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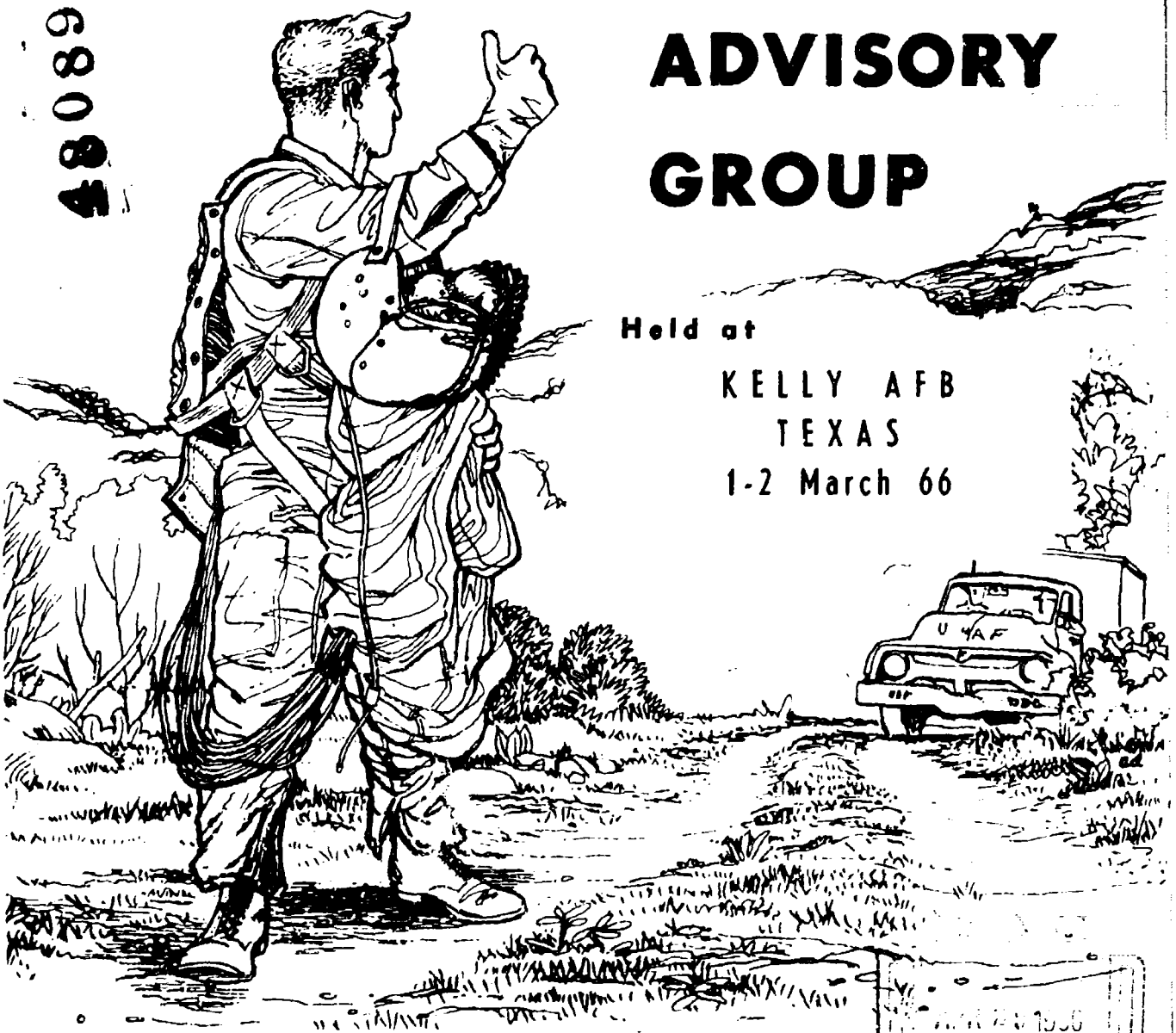
MINUTES OF THE

AIR FORCE (PROTECTIVE AND SURVIVAL) PERSONAL EQUIPMENT ADVISORY GROUP



Held at

KELLY AFB
TEXAS
1-2 March 66

SAN ANTONIO AIR MATERIEL AREA

Kelly Air Force Base, Texas

FOR OFFICIAL USE

MINUTES OF THE PERSONAL EQUIPMENT ADVISORY GROUP MEETING
HELD 1 - 2 MARCH 1966 AT
KELLY AFB, TEXAS

MISSION OF THE PERSONAL EQUIPMENT ADVISORY GROUP

The Personal Equipment Advisory Group has been established under the authority of AFR 20-24. Headquarters, USAF, has designated AFLC responsible for the Group. SAAMA has been designated Chairmanship responsibility. Special Order M-114 dated 27 Aug 1965, has been prepared, published and distributed by Headquarters, SAAMA.

The functions of the Group are:

(1) Serves as a medium for identification of problems.

(2) Schedules actions.

(3) Serves as a focal point for information, such as, status of problems, equipment, development. This lateral communication produces useful information and recommendations to the organization having primary management responsibility.

(4) Assists organizations having such functions as research, development, standardization, training, reliability, compatibility, producibility, procurability, transportability, supportability and maintainability, but it does not transcend the authorities of these organizations.

(5) Insures that equipment items common and essential to the operational completeness of two or more weapon/support systems or subsystems receive continuous attention beyond the specialized interests of any one functional organization or any one system management organization.

SUMMARY

1. The AF Personal Equipment Advisory Group was terminated in accordance with AFR 20-24 and AFLC Supplement thereto on 2 March 1966 as authorized by Hq USAF (AFSPDQ) Letter, 14 January 1966.

2. These minutes reflect closing action on all Action/Report items on PEAG agenda and will be distributed on a limited basis. Requests for additional copies will not be honored.

3. We wish to thank all PEAG members, whose cooperation and efforts made possible the outstanding success of the Group during the past several years.

Merle H. Kelley
MERLE H. KELLEY
Coordinator, PEAG

John L. Reagin
JOHN L. REAGIN
Chairman, PEAG

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Minutes - Personal EAG, 1 - 2 Mar 66

I. ACTION ITEMS - Negative

I. A. REPORT ITEMS - Negative

II. ACTION ITEMS CLOSED

3-61-1 Distress Locator Devices

Closing Action - FINAL REPORTS

SPO/SEG Report

AN URT-21

1. A quantity of 33,560 AN/URT-21 beacons has been delivered on contract AF33(657)-12488 with the Magnavox Corp. No additional AN/URT-21 beacons are now under contract. The AN/URT-21 is now classified Limited Standard. Any future contracts for rescue beacons will be satisfied by procurement of the Tentative Standard AN/URT-27.

2. In November 1965, a UR on the AN/URT-21 was received through WRAMA, concerning broken flexible antenna plugs on the beacon. The design of the beacon allows the flexible antenna to be pulled out at an angle thereby breaking the antenna connector on the beacon. A suggested fix for this UR was submitted by the 49th Field Maintenance Squadron (TAC). In Jan 1966 SEG recommended that WRAMA initiate action to adopt the suggested fix.

3. Technical evaluation of proposals for Amplifier, Radio Frequency, AM-3259/ARC has been completed at SEG. Evaluation results have been forwarded to WRAMA.

AN/URT-27

1. The Sparton Electronics Division of Sparton Corp., Jackson, Michigan, has been awarded contract AF33(657)-15218 for a quantity of 20,981 AN/URT-27 beacons.

2. Three flight test models of the AN/URT-27 were delivered to SEG in Dec 1965 by Sparton. Results of flight testing indicate performance is satisfactory.

3. Sparton is currently conducting environmental testing on the prototype AN/URT-27 beacons.

AN/URC-10

1. Bendix is presently delivering production RT-278A/URC-10 radios on Contract AF09(603)-47732 at the rate of 200 sets per day. At this rate, production on the present contract will be completed in May 1966.

2. The UR pertaining to loose tuning slugs and frequency alignment problems has been investigated. No UR exhibits with evidence of loose slugs or misalignment were received from the field and no problem of the nature has ever shown up with these radio sets at WPAFB or at the contractor's facility. Therefore, the UR was closed out.

RT-10 (Mod RT-278A/URC-10)

Approximately 7000 of the 10,200 units under contract at ACR have been delivered. The RT-10 is a AN/URC-10 survival radio modified to provide a single package unit having an integral battery pack. ACR is presently building three ptototype test adapters to test the RT-10 and the RT-278A/URC-10 with the T-906 test set. One hundred of these adapters are to be delivered by ACR.

AN/URT-26(V), Crash Position Indicator

1. Installation of the AN/URT-26(V) on the HC-130H and the C-141 aircraft is currently underway.

2. The AN/URT-26(V) will be installed on the C-124, C-130E, C-135, and VC-137 aircraft.

3. Feasibility studies are under way to install the AN/URT-26(V) on the B-52 and B-58 aircraft.

4. Flight test of the AN/URT-26(V) with data recorder and 4 channel voice recorder on the C-141 aircraft will begin in the early part of March.

5. The AN/URT-26(V) indicators stored in shipping cartons in freight terminals were inadvertently activated by movement or handling of cartons. This problem was solved by a new type shut-off battery which fastens securely on the airfoil. In addition, a storage rack for the airfoils will become part of the ground support equipment for the AN/URT-26(V).

Procurement Status of PLB Batteries

SAAMA REPORT

FSN 6135-054-7132 is a local purchase item. Part number ACR-K308 has been changed to P/N ACR-K308A, 6135-ND401896P. Item is on contract AF 33(657) 15333 with delivery of 1000 direct to SEA bases and 500 for stock. Delivery is scheduled for March 1966. Procurement of an additional 800 batteries initiated 2 Feb 1966 with delivery anticipated to begin in April 1966. Action is being taken by NSC to assign an NC number in order that cataloging action can be taken.

AN/URC-10 Survival Radio - FSN 58217777293

WRAMA REPORT

ON HAND 0

ON ORDER A. Contract 09(603)47732 - 8241 for USAF of which 2652 are for mod of radio. Balance due to commands 5589 as of 24 Jan 66.

Schedule 09(603)47732

Jan	Feb	Mar *	Total
7056	5000	2738	14794

Total shipped as of 24 Jan 66 - 2663

* This schedule also reflects a total of 3890 units bought for the Army; however, if schedule is met USAF portion will be shipped complete by Mar 66.

B. Contract 09(603)61595 PR WR-5-15581 - 25,888

Current Schedule

Jan	Feb	Mar	Apr	May
944	3000	3000	3000	3000

* Jun	Jul	Aug	Sep	Oct
3000	3000	3000	3000	944

Shipments to USAF users will be released by priority and date on both these contracts.

* This latter schedule is contingent upon impending award of subsequent buy with the same delivery schedule as the basic.

Edds for Priority Backorders

Pri 1 - 4	Pri 5 - 6	Pri 7 - 10	Pri 12 - 15	Pri 16 - 20
Mar 66	May 66	Jun 66	Aug 66	Oct 66

ACR-RT-10 Survival Radio

4221 units shipped to date. Balance of 5979 units to be shipped. Current schedule contract 33(657)15333. 1000 per week until completion. Estimated completion 5 Mar 66.

URT-27

On Order 31,471

Delivery Schedule:
Token quantities in May & June 1966
9000 per mo. to start July 66.

Shipments:
By PRI & Date
No ASI issued.
Projecting PRI 1 & 2 and some 3 complete by end of July 66 if delivery schedule maintained.

PACAF REPORT

All ACR-RT-10 Radios programmed for PACAF units have been shipped. Approximately 90% have been received to date. The 10% backup spare ACR-RT-10 batteries for PACAF units are scheduled for delivery March 1966. PACAF has recommended that all URC-10 radios programmed for PACAF be modified/configured to the improved ACR-RT-10A battery pack which provides a slip-on battery pack easily replaceable in the field. DOOT 38358, 23 Feb 1966, info to applicable commands, outlines reasoning. PACAF is programmed to receive 75 each modified ACR-RT-10A radios for training purposes with frequency of 250.9. These items will be utilized by PACAF Sea/Jungle Survival Schools plus each base Personal Equipment Center to train crewmen in proper use of this item.

TAC REPORT

Problem: The URT-21 has an inherent fault in the flexible antenna connector. This connector is not sufficiently strong to withstand the repeated removal and reinsertion of the antenna required during inspection and parachute repack. Breakage of this connector renders the unit unserviceable for parachute installation. If the break is low enough whereby the water seal is destroyed the unit is completely useless. In discussion with ASD representative it was learned the URT-27 will utilize the same flexible antenna connector.

5-64-1 Signal Flares

Closing Action - FINAL REPORTS

SPO/SEG REPORT

1. Smoke Signal Pen Gun - Two hundred each handheld smoke cartridges, Penguin Associates Inc. P/N HSO-2 were received from Penguin on 6 Dec 65. Fifty (50) were handcarried to PACAF by Major A. Till on 16 Dec 65 and forty (40) each were forwarded to SAC and TAC. Eighty (80) will be retained by SEG for engineering tests, e.g., environmental, color, and candle power tests for utilization in the preparation of performance type procurement data in the event the item is acceptable for service use.

2. Foliage Penetrating Signal - A new procurement data package for the development of a signal system to meet the requirements of SEAOR-27 (classified) was prepared and forwarded to ASWL on 14 Feb 66.

OOAMA REPORT

Current Status on Modified MK-13 MOD 0 Flares MIPR 00-5-15001, Project C-5-211C

1. The AFSC/AFLC Form 1-8 for the MK 13 Mod 0 Signal required preproduction testing by OOAMA. This testing was completed with satisfactory results. The preproduction samples were accepted and an Air Force release for production was given on 20 Oct 1965. Twenty-four signals were tested as follows:

The average pull required to function the day (smoke) end was 26.4 lbs.
The average pull required to function the night (flare) end was 23.4 lbs.
The average smoke emission time was 23.2 sec.
The average flare burning time was 22.1 sec.

Smoke emission times and flare burning times were within the specification limitations. The pull required to function either end was way below the 40 lb. minimum that the Navy was willing to guarantee.

The new plastic end covers meet the general design concept required by the Air Force and present no problem. They are a noticeable improvement over the paper end cap formerly used.

Project C-5-211-C was closed by OOYEC 29 Oct 1965.

2. MIPR 00-5-15001 initiated for 143,798 each MK 13 MOD 0 flares is progressing without any problems. Delivery of the first four shipments of 16,000 each flares has been made to four different Army Depots and the last four shipments (3 of 16,000 each and 1 of 15,798 each) are scheduled for completion as scheduled. No further problems are anticipated concerning the MK 13 MOD 0 Flares.

3. Procurement Status of the A/P 25 S-1 Signal Kits (Signal Kit, Personnel Distress, FSN 1370-921-6172 LY-35 is as follows:

Item 2 on PR 00-6-23162; 12,065 kits were airlifted to Saigon on 22 Jan 1966. These kits were off-the-shelf stock from Penguin Associates and were accepted as is, due to the urgency of need in SEA.

Contract AF42(600)-40389 for item 1 on PR, 69,587 each was awarded to Penguin Associates 15 Feb 1966, with delivery schedule as follows:

30 days	-	10,000
60 days	-	20,000
90 days	-	20,000
120 days	-	19,587

Note: In view of the disbandment of the Personal Equipment Advisory Group (PEAG) action concerning OOAMA items has been submitted to the OOAMA Materiel Safety Task Group for continued surveillance.

WRAMA REPORT

ITEM 5-64-1

T.O. 14S1-3-51S-2 dated 14 June 1965, still in effect. We understand that OOAMA is in process of preparing T.O. 11A10-20-7 for Signal Kit Type A/P25S-1.

PACAF REPORT

PACAF is very concerned over EUR 66-18, 14 January 1966, submitted by 306 Bomb Wg, McCoy AFB, Fla., on AP-25S-1, Signal Flare Cartridg, FSN 1370-866-9788, Mfg by Penguin Associates Inc. During a training demonstration the flare cartridges proved unpredictable. Some flares flying in differenct directions, depending on how much the metal cap protruded or the metal cap remained as an obstruction to prevent the exit of the flare. In one instance, the metal cap remained in place and the body of the flare disintegrated. In two instances, the flare cartridges backfired through the primer end. These malfunctions not only create a safety hazard but also reduce signaling capabilities of downed aircrewmen. Approximately 12,000 kits have been shipped to SEA and are carried as one of the minimum essential survival components carried by all crewmembers. Request latest status, actions contemplated and recommendations be furnished concerning this item.

5-64-2 Automatic Kit Actuator

Closing Action - FINAL REPORT

SEG REPORT

Bid proposals were received and reviewed. An actuator design was chosen for development which could be initiated by either seat separation or parachute full canopy deployment. Although it is mutually agreed with the using commands, ASWL and SEG, that parachute sensing is the most ideal method of assuring properly sequenced kit actuation, the design which is initiated by parachute deployment is much more complex and susceptable to developmental and system integration problems than the actuator which senses seat separation. Therefore, the seat sensing provision will be incorporated as a backup to insure timely delivery to the field of a suitable item. A contract is in the process of being let which includes development and OT&E quantities. Quantities and types (identification of kit manufacturer, model/type number and numbers of kits) of actuators required for OT&E by each using command should be made known to SEG (SEMCE). OT&E items should be available in Sept 66 with standardization scheduled for Nov 66.

5-65-1 MA-5/MA-6 Lap Belt Problems

Closing Action - FINAL REPORT

SEG/SPO REPORT

Data for the development of a new type lap belt has been written and the Life Support SPO will issue a request for proposals during the week of 21 Feb 66. Instructions for an interim fix to the MA-5 and MA-6 belts have been released for use by the commands until new equipment is available (The interim fix is the fabric lanyard with a snap fastener which can be released when pulled from any direction.) It is anticipated that OT&E items will be available in Sept 66.

10-64-6 Review & Standardization of Lists of Component Items for Survival Kits

Closing Action - FINAL REPORT

WRAMA REPORT

Reissue of T.O. 14S1-3-51 will be prepared on or before May 1966, as indicated in last minutes. Necessary information for revision is currently being compiled.

1-65-1 Zero-Zero Capability

Closing Action - FINAL REPORTS

SEG/SPO REPORT

The SEG program has been re-oriented. It is our understanding that a new program which redefines the requirements is being processed at this time.

ADC REPORT

The ADC F-106 Zero-Zero program is now 95% complete. All seats have been modified with the high powered rocket and 95% of the drogue gun deployed parachutes have been delivered to the units. Modifications improving the system are now taking place. TOC kits incorporating stronger jaws for attaching the activating cable and a re-routing block for the cable are being delivered to the field. The steel spring and housing which chafed the pilots spine and the subject of many complaints was found to be unnecessary and removed from the parachutes.

II. A. REPORT ITEMS CLOSED

5-60-4 Eye Protective Device, Flash Blindness (OSR 15)

Closing Action - FINAL REPORT

SEG REPORT

1. Indirectly-Actuated, Reversible, Phototropic Filter, Windshield Segment The laboratory model windshield segment system has been tested at the contractor's plant and accepted. Approval has been given for fabrication of two prototype models with design improvements directed toward satisfactory function in an aircraft environment. Procurement of an OT&E quantity (10 systems) and installation kits for B-52 aircraft has been initiated.

2. Double Visor Helmet Modification Kits - Evaluation of the OT&E dual track items has been completed by PACAF who indicated a preference for a "Rams Horn" type which has not been completely evaluated. Procurement of an OT&E quantity (50) of the "Rams Horn" type for evaluation by PACAF was recommended to ASWL by SEMC letter, 19 Nov 65, prior to taking any action for procurement of operational quantities by AFLC.

3. Photochromic Test Cell Systems with Dual Optical Sensor Triggers - These items on contract with NCR and scheduled for delivery in March are for test under Project Blue Rock by USAF-SAM.

4. Explosive Lens Flashblinder (ELF) Windshield Segment Units - A technical proposal submitted by the Bermite Powder Company in response to PR 120397 has been evaluated and found acceptable. It is anticipated that a test quantity of one shot ELF devices in a 6" x 8" windshield segment configuration will be placed on contract.

5. Electromagnetic Pulse (EMP) - Optical Sensor Trigger Units - Evaluation of technical proposals submitted by 11 firms in response to PR 120398 for a test quantity of EMP-Optical Sensor Trigger Units for use with the ELF Windshield Segment Units mentioned under (4) above has resulted in the determination that 4 proposals were acceptable. It is anticipated that a contractor will be selected from the 4 acceptable bidders.

6. With regard to the problems reported by WRAMA and SAAMA in coating the MIL-G-635 goggle frames with white silicone compound, deletion of the requirement for the coating has been recommended since the benefit which would be obtained is outweighed by the difficulties in its application and attendant delays in item availability.

SAAMA REPORT

Procurement Status Monolithic coated lens kits

on contract----12,572 kits
delivered------ 2,657 kits

Kits are being assembled at the rate of 500 per week until program is completed. Effort is being made through WRAMA to accelerate assembly of kits to 750 per week.

5-60-6 Anti-Exposure Protective Clothing (OSR 313)

Closing Action - FINAL REPORTS

SEG REPORT

1. Two experimental CWU-10/P style coveralls fabricated from a coated nylon stretch fabric with the slide fastener closure running from the neck to the crotch up the center front and employing the stretch fabric from the neck and wrist seals have been forwarded to TAC for winter testing.

2. In conjunction with the above items, a set of 0.020 thick neck and wrist seals for use on the CWU-10/P coverall testing program has been forwarded. The neck seal has 14 sizing rings in lieu of 9 rings currently used.

3. The test on the United Kingdom anti-exposure coverall fabricated from a "Ventrile" fabric has been completed and a report is anticipated in Mar 66.

4. A USAF version of the United Kingdom coverall employing a waterproof, moisture vapor type transmitting type of fabric in lieu of the "Ventrile" fabric has been submitted to the Arctic AeroMedical Laboratory, Alaska for tests and comparison with the United Kingdom coverall.

5. Charging units for the HDU-20/P have been completed and spare parts received. A test of the heater by the Aero Space Medical Laboratory, Alaska for tests and comparison with the United Kingdom coverall.

5. Charging units for the HDU-20/P have been completed and spare parts received. A test of the heater by the Aero Space Medical Laboratory, Alaska is scheduled for Feb 66.

SAAMA REPORT

1. CWU-10/P Anti-Exposure Suits

	Steinthal	Switlik
on contract	3799	3799
delivered	2989	1407
balance	810	2392

Switlik is approximately 2 months behind contract delivery schedule. Delivery forecast is:

Feb 66	Mar 66	April 66	May 66
650	700	750	600

Steinthal is approximately one month behind schedule with 810 suits remaining to be delivered.

Total CWU-10/P suits due in: 1202
" " " due out: 2100

(The FY 66 contract for 500 CWU-10/P suits with Steinthal Co. has been completed).

2. CWU-12/P Anti-Exposure Suits

Rubber Fabricators Co.	
on contract	1325
delivered	872
balance	453

3. CWU-16/P Anti-Exposure Suits

Contract for 24,650 suits has been awarded, but no schedule has been received. A PR for an additional 12,325 suits is being processed to the IFB stage.

Current total due in: 36,975
" " due out: 40,457

Back order validation program is underway to reaffirm requirements prior to initiating additional procurement action.

1-63-2 Cold Weather Anti-Static Maintenance Clothing

Closing Action - FINAL REPORT

MAAMA REPORT

1. Production difficulties encountered by contractors participating in the production test of the 2X2 cotton material (base fabric) required in the fabrication of subject items have necessitated the following changes to target dates furnished in the 11-12 Oct 65 PEAG Minutes;

a. Final delivery of base fabric extended from 5 December 65 to 1 March 66.

b. Issuance of Request for Proposal for end item (4-piece ensemble) production test was extended from 15 Nov 65 to 15 Feb 66.

c. Award of production test contract(s) for end items extended from 15 December 65 to 15 April 66.

2. Delivery schedule for end item production test quantities is 165 days to 225 days after award of contract(s) as follows:

	165	195	225
a. Trouser Type CWU-5/P	3000 ea.	3000 ea.	3000 ea.
b. Trouser Type CWU-6/P	1000 ea.	1000 ea.	1000 ea.
c. Jacket Type CWU-7/P	3000 ea.	3000 ea.	3000 ea.
d. Parka Type CWU-8/P	3000 ea.	3000 ea.	3000 ea.

3. In order to further substantiate the suitability of subject items, SEG has proposed that a controlled distribution of the production test quantities be made to representative bases of the major commands having requirements for this type item. In this connection, SEG will develop a questionnaire to be distributed to and completed by individuals utilizing this ensemble.

4. It is noted that the 1-2 March 66 PEAG was the last meeting as presently constituted under AFR 20-24 and AFLC supplement thereto. Further information relative to subject item, as well as existing asset utilization of the replaced item(s), will be a matter of separate correspondence between interested major commands and this office (AFC&TC (MANRC) 2800 So. 20th St., Phila, Pa.).

1-64-2 Status of Operational Funded Command QORs, OSRs & CIP

Closing Action - FINAL REPORT

SEG/SPO REPORT

1. The following is submitted on FY 63 Component Improvement Programs:

a. CRU-21 Oxygen Regulator - The flight test program is being continued an additional three months. Results to date have been fairly satisfactory. The primary deficiency noted was that the size of the two testers available was not too suitable for use in various cockpits. According to maintenance personnel, a narrower and wider box is required to avoid interference with the stick. It is anticipated that all required standardization actions will be completed in a three month period.

b. Exhalation Valve, HGU-8/P Helmet - Final high altitude testing was completed in Dec 1965 with satisfactory results. A test report summarizing these results has been prepared and is being forwarded for editing and publication. This report concludes that the initial objectives of reliability and elimination of erratic opening (dumping) characteristics of previously designed exhalation valves have been achieved. Procurement data for the new design should be available within 60 days.

c. A/P22S-2 High Altitude Pressure Suit Outfit - Two each outfits, which will be used for OT&E, will be received in Apr 66. These items should be available for test in May 66.

2. The following is submitted on FY 65 Component Improvement Programs:

a. 65-C-10 Helmet, Flying HGU-7/P - The original procurement for this CIP was cancelled. New bids were requested and the new proposals have been evaluated. Results of this evaluation have been forwarded to the ASWL for procurement action.

b. 65-C-13 Raft, Pneumatic, One-Man Insulated (Navy) - See writeup under Report Item 7-64-2.

c. 65-C-14 Safety Relief Valve A/P22S-2 Full Pressure Coverall - The first monthly progress report and a sample item have been received from Carleton Controls Corp., East Aurora, New York under Contract AF33(657)-15002 covering the improvement program for the subject valve. The report indicates that all exhibit requirements have been met with the exception of the maximum flow requirement of 20 cubic feet per minute. Carleton will attempt to resolve this deficiency on the second prototype.

d. 65-C-10 Personal Parachute Automatic and 65-C-14 Parachute Canopy 28 Ft Diameter AF Drawing 50E6377-2 - (These are cost sharing programs with the Canadian Government) - Proposals for these CIP's have been resubmitted and have been approved by DND. Contract negotiations are under way with the Canadian Government.

3. Project 2123 Escape and Survival Equipment

a. Task 212301 - Life Preservers, Thin Underarm, Pneumatic (1 inch) - Proposals have been received and evaluated. The Life Support SPO is in the process of negotiating a contract for the development and fabrication of preservers for CTAE.

b. Task 212302 - Pressure Suit Regulator and Controller - Contract AF33(657)-15365 was awarded to the Carleton Controls Corp., East Aurora, New York for this development effort. The first items are scheduled for delivery in April 66. The first monthly progress report indicates that the design is 90% complete and parts fabrication, 50% complete.

c. Task 212303 - Automatic Actuator for Rigid Survival Kit Containers - This task was redocumented to cover the automatic actuator development in lieu of the rigid MD-1 container per Hq USAF direction. (See Action Item 5-CA-2 for status.) The rigid replacement for the MD-1 kit designated CRU-70/P and -71/P will be developed under DFA 402A funding.

d. Task 212304 - Emergency Oxygen Assembly - The contractor has built a prototype assembly. This prototype has been subjected to a limited amount of testing. A design evaluation should be submitted to the AF within two weeks.

e. Task 212305 - Chest Mounted Oxygen Regulator - Two Proposals submitted by Robertshaw Company and Bendix Corporation were recently evaluated against the requirements of the latest Exhibit USAF 65-33 and the results of the evaluation were forwarded to the Life Support SPO. To date, a contract has not been awarded.

f. Task 212306 - Oxygen Mask Servicing Center - The design evaluation has been submitted by the contractor and approved by the AF. Completion of a prototype servicing center is expected in approximately 90 days.

g. Task 212307 - Winter Flying Clothing - The Life Support SPO has taken over management of this task. A contract has been awarded for developmental items constructed of Nomex material.

h. Task 212308 - Parachute Arming Evaluation - Flight test of the parachute arming lanyard system is now scheduled to begin in Apr 66.

4. SEA (412A)

a. Life Raft Repair Kit - Contract being negotiated at this time.

b. Stripped Down 1-Man Liferaft - Contract dated 9 Feb 66 with Pan Avion.

c. Automatic Actuator Survival Kit - Contract dated 16 Feb with Rocket Jet.

d. Radar Reflector, Collapsible Luneberg Lens - RFP's will be mailed 1 Mar 66.

e. Foliage Penetrating Signal Flare - RFP's will be mailed 15 Mar 66.

f. RB-57F Survival Kit - Cancelled.

g. Improved MBU-5/P Oxygen Mask - Negotiating contract with Sierra Engineering.

h. Personnel Lowering Device PCU-7/P - Contract being negotiated for hardware.

i. F-4C Shoulder Harness Reel - Cancelled

j. Ventilation Suit CNU-7/P - Contract dated 10 Feb 66 with International Latex.

k. Collapsible Litter - Procurement exhibit received by the SPO on 15 Feb 66.

l. PRC-63 Transceiver Beacon - MIPR has been forwarded to the Navy. A contract should be awarded by 15 Mar 66 for 12 beacons.

5-64-3 AFM 64-4 Updating On A Continuing Basis

Closing Action - FINAL REPORT

ATC REPORT

1. AFM 64-4 corrections, additions, and deletions including pen and ink changes, UR information, AFTO forms information and additional comments approved at the October PEAG meeting have been submitted by Chanute AFB to ATC Headquarters for the printing of the change.

2. New changes or corrections should be submitted through channels as suggested in October PEAG meeting in order to expedite next revision.

7-64-2 Improved Life Rafts and Accessories

Closing Action - FINAL REPORTS

SEG REPORT

1. ESP 913A-97837 - One-Man Life Raft, Insulated (Navy) - Delivery of OT&E rafts was completed by Patten Company, Inc after making corrections in canopy fabrication technique and supplying new tube fabric. Four (4) rafts were shipped to TAC, Langley AFB (for TAWC) on 15 Nov 65 and three (3) were shipped to the Arctic Aeromedical Laboratory, APO Seattle 98731 on 23 Dec 65. The remainder were shipped in Jan 66. Cold chamber tests were conducted by the Arctic Aeromedical Laboratory and TAWC (Eglin AFB).

2. Aspirated 25-Man Life Raft - One of four rafts on contract AF33(657)-15115 with Air Cruisers Division was delivered on 13 Dec 65. Inflation and boarding tests from a DC-7 fuselage were conducted. The remaining three rafts were shipped to SEG in Jan 66. Two rafts will be shipped to MAC (Travis AFB and ARRS, Orlando Fla) for test.

3. Navy 25-Man Raft Development - Walter-Kidde Company, Belleville, NJ conducted demonstration inflation tests on their cool gas generator inflation system (closed system) on 16 Dec 65 which were witnessed by Navy and AF personnel. With the inflation system cold soaked at +40°F the raft including canopy inflated in 12 seconds and inflation occurred in 20 seconds with the inflation system cold soaked at -25°F. The tests were completely satisfactory. Tests will be conducted by the Navy in early 1966 and tentative approval for aircraft installation is expected to be made in Mar 66. The Navy (ACEL) has not finalized the design of the raft and such factors as the necessity for relief valves, flotation tube vent capability, and provisions for two separate (nonconnected) flotation tubes capability have not been resolved. The Navy indicated that this effort has a low priority and a project completion date could not be forecasted. A higher priority assignment is being requested by ASD through DOD channels.

The Navy has also been requested to provide the final configuration of the Walter-Kidde inflation system and life rafts to the USAF so that plans can be made to modify the C-130 and C-141 wing raft compartments for installation and compartment inflation tests and OT&E. The Walter-Kidde inflation system is larger and heavier than the presently used CO_2 inflation system, therefore, a modification of the C-130/141 raft compartments is required.

WRAMA REPORT

1. 29,600 TCTO Kits for TCTO 1483-2-523 have been procured and bulk of them have been shipped to field activities.

2. Life Raft Status: As result of Grass Roots Review of life saving equipment at WRAMA 8 Feb 66, with Major Command representatives, each Command is aware of the status of this equipment with regard to requirements, back order, shipments and future procurement. Therefore, such a report is not considered necessary here as each Command was furnished minutes of the meeting 17 Feb 66.

General Information as Follows:

7 Man Raft: Three sources are now delivering this raft. Back orders are being reduced considerably. Numerous inquiries are being received concerning use of this raft in place of six man rafts. Wherever a requirement exists for a six man raft a seven man raft will be used in its place. Those documents indicating authorization for six man rafts should be changed to seven man rafts. Six man rafts (E-2B) are limited standard and will no longer be procured.

1 Man Raft: Three sources are now shipping this raft and two additional sources will soon start delivery. Back orders are being reduced considerably.

20 Man Raft: Three sources are delivering this raft with another to start this month. Delivery to field is therefore being improved considerably.

MAC REPORT

1. This headquarters has been advised that the Air Aspirator 25-man like raft has been received by SEG and will soon be available for OT&E.

2. This command views with concern the numerous instances of in-flight wing raft inflation which have occurred in C-130 and C-141 aircraft. This situation constitutes a most severe hazard to safety of flight. As a result of almost losing a C-141 and crew, the rafts were removed from the wings of this aircraft. It is noted that NAEC has recommended that these rafts be removed from Navy and Marine C-130's. Request urgent action on the part of cognizant agencies to resolve this problem and design a "murphy-proof" system that will not permit inadvertent inflation. Further request that this headquarters be kept informed of what actions have been taken or contemplated to correct this situation.

TAC REPORT

WRAMA has in the past used special one time report (RCS: AFLC-S103(OT) and AFLC-S177(OT)). This procedure has proven unsatisfactory at TAC. Both AFLC and WRAMA are familiar with this problem and have accepted responsibility of devising a more suitable computation procedure, however, TAC has not received any indication of the present status or when a suitable procedure will be effected.

10-64-2 Wind Chill Factors

Closing Action - FINAL REPORTS

SEG/SPO REPORT

As agreed to during the last PEAG meeting, this project has been transferred to AMD (Arctic Aeromedical Laboratory).

PACAF REPORT

There is no definite directive to the Major Air Commands from ASD/SEG or higher headquarters on when anti-exposure clothing/types of undergarments should be worn. As a result, each Major Air Command has directed wear of exposure garments based only on water temperature. Further, these temperatures vary from 50°F to 60°F with no realistic reasoning for selection of temperature. PACAF deems it mandatory that statistical data based upon all exposure factors (e.g. air/water temperature, high winds, wetness) be provided Major Air Commands on an expeditious bases. Data should include complete spectrum in chart form for estimated survival time in global waters/overland with the CWU 10/P, CWU 12/P, CWU 16/P and various combinations of assemblies to be worn as underclothing combined with standard life rafts, insulated life raft and programmed supplementary heater.

10-64-4 T.O. For Approved Location of SDU-5/E Survival Light and Pen Gun Flare

Closing Action - FINAL REPORT

SEG REPORT

Instructions for installing the SDU-5/E survivor light on aircrew parachutes were forwarded to SAAMA for inclusion in the applicable technical orders. Briefly, these instructions specify that the preferred location on the BA-18, BA-20 and ME-1 harnesses is on the outside of either the right or left extension flaps, and that an alternate position is on the main right lift web below the CRU-60/P oxygen connector. Additionally, the instructions specify that the light be located on the left main lift web below the seat strap on the F-4C harness.

Instructions for the installation of the pen gun signal in the leg pocket of the anti-g suit were also forwarded to SAAMA.

10-64-5 F-105 Global Survival Kit Deficiencies

Closing Action - FINAL REPORTS

PACAF REPORT

PACAF has been advised that field testing of F-105 Survival Kit Lid was completed approximately 25 October 1965, by TAC, however, command certification is still in progress. This Hq is concerned over continued use of the RAC Survival Kit which was approved for replacement based upon unreliability and excessive corrosion problems. In view of these flight safety implications, request special emphasis be taken to expedite approval or modification action if required.

TAC REPORT

TAC Test 65-92. The F-105 lid and cushion tests are completed. The original test which was completed at McConnell AFB was declared invalid by staff action at Hq TAC. A new series of tests were completed at Nellis AFB with test results completed and received at Hq TAC on 14 February 1966. The following is an excerpt of the 65-92 test:

Conclusion and Recommendation

The new contoured survival kit lid will be satisfactory for operational use when the following items are corrected:

a. The contour on the rear of the seat pan be improved to prevent buttocks contact with the bottom of the auxiliary parachute rest. (Item 2, Fig 1).

b. The seat cushion be extended aft flush with the parachute rest, the front edge of the cushion be rounded slightly, and the seam in the cover stitching be lowered.

c. The guide snaps be moved to the forward edge of the seat and velcro tape be added to the rear of the seat pan.

d. That several long flights be conducted after a, b, and c have been completed.

10-65-1 Relief Provisions for Fighter and Support Aircraft

Closing Action - FINAL REPORT

USAF REPORT

On 24 February 1966, the Defense General Supply Center confirmed validity of FSN 8105-922-9469, Pilots Portable Relief Pack, commonly referred to as "Piddle-Pak." This item will appear in the Management Data List of the Federal Supply Catalog effective 1 July 1966. The prime depot is MOAMA (MONRRACB), Brookley AFB, Alabama. Depot procurement of subject item has not been made; however, orders submitted through normal supply channels will be filled as soon as requisition has been effected. Immediate requirements may be satisfied by local purchase from either of the two following sources:

1. ACR Electronics Corporation, 551 West 22nd Street, New York, N.Y. 10011. Manufacturer Part Number: PD-2.

2. Scott Aviation Corporation, Lancaster, N.Y. Manufacturer Part Number: 800-277-00.

Price of item procured through local purchase will vary with quantity requisitioned.

III. ACTION ITEMS INTRODUCED - Negative

III. A. REPORT ITEMS INTRODUCED - Negative

IV. INFORMATION ITEMS

TAC INFORMATION ITEMS

1. Responsibility for PEAG Items

TAC is concerned with the possible termination of the USAF PEAG conferences. Since the forming of this group of representatives of each Major Air Command, and responsible AMAs, the benefits derived have been most beneficial to this command. The PEAG provides each command with the only means of open discussion with other commands and USAF, of problems relative to Personal/Survival Equipment and associated requirements and overall USAF policy. The requirements and responsibilities of SOR 218 emphasize a program of increased close coordination between the responsible AMAs, USAF, and Major Air Commands. In order to resolve and maintain an effective R&D, logistic support, and requirement program, an effective sounding board such as the PEAG should be considered a mandatory requirement by all Major Air Commands. This advisory group should be chaired within the Life Support SPO at ASD with representation members from each Major Air Command and responsible Air Material Areas.

The group should be designated as the "USAF Life Support Advisory Group" and require a scheduled quarterly/semiannual meeting to resolve current and future life support problems and/or recommendations. If exigencies arise, a meeting of necessary members of the advisory group could be called by the chairman. The requirements of the Major Air Commands, as the prime users of the equipment, must be the governing factor on Life Support equipment requirements.

Recommend

The USAF Personal/Survival Equipment Advisory Group (PEAG) be designated as the "Life Support Systems Advisory Group", in consonance with SOR 218, and assigned the responsibility of AFSC. The Systems Command in turn should assign the "Life Support System SPO, ASD with mission responsibility of the advisory group.

2. Life Support Career Field

TAC does not concur with present policy of naming the AFSC 1435A/1515A, Physiological Support Officer, as indicated in the USAF Officer Classification Structure Chart. This mismoner is causing considerable confusion in TAC units where no physiological training facilities exist. Commander, Manpower, Personnel at field level feel that where no physiological training facilities exist, they can delete the 1435A/1515A UMD space, or use the space as a catchall for any and all types of duties, should the space not be deleted. Every effort is being made by Hq TAC to prevent this from occurring; however, due to the endless changing of personnel in key positions at lower levels, it requires continuous surveillance. If Hq USAF is looking for a home for AFSC 9166, Aviation Physiologist, now under the flight surgeon, suggest a further shreadout of AFSC 1435A/1515A to 1435P. This would legally put the Aviation Physiologist in the Life Support Systems Program, and clearly define this specialist. The duties of a physiological support officer, even with the term "support" added, are a long way from representing the duties and responsibilities of the many "Life Support Systems" requirements.

Recommend

TAC recommends Hq USAF take immediate and appropriate action to:

a. Delete the misnomer "Physiological Support Officer" from 1435A/1515A duty AFSC, and change this duty AFSC to read "Life Support Systems Officer" in consonance with OSR 218. Through Personnel channels, provide all Major Air Commands with official guidance relative to required duties.

b. Shreadout AFSC 1435 to 1435P to accommodate AFSC 9166, Aviation Physiologist, and delete AFSC 9166.

3. Inadequate OJT Package for 922X0s

Problem: The 922X0 OJT program must be updated. The Career Development Course is almost a direct quote of AFM 64-4 which is itself inadequate and outdated. Job knowledge tests for 922X0s are based on material in the CDC booklets and do not cover the range of knowledge desired for the AFSC.

Recommend:

a. ATC convene a Major Air Command conference to revise/update the 922X0 OJT program.

b. That ATC not restrict future 922X0 job knowledge test re-writes to CDC material.

4. Inadequate Formal Training Courses

Problem: Formal training courses ABR 92230A, ATS 92250-4, and OZR 1515A, are not in consonance with the advancing technology in the personal equipment field, and do not meet TAC requirements. Although specialized courses are available to meet most requirements TAC desires that the basic courses be updated.

Recommend:

a. PEAG/ATC consider revising current consolidated approach to training to one more compatible with equipment needs.

b. USAF provide ATC with funds and the priority required to obtain new items of equipment for timely inclusion in the training program.

c. ATC fund/host an annual course training standards conference for all Major Air Commands.

d. All specialized personal equipment courses offered by ATC be included in AFM 50-5.

SAAMA INFORMATION ITEMS

1. Fitting Pads - HGU-2A/P Helmets

	on contract	Deliveries 45 Days	90 Days	105 Days
Front:	14,558	2852	3853	7853
Back:	3,328	1619	1619	
Crown:	8,169	3169	5000	

First article was approved: Feb 1966

Following quantities on Multi-Year Procurement. Contract being written.

Front: 20,197
Back: 23,317
Crown: 15,515

2. Protective Helmets

a. HGU-7/P

Due in----------EAD 1 April 1966
Small - 1425
Medium - 3553
Large - 2595

b. HGU-2A/P

Medium------4541 on contract awaiting 1st article
Large-------5662 on contract awaiting 1st article

On PR
Large - 10,454
Medium - 8,769
X Large - 500

NOTE: (1) Request Command Projection for Initial Helmet Requirement

(2) Request redistribution of helmets within Commands.

SEG INFORMATION ITEM

HGU-2A/P Protective Helmet

Problem: Alternate configurations of the HGU-2A/P helmet have previously been employed by some using activities. Gnerally, these result from local modifications such as substitution of earcups and fitting pads, removal of visor assemblies, and complete rebuilding of the helmet with a custom fitted liner and edge padding. Furthermore, the pending procurement of dual visor kits and the HGU-17/P liner suspension will substantially increase the numbers of modified helmets in future use. In view of these facts, it is considered to be unnecessarily expensive to continue procurement of the HGU - 2A/P helmet in its present configuration.

Recommendation: That the HGU-2A/P helmet be procured and stocked in a basic minimum configuration including only the finished shell with the styrofoam liner, chin strap and neck strap installed. The optional subassemblies specified below would be requisitioned separately and installed by using activities to build up the final helmet configuration required. The following kits are required to support this minimum helmet concept:

1. Headset Kits

a. A kit consisting of the present type H-154/AIC headset, including all components and installation hardware. This kit would be used when the helmet is to be equipped with fitting pads.

b. A kit consisting only of two H-143 earphones and the interconnecting cable CX-4708A/AIC with rubber grommet, jack retainer and cable clips. This kit would be used when the helmet is equipped with the HGU-17/P liner.

2. Visor Kits

a. A kit consisting of all components and installation hardware for the single visor configuration.

b. A kit consisting of all components and installation hardware for the dual visor configuration.

3. Fitting Kits

a. A kit consisting of the present universal sized fitting pads with Velcro attachments.

b. A kit consisting of the HGU-17/P liner, including the fabric lining, ear seals and Velcro attachments.

4. Oxygen Mask Attachment Hardware. (This item is currently ordered separately and installed by field activities.)

The advantages of supplying the helmet and kits in accordance with above are expected as follows:

a. Helmet shortages in the AF inventory should be significantly reduced or completely eliminated in the future. Higher helmet production rates and shorter lead time are definite advantages and concurrent contracts for helmets and kits from various sources would be possible.

b. Reduced costs would be realized by greater utilization of serviceable components from helmets being replaced with a new item. It is a reasonable assumption that in many cases serviceable items such as headsets and visors are discarded with a damaged helmet only because the new replacement helmet is provided with all new components.

c. The basic helmet with kits will simplify the task for using activities to build up required configurations rather than modify a new HGU-2A/P helmet in its present configuration.

ATC INFORMATION ITEM

Training Courses

1. Chanute Technical Training Center is responsible for training Air Force Personal Equipment Specialists and Parachute Riggers plus related special training courses.

2. The Air Training Command is responsible for providing Formal and Special Training for Air Force personnel. This training may be for one day duration on one specific subject, or cover an entire area broad enough for a complete AFSC.

3. If your organization has a need for training, of any type, the request should be forwarded to Hq ATC on AF Form 403, Request for Special Technical Training.

4. The following areas of training are available for your use and have been established from requests from Major Commands.

Personal and Survival Equipment Training

PURPOSE: To provide special training for airman personnel in the duties and responsibilities of the Personal Equipment AFSC 92250 or higher. Scope of training includes inspection, fitting, and maintenance procedures for aircrew clothing, protective helmets, anti-exposure suits, and personnel parachutes use, operation, inspection and testing of life rafts, life preservers, radio sets, survival kits, oxygen masks and related equipment. Approximately 4 weeks.

Automatic Oxygen Bailout and Survival Seat Kit Assembly

PURPOSE: To provide special training in field and organizational maintenance of oxygen bailout and survival kit assemblies for key maintenance and instructor personnel who possess AFSC 92250 or higher. Scope of training includes the use, inspection, packing and hook-up of oxygen bailout and survival seat kit assemblies. Approximately 2 weeks.

Rocket Fuel Handler's Clothing Outfit, LGM-25

PURPOSE: The course is designed to provide training for Air Force maintenance personnel who possess AFSC 92250/70 in the skills and knowledges necessary to perform as Personal Equipment Specialists on the Rocket Fuel Handler's Clothing Outfit. Scope of training includes safety procedures, familiarization with Titan II propellants; construction, use, operation, inspection, testing, and maintenance of the suit, gloves, boots, and undergarments; construction, use, operation, adjusting, inspection, testing, filling, and maintenance of the pack; issuing, maintaining records, and instructing in the use of the suit. Approximately 1½ weeks.

RF/F-4C Personal Equipment

PURPOSE: This course is designed to provide training for Air Force Personnel on the use and operation of the Martin-Baker ejection seat, survival seat kit assembly, oxygen components, parachute harness and hook-up of crew members to the seat kit. Approximately 1 week.

Global Survival Kit (Weber Retro-Fit, F-106)

PURPOSE: This course is designed to provide training for Air Force personnel on the use and operation of the Weber Retro-Fit F-106 Ejection Seat and Global Survival Kits applicable to the F-106 aircraft. Approximately 2 days.

Global Survival Kit, F-101, F-102, and F-104

PURPOSE: This traveling team course is designed to provide training for Air Force personnel on the use and operation of Global Survival Kits; F-101, F-102 and F-104; inspection, packing and maintenance of global survival kits; F-101, F-102 and F-104; installation and removal of survival kits and ground safety procedures. Approximately 2 days.

Major Repair of Personal and Deceleration Parachutes

PURPOSE: This is a formal course designed to train selected airmen who possess AFSC 58150/70. Scope of training includes parachute materials, sewing machine operation and maintenance, deceleration and personnel parachute major repair. Approximately 5 weeks.

Sewing Machine Maintenance

PURPOSE: To provide special training on servicing sewing machines utilized in parachute shops for personnel who possess AFSC 58150 or higher. This course includes instruction in the nomenclature, operation, inspection, disassembly, reassembly and timing of sewing machines. At present, seven types of sewing machines are included. Approximately 2 weeks.

Deceleration Parachute, Inspection, Packing and Repair

PURPOSE: To provide training in field and organizational maintenance of deceleration parachutes for personnel who possess AFSC 58150 or higher. Scope of training includes operation, inspection, packing and repair of deceleration parachutes. Applicable to the following aircraft: B-52B, B-52G, F-101, F-102, F-104, F-105, F-106, B-47, and B-58. Types of deceleration parachutes utilized by the commands will dictate instructional emphasis and extent of training. Approximately 2 weeks.

Characteristics, Inspection and Testing of Parachute Materials

PURPOSE: To provide special training in the identification of parachute material damage resulting from abrasion, friction burns, exposure to sunlight, severe impact, or contact with any of various chemicals. Scope of training includes also a study of the characteristics of parachute materials, a study of standard seams, and complete inspection of parachutes to determine extent of damage, with use of test equipment. Approximately 1 week.

F-4C Parachute, Packing and Repair

PURPOSE: To provide special training for Air Force personnel who possess AFSC 58150/70 in the skills and knowledges necessary to perform inspection, repair, and packing of the Martin-Baker Personnel Parachute; injection and packing of stabilizer and controller drague parachutes into the Martin-Baker ejection seat used in the F-4C aircraft and the inspection and packing of the deceleration parachute used for the F-4C aircraft. Approximately $1\frac{1}{2}$ weeks.

Maintenance of Survival and Aircrew Protective Equipment - (Fabric Leather and Rubber)

PURPOSE: To provide training for selected Air Force personnel who possess AFSC 58250 and 58270. Training includes operation and maintenance of sewing machines; inspection, repair, alteration and modification of flying and aircrew protective clothing; maintenance of high altitude clothing and oxygen masks; inspection and repair of rubberized clothing, life preservers and life rafts. Approximately 4 weeks.

V. AGENDA FOR NEXT MEETING - Negative

VI. ROSTER OF OFFICIAL ATTENDEES

	Name		Organization	Tel No.
*	ABRAHAM, E. L.	Civ	ASD (ASWL) WPAFB, Ohio	55921
#	ALLEN, L. V.	Civ	OCAMA (OCNLTA) Tinker AFB Okla	3791
*	ANDERSON, L. C.	LCdr	MAC (MAORDR) Scott AFB Ill	3738
*	BATEMAN, H. B.	Civ	ATC (TSDT) Chanute AFB Ill	3461
#	BEAR, S. H.	Col	AFFTC (FTD) Edwards AFB Calif	23971
*	BENSON, W. L.	Civ	SEG (SEMCE) WPAFB Ohio	52219
*	BRAUE, G. C.	Maj	USAF (AFIDI-M2) Norton AFB Calif	2917
-	BRINKMAN, R. B.	Civ	ASD (ASWL) WPAFB Ohio	52247
*	BRUNO, A. P.	Capt	SAC (DM3A) Offutt AFB Nebr	2555
-	BUSHOUER, R. F.	Lt	NASC (Code 432) NAS, Norfolk Va	444-3321
-	CARDER, H. D.	Lt	BUWEPS, Wash D.C.	0X6-1376
#	EVANS, J. W.	Lt/Col	USAF (AFMSPA) Wash D.C.	69476
#	FOWLER, J. B.	Maj	TAC (DORQ) Langley AFB Va	764-3050
*	HARRIS, T. R.	Maj	TAC (DOOS-TP) Langley AFB Va	2442
-	HILL, F. J.	LCdr	NASC (Code 432) NAS, Norfolk Virginia	44-3321
-	HUDSPETH, J.	Capt	AAC (OLFS) Elmendorf AFB	75-37193
#	JOHNSON, E. H.	MSgt	PACAF (DOOT-N)	444606
*	KELLEY, M. H.	Civ	SAAMA (NAOC) Kelly AFB, Texas	64212
*	KING, L. P.	Capt	DMSCE, Andrews AFB, Maryland	4654
-	KRAMER, M. P.	TSgt	ATC (TSSD) Chanute AFB Ill	2812
-	LOUNSBERY, W. R.	Maj	AFSC (SCSVN) Andrews AFB Maryland	5300
*	LOVELADY, A. P.	Col	USAF (AFRDQ) Wash D.C.	78260
*	McGRAW, W. R.	Maj	ATC (ATXRQ) Randolph AFB, Texas	3408
-	MONSEN, B. B.	Civ	OOAMA (CONMMP) Hill AFB Utah	5483
-	ORR, J. H.	Civ	ATC (TSSD) Chanute AFB, Ill	3654
-	PATTERSON, K. S.	SqLdr	CDLS (RCAF) Wash D.C.	483-5505 ext-207
-	PERKINS, J.	Civ	ATC (3345 Tech. Sqdn) Chanute AFB Ill	4239
-	RALSON, J. B.	SMSgt	PACAF (DMSE)	442-552
*	REAGIN, J. R.	Civ	SAAMA (NAOC) Kelly AFB, Texas	64212
*	RICHARDSON, R. N.	LtCol	AFSC (FTOTB) Edwards AFB, Calif	34431
-	SCHEIDER, R. F.	LtCol	USAF (AFRDQ) Wash D.C.	75651
*	SHANNON, R. H.	Civ	1002 IG Grp (AFIDI-M2) Norton AFB Calif	5958
*	SIEWERS, H. K.	Civ	SAC (DPLC) Offutt AFB Nebraska	2239
-	SZEWC, J. A.	Capt	ADC (ADOTT) Ent AFB Colorado	3506
-	THORNE, W. H.	Civ	AFLC (MCOO) WPAFB Ohio	70553
*	TYLER, R. R.	Maj	USAF (AFXOFFH) Wash D.C.	75463
*	UDICK, E. W.	LtCol	USAF (AFRSTA) Wash D.C.	71884
*	WENRICK, R. E.	Civ	WRAMA (NQTCB) Robins AFB Georgia	5156
#	WESLEY, J. R.	LtCol	ARS (ARXRD) Orlando AFB Florida	353
-	WHITE, W. R.	Maj	ATC (ATXRQ) Randolph AFB Texas	3408
*	WILLIS, R. G.	LtCol	AMD (AMRV) Brooks AFB Texas	21281

* Primary Member # Alternate Member - Technical Advisor

VII. DISTRIBUTION

10 cys	Hq USAF (3 cys AFRSTA; 2 cys ea AFSSSEE, AFSPDAE; 3 cys AFIAS-1)
12 cys	Hq AFLC (1 cy ea Comdr, MCMT, MCMC, MCSE, MCSCA-3, MCOMM, MCSWT, MCLAF (Col Justice), MCTE, MCSEP, MCD)(1 cy MCAO)
6 cys	AFSC (2 cys ea SCGV, SCTB; 1 cy ea SCSV, SCMM)
10 cys	SAC (1 cy ea SER, SEMO, SEMC, SEMCC, SEMCP, SEMCS; 4 cys SEMC)
8 cys	ASD (2 cys ea ASZ, ASWK) (4 cys ASWL)
2 cys	WPAFB (1 cy ea MRB, MRO)
6 cys	APGC (1 cy ea Comdr, DCSO-TR, PGBDP; 3 cys PGTH)
1 cy	ATC (1 cy Comdr)
10 cys	Chanute AFB, Ill (5 cys ea 3345 Tech Sch (TS-OT-R); (5 cys TS-DT)
1 cy	MATS (1 cy Comdr; MANSS/EC)
2 cys	Air Rescue Service (1 cy Comdr; 2 cys ARXRD)
2 cys	Hq Comd (MSS-2), Andrews AFB, Washington, D.C.
3 cys	National Guard Bureau (NG-AFSS), Washington, D.C.
4 cys	SAC (1 cy Comdr; 2 cys DPLRA; 2 cys to DM3A4A)
3 cys	TAC (1 cy Comdr; 2 cys DOOS-TP)
3 cys	ADC (1 cy Comdr; 2 cys ADOTT-DP)
5 cys	USAFSO (2 cys USAF Disp, MSC) (1 cy Comdr); (1 cy OOP, 1 cy MCM)
3 cys	Air University, Maxwell AFB, Ala
1 cy	Air University Library
3 cys	AAC (1 cy Comdr, 2 cys ALDMS-5)
6 cys	WRAMA (1 cy Comdr; 3 cys WRNQSC; 1 cy WRT; 1 cy WRSEOP)
5 cys	MOAMA (1 cy Comdr; 2 cys MONATA; 1 cy MOT; 1 cy MOSEO)
5 cys	OCAMA (1 cy Comdr; 2 cys OCNLTA; 1 cy OCT; 1 cy OCBFP)
33 cys	SAAMA (1 cy Comdr; 5 cys SANFW; 1 cy SAT; 1 cy SASEO-1) (25 cys NAOC)
7 cys	OOAMA (1 cy ea Comdr, OOYE, OOYI, OONFT, OONDT, OOT, OOSEO-1)
3 cys	SBAMA (1 cy ea Comdr, SBT, SBSEO)
3 cys	SMAMA (1 cy ea Comdr, SMT, SMSEO)
1 cy	ASO (PGB2-1)
3 cys	Brooks AFB, Texas (1 cy ea AMR; SMTI; SMSDL)
5 cys	DC&TSC, 2800 S. 20th St, Philadelphia, Pa 19101
10 cys	Defense Documentation Center, Acquisitions Div, Cameron Station, Alexandria, Va
1 cy	MAAMA (1 Comdr, 3 cys MANEN)
1 cy	Each attendee