | 12           | 16           | 20           | 21           | 22           |
| Security. . . . .                                      | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Other Administrative. . . . .                          | 6             | 8          | 18         | 20           | 22           | 23           | 28            | 30           | 36           | 42           | 57           | 66           |
| <u>Mobilization Assignee Officer - Total</u> . . . . . | <u>20</u>     | <u>29</u>  | <u>37</u>  | <u>37</u>    | <u>38</u>    | <u>39</u>    | <u>39</u>     | <u>39</u>    | <u>39</u>    | <u>39</u>    | <u>39</u>    | <u>39</u>    |
| Disqualified Permanently. . . . .                      | 12            | 18         | 27         | 27           | 27           | 27           | 27            | 27           | 27           | 27           | 27           | 27           |
| Disqualified Temporarily. . . . .                      | 1             | 2          | 2          | 2            | 3            | 4            | 4             | 4            | 4            | 4            | 4            | 4            |
| Security. . . . .                                      | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Other Administrative. . . . .                          | 7             | 9          | 8          | 8            | 8            | 8            | 8             | 8            | 8            | 8            | 8            | 8            |
| <u>Mobilization Assignee Airman - Total</u> . . . . .  | <u>14</u>     | <u>14</u>  | <u>38</u>  | <u>38</u>    | <u>38</u>    | <u>39</u>    | <u>39</u>     | <u>39</u>    | <u>39</u>    | <u>39</u>    | <u>39</u>    | <u>39</u>    |
| Disqualified Permanently. . . . .                      | 10            | 10         | 27         | 27           | 27           | 28           | 28            | 28           | 28           | 28           | 28           | 28           |
| Disqualified Temporarily. . . . .                      | 2             | 2          | 2          | 2            | 2            | 2            | 2             | 2            | 2            | 2            | 2            | 2            |
| Security. . . . .                                      | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Other Administrative. . . . .                          | 2             | 2          | 9          | 9            | 9            | 9            | 9             | 9            | 9            | 9            | 9            | 9            |
| <u>Corollary Officer - Total</u> . . . . .             | <u>1</u>      | <u>1</u>   | <u>1</u>   | <u>1</u>     | <u>1</u>     | <u>1</u>     | <u>1</u>      | <u>1</u>     | <u>1</u>     | <u>1</u>     | <u>1</u>     | <u>1</u>     |
| Disqualified Permanently. . . . .                      | 1             | 1          | 1          | 1            | 1            | 1            | 1             | 1            | 1            | 1            | 1            | 1            |
| Disqualified Temporarily. . . . .                      | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Security. . . . .                                      | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Other Administrative. . . . .                          | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>Corollary Airman - Total</u> . . . . .              | <u>13</u>     | <u>13</u>  | <u>13</u>  | <u>13</u>    | <u>13</u>    | <u>13</u>    | <u>13</u>     | <u>13</u>    | <u>13</u>    | <u>13</u>    | <u>13</u>    | <u>13</u>    |
| Disqualified Permanently. . . . .                      | 11            | 11         | 11         | 11           | 11           | 11           | 11            | 11           | 11           | 11           | 11           | 11           |
| Disqualified Temporarily. . . . .                      | 2             | 2          | 2          | 2            | 2            | 2            | 2             | 2            | 2            | 2            | 2            | 2            |
| Security. . . . .                                      | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Other Administrative. . . . .                          | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |

(Continued)

TABLE 11 - AF RESERVE PERSONNEL REJECTED FROM ACTIVE MILITARY SERVICE BY CATEGORY OF PERSONNEL ASSIGNMENT - FY 1952 - CONTINUED

| Type of Rejection  | Jul<br>(1951) | Aug | Sep | Oct   | Nov   | Dec   | Jan<br>(1952) | Feb   | Mar   | Apr   | May   | Jun   |
|--|---------------|-----|-----|-------|-------|-------|---------------|-------|-------|-------|-------|-------|
| <u>Air Force Reserve Training Center Officer-Total</u>   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Disqualified Permanently . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Disqualified Temporarily . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Security . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Other Administrative . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| <u>Air Force Reserve Training Center Airman- Total</u>   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Disqualified Permanently . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Disqualified Temporarily . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Security . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Other Administrative . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| <u>Mobilization Designee Officer - Total</u> . . . . .   | -             | 3   | 4   | 4     | 4     | 4     | 4             | 4     | 4     | 4     | 4     | 4     |
| Disqualified Permanently . . . . .   | -             | 3   | 4   | 4     | 4     | 4     | 4             | 4     | 4     | 4     | 4     | 4     |
| Disqualified Temporarily . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Security . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Other Administrative . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| <u>Mobilization Designee Airman - Total</u> . . . . .  | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Disqualified Permanently . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Disqualified Temporarily . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Security . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Other Administrative . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| <u>Volunteer Air Reserve Training Unit and Volun-<br/>teer Reserve Section Officer - Total</u> . . . . . | 378           | 628 | 743 | 1,047 | 1,356 | 1,416 | 1,420         | 1,421 | 1,421 | 1,421 | 1,421 | 1,424 |
| Disqualified Permanently . . . . .   | 266           | 426 | 503 | 681   | 840   | 870   | 874           | 874   | 874   | 874   | 874   | 875   |
| Disqualified Temporarily . . . . .   | 32            | 54  | 62  | 103   | 128   | 133   | 133           | 133   | 133   | 133   | 133   | 134   |
| Security . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Other Administrative . . . . .   | 80            | 148 | 178 | 263   | 388   | 413   | 413           | 414   | 414   | 414   | 414   | 415   |
| <u>Volunteer Air Reserve Training Unit and Volun-<br/>teer Reserve Section Airman - Total</u> . . . . .  | 12            | 19  | 31  | 35    | 46    | 55    | 66            | 80    | 106   | 120   | 144   | 160   |
| Disqualified Permanently . . . . .   | 7             | 12  | 20  | 22    | 31    | 38    | 43            | 51    | 67    | 71    | 79    | 85    |
| Disqualified Temporarily . . . . .   | 1             | 1   | 2   | 2     | 2     | 3     | 4             | 8     | 12    | 16    | 17    | 18    |
| Security . . . . .   | -             | -   | -   | -     | -     | -     | -             | -     | -     | -     | -     | -     |
| Other Administrative . . . . .   | 4             | 6   | 9   | 11    | 13    | 14    | 19            | 21    | 27    | 33    | 48    | 57    |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

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TABLE 12 - AF RESERVE PERSONNEL GRANTED DELAYS FROM ACTIVE MILITARY SERVICE BY COMMAND  
BY CATEGORY OF PERSONNEL ASSIGNMENT - FY 1952

| Cause and Category of Personnel Assignment             | Jul<br>(1951) | Aug          | Sep          | Oct          | Nov          | Dec          | Jan<br>(1952) | Feb          | Mar          | Apr          | May          | Jun          |
|--|---------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| <u>Total</u> . . . . .                                 | <u>724</u>    | <u>1,004</u> | <u>1,134</u> | <u>1,768</u> | <u>2,379</u> | <u>2,464</u> | <u>2,482</u>  | <u>2,498</u> | <u>2,506</u> | <u>2,506</u> | <u>2,510</u> | <u>2,511</u> |
| Critical Occupation . . . . .                          | 153           | 217          | 242          | 351          | 456          | 474          | 478           | 480          | 480          | 480          | 480          | 481          |
| Key Position . . . . .                                 | 275           | 368          | 400          | 625          | 882          | 895          | 897           | 903          | 905          | 905          | 909          | 909          |
| Scientific-Educational Activity . . . . .              | 74            | 105          | 128          | 201          | 250          | 262          | 264           | 268          | 269          | 269          | 268          | 268          |
| Hardship . . . . .                                     | 221           | 313          | 363          | 589          | 786          | 828          | 838           | 842          | 847          | 847          | 848          | 848          |
| Government Official . . . . .                          | 1             | 1            | 1            | 2            | 5            | 5            | 5             | 5            | 5            | 5            | 5            | 5            |
| <u>OFFICER - TOTAL</u> . . . . .                       | <u>666</u>    | <u>917</u>   | <u>1,037</u> | <u>1,656</u> | <u>2,276</u> | <u>2,360</u> | <u>2,372</u>  | <u>2,385</u> | <u>2,390</u> | <u>2,390</u> | <u>2,394</u> | <u>2,395</u> |
| Critical Occupation . . . . .                          | 134           | 196          | 221          | 330          | 435          | 452          | 456           | 457          | 457          | 457          | 457          | 458          |
| Key Position . . . . .                                 | 258           | 344          | 373          | 597          | 853          | 866          | 868           | 874          | 876          | 876          | 880          | 880          |
| Scientific-Educational Activity . . . . .              | 64            | 89           | 109          | 182          | 230          | 242          | 244           | 248          | 249          | 249          | 248          | 248          |
| Hardship . . . . .                                     | 209           | 287          | 333          | 545          | 753          | 795          | 799           | 801          | 803          | 803          | 804          | 804          |
| Government Official . . . . .                          | 1             | 1            | 1            | 2            | 5            | 5            | 5             | 5            | 5            | 5            | 5            | 5            |
| <u>AIRMAN - TOTAL</u> . . . . .                        | <u>58</u>     | <u>87</u>    | <u>97</u>    | <u>112</u>   | <u>103</u>   | <u>104</u>   | <u>110</u>    | <u>113</u>   | <u>116</u>   | <u>116</u>   | <u>116</u>   | <u>116</u>   |
| Critical Occupation . . . . .                          | 19            | 21           | 21           | 21           | 21           | 22           | 22            | 23           | 23           | 23           | 23           | 23           |
| Key Position . . . . .                                 | 17            | 24           | 27           | 28           | 29           | 29           | 29            | 29           | 29           | 29           | 29           | 29           |
| Scientific-Educational Activity . . . . .              | 10            | 16           | 19           | 19           | 20           | 20           | 20            | 20           | 20           | 20           | 20           | 20           |
| Hardship . . . . .                                     | 12            | 26           | 30           | 44           | 33           | 33           | 39            | 41           | 44           | 44           | 44           | 44           |
| Government Official . . . . .                          | -             | -            | -            | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>Mobilization Assignee Officer - Total</u> . . . . . | <u>125</u>    | <u>166</u>   | <u>195</u>   | <u>181</u>   | <u>184</u>   | <u>205</u>   | <u>209</u>    | <u>218</u>   | <u>221</u>   | <u>221</u>   | <u>225</u>   | <u>225</u>   |
| Critical Occupation . . . . .                          | 45            | 55           | 64           | 64           | 64           | 72           | 76            | 77           | 77           | 77           | 77           | 77           |
| Key Position . . . . .                                 | 27            | 46           | 51           | 51           | 51           | 54           | 54            | 59           | 61           | 61           | 65           | 65           |
| Scientific-Educational Activity . . . . .              | 15            | 22           | 23           | 23           | 25           | 29           | 29            | 32           | 32           | 32           | 31           | 31           |
| Hardship . . . . .                                     | 38            | 43           | 57           | 43           | 44           | 50           | 50            | 50           | 51           | 51           | 52           | 52           |
| Government Official . . . . .                          | -             | -            | -            | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>Mobilization Assignee Airman - Total</u> . . . . .  | <u>41</u>     | <u>66</u>    | <u>74</u>    | <u>88</u>    | <u>74</u>    | <u>74</u>    | <u>74</u>     | <u>74</u>    | <u>74</u>    | <u>74</u>    | <u>74</u>    | <u>74</u>    |
| Critical Occupation . . . . .                          | 13            | 15           | 15           | 15           | 15           | 15           | 15            | 15           | 15           | 15           | 15           | 15           |
| Key Position . . . . .                                 | 12            | 18           | 20           | 20           | 20           | 20           | 20            | 20           | 20           | 20           | 20           | 20           |
| Scientific-Educational Activity . . . . .              | 8             | 13           | 16           | 16           | 16           | 16           | 16            | 16           | 16           | 16           | 16           | 16           |
| Hardship . . . . .                                     | 8             | 20           | 23           | 37           | 23           | 23           | 23            | 23           | 23           | 23           | 23           | 23           |
| Government Official . . . . .                          | -             | -            | -            | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>Corollary Officer - Total</u> . . . . .             | <u>9</u>      | <u>9</u>     | <u>9</u>     | <u>9</u>     | <u>9</u>     | <u>9</u>     | <u>9</u>      | <u>9</u>     | <u>9</u>     | <u>9</u>     | <u>9</u>     | <u>9</u>     |
| Critical Occupation . . . . .                          | 4             | 4            | 4            | 4            | 4            | 4            | 4             | 4            | 4            | 4            | 4            | 4            |
| Key Position . . . . .                                 | 3             | 3            | 3            | 3            | 3            | 3            | 3             | 3            | 3            | 3            | 3            | 3            |
| Scientific-Educational Activity . . . . .              | 2             | 2            | 2            | 2            | 2            | 2            | 2             | 2            | 2            | 2            | 2            | 2            |
| Hardship . . . . .                                     | -             | -            | -            | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Government Official . . . . .                          | -             | -            | -            | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>Corollary Airman - Total</u> . . . . .              | <u>15</u>     | <u>15</u>    | <u>15</u>    | <u>15</u>    | <u>15</u>    | <u>15</u>    | <u>15</u>     | <u>15</u>    | <u>15</u>    | <u>15</u>    | <u>15</u>    | <u>15</u>    |
| Critical Occupation . . . . .                          | 6             | 6            | 6            | 6            | 6            | 6            | 6             | 6            | 6            | 6            | 6            | 6            |
| Key Position . . . . .                                 | 5             | 5            | 5            | 5            | 5            | 5            | 5             | 5            | 5            | 5            | 5            | 5            |
| Scientific-Educational Activity . . . . .              | 2             | 2            | 2            | 2            | 2            | 2            | 2             | 2            | 2            | 2            | 2            | 2            |
| Hardship . . . . .                                     | 2             | 2            | 2            | 2            | 2            | 2            | 2             | 2            | 2            | 2            | 2            | 2            |
| Government Official . . . . .                          | -             | -            | -            | -            | -            | -            | -             | -            | -            | -            | -            | -            |

(Continued)

TABLE 12 - AF RESERVE PERSONNEL GRANTED DELAYS FROM ACTIVE MILITARY SERVICE BY COMMAND  
BY CATEGORY OF PERSONNEL ASSIGNMENT - FY 1952 - CONTINUED

| Cause and Category of Personnel Assignment   | Jul<br>(1951) | Aug        | Sep        | Oct          | Nov          | Dec          | Jan<br>(1952) | Feb          | Mar          | Apr          | May          | Jun          |
|--|---------------|------------|------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| <u>Air Force Reserve Training Center Officer - Total</u>                                 | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Critical Occupation . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Key Position . . . . .   | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Scientific-Educational Activity . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Hardship . . . . .   | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Government Official . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>Air Force Reserve Training Center Airman - Total</u>                                  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Critical Occupation . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Key Position . . . . .   | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Scientific-Educational Activity . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Hardship . . . . .   | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Government Official . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>Mobilization Designee Officer - Total</u>   | <u>3</u>      | <u>11</u>  | <u>11</u>  | <u>11</u>    | <u>11</u>    | <u>11</u>    | <u>11</u>     | <u>11</u>    | <u>11</u>    | <u>11</u>    | <u>11</u>    | <u>11</u>    |
| Critical Occupation . . . . .  | 1             | 4          | 4          | 5            | 5            | 5            | 5             | 5            | 5            | 5            | 5            | 5            |
| Key Position . . . . .   | 2             | 5          | 5          | 4            | 4            | 4            | 4             | 4            | 4            | 4            | 4            | 4            |
| Scientific-Educational Activity . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Hardship . . . . .   | -             | 2          | 2          | 2            | 2            | 2            | 2             | 2            | 2            | 2            | 2            | 2            |
| Government Official . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>Mobilization Designee Airman - Total</u>  | <u>1</u>      | <u>3</u>   | <u>3</u>   | <u>3</u>     | <u>3</u>     | <u>3</u>     | <u>3</u>      | <u>3</u>     | <u>3</u>     | <u>3</u>     | <u>3</u>     | <u>3</u>     |
| Critical Occupation . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Key Position . . . . .   | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| Scientific-Educational Activity . . . . .  | -             | 1          | 1          | 1            | 1            | 1            | 1             | 1            | 1            | 1            | 1            | 1            |
| Hardship . . . . .   | 1             | 2          | 2          | 2            | 2            | 2            | 2             | 2            | 2            | 2            | 2            | 2            |
| Government Official . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |
| <u>Volunteer Air Reserve Training Unit and Volunteer Reserve Section Officer - Total</u> | <u>529</u>    | <u>731</u> | <u>822</u> | <u>1,455</u> | <u>2,072</u> | <u>2,135</u> | <u>2,143</u>  | <u>2,147</u> | <u>2,149</u> | <u>2,149</u> | <u>2,149</u> | <u>2,150</u> |
| Critical Occupation . . . . .  | 84            | 133        | 149        | 257          | 362          | 371          | 371           | 371          | 371          | 371          | 371          | 372          |
| Key Position . . . . .   | 226           | 290        | 314        | 539          | 795          | 805          | 807           | 808          | 808          | 808          | 808          | 808          |
| Scientific-Educational Activity . . . . .  | 47            | 65         | 84         | 157          | 203          | 211          | 213           | 214          | 215          | 215          | 215          | 215          |
| Hardship . . . . .   | 171           | 242        | 274        | 500          | 707          | 743          | 747           | 749          | 750          | 750          | 750          | 750          |
| Government Official . . . . .  | 1             | 1          | 1          | 2            | 5            | 5            | 5             | 5            | 5            | 5            | 5            | 5            |
| <u>Volunteer Air Reserve Training Unit and Volunteer Reserve Section Airman - Total</u>  | <u>1</u>      | <u>3</u>   | <u>5</u>   | <u>6</u>     | <u>11</u>    | <u>12</u>    | <u>18</u>     | <u>21</u>    | <u>24</u>    | <u>24</u>    | <u>24</u>    | <u>24</u>    |
| Critical Occupation . . . . .  | -             | -          | -          | -            | -            | 1            | 1             | 2            | 2            | 2            | 2            | 2            |
| Key Position . . . . .   | -             | 1          | 2          | 3            | 4            | 4            | 4             | 4            | 4            | 4            | 4            | 4            |
| Scientific-Educational Activity . . . . .  | -             | -          | -          | -            | 1            | 1            | 1             | 1            | 1            | 1            | 1            | 1            |
| Hardship . . . . .   | 1             | 2          | 3          | 3            | 6            | 6            | 12            | 14           | 17           | 17           | 17           | 17           |
| Government Official . . . . .  | -             | -          | -          | -            | -            | -            | -             | -            | -            | -            | -            | -            |

Source: Personnel Statistics Division, DCS/Comptroller Hq. USAF

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TABLE 13 - AF RESERVE PERSONNEL COMPLETING ACTIVE DUTY SCHOOL AND OTHER THAN SCHOOL TRAINING - FY 1952

| Category of Personnel Assignment  | Jul<br>(1951) | Aug        | Sep        | Oct        | Nov        | Dec        | Jan<br>(1952) | Feb        | Mar        | Apr        | May        | Jun          |
|---|---------------|------------|------------|------------|------------|------------|---------------|------------|------------|------------|------------|--------------|
| <u>TOTAL</u> . . . . .  | <u>174</u>    | <u>171</u> | <u>168</u> | <u>150</u> | <u>165</u> | <u>245</u> | <u>247</u>    | <u>286</u> | <u>279</u> | <u>514</u> | <u>809</u> | <u>3,892</u> |
| OFFICER - TOTAL . . . . .   | 151           | 163        | 148        | 147        | 159        | 233        | 235           | 279        | 260        | 474        | 784        | 2,565        |
| AIRMAN - TOTAL . . . . .  | 23            | 8          | 20         | 3          | 6          | 12         | 12            | 7          | 19         | 40         | 115        | 1,327        |
| <u>Assigned Mobilization Assignment - Total</u> . . . . .                       | <u>106</u>    | <u>70</u>  | <u>51</u>  | <u>51</u>  | <u>32</u>  | <u>41</u>  | <u>42</u>     | <u>68</u>  | <u>70</u>  | <u>122</u> | <u>154</u> | <u>437</u>   |
| Officer . . . . .   | 98            | 67         | 50         | 49         | 30         | 34         | 38            | 66         | 66         | 97         | 146        | 413          |
| Airman . . . . .  | 8             | 3          | 1          | 2          | 2          | 7          | 4             | 2          | 4          | 25         | 8          | 24           |
| <u>Attached Mobilization Assignment - Total</u> . . . . .                       | <u>4</u>      | <u>5</u>   | <u>1</u>   | <u>1</u>   | <u>2</u>   | <u>5</u>   | <u>2</u>      | <u>2</u>   | <u>14</u>  | <u>6</u>   | <u>45</u>  | <u>119</u>   |
| Officer . . . . .   | 4             | 5          | 1          | 1          | 2          | 5          | 2             | 2          | 13         | 6          | 44         | 68           |
| Airman . . . . .  | -             | -          | -          | -          | -          | -          | -             | -          | 1          | -          | 1          | 51           |
| <u>Mobilization Assignment with Training Attach-<br/>ment - Total</u> . . . . . | <u>1</u>      | <u>49</u>  | <u>18</u>  | <u>13</u>  | <u>8</u>   | <u>29</u>  | <u>16</u>     | <u>13</u>  | <u>64</u>  | <u>25</u>  | <u>41</u>  | <u>58</u>    |
| Officer . . . . .   | 1             | 49         | 18         | 13         | 8          | 26         | 16            | 12         | 56         | 25         | 41         | 58           |
| Airman . . . . .  | -             | -          | -          | -          | -          | 3          | -             | 1          | 8          | -          | -          | -            |
| <u>Air Force Reserve Training Center - Total</u> . . . . .                      | <u>-</u>      | <u>-</u>   | <u>5</u>   | <u>1</u>   | <u>2</u>   | <u>4</u>   | <u>7</u>      | <u>14</u>  | <u>39</u>  | <u>31</u>  | <u>224</u> | <u>2,095</u> |
| Officer . . . . .   | -             | -          | 5          | 1          | 2          | 4          | 5             | 11         | 34         | 27         | 128        | 938          |
| Airman . . . . .  | -             | -          | -          | -          | -          | -          | 2             | 3          | 5          | 4          | 96         | 1,157        |
| <u>Corollary - Total</u> . . . . .  | <u>16</u>     | <u>-</u>   | <u>-</u>   | <u>-</u>   | <u>-</u>   | <u>-</u>   | <u>-</u>      | <u>-</u>   | <u>-</u>   | <u>1</u>   | <u>-</u>   | <u>-</u>     |
| Officer . . . . .   | 4             | -          | -          | -          | -          | -          | -             | -          | -          | 1          | -          | -            |
| Airman . . . . .  | 12            | -          | -          | -          | -          | -          | -             | -          | -          | -          | -          | -            |
| <u>Mobilization Designees - Total</u> . . . . .                                 | <u>1</u>      | <u>5</u>   | <u>6</u>   | <u>-</u>   | <u>4</u>   | <u>13</u>  | <u>5</u>      | <u>13</u>  | <u>13</u>  | <u>37</u>  | <u>85</u>  | <u>126</u>   |
| Officer . . . . .   | 1             | 5          | 6          | -          | 4          | 13         | 5             | 12         | 13         | 35         | 84         | 114          |
| Airman . . . . .  | -             | -          | -          | -          | -          | -          | -             | 1          | -          | 2          | 1          | 12           |
| <u>Volunteer Air Reserve Training Unit - Total</u> . . . . .                    | <u>40</u>     | <u>40</u>  | <u>86</u>  | <u>82</u>  | <u>117</u> | <u>152</u> | <u>174</u>    | <u>173</u> | <u>78</u>  | <u>284</u> | <u>344</u> | <u>1,031</u> |
| Officer . . . . .   | 38            | 35         | 67         | 81         | 113        | 150        | 168           | 173        | 77         | 276        | 335        | 948          |
| Airman . . . . .  | 2             | 5          | 19         | 1          | 4          | 2          | 6             | -          | 1          | 8          | 9          | 83           |
| <u>Volunteer Reserve Section - Total</u> . . . . .                              | <u>6</u>      | <u>2</u>   | <u>1</u>   | <u>2</u>   | <u>-</u>   | <u>1</u>   | <u>1</u>      | <u>3</u>   | <u>1</u>   | <u>8</u>   | <u>-</u>   | <u>16</u>    |
| Officer . . . . .   | 5             | 2          | 1          | 2          | -          | 1          | 1             | 3          | 1          | 7          | -          | 16           |
| Airman . . . . .  | -             | -          | -          | -          | -          | -          | -             | -          | -          | 1          | -          | -            |
| <u>Air Force Reserve Specialist Training Center - Total</u> . . . . .           | <u>1</u>      | <u>-</u>   | <u>-</u>   | <u>-</u>   | <u>-</u>   | <u>-</u>   | <u>-</u>      | <u>-</u>   | <u>-</u>   | <u>-</u>   | <u>6</u>   | <u>10</u>    |
| Officer . . . . .   | -             | -          | -          | -          | -          | -          | -             | -          | -          | -          | 6          | 10           |
| Airman . . . . .  | -             | -          | -          | -          | -          | -          | -             | -          | -          | -          | -          | -            |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

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TABLE 14 - AF RESERVE ACTIVE DUTY TRAINING DAYS COMPLETED AT SCHOOLS AND OTHER THAN SCHOOLS - FY 1952

| Category of Personnel Assignment  | Jul (1951)   | Aug          | Sep          | Oct          | Nov          | Dec          | Jan (1952)   | Feb          | Mar          | Apr          | May           | Jun           |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|
| <u>TOTAL</u> . . . . .  | <u>2,069</u> | <u>4,823</u> | <u>2,194</u> | <u>1,740</u> | <u>1,509</u> | <u>5,237</u> | <u>3,489</u> | <u>4,355</u> | <u>5,022</u> | <u>7,466</u> | <u>13,849</u> | <u>61,965</u> |
| <u>OFFICER - TOTAL</u> . . . . .  | 1,920        | 4,702        | 2,040        | 1,704        | 1,364        | 5,089        | 3,369        | 4,250        | 4,750        | 6,923        | 12,066        | 41,978        |
| <u>AIRMAN - TOTAL</u> . . . . .   | 149          | 121          | 154          | 36           | 45           | 148          | 120          | 105          | 272          | 543          | 1,783         | 19,987        |
| <u>Assigned Mobilization Assignment - Total</u> . . . . .                 | <u>1,527</u> | <u>966</u>   | <u>766</u>   | <u>749</u>   | <u>505</u>   | <u>905</u>   | <u>610</u>   | <u>973</u>   | <u>1,092</u> | <u>1,652</u> | <u>2,518</u>  | <u>7,646</u>  |
| Officer . . . . .   | 1,407        | 923          | 751          | 719          | 475          | 812          | 550          | 943          | 1,032        | 1,317        | 2,349         | 7,263         |
| Airmen . . . . .  | 120          | 43           | 15           | 30           | 30           | 93           | 60           | 30           | 60           | 335          | 169           | 383           |
| <u>Attached Mobilization Assignment - Total</u> . . . . .                 | <u>62</u>    | <u>71</u>    | <u>15</u>    | <u>15</u>    | <u>30</u>    | <u>75</u>    | <u>24</u>    | <u>30</u>    | <u>262</u>   | <u>90</u>    | <u>683</u>    | <u>1,785</u>  |
| Officer . . . . .   | 62           | 71           | 15           | 15           | 30           | 75           | 24           | 30           | 249          | 90           | 668           | 1,020         |
| Airmen . . . . .  | -            | -            | -            | -            | -            | -            | -            | -            | 13           | -            | 15            | 765           |
| <u>Mobilization Assignment with Training Attachment - Total</u> . . . . . | <u>15</u>    | <u>2,847</u> | <u>270</u>   | <u>312</u>   | <u>105</u>   | <u>1,806</u> | <u>240</u>   | <u>213</u>   | <u>1,671</u> | <u>449</u>   | <u>1,275</u>  | <u>2,032</u>  |
| Officer . . . . .   | 15           | 2,847        | 270          | 312          | 105          | 1,761        | 240          | 198          | 1,551        | 449          | 1,275         | 2,032         |
| Airman . . . . .  | -            | -            | -            | -            | -            | 45           | -            | 15           | 120          | -            | -             | -             |
| <u>Air Force Reserve Training Center - Total</u> . . . . .                | -            | -            | <u>58</u>    | <u>31</u>    | <u>45</u>    | <u>220</u>   | <u>105</u>   | <u>202</u>   | <u>632</u>   | <u>444</u>   | <u>3,189</u>  | <u>31,921</u> |
| Officer . . . . .   | -            | -            | 58           | 31           | 45           | 220          | 75           | 157          | 557          | 384          | 1,749         | 14,584        |
| Airmen . . . . .  | -            | -            | -            | -            | -            | -            | 30           | 45           | 75           | 60           | 1,440         | 17,337        |
| <u>Corollary - Total</u> . . . . .  | <u>30</u>    | -            | -            | -            | -            | -            | -            | -            | -            | <u>17</u>    | -             | -             |
| Officer . . . . .   | 15           | -            | -            | -            | -            | -            | -            | -            | -            | 17           | -             | -             |
| Airman . . . . .  | 15           | -            | -            | -            | -            | -            | -            | -            | -            | -            | -             | -             |
| <u>Mobilization Designees - Total</u> . . . . .                           | <u>14</u>    | <u>345</u>   | <u>91</u>    | -            | <u>60</u>    | <u>183</u>   | <u>76</u>    | <u>191</u>   | <u>174</u>   | <u>547</u>   | <u>1,266</u>  | <u>2,072</u>  |
| Officer . . . . .   | 14           | 345          | 91           | -            | 60           | 183          | 76           | 176          | 174          | 517          | 1,251         | 1,832         |
| Airmen . . . . .  | -            | -            | -            | -            | -            | -            | -            | 15           | -            | 30           | 15            | 240           |
| <u>Volunteer Air Reserve Training Union - Total</u> . . . . .             | <u>387</u>   | <u>563</u>   | <u>975</u>   | <u>602</u>   | <u>764</u>   | <u>2,033</u> | <u>2,419</u> | <u>2,641</u> | <u>1,175</u> | <u>4,172</u> | <u>4,820</u>  | <u>16,103</u> |
| Officer . . . . .   | 378          | 485          | 836          | 596          | 749          | 2,023        | 2,389        | 2,641        | 1,171        | 4,069        | 4,676         | 14,841        |
| Airman . . . . .  | 9            | 78           | 139          | 6            | 15           | 10           | 30           | -            | 4            | 103          | 144           | 1,262         |
| <u>Volunteer Reserve Section - Total</u> . . . . .                        | <u>34</u>    | <u>31</u>    | <u>19</u>    | <u>31</u>    | -            | <u>15</u>    | <u>15</u>    | <u>105</u>   | <u>16</u>    | <u>95</u>    | -             | <u>266</u>    |
| Officer . . . . .   | 29           | 31           | 19           | 31           | -            | 15           | 15           | 105          | 16           | 80           | -             | 266           |
| Airman . . . . .  | 5            | -            | -            | -            | -            | -            | -            | -            | -            | 15           | -             | -             |
| <u>Air Force Reserve Specialist Training Center - Total</u> . . . . .     | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | <u>98</u>     | <u>140</u>    |
| Officer . . . . .   | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | 98            | 140           |
| Airman . . . . .  | -            | -            | -            | -            | -            | -            | -            | -            | -            | -            | -             | -             |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 15 - AF RESERVE INACTIVE DUTY TRAINING PERIODS ACCOMPLISHED FOR PAY - FY 1952

| Category of Personnel Assignment  | Jul<br>(1951) | Aug          | Sep          | Oct           | Nov           | Dec           | Jan<br>(1952) | Feb           | Mar           | Apr           | May           | Jun           |
|---|---------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <u>TOTAL</u> . . . . .  | <u>4,315</u>  | <u>4,067</u> | <u>6,767</u> | <u>11,496</u> | <u>13,643</u> | <u>15,840</u> | <u>17,840</u> | <u>19,836</u> | <u>23,677</u> | <u>23,673</u> | <u>24,876</u> | <u>22,641</u> |
| OFFICER - TOTAL . . . . .   | 4,074         | 3,651        | 5,125        | 8,358         | 9,381         | 10,649        | 11,589        | 12,439        | 14,361        | 14,100        | 14,119        | 13,115        |
| AIRMAN - TOTAL . . . . .  | 241           | 416          | 1,642        | 3,138         | 4,262         | 5,191         | 6,251         | 7,397         | 9,316         | 9,573         | 10,757        | 9,526         |
| <u>Assigned Mobilization Assignment - Total</u> . . . . .                       | <u>2,942</u>  | <u>2,328</u> | <u>2,188</u> | <u>2,812</u>  | <u>2,968</u>  | <u>3,699</u>  | <u>4,141</u>  | <u>4,055</u>  | <u>5,117</u>  | <u>6,887</u>  | <u>5,074</u>  | <u>4,885</u>  |
| Officer . . . . .   | 2,857         | 2,131        | 2,031        | 2,586         | 2,807         | 3,385         | 3,849         | 3,745         | 4,664         | 5,793         | 4,752         | 4,432         |
| Airman . . . . .  | 85            | 197          | 157          | 226           | 161           | 314           | 292           | 310           | 453           | 1,094         | 322           | 453           |
| <u>Attached Mobilization Assignment - Total</u> . . . . .                       | <u>159</u>    | <u>159</u>   | <u>210</u>   | <u>184</u>    | <u>214</u>    | <u>259</u>    | <u>259</u>    | <u>288</u>    | <u>322</u>    | <u>266</u>    | <u>1,463</u>  | <u>1,272</u>  |
| Officer . . . . .   | 159           | 159          | 210          | 184           | 214           | 259           | 259           | 288           | 322           | 262           | 906           | 772           |
| Airman . . . . .  | -             | -            | -            | -             | -             | -             | -             | -             | -             | 4             | 557           | 500           |
| <u>Mobilization Assignment with Training Attach-<br/>ment - Total</u> . . . . . | <u>1,002</u>  | <u>660</u>   | <u>1,189</u> | <u>1,492</u>  | <u>2,171</u>  | <u>2,035</u>  | <u>2,166</u>  | <u>2,354</u>  | <u>2,572</u>  | <u>931</u>    | <u>979</u>    | <u>744</u>    |
| Officer . . . . .   | 1,002         | 660          | 980          | 1,159         | 1,655         | 1,550         | 1,616         | 1,739         | 1,861         | 926           | 864           | 742           |
| Airman . . . . .  | -             | -            | 209          | 333           | 516           | 485           | 550           | 615           | 711           | 5             | 115           | 2             |
| <u>Air Force Reserve Training Center - Total</u> . . . . .                      | <u>28</u>     | <u>824</u>   | <u>3,180</u> | <u>6,884</u>  | <u>7,917</u>  | <u>9,452</u>  | <u>10,844</u> | <u>12,648</u> | <u>15,160</u> | <u>14,866</u> | <u>16,610</u> | <u>14,820</u> |
| Officer . . . . .   | 28            | 677          | 1,904        | 4,391         | 4,535         | 5,294         | 5,717         | 6,498         | 7,350         | 6,892         | 7,328         | 6,754         |
| Airman . . . . .  | -             | 147          | 1,276        | 2,493         | 3,382         | 4,158         | 5,127         | 6,150         | 7,810         | 7,974         | 9,282         | 8,066         |
| <u>Corollary - Total</u> . . . . .  | <u>184</u>    | <u>96</u>    | -            | <u>124</u>    | <u>373</u>    | <u>395</u>    | <u>430</u>    | <u>491</u>    | <u>506</u>    | <u>691</u>    | <u>674</u>    | <u>700</u>    |
| Officer . . . . .   | 28            | 24           | -            | 38            | 170           | 161           | 148           | 169           | 164           | 201           | 206           | 218           |
| Airman . . . . .  | 156           | 72           | -            | 86            | 203           | 234           | 282           | 322           | 342           | 490           | 468           | 482           |
| <u>Air Force Reserve Specialist Training Center -<br/>Total</u> . . . . .       | -             | -            | -            | -             | -             | -             | -             | -             | -             | <u>32</u>     | <u>76</u>     | <u>220</u>    |
| Officer . . . . .   | -             | -            | -            | -             | -             | -             | -             | -             | -             | 26            | 63            | 197           |
| Airman . . . . .  | -             | -            | -            | -             | -             | -             | -             | -             | -             | 6             | 13            | 23            |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 16 - AF RESERVE PERSONNEL PARTICIPATING IN INACTIVE DUTY TRAINING FOR PAY - FY 1952

| Category of Personnel Assignment  | Jul<br>(1951) | Aug          | Sep          | Oct          | Nov          | Dec          | Jan<br>(1952) | Feb          | Mar          | Apr          | May          | Jun          |
|---|---------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| <u>TOTAL</u> . . . . .  | <u>1,278</u>  | <u>1,513</u> | <u>2,346</u> | <u>3,324</u> | <u>3,591</u> | <u>4,242</u> | <u>4,704</u>  | <u>5,231</u> | <u>5,818</u> | <u>6,411</u> | <u>6,605</u> | <u>6,319</u> |
| OFFICER - TOTAL . . . . .   | 1,181         | 1,308        | 1,752        | 2,402        | 2,460        | 2,785        | 2,996         | 3,244        | 3,478        | 3,843        | 3,861        | 3,853        |
| AIRMAN - TOTAL . . . . .  | 97            | 205          | 594          | 922          | 1,131        | 1,457        | 1,708         | 1,987        | 2,340        | 2,568        | 2,744        | 2,466        |
| <u>Assigned Mobilization Assignment - Total</u> . . . .                         | <u>902</u>    | <u>1,043</u> | <u>855</u>   | <u>990</u>   | <u>887</u>   | <u>1,027</u> | <u>1,121</u>  | <u>1,226</u> | <u>1,316</u> | <u>2,007</u> | <u>1,585</u> | <u>1,806</u> |
| Officer . . . . .   | 873           | 898          | 807          | 885          | 828          | 909          | 1,034         | 1,125        | 1,187        | 1,683        | 1,480        | 1,675        |
| Airman . . . . .  | 29            | 145          | 48           | 105          | 59           | 118          | 87            | 101          | 129          | 324          | 105          | 131          |
| <u>Attached Mobilization Assignment - Total</u> . . . .                         | <u>49</u>     | <u>55</u>    | <u>72</u>    | <u>54</u>    | <u>64</u>    | <u>72</u>    | <u>70</u>     | <u>78</u>    | <u>82</u>    | <u>77</u>    | <u>402</u>   | <u>320</u>   |
| Officer . . . . .   | 49            | 55           | 72           | 54           | 64           | 72           | 70            | 78           | 82           | 76           | 235          | 183          |
| Airman . . . . .  | -             | -            | -            | -            | -            | -            | -             | -            | -            | 1            | 167          | 137          |
| <u>Mobilization Assignment with Training Attach-<br/>ment - Total</u> . . . . . | <u>243</u>    | <u>184</u>   | <u>465</u>   | <u>502</u>   | <u>607</u>   | <u>560</u>   | <u>595</u>    | <u>637</u>   | <u>639</u>   | <u>264</u>   | <u>281</u>   | <u>220</u>   |
| Officer . . . . .   | 243           | 184          | 355          | 359          | 422          | 408          | 406           | 440          | 440          | 262          | 257          | 219          |
| Airman . . . . .  | -             | -            | 110          | 143          | 185          | 152          | 189           | 197          | 199          | 2            | 24           | 1            |
| <u>Air Force Reserve Training Center - Total</u> . . . .                        | <u>7</u>      | <u>207</u>   | <u>954</u>   | <u>1,737</u> | <u>1,935</u> | <u>2,467</u> | <u>2,804</u>  | <u>3,161</u> | <u>3,641</u> | <u>3,845</u> | <u>4,128</u> | <u>3,692</u> |
| Officer . . . . .   | 7             | 165          | 518          | 1,091        | 1,100        | 1,348        | 1,449         | 1,557        | 1,725        | 1,744        | 1,805        | 1,635        |
| Airman . . . . .  | -             | 42           | 436          | 646          | 835          | 1,119        | 1,355         | 1,604        | 1,916        | 2,101        | 2,323        | 2,057        |
| <u>Corollary - Total</u> . . . . .  | <u>77</u>     | <u>24</u>    | -            | <u>41</u>    | <u>98</u>    | <u>116</u>   | <u>114</u>    | <u>129</u>   | <u>140</u>   | <u>186</u>   | <u>169</u>   | <u>186</u>   |
| Officer . . . . .   | 9             | 6            | -            | 13           | 46           | 48           | 37            | 44           | 44           | 52           | 52           | 56           |
| Airman . . . . .  | 68            | 18           | -            | 28           | 52           | 68           | 77            | 85           | 96           | 134          | 117          | 130          |
| <u>Air Force Reserve Specialist Training Center -<br/>Total</u> . . . . .       | -             | -            | -            | -            | -            | -            | -             | -            | -            | <u>32</u>    | <u>40</u>    | <u>95</u>    |
| Officer . . . . .   | -             | -            | -            | -            | -            | -            | -             | -            | -            | 26           | 32           | 85           |
| Airman . . . . .  | -             | -            | -            | -            | -            | -            | -             | -            | -            | 6            | 8            | 10           |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 17 - AF RESERVE GAINS AND LOSSES - FY 1952

| By Cause   | Jul<br>(1951) | Aug           | Sep           | Oct           | Nov           | Dec           | Jan<br>(1952) | Feb           | Mar           | Apr           | May          | Jun          |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|
| OFFICER  |               |               |               |               |               |               |               |               |               |               |              |              |
| <u>Gain - Total</u>  | <u>4,607</u>  | <u>1,525</u>  | <u>1,254</u>  | <u>1,044</u>  | <u>756</u>    | <u>641</u>    | <u>686</u>    | <u>1,767</u>  | <u>1,413</u>  | <u>1,903</u>  | <u>1,008</u> | <u>2,120</u> |
| Commissioned from Civil Life                               | 842           | 232           | 284           | 223           | 95            | 108           | 103           | 166           | 284           | 181           | 159          | 168          |
| Commissioned Upon Graduation from AFROTC                   | 2,992         | 163           | 653           | 274           | 37            | 39            | 51            | 154           | 261           | 150           | 38           | 487          |
| Commissioned from Prior Reserve Enlisted Status            | 72            | 21            | 1             | 35            | 14            | 20            | 7             | 7             | 18            | 28            | 31           | 31           |
| Gain from Relief from Extended Active Duty                 | 102           | 52            | 48            | 118           | 74            | 84            | 89            | 175           | 323           | 387           | 431          | 376          |
| Transfer from Reserve Component of Another Service         | 6             | 6             | 6             | 11            | 7             | 4             | -             | 1             | 4             | 2             | 1            | -            |
| Revocation of Orders                                       | 47            | 108           | 36            | 45            | 36            | 33            | 42            | 31            | 29            | 29            | 16           | 20           |
| Reassigned from Another Major Air Command                  | 546           | 407           | 226           | 338           | 317           | 353           | 394           | 530           | 494           | 486           | 332          | 329          |
| Net Gain from Administrative Adjustment                    | -             | 536           | -             | -             | 176           | -             | -             | 703           | -             | 640           | -            | 709          |
| <u>Loss - Total</u>  | <u>3,710</u>  | <u>3,021</u>  | <u>6,987</u>  | <u>6,118</u>  | <u>1,561</u>  | <u>1,997</u>  | <u>2,783</u>  | <u>1,545</u>  | <u>1,936</u>  | <u>1,846</u>  | <u>1,187</u> | <u>1,374</u> |
| Resignation/Termination of Commission for Other Than Cause | 198           | 250           | 383           | 214           | 175           | 145           | 175           | 198           | 280           | 231           | 115          | 103          |
| Retirement   | 11            | 35            | 29            | 23            | 5             | 8             | 13            | 3             | 12            | 11            | 4            | 9            |
| Deceased   | 40            | 28            | 26            | 21            | 18            | 43            | 25            | 32            | 26            | 35            | 19           | 26           |
| Ordered to Extended Active Duty                            | 2,806         | 2,120         | 3,852         | 1,606         | 914           | 826           | 696           | 795           | 773           | 959           | 706          | 916          |
| Commissioned from Reserve Status                           | 1             | 1             | 456           | -             | -             | -             | -             | -             | -             | -             | -            | -            |
| Transfer to Reserve Component of Another Service           | 41            | 9             | 53            | 7             | 53            | 7             | 18            | 5             | 7             | 123           | 1            | 3            |
| Termination of Commission for Cause                        | 6             | -             | 1             | 1             | 2             | 1             | 2             | 2             | 2             | 2             | -            | -            |
| Discharge for Other than Cause                             | 22            | 8             | -             | -             | -             | -             | -             | -             | -             | -             | -            | -            |
| Revocation of Orders                                       | 103           | 94            | 56            | 38            | 35            | 14            | 25            | 13            | 13            | 19            | 15           | 3            |
| Reassigned for Another Major Air Command                   | 433           | 476           | 444           | 466           | 359           | 14            | 432           | 497           | 541           | 466           | 223          | 280          |
| Losses to Honorary Air Reserve                             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | 13           | 34           |
| Net Loss from Administrative Adjustment                    | 49            | -             | 1,687         | 3,742         | -             | 939           | 1,397         | -             | 282           | -             | 91           | -            |
| <b>NET GAIN OR LOSS</b>                                    | <b>+897</b>   | <b>-1,496</b> | <b>-5,733</b> | <b>-5,074</b> | <b>-805</b>   | <b>-1,356</b> | <b>-2,097</b> | <b>+222</b>   | <b>-523</b>   | <b>+57</b>    | <b>-179</b>  | <b>+746</b>  |
| AIRMAN   |               |               |               |               |               |               |               |               |               |               |              |              |
| <u>Gain - Total</u>  | <u>1,976</u>  | <u>697</u>    | <u>2,641</u>  | <u>3,116</u>  | <u>3,436</u>  | <u>2,635</u>  | <u>4,455</u>  | <u>3,034</u>  | <u>3,757</u>  | <u>3,004</u>  | <u>1,586</u> | <u>1,392</u> |
| Gain from Relief from Extended Active Duty                 | 92            | 89            | 1,652         | 2,322         | 2,109         | 1,856         | 3,252         | 2,127         | 1,624         | 1,140         | 830          | 709          |
| Transfer from Reserve Component for Another Service        | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -            | 3            |
| Enlisted from Civil Life                                   | 344           | 343           | 515           | 531           | 552           | 610           | 574           | 677           | 812           | 783           | 556          | 566          |
| Reenlistment   | 17            | 9             | 20            | 21            | 14            | 35            | 42            | 49            | 44            | 75            | 65           | 28           |
| Revocation of Orders                                       | 87            | 89            | 59            | 21            | 22            | 8             | 13            | 17            | 20            | 115           | 20           | 3            |
| Reassigned from Another Major Air Command                  | 326           | 167           | 391           | 183           | 111           | 56            | 69            | 117           | 201           | 70            | 104          | 90           |
| Net Gain from Administrative Adjustment                    | 1,110         | -             | 4             | 38            | 628           | 70            | 505           | 47            | 1,056         | 821           | 11           | -            |
| <u>Loss - Total</u>  | <u>2,748</u>  | <u>2,387</u>  | <u>1,299</u>  | <u>898</u>    | <u>727</u>    | <u>912</u>    | <u>1,199</u>  | <u>907</u>    | <u>1,041</u>  | <u>1,537</u>  | <u>1,502</u> | <u>1,491</u> |
| Retirement   | -             | -             | -             | 1             | 1             | -             | -             | -             | -             | -             | -            | -            |
| Deceased   | 7             | 6             | 11            | 6             | 5             | 8             | 7             | 8             | 3             | 14            | 8            | 4            |
| Ordered to Extended Active Duty                            | 1,832         | 977           | 503           | 278           | 192           | 246           | 213           | 230           | 292           | 261           | 187          | 163          |
| Enlistment in Regular Establishment                        | 31            | 43            | 66            | 22            | 34            | 37            | 48            | 21            | 69            | 49            | 40           | 48           |
| Transfer to Reserve Component of Another Service           | -             | 2             | -             | 4             | 3             | 1             | 3             | -             | 3             | 359           | 1            | 2            |
| Discharge for Other Than Cause                             | 672           | 1,114         | 595           | 427           | 412           | 550           | 799           | 415           | 560           | 726           | 1,188        | 849          |
| Revocation of Orders                                       | 1             | 11            | 5             | 11            | 3             | 6             | 6             | 10            | 19            | 11            | 12           | -            |
| Reassignment for Another Major Air Command                 | 192           | 126           | 112           | 149           | 77            | 71            | 123           | 223           | 94            | 114           | 65           | 143          |
| Discharge for Cause  | 13            | 2             | 7             | -             | -             | -             | -             | -             | 1             | 3             | 1            | 4            |
| Losses to Honorary Air Reserve                             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -             | -            | 4            |
| Net Loss from Administrative Adjustment                    | -             | 106           | -             | -             | -             | -             | -             | -             | -             | -             | -            | 274          |
| <b>NET GAIN OR LOSS</b>                                    | <b>-772</b>   | <b>-1,690</b> | <b>+1,342</b> | <b>+2,218</b> | <b>+2,709</b> | <b>+1,716</b> | <b>+3,256</b> | <b>+2,127</b> | <b>+2,716</b> | <b>+1,467</b> | <b>+84</b>   | <b>-92</b>   |

Source: Personnel Statistics Division, DCS/Comptroller, Headquarters, USAF

TABLE 18 - AF RESERVE PROMOTIONS BY GRADE TO WHICH PROMOTED - FY 1952

| Category                                   | Total        | Major<br>General | Brigadier<br>General | Colonel   | Lieutenant<br>Colonel | Major      | Captain      | First<br>Lieutenant |
|--|--------------|------------------|----------------------|-----------|-----------------------|------------|--------------|---------------------|
| <u>TOTAL</u> . . . . .                     | <u>3,076</u> | -                | -                    | <u>24</u> | <u>52</u>             | <u>542</u> | <u>1,642</u> | <u>816</u>          |
| <u>Organized Reserve - Total</u> . . . . . | 526          | -                | -                    | 11        | 45                    | 131        | 241          | 98                  |
| Air Force Reserve Training Center . .      | 31           | -                | -                    | -         | -                     | 2          | 11           | 18                  |
| Corollary . . . . .                        | 50           | -                | -                    | -         | -                     | 6          | 25           | 19                  |
| Mobilization Assignees . . . . .           | 445          | -                | -                    | 11        | 45                    | 123        | 205          | 61                  |
| <u>Volunteer Reserve - Total</u> . . . . . | <u>2,550</u> | -                | -                    | <u>13</u> | <u>7</u>              | <u>411</u> | <u>1,401</u> | <u>718</u>          |
| Mobilization Designees . . . . .           | 38           | -                | -                    | 5         | 4                     | 12         | 9            | 8                   |
| Volunteer Air Reserve Training Units .     | 2,506        | -                | -                    | 7         | 3                     | 398        | 1,388        | 710                 |
| Volunteer Reserve Section . . . . .        | 6            | -                | -                    | 1         | -                     | 1          | 4            | -                   |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 19 - AIR FORCE RESERVE FLIGHT OPERATIONS BY TYPE OF ACTIVITY - FY 1952

| Type of Activity               | 1st Quarter - FY 1952 |             |             |                         | 2nd Quarter - FY 1952 |             |             |                         | 4th Quarter - FY 1952 |             |             |                         |
|--------------------------------|-----------------------|-------------|-------------|-------------------------|-----------------------|-------------|-------------|-------------------------|-----------------------|-------------|-------------|-------------------------|
|                                | Hours Flown           | Aircraft    |             | Fuel Consumed (In Gals) | Hours Flown           | Aircraft    |             | Fuel Consumed (In Gals) | Hours Flown           | Aircraft    |             | Fuel Consumed (In Gals) |
|                                |                       | Av. On Hand | Av. In Com. |                         |                       | Av. On Hand | Av. In Com. |                         |                       | Av. On Hand | Av. In Com. |                         |
| TOTAL . . . . .                | 1,881                 | 96          | 44          | 82,934                  | 51                    | 9           | 3           | 4,393                   | 1,397                 | 48          | 27          | 1,744                   |
| Operating Active . . . . .     | 1,703                 | 48          | 32          | 76,207                  | 48                    | 3           | 3           | 4,091                   | 1,397                 | 47          | 27          | 1,744                   |
| Min. Individual Training . .   | 1,702                 | 47          | 31          | 75,632                  | 39                    | 2           | 2           | 2,372                   | 1,230                 | 37          | 23          | 1,556                   |
| Unit Training . . . . .        | 1                     | 1           | 1           | 575                     | 9                     | 1           | 1           | 1,719                   | 167                   | 10          | 4           | 188                     |
| Other Active . . . . .         | 178                   | 48          | 12          | 6,727                   | 3                     | 6           | -           | 302                     | -                     | 1           | -           | -                       |
| Command Support . . . . .      | -                     | 2           | -           | -                       | -                     | 2           | -           | -                       | -                     | -           | -           | -                       |
| Project . . . . .              | 16                    | 6           | 5           | 249                     | -                     | -           | -           | -                       | -                     | -           | -           | -                       |
| AF Reserve - USAF 1/ . . . . . | 162                   | 40          | 7           | 6,478                   | 3                     | 4           | -           | 302                     | -                     | 1           | -           | -                       |

1/ Aircraft assigned to AFR, but temporarily possessed by USAF. Not included in USAF aircraft tables.  
January 1952 thru May 1952 aircraft included in USAF aircraft tables.

TABLE 20 - AIR FORCE RESERVE FLIGHT OPERATIONS BY TYPE AND MODEL

| Type and Model   | 1st Quarter - FY 1952 |             |             |                         |          | 2nd Quarter - FY 1952 |             |             |                         |          | 4th Quarter - FY 1952 |             |             |                            |          |
|------------------|-----------------------|-------------|-------------|-------------------------|----------|-----------------------|-------------|-------------|-------------------------|----------|-----------------------|-------------|-------------|----------------------------|----------|
|                  | Hours Flown           | Aircraft    |             | Fuel Consumed (In Gals) | Landings | Hours Flown           | Aircraft    |             | Fuel Consumed (In Gals) | Landings | Hours Flown           | Aircraft    |             | 1/ Fuel Consumed (In Gals) | Landings |
|                  |                       | Av. On Hand | Av. In Com. |                         |          |                       | Av. On Hand | Av. In Com. |                         |          |                       | Av. On Hand | Av. In Com. |                            |          |
| TOTAL            | 1,881                 |             |             | 82,834                  | 1,253    | 51                    |             |             | 4,096                   | 38       | 1,397                 |             |             | -                          | 1,437    |
| OPERATING ACTIVE |                       |             |             |                         |          |                       |             |             |                         |          |                       |             |             |                            |          |
| TOTAL            | 1,703                 | 48          | 32          | 76,207                  | 1,128    | 48                    | 3           | 3           | 4,091                   | 32       | 1,397                 | 47          | 27          | -                          | 1,437    |
| C-46             | -                     | -           | -           | -                       | -        | -                     | -           | -           | -                       | -        | 1,137                 | 27          | 17          | -                          | 1,421    |
| C-47             | 86                    | 3           | 3           | 4,514                   | 56       | 38                    | 1           | 1           | 2,302                   | 25       | -                     | -           | -           | -                          | -        |
| T-6              | -                     | -           | -           | -                       | -        | -                     | -           | -           | -                       | -        | 260                   | 20          | 10          | -                          | 16       |
| T-7              | 1,002                 | 18          | 13          | 45,038                  | 613      | -                     | -           | -           | -                       | -        | -                     | -           | -           | -                          | -        |
| T-11             | 614                   | 26          | 15          | 26,080                  | 458      | 1                     | 1           | 1           | 70                      | 1        | -                     | -           | -           | -                          | -        |
| B-26             | 1                     | 1           | 1           | 575                     | 1        | 9                     | 1           | 1           | 1,719                   | 6        | -                     | -           | -           | -                          | -        |
| OTHER ACTIVE     |                       |             |             |                         |          |                       |             |             |                         |          |                       |             |             |                            |          |
| TOTAL            | 178                   | 47          | 12          | 6,627                   | 125      | 3                     | 6           | -           | 5                       | 6        | -                     | 1           | -           | -                          | -        |
| C-46             | -                     | -           | -           | -                       | -        | -                     | -           | -           | -                       | -        | -                     | 1           | -           | -                          | -        |
| T-7              | 55                    | 2           | 1           | 1,290                   | 26       | -                     | -           | -           | -                       | -        | -                     | -           | -           | -                          | -        |
| T-11             | 123                   | 41          | 11          | 5,337                   | 99       | 3                     | 2           | -           | 5                       | 6        | -                     | -           | -           | -                          | -        |
| TC-46            | -                     | 3           | -           | -                       | -        | -                     | 2           | -           | -                       | -        | -                     | -           | -           | -                          | -        |
| L-4              | -                     | 1           | -           | -                       | -        | -                     | 2           | -           | -                       | -        | -                     | -           | -           | -                          | -        |

1/ Fuel not available in 1952.  
January 1952 thru May 1952 included in USAF tables.

TABLE 21 - AIR FORCE RESERVE FLIGHT OPERATIONS BY TYPE AND MODEL - MONTHLY - FY 1952

| TYPE AND MODEL   | TOTAL HOURS FLOWN | AVERAGE AIRPLANES |           |                | AV. HOURS FLOWN PER A/P ON HAND | AVIATION FUEL CONSUMED | TOTAL HOURS FLOWN | AVERAGE AIRPLANES |           |                | AV. HOURS FLOWN PER A/P ON HAND | AVIATION FUEL CONSUMED |
|------------------|-------------------|-------------------|-----------|----------------|---------------------------------|------------------------|-------------------|-------------------|-----------|----------------|---------------------------------|------------------------|
|                  |                   | On Hand           | In Com    | Percent In Com |                                 |                        |                   | On Hand           | In Com    | Percent In Com |                                 |                        |
| JULY - 1951      |                   |                   |           |                |                                 | AUGUST - 1951          |                   |                   |           |                |                                 |                        |
| <u>TOTAL</u>     | <u>1,507</u>      | <u>63</u>         | <u>28</u> | <u>44</u>      | <u>24</u>                       | <u>66,570</u>          | <u>243</u>        | <u>21</u>         | <u>9</u>  | <u>43</u>      | <u>12</u>                       | <u>9,983</u>           |
| C-47             | 21                | 1                 | 1         | 100            | 21                              | 1,447                  | 35                | 1                 | 1         | 100            | 35                              | 1,553                  |
| T-7              | 953               | 17                | 12        | 71             | 56                              | 42,167                 | 66                | 2                 | 1         | 50             | 33                              | 2,413                  |
| T-11             | 533               | 44                | 15        | 34             | 12                              | 22,956                 | 142               | 16                | 7         | 44             | 9                               | 6,017                  |
| TC-46            | -                 | 1                 | -         | -              | -                               | -                      | -                 | 1                 | -         | -              | -                               | -                      |
| L-4              | -                 | -                 | -         | -              | -                               | -                      | -                 | 1                 | -         | -              | -                               | -                      |
| SEPTEMBER - 1951 |                   |                   |           |                |                                 | OCTOBER - 1951         |                   |                   |           |                |                                 |                        |
| <u>TOTAL</u>     | <u>131</u>        | <u>12</u>         | <u>7</u>  | <u>58</u>      | <u>11</u>                       | <u>6,381</u>           | <u>48</u>         | <u>7</u>          | <u>3</u>  | <u>43</u>      | <u>7</u>                        | <u>4,091</u>           |
| B-26             | 1                 | 1                 | 1         | 100            | 1                               | 575                    | 9                 | 1                 | 1         | 100            | 9                               | 1,719                  |
| C-47             | 30                | 1                 | 1         | 100            | 30                              | 1,514                  | 38                | 1                 | 1         | 100            | 38                              | 2,302                  |
| T-7              | 38                | 1                 | 1         | 100            | 38                              | 1,748                  | -                 | -                 | -         | -              | -                               | -                      |
| T-11             | 62                | 7                 | 4         | 57             | 9                               | 2,544                  | 1                 | 2                 | 1         | 50             | -                               | 70                     |
| TC-46            | -                 | 1                 | -         | -              | -                               | -                      | -                 | 1                 | -         | -              | -                               | -                      |
| L-4              | -                 | 1                 | -         | -              | -                               | -                      | -                 | 2                 | -         | -              | -                               | -                      |
| NOVEMBER - 1951  |                   |                   |           |                |                                 | JUNE - 1952            |                   |                   |           |                |                                 |                        |
| <u>TOTAL</u>     | <u>3</u>          | <u>2</u>          | <u>-</u>  | <u>-</u>       | <u>2</u>                        | <u>302</u>             | <u>1,397</u>      | <u>48</u>         | <u>27</u> | <u>56</u>      | <u>29</u>                       | <u>a/</u>              |
| C-46             | -                 | -                 | -         | -              | -                               | -                      | 1,137             | 28                | 17        | 61             | 41                              | -                      |
| T-6              | -                 | -                 | -         | -              | -                               | -                      | 260               | 20                | 10        | 50             | 13                              | -                      |
| T-11             | 3                 | 1                 | -         | -              | 3                               | 302                    | -                 | -                 | -         | -              | -                               | -                      |
| TC-46            | -                 | 1                 | -         | -              | -                               | -                      | -                 | -                 | -         | -              | -                               | -                      |

a/ Not available

TABLE 22 - SUMMARY OF AIR FORCE RESERVE AIRPLANE ACTIVITIES - FY 1952

| MONTH AND YEAR   | TOTAL HOURS FLOWN | AVERAGE AIRPLANES ON HAND | PER CENT OF A/P IN COM | AV. RES. FLOWN PER A/P |        | TOTAL FUEL CONSUMPTION |
|------------------|-------------------|---------------------------|------------------------|------------------------|--------|------------------------|
|                  |                   |                           |                        | On Hand                | In Com |                        |
| FISCAL YEAR 1952 |                   |                           |                        |                        |        |                        |
| 1951             |                   |                           |                        |                        |        |                        |
| July             | 1,507             | 63                        | 44                     | 24                     | 54     | 66,570                 |
| August           | 243               | 21                        | 43                     | 12                     | 27     | 9,983                  |
| September        | 131               | 12                        | 58                     | 11                     | 19     | 6,381                  |
| October          | 48                | 7                         | 43                     | 7                      | 16     | 4,091                  |
| November         | 3                 | 2                         | -                      | 2                      | -      | 302                    |
| December         | -                 | -                         | -                      | -                      | -      | -                      |
| 1952             |                   |                           |                        |                        |        |                        |
| January          | -                 | -                         | -                      | -                      | -      | -                      |
| February         | -                 | -                         | -                      | -                      | -      | -                      |
| March            | -                 | -                         | -                      | -                      | -      | -                      |
| April            | -                 | -                         | -                      | -                      | -      | -                      |
| May              | -                 | -                         | -                      | -                      | -      | -                      |
| June             | 1,397             | 48                        | 56                     | 29                     | 52     | 168,805                |

TABLE 23 - FUNCTIONAL DISTRIBUTION OF THE AIR FORCE RESERVE AIRPLANE INVENTORY  
 QUARTERLY, F.Y. 1952

| Type                       | Total<br>Airplanes<br>On Hand | ACTIVE |  |                               |                   |                    |         | INACTIVE |  |
|----------------------------|-------------------------------|--------|--|-------------------------------|-------------------|--------------------|---------|----------|--|
|                            |                               | Total  | Tactical<br>Training<br>Transp.<br>Units | Minimum<br>Indiv.<br>Training | AFR<br>in<br>USAF | Command<br>Support | Project | Total    | Excess and<br>Recommended<br>Reclamation |
| <u>30 September 1951</u>   |                               |        |  |                               |                   |                    |         |          |  |
| Total . . .                | 17                            | 16     | 1  | 8                             | 2                 | 1                  | 4       | 1        | 1  |
| Bomber . . . . .           | 1                             | 1      | 1  | -                             | -                 | -                  | -       | -        | -  |
| Cargo . . . . .            | 1                             | 1      | -  | 1                             | -                 | -                  | -       | -        | -  |
| Trainer . . . . .          | 14                            | 13     | -  | 7                             | 2                 | -                  | 4       | 1        | 1  |
| Communication . . .        | 1                             | 1      | -  | -                             | -                 | 1                  | -       | -        | -  |
| <u>31 December 1951 a/</u> |                               |        |  |                               |                   |                    |         |          |  |
| <u>31 March 1951 a/</u>    |                               |        |  |                               |                   |                    |         |          |  |
| <u>30 June 1952</u>        |                               |        |  |                               |                   |                    |         |          |  |
| Total . . .                | 68                            | 68     | 67                                       | -                             | 1                 | -                  | -       | -        | -  |
| Cargo . . . . .            | 40                            | 40     | 39                                       | -                             | 1                 | -                  | -       | -        | -  |
| Trainer . . . . .          | 28                            | 28     | 28                                       | -                             | -                 | -                  | -       | -        | -  |

a/ No airplanes were on hand in the Air Force Reserve as of 31 December 1951 and 31 March 1952.

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.



REF ID: A66888

**TABLE 24 - OBLIGATIONS DURING FY 1952 FROM 1952 FUNDS APPROPRIATED FOR RESERVE  
PERSONNEL REQUIREMENTS**

(Excludes Reimbursements. Figures in parentheses indicate minus amounts.)

| Program<br>Symbol | Budget Program Title                           | Net Obligations During FY 1952 as of 30 Jun 1952 |                      |                      |                               |                     |
|-------------------|--|--|----------------------|----------------------|-------------------------------|---------------------|
|                   |  | Total  | Program<br>Year 1951 | Program Year 1952    |                               |                     |
|                   |  |  |                      | Total                | Against Funds Appropriated in |                     |
|                   |  |  |                      | FY 1952              | Fy 1951                       |                     |
|                   | <u>Total . . . . .</u>                         | <u>\$ 18,908,055</u>                             | <u>\$ (356,137)</u>  | <u>\$ 19,264,192</u> | <u>\$ 9,755,998</u>           | <u>\$ 9,508,194</u> |
| 520               | Pay and Allowances, Reserve and ROTC . . . . . | 10,657,525                                       | (417,853)            | 11,075,378           | 4,707,184                     | 6,368,194           |
| 540               | Travel, Reserve and ROTC . . . . .             | 799,721  | (69,498)             | 869,219              | 869,219                       | -                   |
| 550               | Subsistence . . . . .                          | 232,900  | 93,900               | 139,000              | 139,000                       | -                   |
| 560               | Individual Clothing . . . . .                  | 7,217,909  | 37,314               | 7,180,595            | 4,040,595                     | 3,140,000           |

Source: Financial Management Division, Directorate of Budget, DCS/Comptroller, Hq., USAF.

AND ASSIGNED) BY NUMBERED AIR FORCE OR TERRITORY - FY 1952

throughout FY 1952)

| 31 March 1952 |              |               |               | 30 June 1952 |              |               |               | State or Territory<br>By Air Force  |
|---------------|--------------|---------------|---------------|--------------|--------------|---------------|---------------|-------------------------------------|
| Officer       |              | Airman        |               | Officer      |              | Airman        |               |                                     |
| Authorized    | Assigned     | Authorized    | Assigned      | Authorized   | Assigned     | Authorized    | Assigned      |                                     |
| <u>2,298</u>  | <u>1,349</u> | <u>15,947</u> | <u>10,955</u> | <u>2,430</u> | <u>1,527</u> | <u>19,745</u> | <u>13,361</u> | <u>WORLDWIDE - TOTAL</u>            |
| <u>2,134</u>  | <u>1,272</u> | <u>14,768</u> | <u>10,007</u> | <u>2,266</u> | <u>1,449</u> | <u>18,566</u> | <u>12,357</u> | <u>CONTINENTAL U.S. - TOTAL</u>     |
| <u>1,360</u>  | <u>858</u>   | <u>9,383</u>  | <u>6,865</u>  | <u>1,415</u> | <u>914</u>   | <u>11,121</u> | <u>7,841</u>  | <u>First Air Force - Total</u>      |
| 12            | 5            | 14            | 12            | 20           | 7            | 231           | 184           | Connecticut                         |
| 3             | 1            | 6             | 4             | 6            | 3            | 123           | 189           | Delaware                            |
| 12            | 4            | 39            | 34            | 21           | 6            | 251           | 160           | District of Columbia                |
| 15            | 7            | 223           | 56            | 15           | 11           | 223           | 225           | Kentucky                            |
| 13            | 5            | 13            | 10            | 19           | 8            | 227           | 107           | Maine                               |
| 67            | 47           | 457           | 397           | 67           | 51           | 457           | 400           | Maryland                            |
| 247           | 197          | 1,669         | 1,495         | 247          | 205          | 1,669         | 1,490         | Massachusetts                       |
| 5             | 2            | 9             | 3             | 6            | 2            | 123           | 59            | New Hampshire                       |
| 76            | 45           | 468           | 401           | 87           | 50           | 764           | 412           | New Jersey                          |
| 323           | 192          | 2,370         | 1,648         | 334          | 200          | 2,704         | 1,670         | New York                            |
| 260           | 166          | 1,999         | 1,205         | 283          | 167          | 2,116         | 1,255         | Ohio                                |
| 247           | 131          | 1,530         | 1,171         | 247          | 146          | 1,530         | 1,177         | Pennsylvania                        |
| 67            | 44           | 457           | 389           | 67           | 43           | 457           | 388           | Rhode Island                        |
| 3             | 5            | 6             | 3             | 6            | 8            | 123           | 26            | Vermont                             |
| -             | -            | -             | -             | -            | -            | -             | -             | Virginia                            |
| 10            | 4            | 123           | 37            | 10           | 7            | 123           | 99            | West Virginia                       |
| <u>314</u>    | <u>191</u>   | <u>1,987</u>  | <u>1,319</u>  | <u>327</u>   | <u>209</u>   | <u>2,356</u>  | <u>1,459</u>  | <u>Fourth Air Force - Total</u>     |
| 3             | 3            | 6             | 9             | 11           | 3            | 123           | 78            | Arizona                             |
| 257           | 165          | 1,809         | 1,229         | 251          | 172          | 1,727         | 1,209         | California                          |
| 10            | 4            | 130           | 16            | 10           | 6            | 130           | 22            | Idaho                               |
| 7             | 4            | 6             | 9             | 7            | 8            | 6             | 7             | Montana                             |
| 7             | 4            | 6             | 12            | 7            | 4            | 6             | 29            | Nevada                              |
| 12            | 5            | 14            | 28            | 20           | 6            | 231           | 84            | Oregon                              |
| 7             | 3            | 6             | 7             | 7            | 4            | 6             | 10            | Utah                                |
| 11            | 3            | 10            | 9             | 14           | 6            | 127           | 20            | Washington                          |
| <u>210</u>    | <u>104</u>   | <u>873</u>    | <u>666</u>    | <u>244</u>   | <u>113</u>   | <u>1,974</u>  | <u>896</u>    | <u>Tenth Air Force - Total</u>      |
| 16            | 9            | 17            | 19            | 16           | 11           | 17            | 16            | Colorado                            |
| 66            | 47           | 533           | 455           | 66           | 46           | 533           | 442           | Illinois                            |
| 12            | 5            | 14            | 3             | 20           | 9            | 231           | 80            | Indiana                             |
| 12            | 3            | 14            | 7             | 12           | 5            | 14            | 10            | Iowa                                |
| 6             | 3            | 123           | 64            | 6            | 3            | 123           | 80            | Kansas                              |
| 18            | 7            | 25            | 7             | 27           | 8            | 351           | 111           | Michigan                            |
| 12            | 3            | 14            | 12            | 12           | 4            | 14            | 13            | Minnesota                           |
| 24            | 11           | 102           | 70            | 30           | 10           | 316           | 92            | Missouri                            |
| 7             | 4            | 6             | 8             | 7            | 4            | 6             | 9             | Nebraska                            |
| 7             | 4            | 6             | 3             | 7            | 4            | 6             | 3             | North Dakota                        |
| 7             | 3            | 6             | 8             | 7            | 1            | 6             | 6             | South Dakota                        |
| 16            | 2            | 7             | 3             | 27           | 5            | 351           | 18            | Wisconsin                           |
| 7             | 3            | 6             | 7             | 7            | 3            | 6             | 16            | Wyoming                             |
| <u>250</u>    | <u>119</u>   | <u>2,525</u>  | <u>1,157</u>  | <u>280</u>   | <u>213</u>   | <u>3,115</u>  | <u>2,161</u>  | <u>Fourteenth Air Force - Total</u> |
| 20            | 8            | 231           | 89            | 20           | 23           | 231           | 139           | Alabama                             |
| 10            | 4            | 123           | 29            | 16           | 15           | 153           | 78            | Arkansas                            |
| 10            | 4            | 133           | 37            | 10           | 7            | 123           | 53            | Florida                             |
| 29            | 12           | 377           | 181           | 39           | 57           | 496           | 674           | Georgia                             |
| 7             | 3            | 6             | 17            | 7            | 2            | 6             | 3             | Louisiana                           |
| 7             | 5            | 6             | 9             | 10           | 5            | 123           | 13            | Mississippi                         |
| 3             | 2            | 6             | 1             | 6            | 3            | 123           | 104           | New Mexico                          |
| 10            | 6            | 123           | 31            | 10           | 7            | 123           | 62            | North Carolina                      |
| 23            | 5            | 310           | 96            | 23           | 10           | 310           | 161           | Oklahoma                            |
| 10            | 3            | 123           | 49            | 10           | 5            | 123           | 183           | South Carolina                      |
| 16            | 6            | 17            | 8             | 24           | 12           | 234           | 35            | Tennessee                           |
| 105           | 61           | 1,070         | 610           | 105          | 67           | 1,070         | 656           | Texas                               |
| <u>164</u>    | <u>77</u>    | <u>1,179</u>  | <u>948</u>    | <u>164</u>   | <u>78</u>    | <u>1,179</u>  | <u>1,004</u>  | <u>OVERSEAS - TOTAL</u>             |
| 104           | 55           | 767           | 569           | 104          | 57           | 767           | 643           | Hawaii                              |
| 60            | 22           | 412           | 379           | 60           | 21           | 412           | 361           | Puerto Rico                         |

TABLE 25 -- AIR NATIONAL GUARD MILITARY STRENGTH (AUTHORIZED)

(No SCARWANG included)

| State or Territory<br>By Air Force | 30 September 1951 |              |               |               | 31 December 1951 |              |               |               |
|------------------------------------|-------------------|--------------|---------------|---------------|------------------|--------------|---------------|---------------|
|                                    | Officer           |              | Airman        |               | Officer          |              | Airman        |               |
|                                    | Authorized        | Assigned     | Authorized    | Assigned      | Authorized       | Assigned     | Authorized    | Assigned      |
| <u>WORLDWIDE - TOTAL</u>           | <u>3,016</u>      | <u>1,800</u> | <u>18,552</u> | <u>14,740</u> | <u>2,300</u>     | <u>1,346</u> | <u>13,412</u> | <u>10,358</u> |
| <u>CONTINENTAL U.S. -TOTAL</u>     | <u>2,856</u>      | <u>1,724</u> | <u>17,378</u> | <u>13,743</u> | <u>2,136</u>     | <u>1,268</u> | <u>12,233</u> | <u>9,423</u>  |
| <u>First Air Force - Total</u>     | <u>1,571</u>      | <u>1,001</u> | <u>10,145</u> | <u>8,084</u>  | <u>1,356</u>     | <u>863</u>   | <u>8,839</u>  | <u>6,859</u>  |
| Connecticut . . . . .              | 14                | 7            | 17            | 3             | 14               | 5            | 17            | 6             |
| Delaware . . . . .                 | 5                 | 1            | 9             | -             | 5                | 1            | 9             | -             |
| District of Columbia . . . . .     | 47                | 23           | 268           | 240           | 11               | 3            | 32            | 21            |
| Kentucky . . . . .                 | 9                 | 4            | 10            | 7             | 9                | 4            | 10            | 7             |
| Maine . . . . .                    | 13                | 3            | 13            | 4             | 13               | 3            | 13            | 3             |
| Maryland . . . . .                 | 67                | 42           | 457           | 402           | 67               | 42           | 457           | 397           |
| Massachusetts . . . . .            | 244               | 205          | 1,667         | 1,511         | 247              | 206          | 1,669         | 1,508         |
| New Hampshire . . . . .            | 5                 | 2            | 9             | 3             | 5                | 2            | 9             | 3             |
| New Jersey . . . . .               | 76                | 38           | 468           | 414           | 76               | 40           | 468           | 411           |
| New York . . . . .                 | 320               | 199          | 2,368         | 1,654         | 323              | 201          | 2,370         | 1,669         |
| Ohio . . . . .                     | 346               | 231          | 2,414         | 1,794         | 257              | 170          | 1,882         | 1,224         |
| Pennsylvania . . . . .             | 341               | 194          | 1,961         | 1,637         | 245              | 134          | 1,419         | 1,191         |
| Rhode Island . . . . .             | 67                | 43           | 457           | 401           | 67               | 44           | 457           | 406           |
| Vermont . . . . .                  | 5                 | 6            | 9             | 4             | 5                | 5            | 9             | 3             |
| Virginia . . . . .                 | 7                 | -            | 6             | -             | 7                | -            | 6             | -             |
| West Virginia . . . . .            | 5                 | 3            | 12            | 10            | 5                | 3            | 12            | 10            |
| <u>Fourth Air Force - Total</u>    | <u>447</u>        | <u>297</u>   | <u>2,610</u>  | <u>1,965</u>  | <u>322</u>       | <u>196</u>   | <u>1,773</u>  | <u>1,278</u>  |
| Arizona . . . . .                  | 5                 | 3            | 9             | 7             | 5                | 3            | 9             | 7             |
| California . . . . .               | 379               | 275          | 2,529         | 1,920         | 254              | 174          | 1,692         | 1,222         |
| Idaho . . . . .                    | 9                 | 3            | 12            | 6             | 9                | 3            | 12            | 11            |
| Montana . . . . .                  | 9                 | 4            | 9             | 8             | 9                | 4            | 9             | 10            |
| Nevada . . . . .                   | 9                 | 3            | 12            | 11            | 9                | 3            | 12            | 10            |
| Oregon . . . . .                   | 14                | 3            | 17            | 5             | 14               | 4            | 17            | 7             |
| Utah . . . . .                     | 9                 | 3            | 9             | 3             | 9                | 3            | 9             | 5             |
| Washington . . . . .               | 13                | 3            | 13            | 5             | 13               | 2            | 13            | 6             |
| <u>Tenth Air Force - Total</u>     | <u>397</u>        | <u>190</u>   | <u>1,881</u>  | <u>1,620</u>  | <u>247</u>       | <u>99</u>    | <u>819</u>    | <u>626</u>    |
| Colorado . . . . .                 | 18                | 7            | 20            | 12            | 18               | 7            | 20            | 18            |
| Illinois . . . . .                 | 86                | 39           | 553           | 507           | 86               | 43           | 553           | 475           |
| Indiana . . . . .                  | 49                | 26           | 255           | 227           | 14               | 6            | 17            | 8             |
| Iowa . . . . .                     | 49                | 27           | 258           | 223           | 14               | 3            | 20            | 6             |
| Kansas . . . . .                   | 5                 | 3            | 9             | 4             | 5                | 3            | 9             | 4             |
| Michigan . . . . .                 | 18                | 8            | 25            | 6             | 18               | 7            | 25            | 7             |
| Minnesota . . . . .                | 14                | 3            | 17            | 5             | 14               | 3            | 17            | 7             |
| Missouri . . . . .                 | 104               | 61           | 688           | 618           | 24               | 10           | 102           | 77            |
| Nebraska . . . . .                 | 9                 | 4            | 9             | 7             | 9                | 4            | 9             | 9             |
| North Dakota . . . . .             | 9                 | 3            | 9             | 3             | 9                | 4            | 9             | 3             |
| South Dakota . . . . .             | 9                 | 3            | 9             | 3             | 9                | 3            | 9             | 4             |
| Wisconsin . . . . .                | 18                | 3            | 20            | 2             | 18               | 3            | 20            | 3             |
| Wyoming . . . . .                  | 9                 | 3            | 9             | 3             | 9                | 3            | 9             | 5             |
| <u>Fourteenth Air Force -Total</u> | <u>441</u>        | <u>236</u>   | <u>2,742</u>  | <u>2,074</u>  | <u>211</u>       | <u>110</u>   | <u>802</u>    | <u>660</u>    |
| Alabama . . . . .                  | 31                | 11           | 211           | 146           | 14               | 3            | 17            | 13            |
| Arkansas . . . . .                 | 26                | 21           | 210           | 118           | 9                | 7            | 16            | 12            |
| Florida . . . . .                  | 26                | 13           | 206           | 131           | 9                | 4            | 12            | 12            |
| Georgia . . . . .                  | 19                | 8            | 29            | 12            | 19               | 8            | 29            | 14            |
| Louisiana . . . . .                | 26                | 18           | 208           | 180           | 9                | 4            | 14            | 13            |
| Mississippi . . . . .              | 9                 | 5            | 14            | 9             | 9                | 5            | 14            | 8             |
| New Mexico . . . . .               | 3                 | 1            | 6             | 1             | 3                | 1            | 6             | 1             |
| North Carolina . . . . .           | 9                 | 4            | 14            | 9             | 9                | 5            | 14            | 12            |
| Oklahoma . . . . .                 | 50                | 22           | 259           | 185           | 14               | 3            | 17            | 3             |
| South Carolina . . . . .           | 26                | 12           | 206           | 199           | 9                | 3            | 12            | 6             |
| Tennessee . . . . .                | 35                | 19           | 214           | 153           | 18               | 7            | 20            | 6             |
| Texas . . . . .                    | 181               | 102          | 1,165         | 931           | 89               | 60           | 631           | 560           |
| <u>OVERSEAS - Total</u>            | <u>160</u>        | <u>76</u>    | <u>1,174</u>  | <u>997</u>    | <u>164</u>       | <u>78</u>    | <u>1,179</u>  | <u>935</u>    |
| Hawaii . . . . .                   | 100               | 54           | 762           | 597           | 104              | 56           | 767           | 547           |
| Puerto Rico . . . . .              | 60                | 22           | 412           | 400           | 60               | 22           | 412           | 388           |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 26 - ASSIGNED STRENGTH OF AIR NATIONAL GUARD WARRANT OFFICERS - FY 1952

(Data in table below are included in Table 25.)

| State or Territory<br>By Air Force  | 30 September 1951 |           | 31 December 1951 |           | 31 March 1952 |           | 30 June 1952 |           |
|-------------------------------------|-------------------|-----------|------------------|-----------|---------------|-----------|--------------|-----------|
|                                     | Authorized        | Assigned  | Authorized       | Assigned  | Authorized    | Assigned  | Authorized   | Assigned  |
| <u>WORLDWIDE - TOTAL</u> . . .      | <u>64</u>         | <u>25</u> | <u>47</u>        | <u>20</u> | <u>46</u>     | <u>22</u> | <u>46</u>    | <u>26</u> |
| <u>CONTINENTAL U. S. - TOTAL</u> .  | <u>63</u>         | <u>23</u> | <u>46</u>        | <u>18</u> | <u>45</u>     | <u>20</u> | <u>45</u>    | <u>25</u> |
| <u>First Air Force - Total</u> .    | <u>21</u>         | <u>10</u> | <u>15</u>        | <u>11</u> | <u>15</u>     | <u>12</u> | <u>15</u>    | <u>12</u> |
| Connecticut . . . . .               | 1                 | 1         | 1                | 1         | 1             | 1         | 1            | 1         |
| Delaware . . . . .                  | -                 | -         | -                | -         | -             | -         | -            | -         |
| District of Columbia . . . . .      | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Kentucky . . . . .                  | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Maine . . . . .                     | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Maryland . . . . .                  | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Massachusetts . . . . .             | 2                 | 3         | 2                | 3         | 2             | 3         | 2            | 3         |
| New Hampshire . . . . .             | -                 | -         | -                | -         | -             | -         | -            | -         |
| New Jersey . . . . .                | 1                 | -         | 1                | -         | 1             | 1         | 1            | 1         |
| New York . . . . .                  | 1                 | 3         | 1                | 3         | 1             | 3         | 1            | 3         |
| Ohio . . . . .                      | 4                 | 2         | 2                | 2         | 2             | 2         | 2            | 2         |
| Pennsylvania . . . . .              | 6                 | 1         | 2                | 1         | 2             | 1         | 2            | 1         |
| Rhode Island . . . . .              | 1                 | -         | 1                | 1         | 1             | 1         | 1            | 1         |
| Vermont . . . . .                   | 1                 | -         | -                | -         | -             | -         | -            | -         |
| Virginia . . . . .                  | 1                 | -         | 1                | -         | -             | -         | -            | -         |
| West Virginia . . . . .             | -                 | -         | -                | -         | 1             | -         | 1            | -         |
| <u>Fourth Air Force - Total</u>     | <u>11</u>         | <u>8</u>  | <u>8</u>         | <u>4</u>  | <u>8</u>      | <u>5</u>  | <u>8</u>     | <u>6</u>  |
| Arizona . . . . .                   | -                 | -         | -                | -         | -             | -         | -            | -         |
| California . . . . .                | 5                 | 8         | 2                | 4         | 2             | 5         | 2            | 5         |
| Idaho . . . . .                     | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Montana . . . . .                   | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Nevada . . . . .                    | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Oregon . . . . .                    | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Utah . . . . .                      | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Washington . . . . .                | 1                 | -         | 1                | -         | 1             | -         | 1            | 1         |
| <u>Tenth Air Force - Total</u> .    | <u>16</u>         | <u>3</u>  | <u>12</u>        | <u>1</u>  | <u>11</u>     | <u>1</u>  | <u>11</u>    | <u>3</u>  |
| Colorado . . . . .                  | 1                 | -         | 1                | -         | 1             | -         | 1            | 1         |
| Illinois . . . . .                  | 1                 | -         | 1                | -         | -             | -         | -            | -         |
| Indiana . . . . .                   | 3                 | 2         | 1                | 1         | 1             | -         | 1            | 1         |
| Iowa . . . . .                      | 3                 | 1         | 1                | -         | 1             | -         | 1            | -         |
| Kansas . . . . .                    | -                 | -         | -                | -         | -             | -         | -            | -         |
| Michigan . . . . .                  | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Minnesota . . . . .                 | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Missouri . . . . .                  | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Nebraska . . . . .                  | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| North Dakota . . . . .              | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| South Dakota . . . . .              | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Wisconsin . . . . .                 | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Wyoming . . . . .                   | 1                 | -         | 1                | -         | 1             | 1         | 1            | 1         |
| <u>Fourteenth Air Force - Total</u> | <u>15</u>         | <u>2</u>  | <u>11</u>        | <u>2</u>  | <u>11</u>     | <u>2</u>  | <u>11</u>    | <u>4</u>  |
| Alabama . . . . .                   | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Arkansas . . . . .                  | 1                 | -         | 1                | 1         | 1             | 1         | 1            | 1         |
| Florida . . . . .                   | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Georgia . . . . .                   | 1                 | -         | 1                | -         | 1             | -         | 1            | 1         |
| Louisiana . . . . .                 | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Mississippi . . . . .               | 1                 | 1         | 1                | 1         | 1             | 1         | 1            | 1         |
| New Mexico . . . . .                | -                 | -         | -                | -         | -             | -         | -            | -         |
| North Carolina . . . . .            | 1                 | -         | 1                | -         | 1             | -         | 1            | 1         |
| Oklahoma . . . . .                  | 3                 | 1         | 1                | -         | 1             | -         | 1            | -         |
| South Carolina . . . . .            | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Tennessee . . . . .                 | 1                 | -         | 1                | -         | 1             | -         | 1            | -         |
| Texas . . . . .                     | 3                 | -         | 1                | -         | 1             | -         | 1            | -         |
| <u>OVERSEAS - TOTAL</u> . . . .     | <u>1</u>          | <u>2</u>  | <u>1</u>         | <u>2</u>  | <u>1</u>      | <u>2</u>  | <u>1</u>     | <u>1</u>  |
| Alaska . . . . .                    | -                 | -         | -                | -         | -             | -         | -            | -         |
| Hawaii . . . . .                    | 1                 | 1         | 1                | 1         | 1             | 1         | 1            | 1         |
| Puerto Rico . . . . .               | -                 | 1         | -                | 1         | -             | 1         | -            | -         |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF

TABLE 27— AIR NATIONAL GUARD UNITS CALLED TO ACTIVE MILITARY SERVICE DURING FY 1952

(Last Units were called in December 1951)

| State or Territory                            | Total        |            |              | First Quarter |            |              | Second Quarter |            |              |
|---|--------------|------------|--------------|---------------|------------|--------------|----------------|------------|--------------|
|   | Total        | Officer    | Airman       | Total         | Officer    | Airman       | Total          | Officer    | Airman       |
| <u>WORLDWIDE - TOTAL</u> . . . . .            | <u>7,825</u> | <u>823</u> | <u>7,002</u> | <u>3,303</u>  | <u>355</u> | <u>2,948</u> | <u>4,522</u>   | <u>468</u> | <u>4,054</u> |
| <u>CONTINENTAL U. S. - TOTAL</u> . . . . .    | <u>7,825</u> | <u>823</u> | <u>7,002</u> | <u>3,303</u>  | <u>355</u> | <u>2,948</u> | <u>4,522</u>   | <u>468</u> | <u>4,054</u> |
| <u>First Air Force - Total</u> . . . . .      | <u>3,577</u> | <u>366</u> | <u>3,211</u> | <u>2,214</u>  | <u>228</u> | <u>1,986</u> | <u>1,363</u>   | <u>138</u> | <u>1,225</u> |
| Connecticut . . . . .                         | 296          | 28         | 268          | 296           | 28         | 268          | -              | -          | -            |
| Delaware . . . . .                            | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| District of Columbia . . . . .                | -            | -          | -            | -             | -          | -            | 249            | 22         | 227          |
| Kentucky . . . . .                            | 249          | 22         | 227          | -             | -          | -            | -              | -          | -            |
| Maine . . . . .                               | 172          | 16         | 156          | 172           | 16         | 156          | -              | -          | -            |
| Maryland . . . . .                            | -            | -          | -            | -             | -          | 156          | -              | -          | -            |
| Massachusetts . . . . .                       | 350          | 55         | 295          | 350           | 55         | 295          | -              | -          | -            |
| New Hampshire . . . . .                       | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| New Jersey . . . . .                          | 205          | 11         | 194          | 205           | 11         | 194          | -              | -          | -            |
| New York . . . . .                            | 961          | 104        | 857          | 961           | 104        | 857          | -              | -          | -            |
| Ohio . . . . .                                | 542          | 67         | 475          | -             | -          | -            | 542            | 67         | 475          |
| Pennsylvania . . . . .                        | 572          | 49         | 523          | -             | -          | -            | 572            | 49         | 523          |
| Rhode Island . . . . .                        | 230          | 14         | 216          | 230           | 14         | 216          | -              | -          | -            |
| Vermont . . . . .                             | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Virginia . . . . .                            | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| West Virginia . . . . .                       | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| <u>Fourth Air Force - Total</u> . . . . .     | <u>690</u>   | <u>107</u> | <u>583</u>   | <u>120</u>    | <u>19</u>  | <u>101</u>   | <u>570</u>     | <u>88</u>  | <u>482</u>   |
| Arizona . . . . .                             | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| California . . . . .                          | 626          | 97         | 529          | 56            | 9          | 47           | 570            | 88         | 482          |
| Idaho . . . . .                               | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Montana . . . . .                             | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Nevada . . . . .                              | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Oregon . . . . .                              | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Utah . . . . .                                | 64           | 10         | 54           | 64            | 10         | 54           | -              | -          | -            |
| Washington . . . . .                          | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| <u>Tenth Air Force - Total</u> . . . . .      | <u>1,902</u> | <u>187</u> | <u>1,715</u> | <u>877</u>    | <u>89</u>  | <u>788</u>   | <u>1,025</u>   | <u>98</u>  | <u>927</u>   |
| Colorado . . . . .                            | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Illinois . . . . .                            | 376          | 38         | 338          | 376           | 38         | 338          | -              | -          | -            |
| Indiana . . . . .                             | 224          | 21         | 203          | -             | -          | -            | 224            | 21         | 203          |
| Iowa . . . . .                                | 242          | 25         | 217          | -             | -          | -            | 242            | 25         | 217          |
| Kansas . . . . .                              | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Michigan . . . . .                            | 283          | 31         | 252          | 283           | 31         | 252          | -              | -          | -            |
| Minnesota . . . . .                           | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Missouri . . . . .                            | 559          | 52         | 507          | -             | -          | -            | 559            | 52         | 507          |
| Nebraska . . . . .                            | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| North Dakota . . . . .                        | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| South Dakota . . . . .                        | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Wisconsin . . . . .                           | 218          | 20         | 198          | 218           | 20         | 198          | -              | -          | -            |
| Wyoming . . . . .                             | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| <u>Fourteenth Air Force - Total</u> . . . . . | <u>1,656</u> | <u>163</u> | <u>1,493</u> | <u>92</u>     | <u>19</u>  | <u>73</u>    | <u>1,564</u>   | <u>144</u> | <u>1,420</u> |
| Alabama . . . . .                             | 145          | 13         | 132          | -             | -          | -            | 145            | 13         | 132          |
| Arkansas . . . . .                            | 165          | 25         | 140          | 49            | 10         | 39           | 116            | 15         | 101          |
| Florida . . . . .                             | 161          | 18         | 143          | 43            | 9          | 34           | 118            | 9          | 109          |
| Georgia . . . . .                             | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Louisiana . . . . .                           | 184          | 16         | 168          | -             | -          | -            | 184            | 16         | 168          |
| Mississippi . . . . .                         | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| New Mexico . . . . .                          | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| North Carolina . . . . .                      | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Oklahoma . . . . .                            | 190          | 20         | 170          | -             | -          | -            | 190            | 20         | 170          |
| South Carolina . . . . .                      | 207          | 16         | 191          | -             | -          | -            | 207            | 16         | 191          |
| Tennessee . . . . .                           | 180          | 12         | 168          | -             | -          | -            | 180            | 12         | 168          |
| Texas . . . . .                               | 424          | 43         | 381          | -             | -          | -            | 424            | 43         | 381          |
| <u>OVERSEAS - TOTAL</u> . . . . .             | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Alaska . . . . .                              | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Hawaii . . . . .                              | -            | -          | -            | -             | -          | -            | -              | -          | -            |
| Puerto Rico . . . . .                         | -            | -          | -            | -             | -          | -            | -              | -          | -            |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 28 - AIR NATIONAL GUARD TRAINING ASSEMBLIES - FY 1952

| End of Month        | Potential Drill | Actual Drill | Percent of Participation | Potential Drill | Actual Drill | Percent of Participation |
|---------------------|-----------------|--------------|--------------------------|-----------------|--------------|--------------------------|
|                     | Officer         |              |                          | Airman          |              |                          |
| <u>1951</u>         |                 |              |                          |                 |              |                          |
| July . . . . .      | 8,622           | 7,497        | 86.9                     | 83,705          | 69,651       | 83.2                     |
| August . . . . .    | 6,333           | 5,609        | 88.6                     | 57,176          | 47,271       | 82.7                     |
| September . . . . . | 6,976           | 6,190        | 88.7                     | 66,593          | 53,001       | 79.5                     |
| October . . . . .   | 6,887           | 5,932        | 86.1                     | 63,802          | 51,796       | 81.1                     |
| November . . . . .  | 5,926           | 5,227        | 88.2                     | 50,917          | 42,135       | 82.7                     |
| December . . . . .  | 4,665           | 4,196        | 89.9                     | 37,767          | 30,817       | 81.6                     |
| <u>1952</u>         |                 |              |                          |                 |              |                          |
| January . . . . .   | 5,418           | 4,859        | 89.6                     | 43,709          | 36,985       | 84.6                     |
| February . . . . .  | 5,222           | 4,697        | 89.9                     | 43,203          | 36,426       | 84.3                     |
| March . . . . .     | 5,171           | 4,761        | 92.1                     | 43,460          | 36,955       | 85.0                     |
| April . . . . .     | 5,223           | 4,759        | 91.1                     | 44,923          | 37,877       | 84.3                     |
| May . . . . .       | 5,585           | 5,037        | 90.2                     | 49,800          | 41,824       | 84.0                     |
| June . . . . .      | 5,280           | 4,771        | 90.4                     | 48,551          | 40,170       | 83.0                     |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 29 - AIR NATIONAL GUARD FIELD TRAINING - FY 1952

| End of Quarter      | Number Completing 15 Day Field Training |        | Cumulative Number Completing 15 Day Field Training |        |
|---------------------|---|--------|--|--------|
|                     | Officer                                 | Airman | Officer  | Airman |
| <u>FY 1952</u>      |   |        |  |        |
| First Quarter . . . | 1,412                                   | 12,446 | 1,412  | 12,446 |
| Second Quarter . .  | 0                                       | 0      | 1,412  | 12,446 |
| Third Quarter . . . | 0                                       | 0      | 1,412  | 12,446 |
| Fourth Quarter . .  | 125                                     | 926    | 1,537  | 13,372 |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 30 - AIR NATIONAL GUARD PILOT TRAINING - FY 1952

| End of Month        | Input This Month Into Pilot Training Replacement Program |        | Number In Pilot Training Replacement Program |        | Graduates From Pilot Training |        |
|---------------------|--|--------|--|--------|-------------------------------|--------|
|                     | Officer  | Airman | Officer                                      | Airman | Officer                       | Airman |
| <u>1951</u>         |  |        |  |        |                               |        |
| July . . . . .      | 1  | 13     | 36   | 47     | -                             | -      |
| August . . . . .    | 11   | -      | 47   | 43     | -                             | -      |
| September . . . . . | -  | -      | 41   | 37     | 4                             | -      |
| October . . . . .   | 12   | -      | 50   | 36     | 2                             | -      |
| November . . . . .  | 5  | 7      | 55   | 43     | -                             | -      |
| December . . . . .  | -  | -      | 49   | 43     | 3                             | -      |
| <u>1952</u>         |  |        |  |        |                               |        |
| January . . . . .   | 5  | 6      | 53   | 49     | -                             | -      |
| February . . . . .  | -  | -      | 49   | 46     | 2                             | 2      |
| March . . . . .     | -  | 3      | 40   | 42     | 9                             | 7      |
| April . . . . .     | 1  | 20     | 41   | 62     | -                             | -      |
| May . . . . .       | 3  | 3      | 39   | 55     | 3                             | 10     |
| June . . . . .      | 0  | 0      | 32   | 42     | 7                             | 13     |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 31 - AIR NATIONAL GUARD SCHOOL TRAINING - FY 1952

(Data exclude pilot trainees and pilot training.)

| End of Month | Number of ANG Completing School Training |        | Cumulative Number Completing School Training This Date |        | Average Days Per Man In School Training |        | Number Now In School Training |        |
|--------------|--|--------|--|--------|---|--------|-------------------------------|--------|
|              | Officer                                  | Airman | Officer  | Airman | Officer                                 | Airman | Officer                       | Airman |
| <u>1951</u>  |  |        |  |        |   |        |                               |        |
| July . . .   | 37                                       | 210    | 37   | 210    | 78.88                                   | 108.26 | 125                           | 462    |
| August . .   | 55                                       | 127    | 92   | 337    | 81.16                                   | 99.63  | 85                            | 406    |
| September .  | 30                                       | 137    | 122  | 474    | 70.51                                   | 99.57  | 96                            | 240    |
| October . .  | 50                                       | 102    | 172  | 576    | 70.19                                   | 109.62 | 56                            | 286    |
| November .   | 35                                       | 30     | 207  | 606    | 70.68                                   | 106.97 | 31                            | 234    |
| December .   | 42                                       | 91     | 249  | 697    | 69.56                                   | 106.36 | 9                             | 156    |
| <u>1952</u>  |  |        |  |        |   |        |                               |        |
| January . .  | 16                                       | 52     | 265  | 749    | 74.10                                   | 105.35 | 29                            | 129    |
| February . . | 6  | 38     | 271  | 787    | 74.62                                   | 104.50 | 35                            | 140    |
| March . . .  | 10                                       | 39     | 281  | 826    | 73.98                                   | 104.67 | 33                            | 153    |
| April . . .  | 8  | 52     | 289  | 878    | 75.94                                   | 104.92 | 28                            | 125    |
| May . . . .  | 11                                       | 49     | 300  | 927    | 75.77                                   | 103.10 | 35                            | 127    |
| June . . . . | 6  | 33     | 306  | 960    | 76.50                                   | 103.15 | 21                            | 152    |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 32 - AIRPLANES ON HAND IN AIR NATIONAL GUARD BY AIR FORCE AREA,  
AND STATE OR TERRITORY - QUARTERLY, F.Y. 1952

| AIR FORCE AREA AND LOCATION                   | FISCAL YEAR 1952  |                  |               |              |
|---|-------------------|------------------|---------------|--------------|
|   | 30 September 1951 | 31 December 1951 | 31 March 1952 | 30 June 1952 |
| <u>TOTAL</u> . . . . .                        | <u>519</u>        | <u>493</u>       | <u>444</u>    | <u>427</u>   |
| <u>CONTINENTAL U.S. - TOTAL</u> . . . . .     | <u>461</u>        | <u>437</u>       | <u>391</u>    | <u>373</u>   |
| <u>FIRST AIR FORCE - TOTAL</u> . . . . .      | <u>327</u>        | <u>301</u>       | <u>277</u>    | <u>261</u>   |
| Connecticut . . . . .                         | 1                 | -                | -             | 1            |
| District of Columbia . . . . .                | 5                 | 8                | 8             | 7            |
| Delaware . . . . .                            | -                 | -                | -             | 1            |
| Kentucky . . . . .                            | 1                 | 1                | 1             | 1            |
| Massachusetts . . . . .                       | 55                | 49               | 53            | 44           |
| Maryland . . . . .                            | 19                | 19               | 21            | 21           |
| Maine . . . . .                               | 2                 | 2                | 1             | 1            |
| New Hampshire . . . . .                       | -                 | 1                | 1             | 1            |
| New Jersey . . . . .                          | 27                | 25               | 21            | 21           |
| New York . . . . .                            | 75                | 63               | 54            | 59           |
| Ohio . . . . .                                | 52                | 60               | 56            | 42           |
| Pennsylvania . . . . .                        | 57                | 48               | 41            | 40           |
| Rhode Island . . . . .                        | 31                | 23               | 18            | 20           |
| Vermont . . . . .                             | 1                 | 1                | 1             | 1            |
| West Virginia . . . . .                       | 1                 | 1                | 1             | 1            |
| <u>FOURTH AIR FORCE - TOTAL</u> . . . . .     | <u>58</u>         | <u>72</u>        | <u>52</u>     | <u>47</u>    |
| Arizona . . . . .                             | -                 | 1                | 1             | 1            |
| California . . . . .                          | 53                | 65               | 45            | 40           |
| Idaho . . . . .                               | -                 | 1                | 1             | 1            |
| Montana . . . . .                             | 1                 | 1                | 1             | 1            |
| Nevada . . . . .                              | 1                 | 1                | 1             | 1            |
| Oregon . . . . .                              | 1                 | 1                | 1             | 1            |
| Utah . . . . .                                | 1                 | 1                | 1             | 1            |
| Washington . . . . .                          | 1                 | 1                | 1             | 1            |
| <u>TENTH AIR FORCE - TOTAL</u> . . . . .      | <u>38</u>         | <u>31</u>        | <u>29</u>     | <u>32</u>    |
| Colorado . . . . .                            | 1                 | 1                | 1             | 1            |
| Illinois . . . . .                            | 25                | 20               | 17            | 20           |
| Indiana . . . . .                             | 1                 | 1                | 1             | 1            |
| Iowa . . . . .                                | 1                 | 1                | 1             | 1            |
| Kansas . . . . .                              | 1                 | 1                | 1             | 1            |
| Michigan . . . . .                            | 1                 | 1                | 1             | 1            |
| Minnesota . . . . .                           | 1                 | 1                | 1             | 1            |
| Missouri . . . . .                            | 3                 | 1                | 1             | 1            |
| North Dakota . . . . .                        | -                 | -                | 1             | 1            |
| Nebraska . . . . .                            | 1                 | 1                | 1             | 1            |
| South Dakota . . . . .                        | 1                 | 1                | 1             | 1            |
| Wisconsin . . . . .                           | 1                 | 1                | 1             | 1            |
| Wyoming . . . . .                             | 1                 | 1                | 1             | 1            |
| <u>FOURTEENTH AIR FORCE - TOTAL</u> . . . . . | <u>38</u>         | <u>33</u>        | <u>33</u>     | <u>33</u>    |
| Alabama . . . . .                             | 1                 | 1                | 1             | 1            |
| Arkansas . . . . .                            | 2                 | 2                | 2             | 2            |
| Florida . . . . .                             | 1                 | 1                | 1             | 1            |
| Georgia . . . . .                             | 2                 | 2                | 2             | 2            |
| Louisiana . . . . .                           | 2                 | 2                | 2             | 2            |
| Mississippi . . . . .                         | 1                 | 1                | 1             | 1            |
| North Carolina . . . . .                      | 1                 | 1                | 1             | 1            |
| Oklahoma . . . . .                            | 1                 | 1                | 1             | 1            |
| South Carolina . . . . .                      | 2                 | 1                | 1             | 1            |
| Tennessee . . . . .                           | 1                 | 1                | 1             | 1            |
| Texas . . . . .                               | 24                | 20               | 20            | 20           |
| <u>OVERSEAS - TOTAL</u> . . . . .             | <u>58</u>         | <u>56</u>        | <u>53</u>     | <u>54</u>    |
| Hawaii . . . . .                              | 36                | 36               | 33            | 33           |
| Puerto Rico . . . . .                         | 22                | 20               | 20            | 21           |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/c.



TABLE 33 - AIR NATIONAL GUARD AIRPLANE PROGRAM - QUARTERLY, F.Y. 1952

| TYPE<br>AND<br>MODEL    | ESTIMATED<br>ON HAND<br>JUN-SEP 1951 | ACTUAL<br>ON<br>HAND | DIFFERENCES |           | TYPE<br>AND<br>MODEL   | ESTIMATED<br>ON HAND<br>OCT-DEC 1951 | ACTUAL<br>ON<br>HAND | DIFFERENCES |           |
|-------------------------|--------------------------------------|----------------------|-------------|-----------|------------------------|--------------------------------------|----------------------|-------------|-----------|
|                         |                                      |                      | Overages    | Shortages |                        |                                      |                      | Overages    | Shortages |
| As of 30 SEPTEMBER 1951 |                                      |                      |             |           | As of 31 DECEMBER 1951 |                                      |                      |             |           |
| <u>TOTAL.</u>           | <u>587</u>                           | <u>519</u>           | <u>12</u>   | <u>80</u> | <u>TOTAL.</u>          | <u>543</u>                           | <u>493</u>           | <u>8</u>    | <u>58</u> |
| B-26 . . .              | 6                                    | 10                   | 4           | -         | B-26 . . .             | 6                                    | 10                   | 4           | -         |
| F-47 . . .              | 94                                   | 67                   | -           | 27        | F-47 . . .             | 44                                   | 47                   | 3           | -         |
| F-51 . . .              | 294                                  | 257                  | -           | 37        | F-51 . . .             | 313                                  | 297                  | -           | 16        |
| F-84 . . .              | 58                                   | 53                   | -           | 5         | F-84 . . .             | 57                                   | 18                   | -           | 39        |
| C-47 . . .              | 85                                   | 74                   | -           | 11        | C-47 . . .             | 74                                   | 71                   | -           | 3         |
| C-53 . . .              | -                                    | 1                    | 1           | -         | C-53 . . .             | -                                    | 1                    | 1           | -         |
| T-6 . . .               | 50                                   | 57                   | 7           | -         | T-6 . . .              | 49                                   | 49                   | -           | -         |
| TYPE<br>AND<br>MODEL    | ESTIMATED<br>ON HAND<br>JAN-MAR 1952 | ACTUAL<br>ON<br>HAND | DIFFERENCES |           | TYPE<br>AND<br>MODEL   | ESTIMATED<br>ON HAND<br>APR-JUN 1952 | ACTUAL<br>ON<br>HAND | DIFFERENCES |           |
|                         |                                      |                      | Overages    | Shortages |                        |                                      |                      | Overages    | Shortages |
| As of 31 MARCH 1952     |                                      |                      |             |           | As of 30 JUNE 1952     |                                      |                      |             |           |
| <u>TOTAL.</u>           | <u>422</u>                           | <u>444</u>           | <u>25</u>   | <u>3</u>  | <u>TOTAL.</u>          | <u>406</u>                           | <u>427</u>           | <u>23</u>   | <u>2</u>  |
| B-26 . . .              | 9                                    | 8                    | -           | 1         | B-26 . . .             | 9                                    | 7                    | -           | 2         |
| F-47 . . .              | 40                                   | 43                   | 3           | -         | F-47 . . .             | 38                                   | 43                   | 5           | -         |
| F-51 . . .              | 255                                  | 273                  | 18          | -         | F-51 . . .             | 245                                  | 258                  | 13          | -         |
| F-84 . . .              | -                                    | 2                    | 2           | -         | C-47 . . .             | 74                                   | 76                   | 2           | -         |
| C-47 . . .              | 77                                   | 75                   | -           | 2         | C-53 . . .             | -                                    | 1                    | 1           | -         |
| C-53 . . .              | -                                    | 1                    | 1           | -         | T-6 . . .              | 40                                   | 42                   | 2           | -         |
| T-6 . . .               | 41                                   | 42                   | 1           | -         |                        |                                      |                      |             |           |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 34 - FUNCTIONAL DISTRIBUTION OF AIR NATIONAL GUARD AIRPLANES - QUARTERLY, F.Y. 1952

| TYPE AND MODEL    | TOTAL AIRCRAFT ON HAND | ACTIVE |                           |                |                 |                 | INACTIVE |              |                    |
|-------------------|------------------------|--------|---------------------------|----------------|-----------------|-----------------|----------|--------------|--------------------|
|                   |                        | TOTAL  | Tech Training Trans Units | Administrative | Special Mission | Command Support | TOTAL    | Modification | Excess & Rec Recl. |
| 30 SEPTEMBER 1951 |                        |        |                           |                |                 |                 |          |              |                    |
| TOTAL             | 519                    | 508    | 450                       | 24             | 10              | 24              | 11       | 9            | 2                  |
| BOMBER            | 2                      | 2      | 2                         | -              | -               | -               | -        | -            | -                  |
| FIGHTER           | 373                    | 362    | 338                       | -              | -               | 24              | 11       | 9            | 2                  |
| CARGO             | 75                     | 75     | 46                        | 21             | 8               | -               | -        | -            | -                  |
| TRAINER           | 69                     | 69     | 64                        | 3              | 2               | -               | -        | -            | -                  |
| 31 DECEMBER 1951  |                        |        |                           |                |                 |                 |          |              |                    |
| TOTAL             | 493                    | 482    | 413                       | 35             | 5               | 29              | 11       | 9            | 2                  |
| BOMBER            | 2                      | 2      | 2                         | -              | -               | -               | -        | -            | -                  |
| FIGHTER           | 360                    | 349    | 323                       | 1              | -               | 25              | 11       | 9            | 2                  |
| CARGO             | 72                     | 72     | 34                        | 31             | 5               | 2               | -        | -            | -                  |
| TRAINER           | 59                     | 59     | 54                        | 3              | -               | 2               | -        | -            | -                  |
| 31 MARCH 1952     |                        |        |                           |                |                 |                 |          |              |                    |
| TOTAL             | 444                    | 432    | 363                       | 39             | -               | 30              | 12       | 9            | 3                  |
| BOMBER            | -                      | -      | -                         | -              | -               | -               | -        | -            | -                  |
| FIGHTER           | 316                    | 304    | 280                       | 1              | -               | 23              | 12       | 9            | 3                  |
| CARGO             | 76                     | 76     | 34                        | 35             | -               | 7               | -        | -            | -                  |
| TRAINER           | 52                     | 52     | 49                        | 3              | -               | -               | -        | -            | -                  |
| 30 JUNE 1952      |                        |        |                           |                |                 |                 |          |              |                    |
| TOTAL             | 427                    | 423    | 367                       | 43             | -               | 13              | 4        | 1            | 3                  |
| BOMBER            | -                      | -      | -                         | -              | -               | -               | -        | -            | -                  |
| FIGHTER           | 300                    | 297    | 289                       | 1              | -               | 7               | 3        | -            | 3                  |
| CARGO             | 77                     | 76     | 30                        | 40             | -               | 6               | 1        | 1            | -                  |
| TRAINER           | 50                     | 50     | 48                        | 2              | -               | -               | -        | -            | -                  |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 35 - CALENDAR AGE DISTRIBUTION OF THE AIR NATIONAL GUARD AIRPLANE INVENTORY - F.Y. 1952

| AGE IN MONTHS         |           | NUMBER ON HAND    |                  |               |              |
|-----------------------|-----------|-------------------|------------------|---------------|--------------|
| More than             | Less than | 30 September 1951 | 31 December 1951 | 31 March 1952 | 30 June 1952 |
| 0                     | 3         | 10                | -                | -             | -            |
| 3                     | 6         | 40                | 9                | -             | -            |
| 6                     | 9         | -                 | 35               | 8             | -            |
| 9                     | 12        | -                 | -                | 32            | 8            |
| 12                    | 15        | -                 | -                | -             | 32           |
| 15                    | 18        | -                 | -                | -             | -            |
| 18                    | 21        | -                 | -                | -             | -            |
| 21                    | 24        | -                 | -                | -             | -            |
| 24                    | 27        | -                 | -                | -             | -            |
| 27                    | 30        | -                 | -                | -             | -            |
| 30                    | 33        | -                 | -                | -             | -            |
| 33                    | 36        | -                 | -                | -             | -            |
| 36                    | 39        | -                 | -                | -             | -            |
| 39                    | 42        | 13                | -                | -             | -            |
| 42                    | 45        | 23                | 7                | -             | -            |
| 45                    | 48        | 11                | 8                | -             | -            |
| 48                    | 51        | 6                 | 3                | -             | -            |
| 51                    | 54        | -                 | -                | 2             | -            |
| 54                    | 57        | -                 | -                | -             | -            |
| 57                    | 60        | -                 | -                | -             | -            |
| 60                    | 63        | -                 | -                | -             | -            |
| 63                    | 66        | -                 | -                | -             | -            |
| 66                    | 69        | -                 | -                | -             | -            |
| 69                    | 72        | 45                | -                | -             | -            |
| 72                    | 75        | 149               | 48               | -             | -            |
| 75                    | 78        | 91                | 199              | 47            | -            |
| 78                    | 81        | 43                | 82               | 191           | 48           |
| 81                    | 84        | 7                 | 26               | 69            | 183          |
| 84                    | 87        | 15                | 2                | 18            | 61           |
| 87                    | 90        | 35                | 9                | 1             | 17           |
| 90                    | 93        | 10                | 36               | 9             | 1            |
| 93                    | 96        | 8                 | 9                | 35            | 9            |
| 96                    | 99        | 5                 | 8                | 9             | 35           |
| 99                    | 102       | 6                 | 5                | 9             | 9            |
| 102                   | 105       | 1                 | 5                | 5             | 9            |
| 105                   | 108       | -                 | 1                | 7             | 6            |
| 108                   | 111       | 1                 | -                | 1             | 7            |
| 111                   | 114       | -                 | 1                | -             | 1            |
| 114                   | 117       | -                 | -                | 1             | -            |
| 117                   | 120       | -                 | -                | -             | 1            |
| Average Age In Months |           | 67.4              | 72.4             | 76.6          | 79.6         |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 36 - AIR NATIONAL GUARD FLIGHT OPERATIONS BY TYPE AND MODEL OF AIRPLANE - FY 1952

| TYPE AND MODEL   | TOTAL HOURS FLOWN | AVERAGE AIRPLANES |        |                | AV. HOURS FLOWN PER A/P ON HAND | AVIATION FUEL CONSUMED | TOTAL HOURS FLOWN | AVERAGE AIRPLANES |        |                | AV. HOURS FLOWN PER A/P ON HAND | AVIATION FUEL CONSUMED |
|------------------|-------------------|-------------------|--------|----------------|---------------------------------|------------------------|-------------------|-------------------|--------|----------------|---------------------------------|------------------------|
|                  |                   | On Hand           | In Com | Percent In Com |                                 |                        |                   | On Hand           | In Com | Percent In Com |                                 |                        |
| JULY - 1951      |                   |                   |        |                |                                 | AUGUST - 1951          |                   |                   |        |                |                                 |                        |
| TOTAL            | 8,023             | 529               | 339    | 64             | 15                              | 687,292                | 12,180            | 482               | 334    | 69             | 25                              | 1,037,061              |
| B-26             | -                 | 2                 | -      | -              | -                               | -                      | -                 | 2                 | -      | -              | -                               | -                      |
| F-47             | 803               | 158               | 81     | 51             | 5                               | 73,573                 | 1,660             | 106               | 64     | 60             | 16                              | 181,168                |
| F-51             | 2,687             | 168               | 131    | 78             | 16                              | 195,817                | 4,277             | 176               | 138    | 78             | 24                              | 257,969                |
| F-84             | 226               | 55                | 19     | 35             | 4                               | 89,619                 | 471               | 54                | 19     | 35             | 9                               | 170,627                |
| C-47/53          | 2,627             | 81                | 60     | 74             | 32                              | 262,816                | 3,406             | 80                | 63     | 79             | 43                              | 235,379                |
| T-6              | 1,439             | 50                | 37     | 74             | 29                              | 42,072                 | 2,085             | 51                | 41     | 80             | 41                              | 60,420                 |
| TB-26            | 189               | 8                 | 6      | 75             | 24                              | 28,774                 | 214               | 8                 | 6      | 75             | 27                              | 36,069                 |
| TF-47            | 26                | 4                 | 3      | 75             | 6                               | 3,003                  | 36                | 3                 | 2      | 67             | 12                              | 3,675                  |
| TF-51            | 26                | 3                 | 2      | 67             | 9                               | 1,618                  | 31                | 2                 | 1      | 50             | 16                              | 1,754                  |
| SEPTEMBER - 1951 |                   |                   |        |                |                                 | OCTOBER - 1951         |                   |                   |        |                |                                 |                        |
| TOTAL            | 7,372             | 516               | 320    | 62             | 14                              | 627,041                | 7,696             | 512               | 339    | 66             | 15                              | 700,238                |
| B-26             | -                 | 2                 | -      | -              | -                               | -                      | -                 | 2                 | -      | -              | -                               | -                      |
| F-47             | 574               | 75                | 47     | 63             | 8                               | 53,186                 | 206               | 45                | 19     | 42             | 5                               | 23,155                 |
| F-51             | 2,301             | 234               | 140    | 60             | 10                              | 175,003                | 2,854             | 267               | 181    | 68             | 11                              | 204,982                |
| F-84             | 293               | 53                | 20     | 38             | 6                               | 91,914                 | 389               | 53                | 24     | 45             | 7                               | 132,264                |
| C-47/53          | 2,421             | 81                | 60     | 74             | 30                              | 230,186                | 2,863             | 79                | 62     | 78             | 36                              | 273,765                |
| T-6              | 1,546             | 58                | 46     | 79             | 27                              | 42,009                 | 1,221             | 56                | 46     | 82             | 22                              | 38,901                 |
| TB-26            | 200               | 8                 | 4      | 50             | 25                              | 32,144                 | 127               | 7                 | 6      | 86             | 18                              | 24,615                 |
| TF-47            | 19                | 3                 | 1      | 33             | 6                               | 1,208                  | -                 | 1                 | -      | -              | -                               | 126                    |
| TF-51            | 18                | 2                 | 2      | 100            | 9                               | 1,391                  | 36                | 2                 | 1      | 50             | 18                              | 2,430                  |
| NOVEMBER - 1951  |                   |                   |        |                |                                 | DECEMBER - 1951        |                   |                   |        |                |                                 |                        |
| TOTAL            | 5,960             | 501               | 324    | 65             | 12                              | 497,504                | 5,179             | 478               | 320    | 67             | 11                              | 391,077                |
| B-26             | -                 | 2                 | -      | -              | -                               | -                      | -                 | 2                 | -      | -              | -                               | -                      |
| F-47             | 186               | 41                | 17     | 41             | 5                               | 23,785                 | 244               | 40                | 21     | 52             | 6                               | 31,531                 |
| F-51             | 2,364             | 282               | 190    | 67             | 8                               | 175,946                | 1,889             | 287               | 195    | 68             | 7                               | 134,479                |
| F-84             | 147               | 34                | 22     | 65             | 4                               | 49,440                 | 8                 | 17                | 10     | 59             | -                               | 2,532                  |
| C-47/53          | 1,988             | 77                | 52     | 68             | 26                              | 188,878                | 1,781             | 73                | 48     | 66             | 24                              | 167,831                |
| T-6              | 1,103             | 55                | 38     | 69             | 20                              | 31,043                 | 1,115             | 49                | 39     | 80             | 23                              | 31,189                 |
| TB-26            | 166               | 8                 | 5      | 62             | 21                              | 27,362                 | 127               | 8                 | 6      | 75             | 16                              | 21,585                 |
| TF-47            | 6                 | 1                 | -      | -              | 6                               | 1,050                  | 15                | 1                 | 1      | 100            | 15                              | 1,930                  |
| TF-51            | -                 | 1                 | -      | -              | -                               | -                      | -                 | 1                 | -      | -              | -                               | -                      |
| JANUARY - 1952   |                   |                   |        |                |                                 | FEBRUARY - 1952        |                   |                   |        |                |                                 |                        |
| TOTAL            | 4,975             | 466               | 321    | 69             | 11                              | 413,110                | 6,048             | 446               | 324    | 73             | 14                              | 483,343                |
| B-26             | -                 | 2                 | -      | -              | -                               | -                      | 2                 | 2                 | -      | -              | 1                               | 884                    |
| F-47             | 185               | 38                | 20     | 53             | 5                               | 22,618                 | 191               | 37                | 18     | 49             | 5                               | 26,542                 |
| F-51             | 1,940             | 290               | 203    | 70             | 7                               | 146,034                | 2,981             | 282               | 212    | 75             | 11                              | 222,173                |
| F-84             | 65                | 11                | 6      | 55             | 6                               | 7,276                  | -                 | 1                 | -      | -              | -                               | -                      |
| C-47/53          | 1,935             | 73                | 52     | 71             | 26                              | 195,546                | 1,859             | 72                | 53     | 74             | 26                              | 182,872                |
| T-6              | 728               | 42                | 34     | 81             | 17                              | 21,933                 | 843               | 42                | 34     | 81             | 20                              | 24,921                 |
| TB-26            | 120               | 8                 | 5      | 62             | 15                              | 19,323                 | 152               | 8                 | 6      | 75             | 19                              | 23,764                 |
| TF-47            | 2                 | 1                 | 1      | 100            | 2                               | 380                    | 20                | 1                 | 1      | 100            | 20                              | 2,187                  |
| TF-51            | -                 | 1                 | -      | -              | -                               | -                      | -                 | 1                 | -      | -              | -                               | -                      |
| MARCH - 1952     |                   |                   |        |                |                                 | APRIL - 1952           |                   |                   |        |                |                                 |                        |
| TOTAL            | 7,825             | 447               | 316    | 71             | 18                              | 612,461                | 8,418             | 388               | 292    | 75             | 22                              | 618,689                |
| F-47             | 124               | 37                | 18     | 49             | 3                               | 15,826                 | 22                | 15                | 9      | 60             | 1                               | 2,602                  |
| F-51             | 4,073             | 282               | 203    | 72             | 14                              | 303,055                | 4,574             | 254               | 192    | 76             | 18                              | 327,287                |
| C-47/53          | 2,490             | 76                | 55     | 72             | 33                              | 244,899                | 2,606             | 73                | 51     | 70             | 36                              | 238,172                |
| T-6              | 1,016             | 42                | 34     | 81             | 24                              | 30,673                 | 1,142             | 40                | 37     | 92             | 29                              | 37,826                 |
| TB-26            | 118               | 8                 | 5      | 62             | 15                              | 17,533                 | 74                | 5                 | 3      | 60             | 15                              | 12,802                 |
| TF-47            | 4                 | 1                 | 1      | 100            | 4                               | 475                    | -                 | -                 | -      | -              | -                               | -                      |
| TF-51            | -                 | 1                 | -      | -              | -                               | -                      | -                 | 1                 | -      | -              | -                               | -                      |

TABLE 36 - AIR NATIONAL GUARD FLIGHT OPERATIONS BY TYPE AND MODEL OF AIRPLANE - FY 1952 - CONTINUED

| TYPE AND MODEL  | TOTAL HOURS FLOWN | AVERAGE AIRPLANES |        |                | AV. HOURS FLOWN PER A/P ON HAND | AVIATION FUEL CONSUMED | TOTAL HOURS FLOWN | AVERAGE AIRPLANES |        |                | AV. HOURS FLOWN PER A/P ON HAND | AVIATION FUEL CONSUMED |
|-----------------|-------------------|-------------------|--------|----------------|---------------------------------|------------------------|-------------------|-------------------|--------|----------------|---------------------------------|------------------------|
|                 |                   | On Hand           | In Com | Percent In Com |                                 |                        |                   | On Hand           | In Com | Percent In Com |                                 |                        |
| M A Y - 1 9 5 2 |                   |                   |        |                |                                 | J U N E - 1 9 5 2      |                   |                   |        |                |                                 |                        |
| TOTAL           | 4,114             | 418               | 321    | 77             | 10                              | 310,416                | 9,301             | 395               | 310    | 78             | 24                              | 681,349                |
| F-47            | 163               | 36                | 18     | 50             | 5                               | 23,799                 | 520               | 42                | 24     | 57             | 12                              | 66,206                 |
| F-51            | 1,690             | 258               | 206    | 80             | 7                               | 130,031                | 4,001             | 237               | 191    | 81             | 17                              | 279,383                |
| C-47/53         | 1,193             | 73                | 57     | 78             | 1.6                             | 118,446                | 2,678             | 68                | 56     | 82             | 39                              | 255,989                |
| T-6             | 1,007             | 42                | 38     | 90             | 24                              | 29,532                 | 1,938             | 40                | 34     | 85             | 48                              | 54,620                 |
| TB-26           | 51                | 8                 | 2      | 25             | 6                               | 7,201                  | 159               | 7                 | 5      | 71             | 23                              | 24,756                 |
| TP-47           | 10                | 1                 | -      | -              | 10                              | 1,407                  | 5                 | 1                 | -      | -              | 5                               | 395                    |

TABLE 37 - SUMMARY OF AIR NATIONAL GUARD AIRPLANE ACTIVITIES - FY 1952

| MONTH AND YEAR      | OPERATING ACTIVE |                     |                                 | ACCIDENT RATE PER 100,000 HOURS FLOWN | TOTAL HOURS FLOWN | TOTAL FUEL CONSUMPTION |
|---------------------|------------------|---------------------|---------------------------------|---------------------------------------|-------------------|------------------------|
|                     | Hours Flown      | Average A/P On Hand | Av. Hours Flown Per A/P On Hand |                                       |                   |                        |
| 1 9 5 1             |                  |                     |                                 |                                       |                   |                        |
| July . . . . .      | 7,993            | 502                 | 16                              | 37                                    | 8,023             | 687,292                |
| August . . . . .    | 12,180           | 451                 | 27                              | 16                                    | 12,180            | 1,037,061              |
| September . . . . . | 7,367            | 479                 | 15                              | 27                                    | 7,372             | 627,041                |
| October . . . . .   | 7,696            | 474                 | 16                              | 91                                    | 7,696             | 700,238                |
| November . . . . .  | 5,824            | 469                 | 12                              | -                                     | 5,960             | 497,504                |
| December . . . . .  | 5,133            | 440                 | 12                              | 39                                    | 5,179             | 391,077                |
| 1 9 5 2             |                  |                     |                                 |                                       |                   |                        |
| January . . . . .   | 4,969            | 423                 | 12                              | 20                                    | 4,975             | 413,110                |
| February . . . . .  | 6,048            | 416                 | 15                              | 50                                    | 6,048             | 483,343                |
| March . . . . .     | 7,825            | 414                 | 19                              | 25                                    | 7,825             | 612,461                |
| April . . . . .     | 8,384            | 369                 | 23                              | 48                                    | 8,418             | 618,689                |
| May . . . . .       | 4,089            | 404                 | 10                              | -                                     | 4,114             | 310,416                |
| June . . . . .      | 9,301            | 384                 | 24                              | 55                                    | 9,301             | 681,349                |

TABLE 38 - OBLIGATIONS DURING FY 1952 FROM 1952 FUNDS APPROPRIATED FOR NATIONAL GUARD

| NO. | PROJECT TITLE   | OBLIGATIONS FOR FY 1952<br>(As of 30 June 1952) |              |                   |
|-----|---|---|--------------|-------------------|
|     |   | Net Obligations                                 | Collections  | Gross Obligations |
|     | <u>TOTAL</u> . . . . .  | \$ 83,481,837                                   | \$ 1,078,269 | \$ 84,560,106     |
| 210 | Weapons and Ammunition . . . . .                                    | 425,980   | --           | 425,980           |
| 220 | Ground Powered and Marine Equipment . . . . .                       | 18,052,560                                      | --           | 18,052,560        |
| 230 | Electronics and Communications Equipment . . . . .                  | 5,340,788                                       | --           | 5,340,788         |
| 250 | Training Equipment . . . . .  | 1,209,822                                       | --           | 1,209,822         |
| 270 | Other Major Equipment . . . . .                                     | 4,044,558                                       | --           | 4,044,558         |
| 310 | Planning . . . . .  | --  | --           | --                |
| 320 | Acquisition and Construction, Continental U.S. . . . .              | 17,132,959                                      | --           | 17,132,959        |
| 330 | Acquisition and Construction, Outside Continental U.S. . . . .      | --  | --           | --                |
| 410 | Operation of Aircraft . . . . .                                     | 6,345,090                                       | 862,036      | 7,207,126         |
| 420 | Organization, Base and Maintenance Equipment and Supplies . . . . . | 4,935,646                                       | 198,006      | 5,133,652         |
| 430 | Logistical Support . . . . .  | 5,940,199                                       | --           | 5,940,199         |
| 440 | Training Support . . . . .  | 10,983,179                                      | 866          | 10,984,045        |
| 470 | Medical Support . . . . .   | 1,155,652                                       | --           | 1,155,652         |
| 480 | Service-Wide Support . . . . .                                      | 111,324   | --           | 111,324           |
| 520 | Pay and Allowances, Air National Guard . . . . .                    | 5,192,207                                       | --           | 5,192,207         |
| 550 | Subsistence . . . . .   | 326,873   | 17,361       | 344,234           |
| 560 | Individual Clothing . . . . .                                       | 2,285,000                                       | --           | 2,285,000         |
| 590 | Other Military Personnel Expenses . . . . .                         | --  | --           | --                |

SOURCE: Financial Management Division, Directorate of Budget, DCS/Comptroller

TABLE 39 - FORMALLY ENROLLED ADVANCED USAF RESERVE OFFICER TRAINING CORPS (ROTC) STUDENTS  
BY ROTC SPECIALTY - FY 1952

| ROTC Specialty                                 | Total         | First Year    | Second Year   |
|--|---------------|---------------|---------------|
| <u>15 October - 1951</u>                       |               |               |               |
| Total . . . . .                                | <u>23,458</u> | <u>12,633</u> | <u>10,825</u> |
| Administration and Logistics . . . . .         | 11,397        | 5,283         | 6,114         |
| Aircraft Maintenance and Engineering . . . . . | 2,656         | 1,042         | 1,614         |
| Air Installation . . . . .                     | 653           | 281           | 372           |
| Armament . . . . .                             | 1,115         | 579           | 536           |
| Communications . . . . .                       | 1,508         | 514           | 994           |
| Comptrollership . . . . .                      | 1,806         | 734           | 1,072         |
| Other Courses . . . . .                        | 4,323         | 4,200         | 123           |
| <u>15 February - 1952</u>                      |               |               |               |
| Total . . . . .                                | <u>24,472</u> | <u>13,577</u> | <u>10,895</u> |
| Administration and Logistics . . . . .         | 11,980        | 5,643         | 6,377         |
| Aircraft Maintenance and Engineering . . . . . | 2,718         | 1,047         | 1,671         |
| Air Installation . . . . .                     | 591           | 217           | 374           |
| Armament . . . . .                             | 1,002         | 518           | 484           |
| Communications . . . . .                       | 1,395         | 545           | 850           |
| Comptrollership . . . . .                      | 1,746         | 715           | 1,031         |
| Flight Operations . . . . .                    | 3,812         | 3,775         | 37            |
| General Technical . . . . .                    | 1,131         | 1,071         | 60            |
| Other Courses . . . . .                        | 97            | 46            | 51            |
| <u>15 August - 1952 a/</u>                     |               |               |               |
| Total . . . . .                                | <u>15,628</u> | <u>12,735</u> | <u>2,893</u>  |
| Administration and Logistics . . . . .         | 6,704         | 5,208         | 1,496         |
| Aircraft Maintenance and Engineering . . . . . | 1,539         | 959           | 580           |
| Air Installation . . . . .                     | 326           | 193           | 133           |
| Armament . . . . .                             | 617           | 474           | 143           |
| Communications . . . . .                       | 724           | 495           | 229           |
| Comptrollership . . . . .                      | 907           | 681           | 226           |
| Flight Operations . . . . .                    | 3,679         | 3,628         | 51            |
| General Technical . . . . .                    | 1,101         | 1,072         | 29            |
| Other Courses . . . . .                        | 31            | 25            | 6             |

a/ 15 August 1952 data reflects FY 1952 year end totals.

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 40- FORMALLY ENROLLED USAF RESERVE OFFICER TRAINING CORPS (ROTC)  
STUDENTS BY YEAR OF COURSE, BY INSTITUTION - FY 1952

| Institution   | 15 October 1951 a/ |        |          |            |             |            |             |
|---|--------------------|--------|----------|------------|-------------|------------|-------------|
|   | Total              |        |          | Basic      |             | Advanced   |             |
|   | Total              | Basic  | Advanced | First Year | Second Year | First Year | Second Year |
| Total . . . . .   | 114,244            | 90,786 | 23,458   | 64,944     | 25,842      | 12,633     | 10,825      |
| Akron University, Ohio . . . . .                        | 418                | 267    | 151      | 169        | 98          | 60         | 91          |
| Alabama Polytech Institute, Ala . . . . .               | 880                | 647    | 233      | 444        | 203         | 127        | 106         |
| Alabama, University of, Ala . . . . .                   | 826                | 572    | 254      | 317        | 255         | 110        | 144         |
| Allegheny College, Pa . . . . .                         | 188                | 188    | -        | 188        | -           | -          | -           |
| Amherst College, Mass . . . . .                         | 320                | 320    | -        | 320        | -           | -          | -           |
| Arizona State College, Ariz . . . . .                   | 620                | 512    | 108      | 355        | 157         | 54         | 54          |
| Arizona, University of, Ariz . . . . .                  | 860                | 649    | 211      | 441        | 208         | 126        | 85          |
| Arkansas, University of, Ark . . . . .                  | 629                | 411    | 218      | 209        | 202         | 97         | 121         |
| Ball State Teachers College, Ind . . . . .              | 498                | 414    | 84       | 278        | 136         | 42         | 42          |
| Baylor University, Texas . . . . .                      | 761                | 571    | 190      | 425        | 146         | 86         | 104         |
| Boston University, Mass . . . . .                       | 874                | 695    | 179      | 464        | 231         | 54         | 85          |
| Bowling Green State University, Ohio . . . . .          | 252                | 218    | 34       | 190        | 28          | 34         | -           |
| Bradley University, Ill . . . . .                       | 1,001              | 832    | 169      | 490        | 342         | 77         | 92          |
| Brigham Young University, Utah . . . . .                | 1,073              | 1,046  | 27       | 1,003      | 43          | 26         | 1           |
| Brooklyn College, N. Y. . . . .                         | 400                | 400    | -        | 400        | -           | -          | -           |
| Brown University, R. I. . . . .                         | 270                | 270    | -        | 270        | -           | -          | -           |
| Buffalo University, N. Y. . . . .                       | 625                | 625    | -        | 625        | -           | -          | -           |
| Butler University, Ind . . . . .                        | 575                | 479    | 96       | 315        | 164         | 41         | 55          |
| California Institute of Technology, Calif . . . . .     | 175                | 175    | -        | 175        | -           | -          | -           |
| California, University of (UCLA), Calif . . . . .       | 928                | 841    | 87       | 574        | 267         | 25         | 62          |
| California, University of (Berkeley), Calif . . . . .   | 548                | 502    | 46       | 421        | 81          | 43         | 3           |
| Case Institute of Technology, Ohio . . . . .            | 168                | 158    | 10       | 158        | -           | 10         | -           |
| Catholic University, Washington, D. C. . . . .          | 123                | 123    | -        | 117        | 6           | -          | -           |
| Central Washington College of Education, Wash . . . . . | 280                | 270    | 10       | 270        | -           | 10         | -           |
| Cincinnati, University of, Ohio . . . . .               | 652                | 496    | 156      | 397        | 99          | 30         | 126         |
| Citadel, S. C. . . . .                                  | 410                | 299    | 111      | 212        | 87          | 53         | 58          |
| Clemson Agricultural College, S. C. . . . .             | 527                | 387    | 140      | 284        | 103         | 87         | 53          |
| Coe College, Iowa . . . . .                             | 309                | 213    | 96       | 142        | 71          | 47         | 49          |
| Colby College, Maine . . . . .                          | 217                | 217    | -        | 217        | -           | -          | -           |
| Colgate University, N. Y. . . . .                       | 608                | 510    | 98       | 333        | 177         | 31         | 67          |
| College of Puget Sound, Wash . . . . .                  | 194                | 189    | 5        | 187        | 2           | 5          | -           |
| Colorado A and M College, Colo . . . . .                | 894                | 676    | 218      | 434        | 242         | 128        | 90          |
| Colorado State College, Colo . . . . .                  | 186                | 180    | 6        | 161        | 19          | 6          | -           |
| Colorado University, Colo . . . . .                     | 727                | 616    | 111      | 472        | 144         | 74         | 37          |
| Columbia University, N. Y. . . . .                      | 203                | 192    | 11       | 192        | -           | 11         | -           |
| Connecticut University, Conn . . . . .                  | 1,312              | 1,087  | 225      | 713        | 374         | 133        | 92          |
| Cornell University, N. Y. . . . .                       | 1,510              | 1,138  | 372      | 739        | 399         | 213        | 159         |
| Davis and Elkins College, W. Va . . . . .               | 216                | 216    | -        | 216        | -           | -          | -           |
| Dartmouth College, N. H. . . . .                        | 518                | 514    | 4        | 503        | 11          | 4          | -           |
| Denver, University of, Colo . . . . .                   | 353                | 254    | 99       | 180        | 74          | 40         | 59          |
| DePauw University, Ind . . . . .                        | 292                | 286    | 6        | 286        | -           | 6          | -           |
| Detroit, University of, Mich . . . . .                  | 663                | 550    | 113      | 328        | 222         | 49         | 64          |
| Drake University, Iowa . . . . .                        | 479                | 450    | 29       | 425        | 25          | 29         | -           |
| Duke University, N. C. . . . .                          | 623                | 482    | 141      | 266        | 216         | 90         | 51          |
| Duquesne University, Pa . . . . .                       | 408                | 270    | 138      | 137        | 133         | 72         | 66          |
| East Carolina Teachers College, N. C. . . . .           | 401                | 288    | 113      | 194        | 94          | 51         | 62          |
| East Texas State College, Tex . . . . .                 | 545                | 376    | 169      | 232        | 144         | 103        | 66          |
| Emory University, Ge . . . . .                          | 461                | 444    | 17       | 320        | 124         | 17         | -           |
| Evansville College, Ind . . . . .                       | 192                | 178    | 14       | 169        | 9           | 14         | -           |
| Fordham University, N. Y. . . . .                       | 747                | 556    | 191      | 378        | 178         | 103        | 88          |
| Florida State University, Fla . . . . .                 | 486                | 382    | 104      | 271        | 111         | 49         | 55          |
| Florida, University of, Fla . . . . .                   | 1,595              | 1,195  | 400      | 823        | 372         | 245        | 155         |
| Franklin and Marshall College, Pa . . . . .             | 329                | 319    | 10       | 304        | 15          | 10         | -           |
| Fresno State College, Calif . . . . .                   | 472                | 393    | 79       | 255        | 138         | 28         | 51          |
| George Washington University, Washington, D. C. . . . . | 103                | 103    | -        | 95         | 8           | -          | -           |
| Georgetown University, Washington, D. C. . . . .        | 367                | 273    | 94       | 181        | 92          | 40         | 54          |
| Georgia Institute of Technology, Ga . . . . .           | 690                | 431    | 259      | 252        | 179         | 117        | 142         |
| Georgia, University of, Ga . . . . .                    | 595                | 362    | 233      | 198        | 164         | 120        | 113         |
| Gettysburg College, Pa . . . . .                        | 300                | 202    | 98       | 100        | 102         | 44         | 54          |
| Grinnell College, Iowa . . . . .                        | 213                | 210    | 3        | 203        | 7           | 3          | -           |
| Grove City College, Pa . . . . .                        | 237                | 237    | -        | 237        | -           | -          | -           |



TABLE 40 - FORMALLY ENROLLED USAF RESERVE OFFICER TRAINING CORPS (ROTC)  
STUDENTS BY YEAR OF COURSE, BY INSTITUTION - FY 1952 - CONTINUED

| Institution   | 15 October 1951 a/ |       |          |            |             |            |             |
|---|--------------------|-------|----------|------------|-------------|------------|-------------|
|   | Total              |       |          | Basic      |             | Advanced   |             |
|   | Total              | Basic | Advanced | First Year | Second Year | First Year | Second Year |
| Harvard University, Mass. . . . .                           | 425                | 319   | 106      | 225        | 94          | 40         | 66          |
| Hawaii, University of, Hawaii . . . . .                     | 486                | 368   | 118      | 232        | 136         | 75         | 43          |
| Bobart College, N. Y. . . . .                               | 176                | 176   | -        | 176        | -           | -          | -           |
| Holy Cross, College of the, Mass. . . . .                   | 271                | 271   | -        | 271        | -           | -          | -           |
| Howard University, Washington, D. C. . . . .                | 399                | 269   | 130      | 167        | 102         | 67         | 63          |
| Idaho University, Idaho . . . . .                           | 670                | 443   | 227      | 269        | 174         | 129        | 98          |
| Illinois, University of, Ill. . . . .                       | 1,648              | 1,200 | 448      | 846        | 354         | 264        | 184         |
| Illinois Institute of Technology, Ill. . . . .              | 116                | 109   | 7        | 100        | 9           | 7          | -           |
| Indiana, University of, Ind. . . . .                        | 1,423              | 1,091 | 332      | 741        | 350         | 222        | 110         |
| Iowa State College, Iowa. . . . .                           | 1,340              | 1,068 | 272      | 730        | 338         | 176        | 96          |
| Iowa State University, Iowa . . . . .                       | 888                | 645   | 243      | 372        | 273         | 128        | 115         |
| Kansas State College of Agriculture, Kan. . . . .           | 1,059              | 768   | 291      | 516        | 252         | 165        | 126         |
| Kansas, University of, Kan. . . . .                         | 937                | 750   | 187      | 464        | 286         | 76         | 111         |
| Kent State University, Ohio . . . . .                       | 336                | 316   | 20       | 301        | 15          | 19         | 1           |
| Kentucky, University of, Ky . . . . .                       | 882                | 612   | 270      | 372        | 240         | 141        | 129         |
| Lawrence College, Wis . . . . .                             | 190                | 190   | -        | 173        | 17          | -          | -           |
| Lehigh University, Pa . . . . .                             | 761                | 609   | 152      | 357        | 252         | 94         | 58          |
| Louisiana Polytechnic Institute, La . . . . .               | 533                | 420   | 113      | 295        | 125         | 72         | 41          |
| Louisiana State University, La. . . . .                     | 948                | 702   | 246      | 477        | 225         | 142        | 104         |
| Louisville, University of, Ky . . . . .                     | 318                | 255   | 63       | 146        | 109         | 25         | 38          |
| Lowell Textile Institute, Mass. . . . .                     | 189                | 189   | -        | 189        | -           | -          | -           |
| Loyola University, LA . . . . .                             | 600                | 495   | 105      | 298        | 197         | 32         | 73          |
| Manhattan College, N. Y. . . . .                            | 804                | 804   | -        | 804        | -           | -          | -           |
| Maryland, University of, Md . . . . .                       | 2,763              | 2,162 | 601      | 1,234      | 928         | 385        | 216         |
| Massachusetts Institute of Technology, Mass . . . . .       | 677                | 463   | 214      | 249        | 214         | 88         | 126         |
| Massachusetts, University of, Mass. . . . .                 | 778                | 610   | 168      | 375        | 235         | 100        | 68          |
| Memphis State College, Tenn . . . . .                       | 544                | 517   | 27       | 425        | 92          | 27         | -           |
| Memphis, University of, Tenn. . . . .                       | 778                | 610   | 168      | 375        | 235         | 100        | 68          |
| Miami, University of, Fla . . . . .                         | 792                | 602   | 190      | 446        | 156         | 93         | 97          |
| Miami University, Ohio . . . . .                            | 1,064              | 963   | 101      | 542        | 421         | 50         | 51          |
| Michigan College of M and T, Mich . . . . .                 | 328                | 239   | 89       | 115        | 124         | 42         | 47          |
| Michigan State College, Mich. . . . .                       | 1,644              | 1,228 | 416      | 740        | 488         | 274        | 142         |
| Michigan, University of, Mich . . . . .                     | 657                | 524   | 133      | 426        | 98          | 80         | 53          |
| Minnesota University, (Minneapolis) Minn. . . . .           | 1,105              | 912   | 193      | 582        | 330         | 83         | 110         |
| Minnesota University, (Duluth) Minn . . . . .               | 239                | 209   | 30       | 146        | 63          | 7          | 23          |
| Mississippi State College, Miss . . . . .                   | 519                | 347   | 172      | 224        | 123         | 81         | 91          |
| Mississippi, University of, Miss. . . . .                   | 371                | 261   | 110      | 145        | 116         | 52         | 58          |
| Missouri, University of, Mo . . . . .                       | 1,283              | 919   | 364      | 609        | 310         | 164        | 200         |
| Montana School of Mines, Mont . . . . .                     | 123                | 99    | 24       | 74         | 25          | 15         | 9           |
| Montana State College, Mont . . . . .                       | 394                | 284   | 110      | 176        | 108         | 41         | 69          |
| Montana State University, Mont. . . . .                     | 408                | 277   | 131      | 151        | 126         | 61         | 70          |
| Nebraska, University of, Neb. . . . .                       | 884                | 673   | 211      | 445        | 228         | 123        | 88          |
| New Hampshire, University of, N. H. . . . .                 | 783                | 547   | 236      | 365        | 182         | 133        | 103         |
| New Mexico College of A and M, M. Mex . . . . .             | 329                | 212   | 117      | 141        | 71          | 48         | 69          |
| New Mexico, University of, N. Mex . . . . .                 | 486                | 409   | 77       | 283        | 126         | 39         | 38          |
| New York University, N. Y. . . . .                          | 1,090              | 976   | 114      | 846        | 130         | 83         | 31          |
| Newark College of Engineering, N. J . . . . .               | 426                | 353   | 73       | 244        | 109         | 49         | 24          |
| North Carolina Agriculture and Teachers College . . . . .   | 297                | 297   | -        | 206        | 91          | -          | -           |
| North Carolina State College of Agriculture, N. C . . . . . | 668                | 492   | 176      | 359        | 133         | 98         | 78          |
| North Carolina, University of, N. C . . . . .               | 754                | 564   | 190      | 401        | 163         | 91         | 99          |
| North Dakota Agriculture College, N. Dak. . . . .           | 519                | 378   | 141      | 281        | 97          | 74         | 67          |
| North Dakota, University of, N. Dak . . . . .               | 435                | 303   | 132      | 231        | 72          | 60         | 72          |
| North Texas State College, Tex. . . . .                     | 494                | 446   | 48       | 372        | 74          | 48         | -           |
| Northwestern University, Ill. . . . .                       | 415                | 388   | 27       | 324        | 64          | 23         | 4           |
| Notre Dame, Ind . . . . .                                   | 935                | 786   | 149      | 520        | 266         | 71         | 78          |
| Occidental College, Calif . . . . .                         | 272                | 267   | 5        | 199        | 68          | 5          | -           |
| Ohio State University, Ohio . . . . .                       | 2,529              | 1,882 | 647      | 1,180      | 702         | 433        | 214         |
| Ohio University, Ohio . . . . .                             | 959                | 586   | 373      | 361        | 225         | 201        | 172         |
| Ohio Wesleyan University, Ohio. . . . .                     | 555                | 394   | 161      | 266        | 128         | 104        | 57          |
| Oklahoma A and M College, Okla. . . . .                     | 1,521              | 1,247 | 274      | 955        | 292         | 168        | 106         |
| Oklahoma, University of, Okla . . . . .                     | 954                | 628   | 326      | 381        | 247         | 170        | 156         |
| Omaha Municipal University, Nebr . . . . .                  | 408                | 371   | 37       | 237        | 134         | 37         | -           |
| Oregon State College, Ore . . . . .                         | 807                | 551   | 256      | 372        | 179         | 137        | 119         |
| Oregon, University of, Ore. . . . .                         | 642                | 473   | 169      | 315        | 158         | 113        | 56          |

TABLE 40 - FORMALLY ENROLLED USAF RESERVE OFFICER TRAINING CORPS (ROTC) STUDENTS BY YEAR OF COURSE, BY INSTITUTION - FY 1952 - CONTINUED

| Institution  | 15 October 1951 a/ |       |          |            |             |            |             |
|--|--------------------|-------|----------|------------|-------------|------------|-------------|
|  | Total              |       |          | Basic      |             | Advanced   |             |
|  | Total              | Basic | Advanced | First Year | Second Year | First Year | Second Year |
| Pennsylvania State College, Pa. . . . .              | 2,244              | 1,950 | 294      | 1,356      | 594         | 166        | 128         |
| Pennsylvania, University of, Pa. . . . .             | 554                | 418   | 136      | 307        | 111         | -          | 136         |
| Pittsburg, University of, Pa. . . . .                | 729                | 564   | 165      | 373        | 191         | 90         | 75          |
| Portland, University of, Ore. . . . .                | 311                | 286   | 25       | 286        | -           | 23         | 2           |
| Puerto Rico, University of . . . . .                 | 408                | 408   | -        | 393        | 15          | -          | -           |
| Purdue, University of, Ind. . . . .                  | 1,097              | 890   | 207      | 647        | 243         | 105        | 102         |
| Princeton University, N. J. . . . .                  | 261                | 261   | -        | 261        | -           | -          | -           |
| Queens College of New York, N. Y. . . . .            | 251                | 248   | 3        | 248        | -           | 3          | -           |
| Rensselaer Poly Institute, N. Y. . . . .             | 363                | 266   | 97       | 145        | 121         | 51         | 46          |
| Richmond, University of, Va. . . . .                 | 91                 | 88    | 3        | 88         | -           | 3          | -           |
| Rochester University, N. Y. . . . .                  | 161                | 161   | -        | 161        | -           | -          | -           |
| Rutgers University, N. J. . . . .                    | 966                | 672   | 294      | 420        | 252         | 174        | 120         |
| St Joseph's College, Pa. . . . .                     | 391                | 291   | -        | 391        | -           | -          | -           |
| St. Louis, University of, Mo. . . . .                | 1,099              | 810   | 289      | 553        | 257         | 118        | 171         |
| St. Michaels College, Vt. . . . .                    | 256                | 248   | 8        | 248        | -           | 8          | -           |
| St. Olaf College, Minn. . . . .                      | 351                | 351   | -        | 342        | 9           | -          | -           |
| St. Thomas College, Minn. . . . .                    | 868                | 660   | 208      | 376        | 284         | 142        | 66          |
| San Diego State College, Calif. . . . .              | 419                | 390   | 29       | 360        | 30          | 29         | -           |
| San Francisco State College, Calif. . . . .          | 177                | 164   | 13       | 146        | 18          | 13         | -           |
| San Jose State College, Calif. . . . .               | 388                | 263   | 125      | 207        | 56          | 53         | 72          |
| South Carolina, University of, S. C. . . . .         | 634                | 473   | 159      | 353        | 122         | 67         | 92          |
| South Dakota State College of A and M, S. D. . . . . | 182                | 138   | 44       | 105        | 33          | 27         | 17          |
| South, University of, Tenn. . . . .                  | 221                | 216   | 5        | 185        | 31          | 5          | -           |
| Southern California, University of, Calif. . . . .   | 604                | 423   | 181      | 249        | 174         | 104        | 77          |
| Southern Illinois, University of, Ill. . . . .       | 629                | 613   | 16       | 613        | -           | 16         | -           |
| Southern Methodist University, Tex. . . . .          | 774                | 572   | 202      | 336        | 236         | 120        | 82          |
| Southwest Texas State Teachers College, Tex. . . . . | 189                | 175   | 14       | 164        | 11          | 14         | -           |
| Southwestern Louisiana Institute, La. . . . .        | 780                | 623   | 157      | 263        | 360         | 55         | 102         |
| Stanford University, Calif. . . . .                  | 474                | 104   | 374      | 140        | 334         | 34         | 70          |
| Stevens Institute of Technology, N. J. . . . .       | 324                | 249   | 75       | 158        | 91          | 56         | 19          |
| Syracuse University, N. Y. . . . .                   | 919                | 684   | 235      | 470        | 214         | 89         | 146         |
| Tennessee A and I State College, Tenn. . . . .       | 301                | 290   | 11       | 290        | -           | 11         | -           |
| Tennessee, University of, Tenn. . . . .              | 453                | 333   | 120      | 227        | 106         | 67         | 53          |
| Texas A and M College, Tex. . . . .                  | 2,086              | 1,378 | 708      | 904        | 474         | 396        | 312         |
| Texas Christian University, Tex. . . . .             | 182                | 170   | 12       | 140        | 30          | 12         | -           |
| Texas Tech College, Tex. . . . .                     | 710                | 550   | 160      | 424        | 126         | 93         | 67          |
| Texas, University of, Tex. . . . .                   | 1,167              | 930   | 237      | 668        | 262         | 86         | 151         |
| Trinity College, Conn. . . . .                       | 514                | 407   | 107      | 247        | 160         | 43         | 64          |
| Tufts College, Mass. . . . .                         | 308                | 305   | 3        | 289        | 16          | 3          | -           |
| Tulane University, La. . . . .                       | 606                | 446   | 160      | 220        | 226         | 69         | 91          |
| Tulsa, University of, Okla. . . . .                  | 599                | 478   | 121      | 355        | 123         | 64         | 57          |
| Tuskegee Institute, Ala. . . . .                     | 305                | 213   | 92       | 119        | 94          | 20         | 72          |
| Union College and University, N. Y. . . . .          | 369                | 312   | 57       | 198        | 114         | 43         | 14          |
| Utah, University of, Utah . . . . .                  | 1,066              | 916   | 150      | 713        | 203         | 81         | 69          |
| Utah State Agriculture College, Utah. . . . .        | 912                | 635   | 277      | 391        | 244         | 158        | 119         |
| Vermont Univ. of, Vt. . . . .                        | 339                | 258   | 81       | 258        | -           | 81         | -           |
| Virginia Military Institute, Va. . . . .             | 423                | 296   | 127      | 200        | 96          | 72         | 55          |
| Virginia Polytechnic Institute (VPI), Va. . . . .    | 521                | 359   | 162      | 226        | 133         | 84         | 78          |
| Virginia, University of, Va. . . . .                 | 185                | 166   | 19       | 166        | -           | 19         | -           |
| Washburn Municipal University, Kan. . . . .          | 378                | 294   | 84       | 187        | 107         | 33         | 51          |
| Washington State College, Wash. . . . .              | 952                | 710   | 242      | 488        | 222         | 115        | 127         |
| Washington University, Mo. . . . .                   | 230                | 230   | -        | 230        | -           | -          | -           |
| Washington, University of, Wash. . . . .             | 1,446              | 1,226 | 220      | 785        | 441         | 96         | 124         |
| Wayne University, Mich. . . . .                      | 364                | 284   | 80       | 216        | 68          | 32         | 48          |
| West Virginia, University of, W. Va. . . . .         | 641                | 425   | 216      | 276        | 149         | 114        | 102         |
| Western Kentucky State Teachers College, Ky. . . . . | 426                | 326   | 100      | 222        | 104         | 56         | 44          |
| Western Reserve University, Ohio. . . . .            | 161                | 148   | 13       | 148        | -           | 13         | -           |
| Wichita, University of, Kan. . . . .                 | 369                | 286   | 83       | 210        | 76          | 43         | 40          |
| Willamette University, Ore. . . . .                  | 248                | 238   | 10       | 234        | 4           | 9          | 1           |
| Williams College, Mass. . . . .                      | 377                | 297   | 80       | 208        | 89          | 31         | 49          |
| Wisconsin State College, Wis. . . . .                | 322                | 245   | 77       | 176        | 69          | 44         | 33          |
| Wisconsin, University of, Wis. . . . .               | 774                | 660   | 114      | 505        | 155         | 74         | 40          |
| Wyoming, University of, Wyo. . . . .                 | -                  | -     | -        | -          | -           | -          | -           |
| Yale University, Conn. . . . .                       | 715                | 580   | 135      | 368        | 212         | 67         | 68          |

TABLE 40 - FORMALLY ENROLLED USAF RESERVE OFFICER TRAINING CORPS (ROTC)  
STUDENTS BY YEAR OF COURSE, BY INSTITUTION - FY 1952 - CONTINUED

| Institution   | 15 February 1952 b/ |        |          |            |             |            |             |
|---|---------------------|--------|----------|------------|-------------|------------|-------------|
|   | Total               |        |          | Basic      |             | Advanced   |             |
|   | Total               | Basic  | Advanced | First Year | Second Year | First Year | Second Year |
| Total . . . . .   | 111,395             | 86,923 | 24,472   | 61,084     | 25,839      | 13,577     | 10,895      |
| Akron University, Ohio . . . . .                        | 436                 | 288    | 148      | 187        | 101         | 76         | 72          |
| Alabama Polytech Institute, Ala. . . . .                | 1,057               | 583    | 474      | 398        | 185         | 265        | 209         |
| Alabama, University of, Ala. . . . .                    | 782                 | 496    | 286      | 229        | 267         | 121        | 165         |
| Allegheny College, Pa. . . . .                          | 179                 | 179    | -        | 179        | -           | -          | -           |
| Amherst College, Mass. . . . .                          | 312                 | 312    | -        | 312        | -           | -          | -           |
| Arizona State College, Ariz. . . . .                    | 539                 | 433    | 106      | 296        | 137         | 55         | 51          |
| Arizona, University of, Ariz. . . . .                   | 888                 | 625    | 203      | 423        | 202         | 130        | 73          |
| Arkansas, University of, Ark. . . . .                   | 628                 | 405    | 223      | 214        | 191         | 103        | 120         |
| Ball State Teachers College, Ind. . . . .               | 437                 | 354    | 83       | 229        | 125         | 41         | 42          |
| Baylor University, Mass. . . . .                        | 723                 | 553    | 170      | 355        | 198         | 73         | 97          |
| Boston University, Mass. . . . .                        | 793                 | 618    | 175      | 424        | 194         | 93         | 82          |
| Bowling Green State University, Ohio . . . . .          | 229                 | 197    | 32       | 171        | 26          | 32         | -           |
| Bradley University, Ill. . . . .                        | 974                 | 768    | 206      | 458        | 310         | 123        | 83          |
| Brigham Young University, Utah . . . . .                | 1,117               | 1,068  | 49       | 1,012      | 56          | 47         | 2           |
| Brooklyn College, N. Y. . . . .                         | 586                 | 586    | -        | 586        | -           | -          | -           |
| Brown University, R. I. . . . .                         | 238                 | 238    | -        | 238        | -           | -          | -           |
| Buffalo University, N. Y. . . . .                       | 628                 | 628    | -        | 611        | 17          | -          | -           |
| Butler University, Ind. . . . .                         | 538                 | 444    | 94       | 296        | 148         | 38         | 56          |
| California Institute of Technology, Calif. . . . .      | 168                 | 168    | -        | 168        | -           | -          | -           |
| California, University of, (UCLA), Calif. . . . .       | 985                 | 779    | 206      | 522        | 257         | 143        | 63          |
| California, University of, (Berkeley) Calif. . . . .    | 585                 | 508    | 77       | 418        | 90          | 72         | 5           |
| Case Institute of Technology, Ohio . . . . .            | 169                 | 159    | 10       | 159        | -           | 10         | -           |
| Catholic University, Washington, D. C. . . . .          | 129                 | 129    | -        | 120        | 9           | -          | -           |
| Central Washington College of Education, Wash. . . . .  | 253                 | 246    | 7        | 246        | -           | 7          | -           |
| Cincinnati, University of, Ohio. . . . .                | 757                 | 513    | 244      | 364        | 149         | 111        | 133         |
| Citadel, S. C. . . . .                                  | 354                 | 251    | 103      | 176        | 75          | 45         | 58          |
| Clemson Agricultural College, S. C. . . . .             | 525                 | 381    | 144      | 278        | 103         | 81         | 63          |
| Coe College, Iowa. . . . .                              | 300                 | 200    | 100      | 120        | 80          | 50         | 50          |
| Colby College, Maine. . . . .                           | 200                 | 200    | -        | 200        | -           | -          | -           |
| Colgate University, N. Y. . . . .                       | 583                 | 489    | 94       | 280        | 209         | 33         | 61          |
| College of Puget Sound, Wash. . . . .                   | 198                 | 190    | 8        | 185        | 5           | 8          | -           |
| Colorado A and M College, Colo. . . . .                 | 803                 | 600    | 203      | 381        | 219         | 114        | 89          |
| Colorado State College, Colo. . . . .                   | 183                 | 177    | 6        | 158        | 19          | 6          | -           |
| Colorado University, Colo. . . . .                      | 713                 | 607    | 106      | 457        | 150         | 74         | 32          |
| Columbia University, N. J. . . . .                      | 192                 | 183    | 9        | 183        | -           | 9          | -           |
| Connecticut, University of, Conn. . . . .               | 1,232               | 1,006  | 226      | 643        | 363         | 136        | 90          |
| Cornell University, N. Y. . . . .                       | 1,470               | 1,095  | 375      | 700        | 395         | 231        | 144         |
| Davis and Elkins College, W. Va. . . . .                | 198                 | 198    | -        | 198        | -           | -          | -           |
| Dartmouth College, N. H. . . . .                        | 492                 | 488    | 4        | 478        | 10          | 4          | -           |
| Denver, University of, Colo. . . . .                    | 324                 | 242    | 82       | 176        | 66          | 39         | 43          |
| DePaul University, Ind. . . . .                         | 283                 | 276    | 7        | 276        | -           | 7          | -           |
| Detroit, University of, Mich. . . . .                   | 675                 | 568    | 107      | 348        | 220         | 64         | 43          |
| Drake University, Iowa . . . . .                        | 509                 | 477    | 32       | 450        | 27          | 31         | 1           |
| Duke University, N. C. . . . .                          | 549                 | 405    | 144      | 229        | 176         | 99         | 45          |
| Duquesne University, Pa. . . . .                        | 413                 | 279    | 134      | 141        | 138         | 70         | 64          |
| East Carolina Teachers College, N. C. . . . .           | 398                 | 244    | 154      | 193        | 51          | 92         | 62          |
| East Texas State College, Tex. . . . .                  | 520                 | 329    | 191      | 195        | 134         | 103        | 88          |
| Emory University, Ga. . . . .                           | 397                 | 380    | 17       | 292        | 88          | 17         | -           |
| Evansville College, Ind. . . . .                        | 187                 | 173    | 14       | 163        | 10          | 14         | -           |
| Fordham University, N. Y. . . . .                       | 721                 | 536    | 185      | 367        | 169         | 103        | 82          |
| Florida State University, Fla. . . . .                  | 413                 | 309    | 104      | 194        | 115         | 64         | 40          |
| Florida, University of, Fla. . . . .                    | 1,479               | 1,095  | 384      | 738        | 357         | 237        | 147         |
| Franklin and Marshall College, Pa. . . . .              | 345                 | 335    | 10       | 316        | 19          | 8          | 2           |
| Fresno State College, Calif. . . . .                    | 424                 | 355    | 69       | 224        | 131         | 22         | 47          |
| George Washington University, Washington, D. C. . . . . | 132                 | 132    | -        | 125        | 7           | -          | -           |
| Georgetown University, Washington, D. C. . . . .        | 357                 | 236    | 121      | 174        | 62          | 69         | 52          |
| Georgia Institute of Technology, Ga. . . . .            | 667                 | 401    | 266      | 239        | 162         | 115        | 151         |
| Georgia, University of, Ga. . . . .                     | 592                 | 356    | 236      | 181        | 175         | 123        | 113         |
| Gettysburg College, Pa. . . . .                         | 290                 | 203    | 87       | 88         | 115         | 37         | 50          |
| Grinnell College, Iowa . . . . .                        | 220                 | 218    | 2        | 211        | 7           | 2          | -           |
| Grove City College, Pa. . . . .                         | 215                 | 215    | -        | 215        | -           | -          | -           |

TABLE 40 - FORMALLY ENROLLED USAF RESERVE OFFICER TRAINING CORPS (ROTC)  
STUDENTS BY YEAR OF COURSE, BY INSTITUTION - FY 1952 - CONTINUED

| Institution   | 15 February 1952 <i>b/</i> |       |          |            |             |            |             |
|---|----------------------------|-------|----------|------------|-------------|------------|-------------|
|   | Total                      |       |          | Basic      |             | Advanced   |             |
|   | Total                      | Basic | Advanced | First Year | Second Year | First Year | Second Year |
| Harvard University, Mass. . . . .                           | 405                        | 301   | 104      | 206        | 95          | 40         | 64          |
| Hawaii, University of, Hawaii . . . . .                     | 464                        | 337   | 127      | 203        | 134         | 76         | 51          |
| Hobart College, N. H. . . . .                               | 180                        | 180   | -        | 180        | -           | -          | -           |
| Holy Cross, College of the, Mass. . . . .                   | 270                        | 270   | -        | 270        | -           | -          | -           |
| Howari University, Washington, D. C. . . . .                | 384                        | 244   | 140      | 150        | 94          | 79         | 61          |
| Idaho University, Idaho . . . . .                           | 608                        | 394   | 214      | 237        | 157         | 124        | 90          |
| Illinois, University of, Ill. . . . .                       | 1,552                      | 1,153 | 399      | 803        | 350         | 213        | 186         |
| Illinois Institute of Technology, Ill. . . . .              | 117                        | 108   | 9        | 99         | 9           | 9          | -           |
| Indiana, University of, Ind. . . . .                        | 1,347                      | 1,016 | 331      | 653        | 363         | 219        | 112         |
| Iowa State College, Iowa. . . . .                           | 1,280                      | 1,012 | 268      | 675        | 337         | 164        | 104         |
| Iowa State University, Iowa . . . . .                       | 912                        | 656   | 256      | 395        | 261         | 141        | 115         |
| Kansas State College of Agriculture, Kan. . . . .           | 1,005                      | 709   | 296      | 458        | 251         | 177        | 119         |
| Kansas, University of, Kan. . . . .                         | 987                        | 761   | 226      | 483        | 278         | 112        | 114         |
| Kent State University, Ohio . . . . .                       | 346                        | 322   | 24       | 306        | 16          | 23         | 1           |
| Kentucky, University of, Ky . . . . .                       | 868                        | 583   | 285      | 353        | 230         | 159        | 126         |
| Lawrence College, Wis . . . . .                             | 181                        | 181   | -        | 167        | 14          | -          | -           |
| Lehigh University, Pa . . . . .                             | 712                        | 563   | 149      | 312        | 251         | 93         | 56          |
| Louisiana Polytech Institute, La. . . . .                   | 496                        | 386   | 110      | 204        | 182         | 65         | 45          |
| Louisiana State University, La. . . . .                     | 884                        | 638   | 246      | 390        | 248         | 103        | 143         |
| Louisville, University of, Ky . . . . .                     | 318                        | 287   | 61       | 184        | 103         | 48         | 13          |
| Lowell Textile Institute, Mass. . . . .                     | 166                        | 166   | -        | 166        | -           | -          | -           |
| Loyola University, Calif. . . . .                           | 682                        | 425   | 257      | 251        | 174         | 154        | 103         |
| Manhattan College, N. Y. . . . .                            | 855                        | 855   | -        | 355        | -           | -          | -           |
| Marland, University of Md. . . . .                          | 2,613                      | 2,016 | 597      | 1,215      | 801         | 359        | 238         |
| Massachusetts Institute of Technology, Mass . . . . .       | 632                        | 427   | 205      | 225        | 202         | 100        | 105         |
| Massachusetts, University of, Mass. . . . .                 | 729                        | 560   | 169      | 287        | 273         | 100        | 69          |
| Memphis State College, Tenn. . . . .                        | 467                        | 440   | 27       | 353        | 87          | 27         | -           |
| Memphis, University of, Tenn. . . . .                       | 729                        | 560   | 169      | 287        | 273         | 100        | 69          |
| Miami, University of, Fla . . . . .                         | 849                        | 633   | 216      | 422        | 211         | 114        | 102         |
| Miami University, Ohio. . . . .                             | 1,059                      | 965   | 94       | 569        | 396         | 46         | 48          |
| Michigan College of M and T, Mich. . . . .                  | 314                        | 227   | 87       | 110        | 117         | 40         | 47          |
| Michigan State College, Mich. . . . .                       | 1,619                      | 1,197 | 422      | 709        | 488         | 278        | 144         |
| Michigan, University of, Mich. . . . .                      | 675                        | 559   | 116      | 420        | 139         | 82         | 34          |
| Minnesota, University of, (Minneapolis) Minn . . . . .      | 1,132                      | 926   | 206      | 608        | 318         | 90         | 116         |
| Minnesota University, (Duluth) Minn . . . . .               | 225                        | 193   | 32       | 138        | 55          | 9          | 23          |
| Mississippi State College, Miss. . . . .                    | 515                        | 326   | 189      | 211        | 115         | 93         | 96          |
| Mississippi, University of, Miss. . . . .                   | 335                        | 223   | 112      | 107        | 116         | 52         | 60          |
| Missouri, University of, Mo . . . . .                       | 1,200                      | 851   | 349      | 577        | 274         | 155        | 194         |
| Montana School of Mines, Mont . . . . .                     | 115                        | 90    | 25       | 67         | 23          | 17         | 8           |
| Montana State College, Mont . . . . .                       | 383                        | 267   | 116      | 165        | 102         | 54         | 62          |
| Montana State University, Mont. . . . .                     | 363                        | 233   | 130      | 126        | 107         | 62         | 68          |
| Nebraska, University of, Neb. . . . .                       | 813                        | 596   | 217      | 387        | 209         | 131        | 86          |
| New Hampshire University, N. H. . . . .                     | 730                        | 494   | 236      | 330        | 164         | 132        | 104         |
| New Mexico College of A and M, N. Mex . . . . .             | 305                        | 194   | 111      | 128        | 66          | 46         | 65          |
| New Mexico, University of, N. Mex . . . . .                 | 506                        | 406   | 100      | 273        | 133         | 58         | 42          |
| New York University, N. Y. . . . .                          | 1,431                      | 1,312 | 119      | 1,165      | 147         | 90         | 29          |
| Newark College of Engineering, N. J. . . . .                | 516                        | 463   | 53       | 356        | 107         | 41         | 12          |
| North Carolina Agriculture and Teachers College . . . . .   | 328                        | 295   | 33       | 202        | 93          | 33         | -           |
| North Carolina State College of Agriculture, N. C . . . . . | 647                        | 464   | 183      | 336        | 128         | 97         | 86          |
| North Carolina, University of, N. C. . . . .                | 696                        | 482   | 214      | 322        | 160         | 104        | 110         |
| North Dakota Agriculture College, N. Dak. . . . .           | 502                        | 359   | 143      | 261        | 98          | 72         | 71          |
| North Dakota, University of, N. D. . . . .                  | 420                        | 297   | 123      | 228        | 69          | 60         | 63          |
| North Texas State College, Tex. . . . .                     | 508                        | 452   | 56       | 374        | 78          | 56         | -           |
| Northwestern University, Ill . . . . .                      | 492                        | 463   | 29       | 399        | 64          | 25         | 4           |
| Notre Dame; Ind . . . . .                                   | 782                        | 651   | 131      | 403        | 248         | 64         | 67          |
| Occidental College, Calif . . . . .                         | 294                        | 276   | 18       | 210        | 66          | 18         | -           |
| Ohio State University, Ohio . . . . .                       | 2,451                      | 1,793 | 658      | 1,098      | 695         | 433        | 225         |
| Ohio University, Ohio . . . . .                             | 923                        | 592   | 331      | 349        | 243         | 179        | 152         |
| Ohio Wesleyan University, Ohio. . . . .                     | 568                        | 405   | 163      | 283        | 122         | 104        | 59          |
| Oklahoma A and M College, Okla. . . . .                     | 1,417                      | 1,138 | 279      | 864        | 274         | 176        | 103         |
| Oklahoma, University of, Okla . . . . .                     | 915                        | 606   | 309      | 376        | 230         | 141        | 168         |
| Omaha Municipal University, Okla. . . . .                   | 369                        | 334   | 35       | 209        | 125         | 35         | -           |
| Oregon State College, Ore . . . . .                         | 754                        | 497   | 257      | 325        | 172         | 148        | 109         |
| Oregon, University of, Ore . . . . .                        | 594                        | 428   | 166      | 280        | 148         | 112        | 54          |

TABLE 40 - FORMALLY ENROLLED USAF RESERVE OFFICER TRAINING CORPS (ROTC) STUDENTS BY YEAR OF COURSE, BY INSTITUTION - FY 1952 - CONTINUED

| Institution  | 15 February 1952 b/ |       |          |            |             |            |             |
|--|---------------------|-------|----------|------------|-------------|------------|-------------|
|  | Total               |       |          | Basic      |             | Advanced   |             |
|  | Total               | Basic | Advanced | First Year | Second Year | First Year | Second Year |
| Pennsylvania State College, Pa. . . . .                | 2,135               | 1,852 | 283      | 1,260      | 592         | 163        | 120         |
| Pennsylvania, University of, Pa. . . . .               | 527                 | 384   | 143      | 245        | 139         | 53         | 90          |
| Pittsburg, University of, Pa. . . . .                  | 711                 | 540   | 171      | 297        | 243         | 85         | 86          |
| Portland, University of, Ore. . . . .                  | 314                 | 286   | 28       | 286        | -           | 25         | 3           |
| Puerto Rico, University of, Puerto Rico . . . . .      | 375                 | 375   | -        | 360        | 15          | -          | -           |
| Purdue University, Ind. . . . .                        | 1,017               | 829   | 188      | 596        | 233         | 98         | 90          |
| Princeton University, N. J. . . . .                    | 255                 | 255   | -        | 255        | -           | -          | -           |
| Queens College of New York, N. Y. . . . .              | 341                 | 338   | 3        | 338        | -           | 3          | -           |
| Rensselaer Poly Institute, N. Y. . . . .               | 368                 | 271   | 97       | 156        | 115         | 51         | 46          |
| Richmond, University of, Va. . . . .                   | 82                  | 77    | 5        | 77         | -           | 5          | -           |
| Rochester University, N. Y. . . . .                    | 157                 | 157   | -        | 157        | -           | -          | -           |
| Rutgers University, N. J. . . . .                      | 904                 | 619   | 285      | 384        | 235         | 171        | 114         |
| St. Joseph's College, Pa. . . . .                      | 357                 | 357   | -        | 357        | -           | -          | -           |
| St. Louis, University of, Mo. . . . .                  | 1,016               | 763   | 253      | 513        | 250         | 123        | 130         |
| St. Michaels College, Vt. . . . .                      | 244                 | 238   | 6        | 238        | -           | 6          | -           |
| St. Olaf College, Minn. . . . .                        | 300                 | 300   | -        | 291        | 9           | -          | -           |
| St. Thomas College, Minn. . . . .                      | 815                 | 587   | 228      | 316        | 271         | 124        | 104         |
| San Diego State College, Calif. . . . .                | 391                 | 355   | 36       | 312        | 43          | 36         | -           |
| San Francisco State College, Calif. . . . .            | 236                 | 223   | 13       | 196        | 27          | 13         | -           |
| San Jose State College, Calif. . . . .                 | 334                 | 221   | 113      | 169        | 52          | 47         | 66          |
| San Carolina, University of, S. C. . . . .             | 687                 | 505   | 182      | 303        | 202         | 93         | 89          |
| South Dakota State College of A and M, S. Dak. . . . . | 162                 | 130   | 32       | 95         | 35          | 25         | 7           |
| South, University of, Tenn. . . . .                    | 206                 | 200   | 6        | 174        | 26          | 5          | 1           |
| Southern California, University of, Calif. . . . .     | 650                 | 477   | 173      | 263        | 214         | 109        | 64          |
| Southern Illinois, University of, Ill. . . . .         | 544                 | 532   | 12       | 532        | -           | 12         | -           |
| Southern Methodist University, Tex. . . . .            | 855                 | 580   | 275      | 328        | 252         | 140        | 135         |
| Southwest Texas State Teachers College, Tex. . . . .   | 159                 | 146   | 13       | 137        | 9           | 13         | -           |
| South western Louisiana Institute, La. . . . .         | 689                 | 546   | 143      | 241        | 305         | 45         | 98          |
| Stanford University, Calif. . . . .                    | 583                 | 464   | 119      | 284        | 180         | 55         | 64          |
| Stevens Institute of Technology, N. J. . . . .         | 286                 | 219   | 67       | 135        | 84          | 55         | 12          |
| Syracuse University, N. Y. . . . .                     | 967                 | 748   | 219      | 471        | 277         | 91         | 128         |
| Tennessee A and I State College, Tenn. . . . .         | 304                 | 291   | 13       | 291        | -           | 13         | -           |
| Tennessee, University of, Tenn. . . . .                | 487                 | 356   | 131      | 259        | 97          | 68         | 63          |
| Texas A and M College . . . . .                        | 1,917               | 1,187 | 730      | 686        | 501         | 334        | 396         |
| Texas Christian University, Tex. . . . .               | 218                 | 204   | 14       | 175        | 29          | 14         | -           |
| Texas Teachers College, Tex. . . . .                   | 634                 | 472   | 162      | 308        | 164         | 81         | 81          |
| Texas, University of, Tex. . . . .                     | 1,054               | 832   | 222      | 451        | 381         | 68         | 154         |
| Trinity College, Conn. . . . .                         | 487                 | 380   | 107      | 188        | 192         | 44         | 63          |
| Tufts College, Mass. . . . .                           | 319                 | 309   | 10       | 291        | 18          | 10         | -           |
| Tulane University, La. . . . .                         | 562                 | 396   | 166      | 214        | 182         | 82         | 84          |
| Tulsa, University of, Okla. . . . .                    | 532                 | 422   | 110      | 225        | 197         | 53         | 53          |
| Tuskegee Institute, Ala. . . . .                       | 357                 | 200   | 157      | 116        | 84          | 57         | 81          |
| Union College and University, N. Y. . . . .            | 323                 | 273   | 50       | 174        | 99          | 41         | 9           |
| Utah, University of, Utah . . . . .                    | 983                 | 840   | 143      | 635        | 205         | 81         | 62          |
| Utah State Agriculture College, Utah. . . . .          | 902                 | 634   | 268      | 392        | 242         | 136        | 132         |
| Vermont, University of . . . . .                       | 284                 | 214   | 70       | 214        | -           | 70         | -           |
| Virginia Military Institute, Va. . . . .               | 404                 | 281   | 123      | 178        | 103         | 69         | 54          |
| Virginia Polytechnic Institute (VPI) Va. . . . .       | 552                 | 362   | 190      | 226        | 136         | 110        | 80          |
| Virginia, University of, Va. . . . .                   | 168                 | 147   | 21       | 147        | -           | 21         | -           |
| Washburn University, Kan. . . . .                      | 361                 | 272   | 89       | 169        | 103         | 42         | 47          |
| Washington State College, Wash. . . . .                | 879                 | 637   | 242      | 426        | 211         | 135        | 107         |
| Washington, University, Mo. . . . .                    | 212                 | 212   | -        | 212        | -           | -          | -           |
| Washington, University of, Wash. . . . .               | 1,489               | 1,134 | 355      | 740        | 394         | 218        | 137         |
| Wayne University, Mich. . . . .                        | 403                 | 325   | 78       | 211        | 114         | 33         | 45          |
| West Virginia, University of, W. Va. . . . .           | 592                 | 380   | 212      | 241        | 139         | 112        | 100         |
| Western Kentucky State Teachers College, Ky. . . . .   | 419                 | 320   | 99       | 215        | 105         | 51         | 48          |
| Western Reserve University, Ohio. . . . .              | 290                 | 281   | 9        | 281        | -           | 9          | -           |
| Wichita, University of, Kan. . . . .                   | 354                 | 263   | 91       | 172        | 91          | 41         | 50          |
| Williamette University, Ore. . . . .                   | 252                 | 242   | 10       | 240        | 2           | 9          | 1           |
| Williams College, Mass. . . . .                        | 375                 | 292   | 83       | 206        | 86          | 30         | 53          |
| Wisconsin State College, Wis. . . . .                  | 269                 | 204   | 65       | 145        | 59          | 33         | 32          |
| Wisconsin, University of, Wis. . . . .                 | 761                 | 621   | 140      | 468        | 153         | 85         | 55          |
| Wyoming, University of, Wyo. . . . .                   | -                   | -     | -        | -          | -           | -          | -           |
| Yale University, Conn. . . . .                         | 727                 | 583   | 144      | 368        | 215         | 79         | 65          |

TABLE 40 - FORMALLY ENROLLED USAF RESERVE OFFICER TRAINING CORPS (ROTC)  
STUDENTS BY YEAR OF COURSE, BY INSTITUTION - FY 1952 - CONTINUED

| Institution   | 15 August 1952 c/ |               |               |               |               |               |              |
|---|-------------------|---------------|---------------|---------------|---------------|---------------|--------------|
|   | Total             |               |               | Basic         |               | Advanced      |              |
|   | Total             | Basic         | Advanced      | First Year    | Second Year   | First Year    | Second Year  |
| <b>Total . . . . .</b>                                  | <b>98,797</b>     | <b>83,169</b> | <b>15,628</b> | <b>56,592</b> | <b>26,577</b> | <b>12,735</b> | <b>2,893</b> |
| Akron University, Ohio . . . . .                        | 341               | 248           | 93            | 163           | 85            | 76            | 17           |
| Alabama Polytech Institute, Ala . . . . .               | 844               | 663           | 181           | 399           | 264           | 108           | 73           |
| Alabama, University of, Ala . . . . .                   | 720               | 540           | 180           | 259           | 281           | 117           | 63           |
| Allegheny College, Pa . . . . .                         | 161               | 161           | -             | 143           | 18            | -             | -            |
| Amherst College, Mass . . . . .                         | 304               | 304           | -             | 304           | -             | -             | -            |
| Arizona State College, Ariz . . . . .                   | 471               | 401           | 70            | 273           | 128           | 50            | 20           |
| Arizona, University of, Ariz. . . . .                   | 717               | 593           | 124           | 398           | 195           | 119           | 5            |
| Arkansas, University of, Ark. . . . .                   | 498               | 396           | 102           | 211           | 185           | 98            | 4            |
| Ball State Teachers College, Ind. . . . .               | 377               | 333           | 44            | 213           | 120           | 37            | 7            |
| Baylor University, Mass . . . . .                       | 636               | 536           | 100           | 256           | 280           | 67            | 33           |
| Boston University, Mass . . . . .                       | 682               | 591           | 91            | 410           | 181           | 90            | 1            |
| Bowling Green State University, Ohio . . . . .          | 222               | 191           | 31            | 165           | 126           | 31            | -            |
| Bradley University, Ill . . . . .                       | 843               | 729           | 114           | 474           | 255           | 109           | 5            |
| Brigham Young University, Utah . . . . .                | 1,073             | 1,031         | 42            | 888           | 143           | 40            | 2            |
| Brooklyn College, N. Y. . . . .                         | 527               | 527           | -             | 450           | 77            | -             | -            |
| Brown University, R. I. . . . .                         | 202               | 202           | -             | 202           | -             | -             | -            |
| Buffalo University, N. Y. . . . .                       | 612               | 612           | -             | 594           | 18            | -             | -            |
| Butler University, Ind. . . . .                         | 478               | 427           | 51            | 281           | 146           | 39            | 12           |
| California Institute of Technology, Calif . . . . .     | 150               | 150           | -             | 150           | -             | -             | -            |
| California, University of (UCLA) Calif . . . . .        | 1,017             | 856           | 161           | 573           | 283           | 135           | 26           |
| California, University of, (Berkeley) . . . . .         | 588               | 525           | 63            | 433           | 92            | 63            | -            |
| Case Institute of Technology, Ohio . . . . .            | 164               | 156           | 8             | 145           | 11            | 8             | -            |
| Catholic University, Washington, D. C . . . . .         | 128               | 128           | -             | 102           | 26            | -             | -            |
| Central Washington College of Education, Wash . . . . . | 228               | 222           | 6             | 222           | -             | 6             | -            |
| Cincinnati, University of, Ohio . . . . .               | 661               | 493           | 168           | 333           | 160           | 100           | 68           |
| Citadel, S. C . . . . .                                 | 291               | 238           | 53            | 170           | 68            | 50            | 3            |
| Clemson Agricultural College, S. C. . . . .             | 467               | 365           | 102           | 271           | 94            | 81            | 21           |
| Coe College, Iowa . . . . .                             | 245               | 194           | 51            | 117           | 77            | 47            | 4            |
| Colby College, Maine . . . . .                          | 165               | 165           | -             | 165           | -             | -             | -            |
| Colgate University, N. Y. . . . .                       | 523               | 487           | 36            | 279           | 208           | 29            | 7            |
| College of Puget Sound, Wash . . . . .                  | 190               | 182           | 8             | 149           | 33            | 8             | -            |
| Colorado A and M College, Colo. . . . .                 | 707               | 576           | 131           | 340           | 236           | 111           | 20           |
| Colorado State College, Colo. . . . .                   | 185               | 175           | 10            | 156           | 19            | 7             | 3            |
| Colorado University, Colo . . . . .                     | 656               | 570           | 86            | 438           | 132           | 69            | 17           |
| Columbia University, N. J . . . . .                     | 191               | 182           | 9             | 182           | -             | 9             | -            |
| Connecticut, University of, Conn. . . . .               | 1,125             | 975           | 150           | 628           | 347           | 134           | 16           |
| Cornell University, N. Y. . . . .                       | 1,294             | 1,077         | 217           | 688           | 389           | 212           | 5            |
| Davis and Elkins College, W. Va . . . . .               | 191               | 191           | -             | 157           | 34            | -             | -            |
| Dartmouth College, N. H. . . . .                        | 453               | 449           | 4             | 441           | 8             | 4             | -            |
| Denver, University of, Colo . . . . .                   | 284               | 241           | 43            | 178           | 63            | 39            | 4            |
| DePauw University, Ind. . . . .                         | 280               | 273           | 7             | 273           | -             | 7             | -            |
| Detroit, University of, Mich. . . . .                   | 609               | 536           | 73            | 344           | 192           | 94            | 19           |
| Drake University, Iowa. . . . .                         | 504               | 480           | 24            | 372           | 108           | 23            | 1            |
| Duke University, N. C . . . . .                         | 493               | 403           | 90            | 228           | 175           | 81            | 9            |
| Duquesne University, Pa . . . . .                       | 344               | 261           | 83            | 123           | 138           | 75            | 8            |
| East Carolina Teachers College, N. C. . . . .           | 345               | 245           | 100           | 172           | 73            | 78            | 22           |
| East Texas State College, Tex . . . . .                 | 451               | 328           | 123           | 195           | 133           | 101           | 22           |
| Emory University, Ga. . . . .                           | 366               | 323           | 43            | 240           | 83            | 24            | 19           |
| Evansville College, Ind . . . . .                       | 177               | 163           | 14            | 96            | 67            | 13            | 1            |
| Fordham University, N. Y. . . . .                       | 591               | 490           | 101           | 337           | 153           | 99            | 2            |
| Florida State University, Fla . . . . .                 | 275               | 219           | 56            | 15            | 204           | 53            | 3            |
| Florida, University of, Fla . . . . .                   | 1,275             | 1,045         | 230           | 695           | 350           | 196           | 34           |
| Franklin and Marshall College, Pa . . . . .             | 314               | 304           | 10            | 295           | 9             | 10            | -            |
| Fresno State College, Calif . . . . .                   | 374               | 344           | 30            | 218           | 126           | 23            | 7            |
| George Washington University, Washington, D. C. . . . . | 105               | 105           | -             | 100           | 5             | -             | -            |
| Georgetown University, Washington, D. C. . . . .        | 276               | 209           | 67            | 126           | 83            | 57            | 10           |
| Georgia Institute of Technology, Ga . . . . .           | 555               | 389           | 166           | 201           | 188           | 116           | 50           |
| Georgia, University of, Ga. . . . .                     | 497               | 347           | 150           | 161           | 186           | 124           | 26           |
| Gettysburg College, Pa. . . . .                         | 245               | 202           | 43            | 87            | 115           | 39            | 4            |
| Grennell College, Iowa. . . . .                         | 223               | 221           | 2             | 212           | 9             | 2             | -            |
| Grove City College, Pa. . . . .                         | 203               | 203           | -             | 185           | 18            | -             | -            |

TABLE 40 - FORMALLY ENROLLED USAF RESERVE OFFICER TRAINING CORPS (ROTC) STUDENTS BY YEAR OF COURSE, BY INSTITUTION - FY 1952 - CONTINUED

| Institution   | 15 August 1952 c/ |       |          |            |             |            |             |
|---|-------------------|-------|----------|------------|-------------|------------|-------------|
|   | Total             |       |          | Basic      |             | Advanced   |             |
|   | Total             | Basic | Advanced | First Year | Second Year | First Year | Second Year |
| Harvard University, Mass. . . . .                         | 344               | 300   | 44       | 205        | 95          | 39         | 5           |
| Hawaii, University of, Hawaii . . . . .                   | 394               | 313   | 81       | 186        | 127         | 76         | 5           |
| Hobart College N. H. . . . .                              | 164               | 164   | -        | 164        | -           | -          | -           |
| Holy Cross, College of The. . . . .                       | 266               | 266   | -        | 266        | -           | -          | -           |
| Howard University, Washington, D. C. . . . .              | 338               | 251   | 87       | 156        | 95          | 57         | 30          |
| Idaho University, Idaho . . . . .                         | 543               | 386   | 157      | 229        | 157         | 124        | 33          |
| Illinois, University of, Ill. . . . .                     | 1,359             | 1,105 | 254      | 783        | 322         | 213        | 41          |
| Illinois Institute of Technology, Ill. . . . .            | 163               | 150   | 13       | 133        | 17          | 13         | -           |
| Indiana, University of, Ind. . . . .                      | 1,226             | 992   | 234      | 659        | 333         | 197        | 37          |
| Iowa State College, Iowa. . . . .                         | 1,132             | 957   | 175      | 629        | 328         | 158        | 17          |
| Iowa State University, Iowa . . . . .                     | 776               | 637   | 139      | 383        | 254         | 129        | 10          |
| Kansas State College of Agriculture, Kan. . . . .         | 914               | 690   | 224      | 444        | 246         | 183        | 41          |
| Kansas, University of, Kan. . . . .                       | 870               | 708   | 162      | 450        | 258         | 112        | 50          |
| Kent State University, Ohio . . . . .                     | 324               | 300   | 24       | 286        | 14          | 23         | 1           |
| Kentucky, University of, Ky. . . . .                      | 739               | 564   | 175      | 340        | 224         | 138        | 37          |
| Lawrence College, Wis. . . . .                            | 176               | 176   | -        | 165        | 11          | -          | -           |
| Lehigh University, Pa. . . . .                            | 647               | 554   | 93       | 304        | 250         | 84         | 9           |
| Louisiana Polytech Institute, La. . . . .                 | 469               | 381   | 88       | 199        | 182         | 60         | 28          |
| Louisiana State University, La. . . . .                   | 793               | 627   | 166      | 387        | 240         | 96         | 70          |
| Louisville, University of, Ky. . . . .                    | 275               | 217   | 58       | 157        | 60          | 56         | 2           |
| Lowell Textile Institute, Mass. . . . .                   | 165               | 165   | -        | 127        | 38          | -          | -           |
| Loyola University, Calif. . . . .                         | 579               | 407   | 172      | 242        | 165         | 140        | 32          |
| Manhattan College, N. Y. . . . .                          | 798               | 798   | -        | 737        | 61          | -          | -           |
| Maryland, University of, Md. . . . .                      | 2,482             | 1,996 | 486      | 1,202      | 794         | 324        | 162         |
| Massachusetts Institute of Technology, Mass. . . . .      | 530               | 427   | 103      | 225        | 202         | 95         | 8           |
| Massachusetts, University of, Mass. . . . .               | 632               | 531   | 101      | 278        | 253         | 99         | 2           |
| Memphis State College, Tenn. . . . .                      | 436               | 414   | 22       | 329        | 85          | 22         | -           |
| Memphis, University of, Tenn. . . . .                     | 632               | 531   | 101      | 278        | 253         | 99         | 2           |
| Miami, University of, Fla. . . . .                        | 750               | 630   | 120      | 412        | 218         | 101        | 19          |
| Miami University, Ohio. . . . .                           | 946               | 885   | 61       | 513        | 372         | 47         | 14          |
| Michigan College of M and T, Mich. . . . .                | 265               | 220   | 45       | 96         | 124         | 38         | 7           |
| Michigan State College, Mich. . . . .                     | 1,422             | 1,111 | 311      | 618        | 493         | 266        | 45          |
| Michigan, University of, Mich. . . . .                    | 627               | 547   | 80       | 411        | 136         | 67         | 13          |
| Minnesota, University of, (Minneapolis) Minn. . . . .     | 939               | 799   | 140      | 477        | 322         | 81         | 59          |
| Minnesota University, (Duluth) Minn. . . . .              | 175               | 164   | 11       | 112        | 52          | 10         | 1           |
| Mississippi State College, Miss. . . . .                  | 422               | 322   | 100      | 205        | 117         | 86         | 14          |
| Mississippi, University of, Miss. . . . .                 | 288               | 233   | 55       | 119        | 114         | 50         | 5           |
| Missouri, University of, Mo. . . . .                      | 1,008             | 826   | 182      | 564        | 262         | 156        | 26          |
| Montana School of Mines, Mont. . . . .                    | 87                | 71    | 16       | 56         | 15          | 15         | 1           |
| Montana State College, Mont. . . . .                      | 301               | 236   | 65       | 131        | 105         | 48         | 17          |
| Montana State University, Mont. . . . .                   | 297               | 220   | 77       | 121        | 99          | 65         | 12          |
| Nebraska, University of, Neb. . . . .                     | 724               | 573   | 151      | 373        | 200         | 125        | 26          |
| New Hampshire, University of, N. H. . . . .               | 549               | 413   | 136      | 268        | 145         | 126        | 10          |
| New Mexico College of A and M, N. Mex. . . . .            | 250               | 188   | 62       | 123        | 65          | 42         | 20          |
| New Mexico, University of, N. Mex. . . . .                | 464               | 393   | 71       | 264        | 129         | 55         | 16          |
| New York University, N. Y. . . . .                        | 1,256             | 1,170 | 86       | 947        | 223         | 82         | 4           |
| Newark College of Engineering, N. J. . . . .              | 490               | 449   | 41       | 343        | 106         | 41         | -           |
| North Carolina Agriculture and Teachers College . . . . . | 321               | 292   | 29       | 202        | 90          | 29         | -           |
| North Carolina State College of Agriculture, NC . . . . . | 567               | 452   | 115      | 326        | 126         | 93         | 22          |
| North Carolina, University of, N. C. . . . .              | 568               | 459   | 109      | 305        | 154         | 96         | 13          |
| North Dakota Agriculture College, N. Dak. . . . .         | 397               | 304   | 93       | 205        | 99          | 67         | 26          |
| North Dakota, University of, N. Dak. . . . .              | 351               | 285   | 66       | 221        | 64          | 58         | 8           |
| North Texas State College, Tex. . . . .                   | 487               | 419   | 68       | 354        | 65          | 68         | -           |
| Northwestern University, Ill. . . . .                     | 398               | 371   | 27       | 319        | 52          | 23         | 4           |
| Notre Dame, Ind. . . . .                                  | 668               | 594   | 74       | 356        | 238         | 62         | 12          |
| Occidental College, Calif. . . . .                        | 293               | 275   | 18       | 211        | 64          | 18         | -           |
| Ohio State University, Ohio . . . . .                     | 2,249             | 1,718 | 531      | 961        | 757         | 419        | 112         |
| Ohio University, Ohio . . . . .                           | 736               | 540   | 196      | 327        | 213         | 167        | 29          |
| Ohio Wesleyan University, Ohio. . . . .                   | 506               | 398   | 108      | 276        | 122         | 98         | 10          |
| Oklahoma A and M College, Okla. . . . .                   | 1,276             | 1,100 | 176      | 835        | 265         | 169        | 7           |
| Oklahoma, University of, Okla. . . . .                    | 737               | 526   | 211      | 354        | 172         | 141        | 70          |
| Omaha Municipal University, Okla. . . . .                 | 357               | 308   | 49       | 202        | 106         | 49         | -           |
| Oregon State College, Ore. . . . .                        | 645               | 455   | 190      | 291        | 164         | 150        | 40          |
| Oregon, University of, Ore. . . . .                       | 518               | 399   | 119      | 258        | 141         | 106        | 13          |

TABLE 40 - FORMALLY ENROLLED USAF RESERVE OFFICER TRAINING CORPS (ROTC)  
STUDENTS BY YEAR OF COURSE, BY INSTITUTION - FY 1952 - CONTINUED

| Institution  | 15 August 1952 <sup>c/</sup> |       |          |            |             |            |             |
|--|------------------------------|-------|----------|------------|-------------|------------|-------------|
|  | Total                        |       |          | Basic      |             | Advanced   |             |
|  | Total                        | Basic | Advanced | First Year | Second Year | First Year | Second Year |
| Pennsylvania State College, Pa. . . . .                | 1,992                        | 1,799 | 193      | 1,222      | 577         | 164        | 29          |
| Pennsylvania, University of, Pa. . . . .               | 439                          | 373   | 66       | 238        | 135         | 47         | 19          |
| Pittsburg, University of, Pa. . . . .                  | 640                          | 532   | 108      | 290        | 242         | 83         | 25          |
| Portland, University of, Ore. . . . .                  | 303                          | 282   | 21       | 282        | -           | 18         | 3           |
| Puerto Rico, University of, Puerto Rico . . . . .      | 362                          | 362   | -        | 347        | 15          | -          | -           |
| Purdue University, Ind. . . . .                        | 906                          | 812   | 94       | 584        | 228         | 94         | -           |
| Princeton University, N. J. . . . .                    | 248                          | 248   | -        | 248        | -           | -          | -           |
| Queens College of New York, N. Y. . . . .              | 320                          | 317   | 3        | 117        | 200         | 3          | -           |
| Remselaer Poly Institute, N. Y. . . . .                | 329                          | 273   | 56       | 157        | 116         | 46         | 10          |
| Richmond, University of, Va. . . . .                   | 74                           | 69    | 5        | 69         | -           | 5          | -           |
| Rochester University, N. Y. . . . .                    | 160                          | 160   | -        | 157        | 3           | -          | -           |
| Rutgers University, N. J. . . . .                      | 795                          | 621   | 174      | 379        | 242         | 169        | 5           |
| St. Joseph's College, Pa. . . . .                      | 350                          | 350   | -        | 222        | 128         | -          | -           |
| St. Louis, University of, Mo. . . . .                  | 910                          | 737   | 173      | 445        | 292         | 135        | 38          |
| St. Michaels College, Vt. . . . .                      | 193                          | 188   | 5        | 127        | 61          | 5          | -           |
| St. Olaf College, Minn. . . . .                        | 298                          | 298   | -        | 289        | 9           | -          | -           |
| St. Thomas College, Minn. . . . .                      | 724                          | 571   | 153      | 306        | 265         | 106        | 47          |
| San Diego State College, Calif. . . . .                | 373                          | 340   | 33       | 300        | 40          | 33         | -           |
| San Francisco State College, Calif. . . . .            | 250                          | 235   | 15       | 209        | 26          | 15         | -           |
| San Jose State College, Calif. . . . .                 | 263                          | 214   | 49       | 164        | 50          | 41         | 8           |
| South Carolina, University of, S. C. . . . .           | 630                          | 523   | 107      | 325        | 198         | 88         | 19          |
| South Dakota State College of A and M, S. Dak. . . . . | 156                          | 126   | 30       | 90         | 36          | 25         | 5           |
| South, University of, Tenn. . . . .                    | 207                          | 201   | 6        | 162        | 39          | 5          | 1           |
| Southern California, University of, Calif. . . . .     | 592                          | 498   | 94       | 276        | 222         | 75         | 19          |
| Southern Illinois, University of, Ill. . . . .         | 521                          | 504   | 17       | 504        | -           | 17         | -           |
| Southern Methodist University, Tex. . . . .            | 779                          | 563   | 216      | 317        | 246         | 141        | 75          |
| Southwest Texas State Teachers College, Tex. . . . .   | 139                          | 126   | 13       | 121        | 5           | 13         | -           |
| Southwestern Louisiana Institute, La. . . . .          | 726                          | 654   | 72       | 354        | 300         | 46         | 26          |
| Stanford University, Calif. . . . .                    | 517                          | 445   | 72       | 266        | 179         | 58         | 14          |
| Stevens Institute of Technology, N. J. . . . .         | 262                          | 209   | 53       | 125        | 84          | 53         | -           |
| Syracuse University, N. Y. . . . .                     | 779                          | 688   | 91       | 451        | 237         | 80         | 11          |
| Tennessee A and I State College, Tenn. . . . .         | 296                          | 285   | 11       | 285        | -           | 11         | -           |
| Tennessee, University of, Tenn. . . . .                | 432                          | 338   | 94       | 243        | 95          | 67         | 27          |
| Texas A and M College, Tex. . . . .                    | 1,606                        | 1,174 | 432      | 675        | 499         | 334        | 98          |
| Texas Christain University, Tex. . . . .               | 213                          | 200   | 13       | 146        | 54          | 13         | -           |
| Texas Teachers College, Tex. . . . .                   | 566                          | 455   | 111      | 298        | 157         | 77         | 34          |
| Texas, University of, Tex. . . . .                     | 818                          | 699   | 119      | 405        | 294         | 65         | 54          |
| Trinity College, Conn. . . . .                         | 414                          | 374   | 40       | 186        | 188         | 40         | -           |
| Tufts College, Mass. . . . .                           | 286                          | 277   | 9        | 265        | 12          | 9          | -           |
| Tulane University, La. . . . .                         | 442                          | 336   | 106      | 191        | 145         | 81         | 25          |
| Tulsa, University of, Okla. . . . .                    | 478                          | 414   | 64       | 219        | 195         | 54         | 10          |
| Tuskegee Institute, Ala. . . . .                       | 284                          | 183   | 101      | 115        | 68          | 81         | 20          |
| Union College and University, N. Y. . . . .            | 290                          | 252   | 38       | 170        | 82          | 37         | 1           |
| Utah, University of, Utah . . . . .                    | 952                          | 872   | 80       | 566        | 306         | 80         | -           |
| Utah State Agriculture College, Utah. . . . .          | 758                          | 562   | 196      | 330        | 232         | 121        | 75          |
| Vermont, University of, Vt. . . . .                    | 265                          | 200   | 65       | 200        | -           | 65         | -           |
| Virginia Military Institute, Va. . . . .               | 346                          | 278   | 68       | 175        | 103         | 67         | 1           |
| Virginia Polytechnic Institute (VPI) Va. . . . .       | 463                          | 351   | 112      | 215        | 136         | 90         | 22          |
| Virginia, University of, Va. . . . .                   | 165                          | 144   | 21       | 144        | -           | 21         | -           |
| Washburn University, Kan. . . . .                      | 313                          | 263   | 50       | 162        | 101         | 40         | 10          |
| Washington State College, Wash. . . . .                | 796                          | 628   | 168      | 425        | 203         | 134        | 34          |
| Washington University, Mo. . . . .                     | 200                          | 200   | -        | 200        | -           | -          | -           |
| Washington, University of, Wash. . . . .               | 1,300                        | 1,027 | 273      | 628        | 399         | 194        | 79          |
| Wayne University, Mich. . . . .                        | 365                          | 320   | 45       | 200        | 120         | 29         | 16          |
| West Virginia, University of, W. Va. . . . .           | 491                          | 380   | 111      | 241        | 139         | 109        | 2           |
| Western Kentucky State Teachers College, Ky. . . . .   | 379                          | 313   | 66       | 210        | 103         | 50         | 16          |
| Western Reserve University, Ohio. . . . .              | 276                          | 267   | 9        | 175        | 92          | 9          | -           |
| Wichita, University of, Kan. . . . .                   | 240                          | 185   | 55       | 113        | 72          | 44         | 11          |
| Williamette University, Ore. . . . .                   | 238                          | 230   | 8        | 228        | 2           | 7          | 1           |
| Williams College, Mass. . . . .                        | 313                          | 280   | 33       | 198        | 82          | 30         | 3           |
| Wisconsin State College, Wis. . . . .                  | 233                          | 199   | 34       | 138        | 61          | 32         | 2           |
| Wisconsin, University of, Wis. . . . .                 | 707                          | 592   | 115      | 442        | 150         | 85         | 30          |
| Wyoming, University of, Wyo. . . . .                   | -                            | -     | -        | -          | -           | -          | -           |
| Yale University, Conn. . . . .                         | 654                          | 580   | 74       | 365        | 215         | 74         | -           |

a/ Includes 182 First Year Advanced Conditionally Enrolled Students.

b/ Includes 114 (110 First Year Advanced and 4 Second Year Advanced) students.

c/ Includes 276 (271 First Year Advanced and 52 Second Year Advanced) students. August reflects FY 1952 end of ROTC program.

SOURCE: Personnel Statistics Division, DCS/Comptroller, Hq. USAP.



RESTRICTED

TABLE 41 - U S AIR FORCE ROTC COMMISSIONS GRANTED BY FISCAL YEAR - FY 1947 THROUGH 1952

| FY 1947 | FY 1948 | FY 1949 | FY 1950 | FY 1951 | FY 1952 |
|---------|---------|---------|---------|---------|---------|
| 2       | 1,470   | 2,960   | 4,395   | 7,031   | 8,244   |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 42 - U S AIR FORCE ROTC COMMISSIONS GRANTED BY MONTH - FY 1952

| Total        | Jul (1951) | Aug | Sep | Oct | Nov | Dec | Jan (1952) | Feb | Mar | Apr | May | Jun   |
|--------------|------------|-----|-----|-----|-----|-----|------------|-----|-----|-----|-----|-------|
| <u>8,244</u> | 89         | 11  | 14  | 8   | 3   | -   | 73         | 215 | 92  | 112 | 78  | 7,549 |

Source: Personnel Statistics Division, DCS/Comptroller, Hq. USAF.

TABLE 43 - US AIR FORCE COMMISSIONED ROTC OFFICERS SENT TO ACTIVE MILITARY SERVICE BY TYPE OF TRAINING - FY 1952

| Month                    | Total        | Number Entering Pilot Training | Number Entering Observer Training | Other Training and On the Job Training |
|--------------------------|--------------|--------------------------------|-----------------------------------|--|
| <u>TOTAL</u> . . . . .   | <u>6,316</u> | <u>256</u>                     | <u>36</u>                         | <u>6,024</u>                           |
| July (1951) . . . . .    | 2,355        | 99                             | 5                                 | 2,251                                  |
| August . . . . .         | 1,985        | 12                             | 3                                 | 1,970                                  |
| September . . . . .      | 435          | (5)                            | -                                 | 440                                    |
| October . . . . .        | 43           | 16                             | 5                                 | 22                                     |
| November . . . . .       | 161          | 23                             | 4                                 | 134                                    |
| December . . . . .       | 136          | 10                             | 1                                 | 125                                    |
| January (1952) . . . . . | 103          | 38                             | 3                                 | 62                                     |
| February . . . . .       | 212          | 8                              | 2                                 | 202                                    |
| March . . . . .          | 167          | 2                              | 3                                 | 162                                    |
| April . . . . .          | 227          | 9                              | 5                                 | 213                                    |
| May . . . . .            | 169          | 25                             | 2                                 | 142                                    |
| June . . . . .           | 323          | 19                             | 3                                 | 301                                    |

a/ The minus 5 (5) for September is due to the revocation of some August orders.

Source: Personnel Statistics, DCS/Comptroller, Hq. USAF.

RESTRICTED

TABLE 44 - MILITARY PERSONNEL PARTICIPATING IN CIVIL AIR PATROL ACTIVITIES BY SEX - FY 1952

| Wings                       | 31 December 1951 |         |         |        |        |        |        |        | 30 June 1952 |         |        |        |        |        |  |  |
|-----------------------------|------------------|---------|---------|--------|--------|--------|--------|--------|--------------|---------|--------|--------|--------|--------|--|--|
|                             | Total            | Officer |         | Senior |        | Cadet  |        | Total  | Officer      |         | Senior |        | Cadet  |        |  |  |
|                             |                  | Male    | Fe-male | Male   | Female | Male   | Female |        | Male         | Fe-male | Male   | Female | Male   | Female |  |  |
| <b>WORLDWIDE-TOTAL</b>      | 76,850           | 11,247  | 976     | 19,116 | 3,126  | 33,543 | 8,840  | 71,674 | 7,551        | 693     | 14,596 | 2,411  | 36,738 | 9,685  |  |  |
| <b>CONTINENTAL US-TOTAL</b> | 73,707           | 10,980  | 935     | 18,593 | 2,966  | 32,163 | 8,070  | 68,452 | 7,402        | 673     | 14,089 | 2,291  | 35,180 | 8,817  |  |  |
| Alabama                     | 958              | 197     | 12      | 135    | 28     | 512    | 76     | 854    | 105          | 9       | 115    | 21     | 519    | 85     |  |  |
| Arizona                     | 730              | 193     | 13      | 87     | 36     | 329    | 72     | 1,202  | 117          | 9       | 400    | 92     | 469    | 115    |  |  |
| Arkansas                    | 868              | 111     | 5       | 248    | 17     | 456    | 31     | 944    | 101          | 7       | 248    | 21     | 535    | 32     |  |  |
| California                  | 6,097            | 935     | 106     | 2,313  | 608    | 1,563  | 572    | 4,866  | 539          | 64      | 1,586  | 406    | 1,671  | 600    |  |  |
| Colorado                    | 2,412            | 298     | 45      | 491    | 123    | 931    | 524    | 2,277  | 217          | 22      | 257    | 63     | 1,125  | 593    |  |  |
| Connecticut                 | 1,143            | 204     | 22      | 174    | 60     | 529    | 154    | 1,106  | 125          | 15      | 141    | 45     | 605    | 175    |  |  |
| Delaware                    | 318              | 73      | 8       | 36     | 6      | 156    | 39     | 190    | 44           | 6       | 15     | 5      | 102    | 18     |  |  |
| Dist. of Columbia           | 678              | 114     | 18      | 77     | 20     | 401    | 48     | 489    | 86           | 14      | 138    | 25     | 211    | 15     |  |  |
| Florida                     | 2,943            | 566     | 69      | 707    | 136    | 1,118  | 347    | 2,355  | 369          | 37      | 415    | 76     | 1,113  | 345    |  |  |
| Georgia                     | 1,301            | 57      | 6       | 568    | 70     | 568    | 32     | 1,113  | 80           | 3       | 292    | 30     | 674    | 32     |  |  |
| Idaho                       | 494              | 96      | 2       | 137    | 17     | 200    | 42     | 414    | 68           | 2       | 88     | 1      | 213    | 42     |  |  |
| Illinois                    | 2,030            | 350     | 20      | 889    | 95     | 576    | 100    | 2,943  | 301          | 13      | 865    | 105    | 1,396  | 263    |  |  |
| Indiana                     | 1,589            | 262     | 18      | 446    | 60     | 653    | 150    | 1,502  | 206          | 14      | 348    | 35     | 729    | 170    |  |  |
| Iowa                        | 758              | 191     | 13      | 69     | 0      | 399    | 86     | 785    | 124          | 5       | 84     | 6      | 474    | 92     |  |  |
| Kansas                      | 1,235            | 299     | 19      | 285    | 27     | 527    | 78     | 1,023  | 95           | 10      | 159    | 22     | 641    | 96     |  |  |
| Kentucky                    | 458              | 94      | 6       | 61     | 14     | 251    | 32     | 314    | 49           | 7       | 49     | 10     | 178    | 21     |  |  |
| Louisiana                   | 1,341            | 159     | 11      | 436    | 97     | 500    | 138    | 1,100  | 138          | 14      | 253    | 66     | 483    | 146    |  |  |
| Maine                       | 973              | 115     | 11      | 217    | 42     | 571    | 17     | 813    | 106          | 15      | 149    | 26     | 488    | 29     |  |  |
| Maryland                    | 691              | 94      | 9       | 200    | 39     | 286    | 63     | 775    | 83           | 10      | 134    | 14     | 456    | 78     |  |  |
| Massachusetts               | 3,925            | 275     | 34      | 443    | 81     | 2,180  | 912    | 3,690  | 181          | 23      | 288    | 35     | 2,252  | 911    |  |  |
| Michigan                    | 3,228            | 568     | 44      | 682    | 114    | 1,447  | 373    | 3,197  | 399          | 35      | 550    | 84     | 1,680  | 449    |  |  |
| Minnesota                   | 1,226            | 297     | 14      | 251    | 36     | 532    | 96     | 1,094  | 184          | 9       | 160    | 31     | 585    | 125    |  |  |
| Mississippi                 | 553              | 91      | 5       | 213    | 21     | 201    | 22     | 502    | 94           | 3       | 131    | 12     | 237    | 25     |  |  |
| Missouri                    | 932              | 296     | 30      | 117    | 44     | 379    | 66     | 692    | 151          | 18      | 125    | 29     | 319    | 50     |  |  |
| Montana                     | 947              | 142     | 6       | 166    | 8      | 409    | 216    | 776    | 57           | 2       | 51     | 2      | 439    | 225    |  |  |
| Nebraska                    | 1,144            | 190     | 6       | 254    | 22     | 560    | 112    | 1,085  | 98           | 8       | 153    | 8      | 669    | 149    |  |  |
| Nevada                      | 443              | 106     | 6       | 154    | 32     | 115    | 30     | 480    | 83           | 6       | 154    | 26     | 164    | 47     |  |  |
| New Hampshire               | 875              | 107     | 7       | 238    | 17     | 400    | 106    | 922    | 84           | 11      | 212    | 24     | 463    | 128    |  |  |
| New Jersey                  | 1,755            | 101     | 6       | 633    | 106    | 691    | 218    | 1,523  | 127          | 12      | 444    | 55     | 716    | 169    |  |  |
| New Mexico                  | 1,101            | 203     | 14      | 158    | 35     | 547    | 144    | 911    | 113          | 14      | 114    | 22     | 516    | 132    |  |  |
| New York                    | 5,254            | 663     | 71      | 567    | 120    | 2,961  | 872    | 5,416  | 430          | 45      | 767    | 142    | 3,087  | 945    |  |  |
| North Carolina              | 1,885            | 300     | 8       | 445    | 52     | 945    | 135    | 1,674  | 249          | 10      | 372    | 49     | 864    | 130    |  |  |
| North Dakota                | 982              | 75      | 6       | 356    | 9      | 449    | 87     | 863    | 52           | 3       | 276    | 8      | 445    | 79     |  |  |
| Ohio                        | 1,971            | 242     | 18      | 596    | 76     | 902    | 137    | 2,061  | 174          | 10      | 442    | 108    | 1,076  | 251    |  |  |
| Oklahoma                    | 994              | 105     | 14      | 226    | 26     | 540    | 83     | 983    | 99           | 11      | 231    | 19     | 550    | 73     |  |  |
| Oregon                      | 877              | 104     | 12      | 184    | 42     | 409    | 126    | 945    | 100          | 18      | 190    | 27     | 471    | 139    |  |  |
| Pennsylvania                | 3,961            | 466     | 32      | 1,200  | 181    | 1,748  | 334    | 3,572  | 312          | 31      | 752    | 112    | 1,966  | 399    |  |  |
| Rhode Island                | 992              | 99      | 11      | 110    | 37     | 533    | 202    | 666    | 50           | 5       | 135    | 21     | 338    | 117    |  |  |
| South Carolina              | 790              | 120     | 2       | 175    | 16     | 440    | 37     | 912    | 102          | 0       | 217    | 22     | 532    | 39     |  |  |
| South Dakota                | 555              | 93      | 3       | 275    | 17     | 150    | 17     | 342    | 46           | 2       | 90     | 6      | 180    | 18     |  |  |
| Tennessee                   | 1,122            | 198     | 15      | 386    | 51     | 433    | 39     | 971    | 113          | 3       | 202    | 26     | 575    | 52     |  |  |
| Texas                       | 3,462            | 455     | 53      | 1,794  | 127    | 865    | 168    | 3,211  | 454          | 54      | 1,015  | 160    | 1,279  | 249    |  |  |
| Utah                        | 1,563            | 120     | 11      | 172    | 15     | 1,052  | 193    | 1,009  | 98           | 8       | 112    | 14     | 624    | 153    |  |  |
| Vermont                     | 544              | 67      | 7       | 98     | 16     | 270    | 86     | 650    | 31           | 3       | 121    | 28     | 361    | 106    |  |  |
| Virginia                    | 1,263            | 247     | 14      | 320    | 22     | 567    | 93     | 1,075  | 90           | 4       | 226    | 17     | 632    | 106    |  |  |
| Washington                  | 1,186            | 265     | 17      | 340    | 48     | 377    | 139    | 1,281  | 163          | 9       | 432    | 51     | 486    | 140    |  |  |
| West Virginia               | 853              | 118     | 3       | 125    | 28     | 532    | 47     | 680    | 95           | 10      | 116    | 23     | 403    | 33     |  |  |
| Wisconsin                   | 1,149            | 260     | 30      | 154    | 36     | 498    | 171    | 1,266  | 135          | 21      | 202    | 42     | 648    | 218    |  |  |
| Wyoming                     | 1,158            | 199     | 23      | 185    | 38     | 505    | 208    | 938    | 85           | 9       | 73     | 19     | 539    | 213    |  |  |
| <b>OVERSEAS-TOTAL</b>       | 3,143            | 267     | 43      | 523    | 160    | 1,380  | 770    | 3,222  | 149          | 20      | 507    | 120    | 1,558  | 868    |  |  |
| Alaska                      | 339              | 80      | 11      | 106    | 21     | 77     | 44     | 280    | 51           | 5       | 105    | 18     | 62     | 39     |  |  |
| Hawaii                      | 1,129            | 117     | 22      | 91     | 63     | 512    | 324    | 1,359  | 30           | 6       | 116    | 48     | 706    | 453    |  |  |
| Puerto Rico                 | 1,675            | 70      | 10      | 326    | 76     | 791    | 402    | 1,583  | 68           | 9       | 286    | 54     | 790    | 376    |  |  |

Source: Personnel Statistics Division, DCS/Comptroller, Hq USAF.

TABLE 45 - CIVIL AIR PATROL UNITS BY TYPE - FY 1952

| Date                        | Units By Type |       |        |           |         |
|-----------------------------|---------------|-------|--------|-----------|---------|
|                             | Total         | Wings | Groups | Squadrons | Flights |
| 30 September 1951 . . . . . | 1,545         | 52    | 151    | 644       | 698     |
| 31 December 1951 . . . . .  | 1,588         | 52    | 160    | 660       | 716     |
| 31 March 1952 . . . . .     | 1,626         | 52    | 173    | 704       | 697     |
| 30 June 1952 . . . . .      | 1,670         | 52    | 178    | 1,440     | a/      |

a/ CAP Reg 20-1 (Excludes flights)  
Reference - CAP Membership

Source: Director of CAP Personnel, DCS Personnel and Administration Hq. CAP USAF.

TABLE 46 - CIVIL AIR PATROL WINGS BY LOCATION - AS OF 30 JUNE 1952

| Wing and City              | Wing and City                        | Wing and City               |
|----------------------------|--------------------------------------|-----------------------------|
| CONTINENTAL US             |                                      |                             |
| Alabama - Birmingham       | Maine - Fort Williams                | North Dakota - Fargo        |
| Arizona - Tucson           | Maryland - Friendship                | Ohio - Cincinnati           |
| Arkansas - Little Rock     | Massachusetts - Bedford              | Oklahoma - Oklahoma City    |
| California - San Francisco | Michigan - Detroit                   | Oregon - Portland           |
| Colorado - Denver          | Minnesota - Minneapolis              | Pennsylvania - Allentown    |
| Connecticut - New Haven    | Mississippi - Jackson                | Rhode Island - Providence   |
| Delaware - Newport         | Missouri - Joplin                    | South Carolina - Rock Hill  |
| Florida - Orlando          | Montana - Great Falls                | South Dakota - Sioux Falls  |
| Georgia - Marietta         | National Capital - Washington, D. C. | Tennessee - Nashville       |
| Idaho - Boise              | Nebraska - Omaha                     | Texas - Dallas              |
| Illinois - Chicago         | Nevada - Sparks                      | Utah - Salt Lake City       |
| Indiana - Indianapolis     | New Hampshire - Keene                | Vermont - Barre             |
| Iowa - Des Moines          | New Jersey - Newark                  | Virginia - Richmond         |
| Kansas - Wichita           | New Mexico - Albuquerque             | Washington - Seattle        |
| Kentucky - Louisville      | New York - New York                  | West Virginia - Martinsburg |
| Louisiana - New Orleans    | North Carolina - Charlotte           | Wisconsin - Racine          |
|                            |                                      | Wyoming - Cheyenne          |
| OUTSIDE CONTINENTAL US     |                                      |                             |
| Alaska - Anchorage         | Hawaii - Honolulu                    | Puerto Rico - San Juan      |

Source: Headquarters Civil Air Patrol, USAF.

TABLE 47 - CIVIL AIR PATROL TRAINING STATISTICS BY STATE - FY 1952

| State and Territory                | First Half Fiscal Year 1952<br>(Jul 1951 through 31 Dec 1951) |               |                           |                |                       |                |                           |                  | Second Half Fiscal Year 1952<br>(1 Jan 1952 through 30 Jun 1952) |               |                           |                |                       |                |                           |                  |
|------------------------------------|---|---------------|---------------------------|----------------|-----------------------|----------------|---------------------------|------------------|--|---------------|---------------------------|----------------|-----------------------|----------------|---------------------------|------------------|
|                                    | AF Reserve Participation                                      |               | Classroom Training By CAP |                | Other Training By CAP |                | Cadet Orientation Flights |                  | AF Reserve Participation   |               | Classroom Training By CAP |                | Other Training By CAP |                | Cadet Orientation Flights |                  |
|                                    | Per-sons  | Man-Hours     | Per-sons                  | Man-Hours      | Per-sons              | Man-Hours      | Per-sons                  | Flying Hours     | Per-sons   | Man-Hours     | Per-sons                  | Man-Hours      | Per-sons              | Man-Hours      | Per-sons                  | Flying Hours     |
| <b>USAP-TOTAL</b> . . . . .        | <b>4,070</b>  | <b>24,764</b> | <b>103,664</b>            | <b>725,092</b> | <b>36,495</b>         | <b>300,986</b> | <b>14,682</b>             | <b>27,593:39</b> | <b>4,024</b>   | <b>27,564</b> | <b>111,495</b>            | <b>692,813</b> | <b>43,136</b>         | <b>209,649</b> | <b>14,303</b>             | <b>25,151:06</b> |
| <b>CONTINENTAL-TOTAL</b> . . . . . | <b>3,978</b>  | <b>24,180</b> | <b>98,076</b>             | <b>677,461</b> | <b>36,271</b>         | <b>295,820</b> | <b>14,010</b>             | <b>27,344:29</b> | <b>3,961</b>   | <b>27,192</b> | <b>104,440</b>            | <b>638,114</b> | <b>43,120</b>         | <b>209,596</b> | <b>13,583</b>             | <b>24,681:07</b> |
| Alabama . . . . .                  | 1   | -             | 1,800                     | 6,650          | 1,150                 | 4,600          | 149                       | 418:00           | 8  | 244           | 1,825                     | 7,300          | 1,250                 | 5,000          | 137                       | 266:00           |
| Arizona . . . . .                  | 10  | 77            | 1,714                     | 6,112          | 192                   | 7,722          | 117                       | 177:30           | 9  | 584           | 2,340                     | 17,430         | 831                   | 6,475          | 140                       | 465:00           |
| Arkansas . . . . .                 | 14  | 88            | 1,379                     | 10,072         | 99                    | 608            | 153                       | 224:25           | 23   | 114           | 1,473                     | 11,512         | 28                    | 980            | 352                       | 542:00           |
| California . . . . .               | 743   | 5,473         | 4,595                     | 37,457         | 1,969                 | 25,507         | 798                       | 3,608:16         | 873  | 9,516         | 8,094                     | 41,002         | 3,008                 | 17,222         | 889                       | 2,223:00         |
| Colorado . . . . .                 | 66  | 88            | 4,720                     | 31,300         | 2,050                 | 8,600          | 290                       | 176:40           | 66   | 132           | 3,900                     | 28,400         | 1,550                 | 4,800          | 267                       | 155:25           |
| Connecticut . . . . .              | 23  | 99            | 1,339                     | 11,069         | 845                   | 7,369          | 452                       | 1,382:15         | 22   | 193           | 1,295                     | 10,206         | 517                   | 2,038          | 71                        | 497:00           |
| Delaware . . . . .                 | 131   | 274           | 788                       | 1,782          | 51                    | 114            | 47                        | 13:00            | 58   | 304           | 843                       | 2,813          | 175                   | 602            | 36                        | 6:45             |
| Florida . . . . .                  | 182   | 1,392         | 4,665                     | 34,848         | 2,468                 | 17,415         | 83                        | 297:40           | 120  | 704           | 5,202                     | 40,901         | 2,508                 | 14,292         | 37                        | 216:00           |
| Georgia . . . . .                  | 6   | 9             | 361                       | 2,302          | 251                   | 4,834          | 700                       | 1,507:00         | 15   | 30            | 423                       | 2,885          | 386                   | 3,435          | 859                       | 1,689:00         |
| Idaho . . . . .                    | 42  | 42            | 111                       | 1,194          | 50                    | 244            | 41                        | 120:35           | 42   | 164           | 155                       | 3,348          | 39                    | 254            | 14                        | 82:00            |
| Illinois . . . . .                 | 179   | 1,235         | 2,218                     | 17,647         | 945                   | 4,592          | 1,078                     | 2,314:25         | 320  | 2,778         | 2,530                     | 20,949         | 827                   | 5,744          | 619                       | 978:05           |
| Indiana . . . . .                  | 126   | 735           | 805                       | 4,274          | 231                   | 1,032          | 139                       | 205:20           | 84   | 377           | 619                       | 3,570          | 126                   | 755            | 106                       | 148:10           |
| Iowa . . . . .                     | 18  | 224           | 1,197                     | 9,810          | 577                   | 3,023          | 216                       | 212:00           | 18   | 12            | 1,089                     | 4,226          | 447                   | 1,997          | 107                       | 87:00            |
| Kansas . . . . .                   | 132   | 596           | 350                       | 780            | -                     | -              | 49                        | 94:20            | 132  | 620           | 300                       | 650            | -                     | -              | 54                        | 67:55            |
| Kentucky . . . . .                 | 30  | 223           | 1,294                     | 9,776          | 239                   | 1,173          | 107                       | 69:00            | 34   | 260           | 1,110                     | 8,715          | 187                   | 488            | 134                       | 116:26           |
| Louisiana . . . . .                | 24  | 10            | 2,225                     | 5,352          | 710                   | 2,065          | 154                       | 88:10            | 29   | 158           | 2,405                     | 7,874          | 1,049                 | 3,682          | 131                       | 198:15           |
| Maine . . . . .                    | 62  | 307           | 2,165                     | 12,338         | 341                   | 2,357          | 144                       | 627:40           | 56   | 385           | 1,623                     | 12,736         | 421                   | 2,585          | 78                        | 403:00           |
| Maryland . . . . .                 | 40  | 239           | 832                       | 3,303          | 608                   | 1,374          | 179                       | 321:00           | 21   | 74            | 963                       | 6,396          | 766                   | 3,196          | 263                       | 554:55           |
| Massachusetts . . . . .            | 23  | 340           | 1,636                     | 10,145         | 497                   | 935            | 344                       | 252:50           | 33   | 204           | 5,440                     | 48,408         | 2,641                 | 5,391          | 435                       | 459:30           |
| Michigan . . . . .                 | 106   | 740           | 8,846                     | 70,768         | 2,028                 | 9,944          | 1,015                     | 1,013:00         | 124  | 789           | 10,250                    | 80,787         | 2,104                 | 10,960         | 1,262                     | 1,340:00         |
| Minnesota . . . . .                | 45  | 457           | 2,490                     | 11,299         | 913                   | 5,544          | 299                       | 208:35           | 34   | 279           | 2,272                     | 10,812         | 893                   | 3,527          | 392                       | 501:00           |
| Mississippi . . . . .              | 2   | 16            | 308                       | 1,616          | 71                    | 100            | 18                        | 57:00            | 1  | 8             | 115                       | 706            | 35                    | 328            | 69                        | 101:15           |
| Missouri . . . . .                 | 17  | 134           | 967                       | 8,880          | 338                   | 1,704          | 163                       | 483:50           | 7  | 54            | 1,125                     | 6,087          | 349                   | 822            | 196                       | 368:15           |
| Montana . . . . .                  | -   | -             | 217                       | 546            | 73                    | 3,104          | 54                        | 134:45           | -  | -             | 330                       | 8,400          | 120                   | 9,600          | 50                        | 20:50            |
| National Capital (DC) . . . . .    | 8   | 70            | 2,964                     | 20,757         | 584                   | 15,904         | 284                       | 309:00           | 46   | 122           | 1,530                     | 8,844          | 193                   | 1,433          | 264                       | 288:30           |
| Nebraska . . . . .                 | 48  | 239           | 2,430                     | 15,552         | 519                   | 5,122          | 94                        | 102:00           | 56   | 368           | 3,892                     | 31,058         | 754                   | 2,602          | 162                       | 193:40           |
| Nevada . . . . .                   | 8   | 14            | 211                       | 432            | 31                    | 48             | 10                        | 21:00            | 43   | 212           | 419                       | 1,810          | 91                    | 251            | 123                       | 109:00           |
| New Hampshire . . . . .            | 23  | 185           | 1,553                     | 8,744          | 278                   | 6,214          | 164                       | 124:45           | 8  | 320           | 416                       | 6,478          | 195                   | 3,303          | 83                        | 80:25            |
| New Jersey . . . . .               | 49  | 6             | 2,745                     | 21,882         | 990                   | 6,942          | 643                       | 1,128:40         | 86   | -             | 2,688                     | 23,619         | 908                   | 5,825          | 471                       | 733:35           |
| New Mexico . . . . .               | 348   | 2,450         | 6,984                     | 23,967         | 3,843                 | 13,351         | 258                       | 801:00           | 221  | 2,258         | 7,784                     | 17,258         | 6,086                 | 18,045         | 154                       | 503:00           |
| New York . . . . .                 | 12  | 480           | 6,698                     | 44,136         | 2,422                 | 52,765         | 1,598                     | 2,521:00         | 6  | 160           | 4,795                     | 34,827         | 1,413                 | 6,562          | 1,759                     | 3,433:30         |

|   |           |            |              |               |            |              |            |               |           |            |              |               |           |           |            |               |
|---|-----------|------------|--------------|---------------|------------|--------------|------------|---------------|-----------|------------|--------------|---------------|-----------|-----------|------------|---------------|
| North Carolina . . . . .                      | 207       | 884        | 1,230        | 5,891         | 376        | 1,568        | 361        | 600:20        | 103       | 422        | 1,327        | 6,475         | 648       | 1,202     | 280        | 707:00        |
| North Dakota . . . . .                        | 45        | 118        | 461          | 282           | 473        | 470          | 86         | 200:00        | 79        | 95         | 663          | 724           | 164       | 237       | 87         | 16:00         |
| Ohio . . . . .                                | 204       | 1,646      | 1,668        | 12,116        | 890        | 9,761        | 774        | 1,188:00      | 187       | 1,038      | 1,409        | 7,243         | 875       | 9,148     | 178        | 512:00        |
| Oklahoma . . . . .                            | 29        | 224        | 1,968        | 8,012         | 1,487      | 3,537        | 242        | 543:00        | 58        | 414        | 1,826        | 7,640         | 1,493     | 4,378     | 349        | 503:00        |
| Oregon . . . . .                              | 41        | 1,081      | 2,305        | 12,088        | 705        | 10,144       | 207        | 337:10        | 59        | 476        | 1,794        | 8,687         | 698       | 4,186     | 180        | 287:05        |
| Pennsylvania . . . . .                        | 133       | 111        | 1,995        | 11,972        | 1,584      | 27,061       | 605        | 702:00        | 122       | 143        | 1,545        | 8,180         | 2,027     | 21,645    | 393        | 400:00        |
| Rhode Island . . . . .                        | 7         | 24         | 794          | 2,875         | 327        | 13,728       | 92         | 236:20        | 9         | 60         | 645          | 3,858         | 215       | 1,285     | 383        | 421:15        |
| South Carolina . . . . .                      | 10        | 92         | 1,512        | 7,489         | 606        | 1,486        | 21         | 45:35         | 7         | 88         | 1,967        | 11,057        | 1,446     | 5,407     | 35         | 60:10         |
| South Dakota . . . . .                        | 24        | 31         | 615          | 7,138         | 157        | 1,016        | 55         | 162:50        | 22        | 108        | 435          | 14,703        | 402       | 2,454     | 32         | 152:30        |
| Tennessee . . . . .                           | 50        | 202        | 276          | 2,182         | 134        | 626          | 76         | 159:00        | 6         | 24         | 252          | 1,544         | 150       | 239       | 147        | 166:50        |
| Texas . . . . .                               | 176       | 503        | 1,780        | 13,508        | 344        | 1,689        | 169        | 930:00        | 231       | 352        | 2,394        | 14,829        | 2,287     | 8,905     | 753        | 2,280:56      |
| Utah . . . . .                                | 67        | 893        | 809          | 7,008         | 452        | 2,191        | 118        | 240:00        | 12        | 239        | 816          | 3,553         | 118       | 757       | 86         | 125:00        |
| Vermont . . . . .                             | 54        | 164        | 1,722        | 9,448         | 14         | 1,680        | 29         | 91:55         | 54        | 144        | 1,836        | 7,344         | -         | -         | 45         | 83:25         |
| Virginia . . . . .                            | 133       | 599        | 2,815        | 8,628         | 1,922      | 3,134        | 405        | 776:00        | 69        | 266        | 1,438        | 4,005         | 768       | 1,129     | 168        | 439:00        |
| Washington . . . . .                          | 70        | 367        | 1,649        | 2,717         | 691        | 654          | 315        | 985:33        | 100       | 621        | 2,285        | 3,314         | 1,080     | 3,361     | 481        | 987:25        |
| West Virginia . . . . .                       | 84        | 277        | 1,404        | 10,804        | 290        | 1,120        | 154        | 148:30        | 62        | 86         | 1,336        | 10,488        | 395       | 985       | 57         | 76:00         |
| Wisconsin . . . . .                           | 105       | 659        | 2,648        | 8,223         | 456        | 1,649        | 215        | 858:05        | 165       | 1,123      | 3,977        | 11,963        | 457       | 2,084     | 136        | 585:45        |
| Wyoming . . . . .                             | 21        | 69         | 1,818        | 5,285         | 0          | 0            | 186        | 125:30        | 21        | 70         | 1,250        | 2,500         | -         | -         | 79         | 49:20         |
| <u>OUTSIDE CONTINENTAL US-TOTAL</u> . . . . . | <u>92</u> | <u>584</u> | <u>5,588</u> | <u>47,631</u> | <u>224</u> | <u>5,166</u> | <u>672</u> | <u>249:10</u> | <u>63</u> | <u>372</u> | <u>7,055</u> | <u>54,699</u> | <u>16</u> | <u>53</u> | <u>720</u> | <u>469:59</u> |
| Alaska . . . . .                              | 63        | 124        | 663          | 4,973         | 179        | 4,667        | 15         | 7:00          | 10        | -          | 664          | 5,321         | 7         | 30        | 99         | 17:09         |
| Hawaii . . . . .                              | 4         | 344        | 4,883        | 39,118        | -          | -            | 193        | 121:10        | 6         | 104        | 6,336        | 43,988        | -         | -         | 257        | 355:10        |
| Puerto Rico . . . . .                         | 25        | 116        | 42           | 3,540         | 45         | 499          | 464        | 121:00        | 47        | 268        | 55           | 5,390         | 9         | 23        | 364        | 97:40         |

n/ Not available

Source: Headquarters Civil Air Patrol, USAF.

TABLE 48 - FLYING ACTIVITY STATISTICS OF CIVIL AIR PATROL ON ACTUAL MISSIONS  
(SEARCH, RESCUE, AND MERCY) - FY 1952

| Requesting Agency                          | Total    |              | 1 July 1951<br>Through<br>31 December 1951 |              | 1 January 1952<br>Through<br>30 June 1952 |              |
|--|----------|--------------|--|--------------|---|--------------|
|  | Missions | Flying Hours | Missions                                   | Flying Hours | Missions                                  | Flying Hours |
| <u>TOTAL</u> . . . . .                     | 101      | 7,385:38     | 47   | 2,904:29     | 54  | 4,481:09     |
| Air Rescue Service . . . . .               | 83       | 6,995:54     | 34   | 2,570:10     | 49  | 4,425:44     |
| American Red Cross . . . . .               | 10       | 259:44       | 9  | 249:44       | 1   | 10:00        |
| City and State Officials . . . . .         | 2        | 27:00        | 1  | 2:00         | 1   | 25:00        |
| Civil Aeronautics Administration . . . . . | 1        | 5:00         | 0  | 0            | 1   | 5:00         |
| Others . . . . .                           | 5        | 98:00        | 3  | 82:35        | 2   | 15:25        |

Source: Headquarters, Civil Air Patrol, USAF.

TABLE 49 - FLYING ACTIVITY STATISTICS OF CIVIL AIR PATROL ON PRACTICE MISSIONS  
(SEARCH AND RESCUE - SCARCAP) - FY 1952

| Missions-Aircraft-Hours            | Total    | 1 July 1951 Through<br>31 December 1951 | 1 January 1952 Through<br>30 June 1952 |
|------------------------------------|----------|---|--|
| Missions . . . . .                 | 75       | 42                                      | 33                                     |
| Number of Aircraft Flown . . . . . | 2,640    | 1,516                                   | 1,124                                  |
| Number of Hours Flown . . . . .    | 9,577:05 | 6,303:30                                | 3,273:35                               |

Source: Headquarters, Civil Air Patrol, USAF.

TABLE 50 - CIVIL AIR PATROL CADET ENCAMPMENT STATISTICS BY CALENDAR YEAR -  
1947 THROUGH 1952

| Calendar Year      | Air Force<br>Bases<br>Used as<br>Sites | Encampments |                                 |                             | Attendance    |               |              |              |            |
|--------------------|--|-------------|---------------------------------|-----------------------------|---------------|---------------|--------------|--------------|------------|
|                    |  | Total       | Number of<br>Air Force<br>Bases | Number of<br>Other<br>Sites | Total         | Cadets        |              | Seniors      |            |
|                    |  |             |                                 |                             |               | Male          | Female       | Male         | Female     |
| <u>TOTAL</u> . . . | <u>140</u>                             | <u>162</u>  | <u>153</u>                      | <u>9</u>                    | <u>20,108</u> | <u>13,459</u> | <u>2,278</u> | <u>1,397</u> | <u>351</u> |
| 1947 . . .         | 25                                     | 25          | 25                              | -                           | 2,623         | a/            | a/           | a/           | a/         |
| 1948 . . .         | 14                                     | 14          | 14                              | -                           | 1,923         | 1,574         | 202          | 116          | 31         |
| 1949 . . .         | 21                                     | 22          | 22                              | -                           | 2,401         | 1,918         | 229          | 207          | 47         |
| 1950 . . .         | 21                                     | 26          | 24                              | 2                           | 3,244         | 2,486         | 336          | 362          | 60         |
| 1951 . . .         | 20                                     | 33          | 26                              | 7                           | 4,534         | 3,542         | 572          | 344          | 76         |
| 1952 . . .         | 39                                     | 42          | 42                              | -                           | 5,383         | 3,939         | 939          | 368          | 137        |

a/ Not Available

Source: Headquarters, Civil Air Patrol, USAF

TABLE 51 - CAP - HIGH SCHOOL AVIATION EDUCATION PROGRAM - 1949 (FALL) THROUGH 1952 (SPRING)

The Coordinated CAP-High School Aviation Education Program is an aviation education plan which may be described as general education in regard to aviation.

The course, as a one-year program for high school instruction, is taught by regular members of the school faculty. (It is also designed as a two-year course for use at CAP squadron level with CAP and Air Force Reserve personnel serving as instructors.) Any student is eligible to participate in the high school course of instruction, and CAP membership, though desirable, is not necessary.

The data below reflects a 116 percent increase in the number of High Schools offering CAP aviation education with an increase of 97 percent in the number of students for the Fall Semester 1950 over Fall Semester 1949. The increase had reached 153 percent for the Number of Schools and 138 percent for the Number of Students by the Fall Semester 1951.

| Date                           | Number of High Schools | Number of Students |
|--------------------------------|------------------------|--------------------|
| Fall Semester 1949 . . . . .   | 89                     | 2,780              |
| Spring Semester 1950 . . . . . | 119                    | 3,531              |
| Fall Semester 1950 . . . . .   | 192                    | 5,475              |
| Spring Semester 1951 . . . . . | 228                    | 6,115              |
| Fall Semester 1951 . . . . .   | 225                    | 6,633              |
| Spring Semester 1952 . . . . . | 229                    | 6,771              |

Source: Headquarters Civil Air Patrol, USAF.

TABLE 52 - CIVIL AIR PATROL CADET SUMMER ENCAMPMENT - 1951

1. Thirty-Three (33) cadets encampments were held during 1951 at twenty-six (26) sites and all 52 Wings participated. The following sites were utilized:

- 20 Air Force Bases
- 2 National Guard Camps
- 1 State Police Camp
- 1 State Park
- 1 University
- 1 Civilian Camp (Alaska)

2. Cadet Participation:

- a. Enrollment: 4,114 (3542 boys and 572 girls)
- b. Satisfactorily completed course of instruction: 4,016
- Did not satisfactorily complete course of instruction: 19
- Early departures for various reasons: 79

3. Senior Participation:

- a. Enrollment: 420 (344 men and 76 women)
- b. 4,100 Man-days served by the Seniors for an average of 9.9 days service per Senior.

4. Direct Manpower Assistance from Encampment Site:

- a. USAF Personnel: 289 Officers and 293 Airmen
- b. Air Reservists: 16 Officers and 2 Airmen
- c. Civilian: 90

TABLE 52 - CIVIL AIR PATROL CADET SUMMER ENCAMPMENT - 1951 - CONTINUED

5. Aerial Transportation to and/or from Encampment Sites (as part of routine training flights without additional expense to the government):

| Source                       | Planes     | Number Transported | Flying Time     |
|------------------------------|------------|--------------------|-----------------|
| <u>TOTAL</u> . . . . .       | <u>194</u> | <u>3,373</u>       | <u>1,155:15</u> |
| USAF . . . . .               | 152        | 3,051              | 1,042:10        |
| Navy . . . . .               | 1          | 44                 | 2:00            |
| Air National Guard . . . . . | 10         | 217                | 34:20           |
| Civil Air Patrol             | 31         | 61                 | 76:45           |

6. Orientation flights at Encampment Sites (as part of routine training flights without additional expense to the Government:) 64 percent of the total Cadet Attendance (excluding early departures) were flown on orientation flights.

| Source                 | Number Planes | Number Cadets Flown | Flying Time   |
|------------------------|---------------|---------------------|---------------|
| <u>TOTAL</u> . . . . . | <u>58</u>     | <u>2,522</u>        | <u>299:50</u> |
| USAF . . . . .         | 51            | 2,221               | 244:00        |
| Civil Air Patrol .     | 7             | 301                 | 55:50         |

7. Familiarization firing of small arms (this firing was conducted on a strictly individual, volunteer basis, and was only scheduled where adequate range and supervisory personnel were available.)

| Type of Weapon              | Number of Cadets Firing | Rounds Fired  |
|-----------------------------|-------------------------|---------------|
| <u>Rounds Fired - Total</u> | <u>3,066</u>            | <u>33,340</u> |
| Thompson Sub Machine        | 200                     | 800           |
| M1 "Grand" Cal. 30 Rifle    | 40                      | 520           |
| 1903 Cal. 30 Rifle          | 40                      | 480           |
| M-3 Sub Machine             | 200                     | 600           |
| Pistol Cal. 45              | 234                     | 514           |
| Revolver Cal. 38 Special    | 200                     | 500           |
| Carbine                     | 2,152                   | 29,926        |

Source: Headquarters Civil Air Patrol - USAF.



TABLE 53 - FUNCTIONAL DISTRIBUTION OF THE CIVIL AIR PATROL AIRPLANE INVENTORY  
QUARTERLY, F.Y. 1952

| Type                     | Total<br>Airplanes<br>on<br>Hand | ACTIVE |                                   |         | INACTIVE |  |       |
|--------------------------|----------------------------------|--------|-----------------------------------|---------|----------|--|-------|
|                          |                                  | Total  | Minimum<br>Individual<br>Training | Project | Total    | Excess and<br>Recommended<br>Reclamation | Other |
| <u>30 September 1951</u> |                                  |        |                                   |         |          |  |       |
| Total . . . .            | 183                              | 183    | 183                               | -       | -        | -  | -     |
| Communication . . . . .  | 183                              | 183    | 183                               | -       | -        | -  | -     |
| <u>31 December 1951</u>  |                                  |        |                                   |         |          |  |       |
| Total . . . .            | 173                              | 173    | 173                               | -       | -        | -  | -     |
| Communication . . . . .  | 173                              | 173    | 173                               | -       | -        | -  | -     |
| <u>31 March 1952</u>     |                                  |        |                                   |         |          |  |       |
| Total . . . .            | 164                              | 164    | 164                               | -       | -        | -  | -     |
| Communication . . . . .  | 164                              | 164    | 164                               | -       | -        | -  | -     |
| <u>30 June 1952</u>      |                                  |        |                                   |         |          |  |       |
| Total . . . .            | 208                              | 206    | 203                               | 3       | 2        | 1  | 1     |
| Communication . . . . .  | 208                              | 206    | 203                               | 3       | 2        | 1  | 1     |

SOURCE: Materiel Statistics Division, Directorate of Statistical Services, DCS/C.

TABLE 54 - AGE DISTRIBUTION OF BOY EXPLORER MEMBERSHIP BY REGION - 31 DEC 1951

| Region | Population                | Annual Boy Crop       |                         |                         | United States and Foreign Countries  |
|--------|---------------------------|-----------------------|-------------------------|-------------------------|--|
|        |                           | 8 Years               | 11 Years                | 14 Years                |  |
| Total  | 151,084,067 <sup>a/</sup> | 461,537 <sup>a/</sup> | 1,311,014 <sup>a/</sup> | 1,144,384 <sup>a/</sup> |  |
| I      | 9,315,253 <sup>a/</sup>   | 81,739 <sup>a/</sup>  | 72,742 <sup>a/</sup>    | 60,898 <sup>a/</sup>    | Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont - 49 Councils.   |
| II     | 19,660,098 <sup>a/</sup>  | 163,919 <sup>a/</sup> | 145,497 <sup>a/</sup>   | 121,659 <sup>a/</sup>   | New Jersey, New York, Puerto Rico and Virgin Islands - 71 Councils.  |
| III    | 17,143,040 <sup>a/</sup>  | 156,504 <sup>a/</sup> | 141,985 <sup>a/</sup>   | 123,511 <sup>a/</sup>   | Delaware, District of Columbia, Maryland, North Carolina (6 Counties), Pennsylvania, Virginia (except 2 Counties in Region V and 8 Counties in Region IV), West Virginia, Virginia (8 Counties) - 52 Councils.   |
| IV     | 13,107,126 <sup>a/</sup>  | 128,744 <sup>a/</sup> | 119,583 <sup>a/</sup>   | 106,119 <sup>a/</sup>   | Kentucky, Ohio, Tennessee (3 Counties), Virginia (8 Counties), and West Virginia (8 Counties) - 52 Councils.   |
| V      | 13,196,651 <sup>a/</sup>  | 149,502 <sup>a/</sup> | 135,745 <sup>a/</sup>   | 124,424 <sup>a/</sup>   | Alabama (except 4 Counties), Arkansas, Florida (10 Counties in North-west), Georgia (3 Counties), Louisiana, Tennessee, Mississippi, and Virginia (2 Counties) - 32 Councils.  |
| VI     | 12,191,897 <sup>a/</sup>  | 135,842 <sup>a/</sup> | 121,042 <sup>a/</sup>   | 109,999 <sup>a/</sup>   | Alabama (4 Counties), Florida (except 10 Counties in Region IV), Georgia (except 3 Counties in Region V), North Carolina (except 6 Counties in Region III) - 37 Councils.  |
| VII    | 22,361,793 <sup>a/</sup>  | 204,349 <sup>a/</sup> | 187,508 <sup>a/</sup>   | 160,841 <sup>a/</sup>   | Illinois (except 1½ Counties in Region VIII), Indiana, Michigan (except 1 County in Region X), Minnesota (1 County), Wisconsin (except 7 Counties in Region X) - 84 Councils.  |
| VIII   | 11,375,144 <sup>a/</sup>  | 105,879 <sup>a/</sup> | 95,572 <sup>a/</sup>    | 85,652 <sup>a/</sup>    | Colorado, Illinois (1½ Counties), Iowa (except 1 County), Kansas, Missouri, Nebraska, Wyoming (except 8 Counties) - 36 Councils.   |
| IX     | 10,790,627 <sup>a/</sup>  | 115,960 <sup>a/</sup> | 101,566 <sup>a/</sup>   | 90,273 <sup>a/</sup>    | Arizona (Northeast), Arkansas (Southwest), New Mexico, Oklahoma, Texas - 36 Councils.  |
| X      | 4,682,331 <sup>a/</sup>   | 47,478 <sup>a/</sup>  | 42,941 <sup>a/</sup>    | 37,649 <sup>a/</sup>    | Iowa (1 County), Michigan (1 County), Minnesota, Montana (Eastern half), North Dakota, South Dakota, Wisconsin (7 Counties), and Wyoming (3 Counties) - 17 Councils.   |
| XI     | 4,906,009 <sup>b/</sup>   | 49,093 <sup>b/</sup>  | 42,720 <sup>b/</sup>    | 36,621 <sup>b/</sup>    | Alaska, California (2 Counties), Idaho (less 1 County), Montana (Western Half), Oregon, Utah (2 Counties), Washington, and Wyoming (1½ Counties) - 26 Councils.  |
| XII    | 12,354,098 <sup>a/</sup>  | 122,528 <sup>a/</sup> | 104,113 <sup>a/</sup>   | 86,738 <sup>a/</sup>    | Arizona, California (except 2 Counties), Hawaiian Island, Nevada, Utah (less 2 Counties), Wyoming (Western) - 54 Councils.   |
| XR     | -                         | -                     | -                       | -                       | Canal Zone, Guam, Germany (EuCom Scouting Advisory Council) and units in Arabia, Aruba-Netherland, American Samoa, Belgian Congo, Bermuda, Canada, Chile, Columbia, England, French Morocco, Greece, Greenland, India, Iran, Japan, Libya, Mexico, Newfoundland, Okinawa, Peru, Philippine Islands, Saipan, M. I., Spain, Venezuela. |

a/ Figures do not include Council 661 (Puerto Rico).

b/ Figures do not include Council 610 (Alaska)

TABLE 55 - PERCENTAGE DISTRIBUTION OF EXPLORER MEMBERSHIP BY AGE GROUP - 31 DEC 1951

(Table is based on approximately a 7 per cent sample of all registrations over a 6 month's period. Data are expressed in per cent of each age).

| Age                   | Per Cent of Explorers in Troops |             | Per Cent of Explorers in Explorer Units |             |
|-----------------------|---------------------------------|-------------|---|-------------|
|                       | New Members                     | All Members | New Members                             | All Members |
| 14 . . . . .          | 70.3                            | 48.4        | 47.7                                    | 30.5        |
| 15 . . . . .          | 17.9                            | 27.9        | 32.8                                    | 31.8        |
| 16 and Over . . . . . | 11.8                            | 23.9        | 19.5                                    | 37.7        |

TABLE 56 - EXPLORER UNITS AND EXPLORERS IN EXPLORER TROOPS AND EXPLORER UNITS -  
CALENDAR YEARS 1951 AND 1952

(Dates are as of 31 December of each year indicated)

| Region                 | Explorer Units (1952) | Explorers in Explorer Units (1952) | Explorers In Troops (1952) | Explorer Units (1951) | Explorers in Explorers Units (1951) | Explorers In Troops (1951) |
|------------------------|-----------------------|------------------------------------|----------------------------|-----------------------|-------------------------------------|----------------------------|
| <b>TOTAL</b> . . . . . | <u>10,092</u>         | <u>131,663</u>                     | <u>265,450</u>             | <u>9,649</u>          | <u>126,805</u>                      | <u>268,632</u>             |
| I . . . . .            | 565                   | 7,462                              | 15,817                     | 553                   | 7,496                               | 17,168                     |
| II . . . . .           | 1,105                 | 14,911                             | 31,555                     | 1,079                 | 14,215                              | 32,657                     |
| III . . . . .          | 944                   | 12,179                             | 30,780                     | 892                   | 11,642                              | 30,704                     |
| IV . . . . .           | 663                   | 8,349                              | 22,968                     | 594                   | 7,792                               | 22,882                     |
| V . . . . .            | 437                   | 5,922                              | 24,417                     | 400                   | 5,508                               | 23,546                     |
| VI . . . . .           | 534                   | 7,227                              | 26,191                     | 510                   | 6,758                               | 26,331                     |
| VII . . . . .          | 1,481                 | 19,219                             | 32,789                     | 1,440                 | 18,749                              | 32,916                     |
| VIII . . . . .         | 707                   | 9,410                              | 21,348                     | 629                   | 8,747                               | 22,307                     |
| IX . . . . .           | 913                   | 11,719                             | 20,648                     | 908                   | 11,707                              | 20,639                     |
| X . . . . .            | 280                   | 3,417                              | 9,620                      | 256                   | 3,183                               | 10,221                     |
| XI . . . . .           | 659                   | 8,835                              | 9,781                      | 656                   | 8,514                               | 9,972                      |
| XII . . . . .          | 1,788                 | 22,784                             | 18,642                     | 1,677                 | 21,540                              | 18,398                     |
| XR . . . . .           | 16                    | 229                                | 894                        | 55                    | 954                                 | 891                        |

TABLE 57 - EXPLORERS IN EXPLORER UNITS BY TYPE OF EXPLORER -  
31 DEC 1950, 31 DEC 1951, AND 31 DEC 1952

| Type of Explorer             | 31 Dec 1950    | 31 Dec 1951    | 31 Dec 1952       |
|------------------------------|----------------|----------------|-------------------|
| <b>TOTAL</b> . . . . .       | <u>121,585</u> | <u>126,805</u> | <u>a/ 131,663</u> |
| Air Explorer . . . . .       | 5,464          | 4,612          | 4,995             |
| Sea Rovers . . . . .         | 22,148         | 20,338         | 19,619            |
| Explorers in Posts . . . . . | 92,860         | 100,983        | 106,140           |
| Rovers . . . . .             | 1,112          | 872            | 718               |

a/ Includes 191 Lone Rovers.

TABLE 58 - EXPLORER UNITS BY TYPE OF UNIT BY CALENDAR YEAR - 1949 THROUGH 1952

(Minus quantities are enclosed in parenthesis, Data are as of 31 Dec of the years reported).

| Type of Unit           | 1949         | 1950<br>a/   | 1951<br>a/   |              |                       | 1952          |              |                       |
|------------------------|--------------|--------------|--------------|--------------|-----------------------|---------------|--------------|-----------------------|
|                        |              |              | Total        | Gain or Loss | Per Cent Gain or Loss | Total         | Gain or Loss | Per Cent Gain or Loss |
| <b>TOTAL</b> . . . . . | <u>7,306</u> | <u>9,086</u> | <u>9,649</u> | <u>563</u>   | <u>6.2</u>            | <u>10,092</u> | <u>443</u>   | <u>4.6</u>            |
| Squadrons . . . . .    | 475          | 422          | 356          | (66)         | (15.8)                | 368           | 12           | 3.4                   |
| Posts . . . . .        | 5,180        | 7,110        | 7,881        | 771          | 10.8                  | 8,383         | 502          | 6.4                   |
| Ships . . . . .        | 1,570        | 1,481        | 1,352        | (129)        | (8.7)                 | 1,297         | (55)         | (4.1)                 |
| Rover Crews . . . . .  | 81           | 73           | 60           | (13)         | (17.8)                | 44            | (16)         | (26.7)                |

a/ 1949 - New Units 2,225; net dropped 1,802  
 1950 - New Units 3,333; net dropped 1,549  
 1951 - New Units 2,550; net dropped 1,992  
 1952 - New Units 2,472; net dropped 2,034

TABLE 59 - CLASSIFIED MEMBERSHIP OF EXPLORERS BY REGIONS -  
31 DEC 1951 AND 31 DEC 1952

| Region        | Total Explorers |         | Explorers in Troops |         | Explorers in Units |        |
|---------------|-----------------|---------|---------------------|---------|--------------------|--------|
|               | 1951            | 1952    | 1951                | 1952    | 1951               | 1952   |
| TOTAL . . . . | 268,632         | 265,450 | 126,805             | 131,663 | 9,649              | 10,092 |
| I . . . .     | 17,168          | 15,817  | 7,496               | 7,462   | 553                | 565    |
| II . . . .    | 32,657          | 31,555  | 14,215              | 14,911  | 1,079              | 1,105  |
| III . . . .   | 30,704          | 30,780  | 11,642              | 12,179  | 892                | 944    |
| IV . . . .    | 22,882          | 22,968  | 7,792               | 8,349   | 594                | 663    |
| V . . . .     | 23,546          | 24,417  | 5,508               | 5,922   | 400                | 437    |
| VI . . . .    | 26,331          | 26,191  | 6,758               | 7,227   | 510                | 534    |
| VII . . . .   | 32,916          | 32,789  | 18,749              | 19,219  | 1,440              | 1,481  |
| VIII . . . .  | 22,307          | 21,348  | 8,747               | 9,410   | 629                | 707    |
| IX . . . .    | 20,639          | 20,648  | 11,707              | 11,719  | 908                | 913    |
| X . . . .     | 10,221          | 9,620   | 3,183               | 3,417   | 256                | 280    |
| XI . . . .    | 9,972           | 9,781   | 8,514               | 8,835   | 656                | 659    |
| XII . . . .   | 18,398          | 18,642  | 21,540              | 22,784  | 1,677              | 1,788  |
| XR . . . .    | 891             | 894     | 954                 | 229     | 55                 | 16     |

TABLE 60 - EXPLORER GROWTH - 31 DEC 1930 THROUGH 31 DEC 1952

(Per cents represent gains and losses over the previous years report. Minus quantities are inclosed in parentheses.)

| Year           | All Explorers |         | Air Explorers |         | Sea Explorers |         | Explorers In Posts |         | Rovers |         | Explorers In Troops |         |
|----------------|---------------|---------|---------------|---------|---------------|---------|--------------------|---------|--------|---------|---------------------|---------|
|                | Total         | Percent | Total         | Percent | Total         | Percent | Total              | Percent | Total  | Percent | Total               | Percent |
| 1930 . . . . . | 8,043         | -       | -             | -       | 8,043         | -       | -                  | -       | -      | -       | -                   | -       |
| 1931 . . . . . | 10,471        | 30.2    | -             | -       | 10,471        | 30.2    | -                  | -       | -      | -       | -                   | -       |
| 1932 . . . . . | 14,863        | 41.9    | -             | -       | 14,863        | 41.9    | -                  | -       | -      | -       | -                   | -       |
| 1933 . . . . . | 18,326        | 23.3    | -             | -       | 18,326        | 23.3    | -                  | -       | -      | -       | -                   | -       |
| 1934 . . . . . | 19,448        | 6.1     | -             | -       | 19,448        | 6.1     | -                  | -       | -      | -       | -                   | -       |
| 1935 . . . . . | 20,858        | 7.3     | -             | -       | 20,858        | 6.7     | -                  | -       | -      | -       | -                   | -       |
| 1936 . . . . . | 20,759        | (0.5)   | -             | -       | 20,759        | (0.5)   | -                  | -       | -      | -       | -                   | -       |
| 1937 . . . . . | 26,086        | 25.7    | -             | -       | 19,483        | (6.1)   | 5,266              | -       | 1,337  | -       | -                   | -       |
| 1938 . . . . . | 35,862        | 37.5    | -             | -       | 23,405        | 20.1    | 10,625             | 101.8   | 1,832  | 37.0    | -                   | -       |
| 1939 . . . . . | 45,854        | 27.9    | -             | -       | 26,425        | 12.9    | 17,182             | 61.7    | 2,247  | 22.7    | -                   | -       |
| 1940 . . . . . | 52,277        | 14.9    | -             | -       | 27,561        | 4.3     | 22,563             | 31.3    | 2,153  | (4.2)   | -                   | -       |
| 1941 . . . . . | 52,975        | 1.3     | -             | -       | 27,715        | 0.6     | 23,200             | 2.8     | 2,060  | (4.3)   | -                   | -       |
| 1942 . . . . . | 50,539        | (4.6)   | 2,025         | -       | 26,332        | (5.0)   | 20,135             | (13.2)  | 2,047  | (0.6)   | -                   | -       |
| 1943 . . . . . | 50,965        | 0.8     | 9,549         | 371.6   | 24,775        | (5.9)   | 15,231             | (24.4)  | 1,410  | (31.1)  | -                   | -       |
| 1944 . . . . . | 55,495        | 8.9     | 11,233        | 17.6    | 24,951        | 0.7     | 16,212             | 6.4     | 849    | (39.8)  | -                   | -       |
| 1945 . . . . . | 59,057        | 6.4     | 7,865         | (30.0)  | 24,927        | (0.1)   | 23,125             | 36.0    | 824    | (2.9)   | -                   | -       |
| 1946 . . . . . | 68,832        | 16.6    | 7,656         | (2.7)   | 26,204        | 5.1     | 33,634             | 19.5    | 1,338  | (2.4)   | -                   | -       |
| 1947 . . . . . | 83,031        | 20.6    | 8,539         | 11.5    | 26,711        | 1.9     | 46,146             | 28.7    | 1,635  | 22.2    | -                   | -       |
| 1948 . . . . . | 82,969        | (0.1)   | 6,809         | (20.3)  | 22,988        | (13.9)  | 51,557             | 11.7    | 1,615  | (1.2)   | -                   | -       |
| 1949 . . . . . | 160,464       | c/      | 6,055         | (11.1)  | 22,557        | (1.9)   | 63,594             | 23.3    | 1,329  | (17.7)  | 366,929             | -       |
| 1950 . . . . . | 416,173       | (9.6)   | 5,464         | (9.8)   | 22,148        | (1.8)   | 92,860             | 46.0    | 1,113  | (16.3)  | 294,588             | (19.7)  |
| 1951 . . . . . | 395,437       | (5.0)   | 4,612         | (15.6)  | 20,338        | (8.2)   | 100,983            | 8.7     | 872    | (21.7)  | 268,632             | (8.8)   |
| 1952 . . . . . | 397,113       | 0.4     | 4,995         | 8.3     | 19,619        | (3.5)   | 106,140            | 5.3     | 718    | (17.7)  | 265,450             | (1.2)   |

a/ Figures for Senior Scouts in a troop are included in total Explorers.  
b/ Total Explorers for 1949 not comparable with previous years because of change in policy, 1 September 1949.  
c/ Includes 191 Lone Explorers.  
(Per Cents represent gains or losses over the previous years report. Minus quantities are inclosed in parentheses.)



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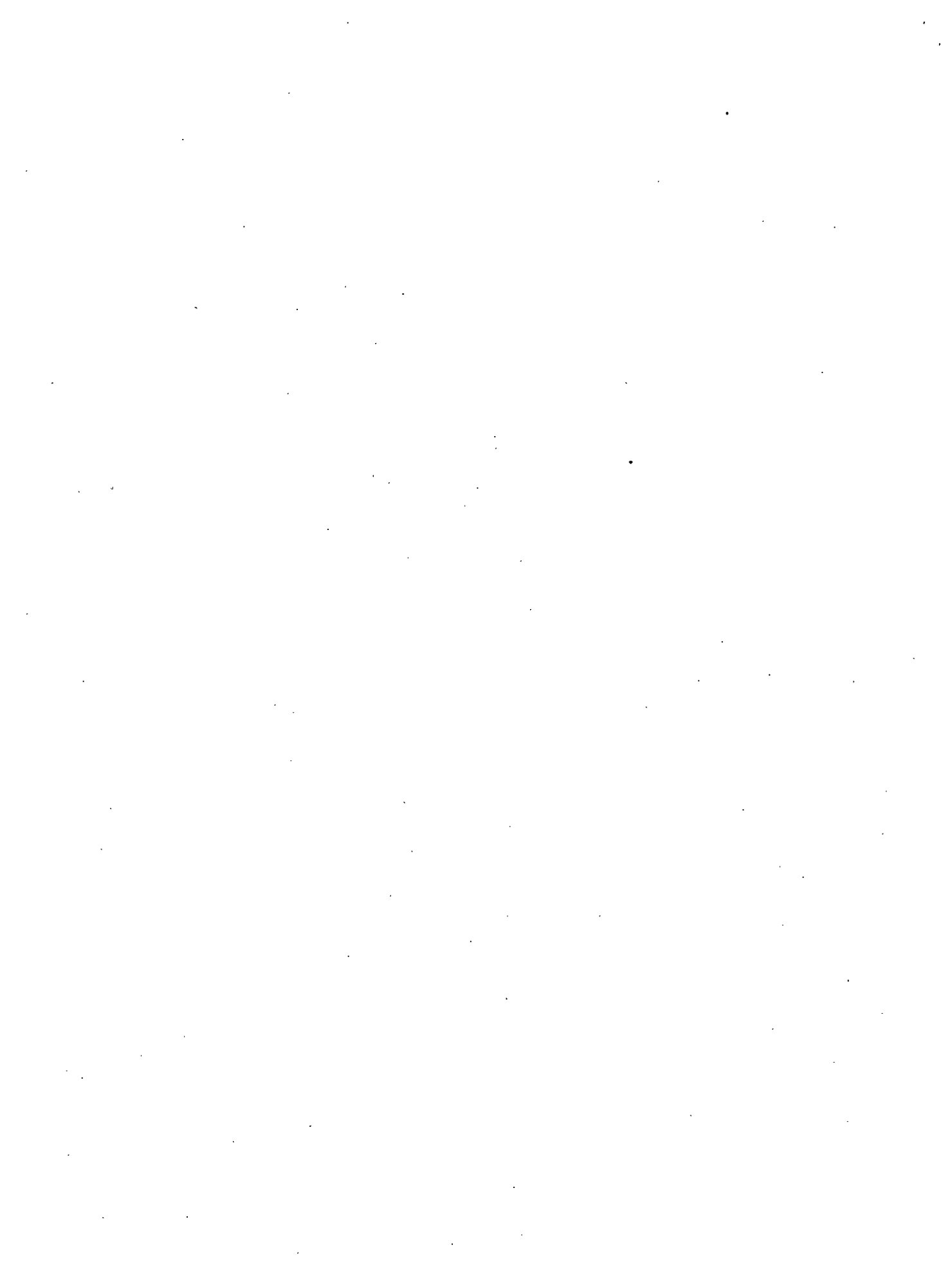
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