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# OPERATION "HAYLIFT" 1949

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FILE NO.  
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## SAC PARTICIPATION



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OPERATION  
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PART I

Operation Haylift

1. Background.

This is the story of a series of blizzards that struck the western states of Nebraska, Wyoming, and the Dakotas--leaving them snowbound. Starting with the blizzard of 18 November 1948 the knockout punch was delivered shortly after the advent of the new year. The storm that was born in Oklahoma marched onward in an unpredictable manner northward and then reeled to the west again giving western Nebraska a double dose.

Transportation was paralyzed and travelers were stranded. Trains were stalled and soon frozen in depths of ice and snow. Northwestern railroad lines were buried west of Cody in certain stretches in 30 feet of snow. Relief engines and crews were often thwarted in their attempts to open the lines when such engines overturned, plows were smashed or crews at times isolated. With the additional falls of snow and accompanying winds the snow packed to near ice. Often dynamite had to be used to blast this near-ice from the highways or railroad tracks. Old timers who could recall the Blizzard of '88

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were again given the opportunity of re-living "old times." Food supplies were ever becoming lower, and it was inestimable just what human difficulties existed where communication and transportation were no longer maintained.

By 20 January 1949 various state officials realized more and more that only two factors remained for the immediate solution of the imposing problems presented by the storms. Mild weather or a concentration of effort in a great organized endeavor would prevent disaster. Governor Val Peterson of Nebraska said, "Our best hope is that nature will give us a break. Man is not big enough to do the job alone." On 22 January he asked for a survey of such equipment held by contractors in the counties worst hit by the storms. Several days later he asked the legislature for emergency funds in order to make use of such equipment as was available. Following a week-end of further storms of snow and sleet which had played havoc with telephone and power lines the governor of Nebraska appeared in person before the members of the state legislature to appeal for needed funds. At this time he asked for a half million dollar relief fund. He also stated, "I do not think we have a right to run to Washington until

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we have faced our problems as squarely as possible." But concurrently a promise was made by Secretary of the Army Royall to send Army equipment for relief, and equipment was turned over from the Missouri River Division Engineer, Major General Lewis A. Pick.

Still there seemed to be something lacking in the attempt to defeat the ravages of the storms that had struck so vehemently. That factor was a central organization that could coordinate the energies of all the small towns, villages and counties to make some headway over the seemingly unsurmountable obstacles facing people in isolation.

On 26 January the governor called the President's office for such authority that would permit him to have General Pick and his organization, plus its equipment made available to him. Even now the National Guard of the state of Nebraska was out in the snowbound sectors of the state attempting to pick away at the huge drifts before it. It was evident that the job was much too large for the limited resources at the command of this local state organization. It was proposed by the governor that General Pick would be the field commander, and General Henninger would be in charge of headquarters. In the meantime the various members to

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the U. S. Congress from Nebraska, Wyoming, and South Dakota, made efforts to pose the problems before that body in such a manner that an emergency could be declared by the President. Thus the Army could come into the regions so considered a part of the emergency and greater funds could be used in alleviating the condition by the participation of the federal government.

Local newspapers stated that the "big federal government moves slowly. Penetration of the layers of bureaucracy takes time." Actually on 29 January, three days after the governor's call on the executive offices of the President, an order was issued to the Secretary of Defense to use the resources and money "appropriate" for the emergency in the western states. Following are several excerpts that indicate the feelings expressed toward the federal government.

In Congress a House subcommittee on deficiency appropriations dawdled. Several members wanted to be shown weather records so they could determine whether the storm conditions that gripped the plains "were unusual." President Truman thus far had ignored the requests that General Pick be turned loose on the job that was beginning to look like a rival for the Ledo Road project that had made him the outstanding engineer officer of World War II.<sup>1</sup>

1. "A Great Job Born of Necessity," by Max Coffey, Omaha World Herald Operation Snowbound Section, Feb 1949.

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And when the President appointed Major General Philip B. Fleming, Federal Works Administrator, co-ordinator of federal relief in the emergency stricken areas further repercussions followed. Fleming's immediate trip to Miami, Florida to attend a meeting of the American Federation of Labor did not enhance his popularity.

In Washington, Nebraska's Senator Hugh Butler tried to pry through the red tape.

When I called the Federal Works Agency and asked for General Fleming, I was told he was just about landing at that moment in Miami. I could not get Mr. Field (George H. Field, Commissioner of the Bureau of Community Facilities). In fact, I finally talked to someone about the fourth layer down who was willing to be helpful but didn't know much about it. I feel the government ought to exert all its influence to get unity. The top man ought to be on the job, not sunning himself in Florida.<sup>2</sup>

Finally the Fifth Army and General Pick took over the assignment. Action required the liberation of stock and people in areas of the three following states: Nebraska, South Dakota, and Wyoming. Some 140,000 square miles of land area with over 250,000 miles of roads (including trails to ranches) had to be opened.

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2. Ibid.

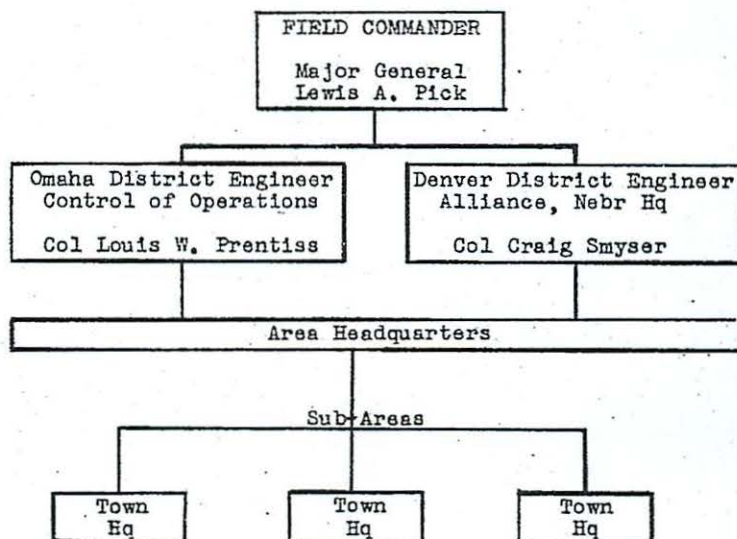


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2. Operation Snowbound Headquarters.



In order for the project to be successful, all people were urged to do their part in the operation. So along with the local citizenry were included the members of wards, townships and counties, and state and federal officials. Agricultural organizations, civic groups, and the lettered federal agencies participated. Also included were medical societies, veterinarians, news-staffs, and private owners of airplanes.

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Being primarily a ground operation, it was immediately decided upon to get private contractors into the operation with their bulldozers and snow-plows. Contacts were established throughout the Missouri Basin area and the necessary centralizing controls and directions were effected to carry out the relief work necessary to open the snowbound regions to the normal communicative state of affairs necessary for the general welfare of modern communities.

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PART II

Strategic Air Command's  
Participation in Operation Haylift

1. Headquarters, SAC.

At the A-4 staff meeting, 31 January 1949, Colonel Tibbetts read a TWX directive received from Headquarters USAF as to the part Headquarters SAC would have in the Snowbound Project. Major William H. Campbell of the Logistics Section was designated as Project Officer to be assisted by Lieutenant Colonel Low, Quartermaster; Major Schilke, Supply Section; and Captain Havens, Transportation Section. Present at the staff meeting were members of the A-4 staff; Lieutenant Green, Cost Control Section; and Lieutenant Reiser, Operations Statistics Branch.

Colonel Tibbetts instructed Major Campbell to disseminate the TWX directive to the Fifteenth Air Force and Eighth Air Force, and to have them furnish information as to everything they have done on this project to date.

The following history was given of what has transpired in this headquarters on this project to date: On 26 January 1949 a request was received from Colonel Luke D. Zech, Executive Officer, Nebraska Military District, asking for a list of

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available snow removal equipment at SAC stations. At about the same time, Colonel R. A. Lincoln, Director of Operations, Headquarters USAF, and Colonel Rogers, Tenth Air Force, called Colonel Washbourne, Headquarters SAC. At that time they were told that two snow-gos were available at Colorado Springs, one at Topeka and one at Smoky Hill, plus six to eight bulldozers at SAC stations within snowbound areas.

The following day a representative of the Fifth Army in Chicago, Colonel Wellburn, called Smoky Hill and Fifteenth Air Force requesting that three snow-gos be shipped to the governor of Wyoming at Cheyenne. There was a snowstorm progressing at Salina and that equipment could not be spared. Two snow-gos with operators were shipped from the Fifteenth Air Force to the governor of Wyoming at Cheyenne.

Friday afternoon, 28 January 1949, Colonel Zech called and asked the availability of 600 blankets, 200 cots and 100 sleeping bags. Colonel Zech was advised that inasmuch as the sleeping bags were part of the mobile equipment of Headquarters SAC that we would prefer to furnish additional blankets in lieu of sleeping bags.

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On 29 January Colonel Sommers, Inspector General, Major Campbell and an additional party transported skis from Minneapolis to Lincoln. These skis were to be used on light planes privately operated in the stricken zones of snow-bound areas.

The following day, 30 January, the Director of Engineer's office called and asked if we could provide 4000 rations to the National Guard at Lincoln. Five hundred Inflight rations (IF-1) and 3500 B rations were shipped by truck about 1700 on 30 January. The same day, Colonel Wright called inquiring as to the availability of 2½-ton trucks. Captain Jossy, Motor Vehicle Squadron, Offutt Air Force Base, was contacted and told to make available everything that could be spared from this base. He stated that he had talked with Colonel Zech's people and there was no immediate requirement for this transportation. That same day Lieutenant Colonel Burns transported some supplies from Colorado Springs to Lincoln, Nebraska in a B-29.

A. Snowbound Project Officers, Headquarters SAC.

Major William H. Campbell, Chief Project Officer  
Lt Colonel Harold R. Low, Quartermaster  
Major James F. Schilke, Supply

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Captain John J. Havens, Transportation  
Mr. E. L. Nichols, Engineering Equipment  
Lt Armand E. Reiser, Operations Statistics Branch  
Lt Harvey H. Green, Cost Control Section

B. Snowbound Project Officers by Stations, SAC.

<u>Station</u>	<u>Project Officer</u>	<u>Unit</u>
Offutt	Maj Wm H. Campbell	SAC
"	Capt Elwood D. Arp	"
"	Capt Carl R. Jossy	"
"	Maj Thomas L. Tempest	"
Casper	Maj Calvin E. Logan	4101st Base Service Sq
Castle	Maj Jack D. Crane	93d Bomb Wg
Salina	Maj John F. Scanlon	301st Bomb Wg
Kearney	Maj Raymond E. Beckley	27th Ftr Wg
Wendover	Lt Wentworth E. Collings	4100th Maneuver
"	CWO K. T. Goudy	Base Sq
"	Maj Andrew A. Juhasz	"
Colo Spgs	Maj George J. Shyer	Fifteenth AF
Davis-Monthan	Maj Robert J. Leimbacher	43d Bomb Wg
Walker	Capt Wm. C. Harrison	509th Bomb Wg
Rapid City	Col Wm. D. Cairnes	28th Bomb Wg
Spokane	Maj Geo. T. Buchmeier	92d Bomb Wg
Topeka	Maj James M. Campbell	55th Rcn Wg
	Col David H. Walker	311th Air Div
	Lt John D. Clark	" " "

C. Consolidation of SAC Flights Reported in "Haylift"  
(Beginning of Operations to 6 February 1949)

<u>Station</u>	<u>Aircraft</u>	<u>No. Flights</u>	<u>Total Hours</u>	<u>Ton- nage</u>	<u>Fuel Consumed</u>
Wendover	C-45	7	7.05		400
Tucson	C-47	3	14.05	7.5	1445
Colo Spgs	C-47#	4	17.00		1925
Kearney	C-47	14	76.00	41.0	6000
Rapid City	C-47	5	21.00	9.0	1875
Topeka	C-47	1	2.30	5.0	220
Offutt	C-47##	2	15.20	12.0	5734
Total	C-47	29	153.00	70.0	17599
	C-45	7			
	B-25#	1		#Besides C-47 flight	
	B-17##	2		##Besides C-47 flight	
Total SAC flights		39			

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TWX's and reports from these units indicated the following items carried by SAC planes in the various missions flown for the above period. Since it was necessary to maintain continuous reconnaissance over the roads and areas of operations of the ground operations, and to spot those areas where threatened blowing snows might close roads again, Wendover did much along these lines. It was also their assignment to locate lost cattle on the ranches of the area assigned to it. This period of activity was from 21 January to 3 February. Those SAC aircraft participating from the Tucson unit (Davis-Monthan Air Force Base) covered the Flagstaff area and dropped hay, cots and insect powder to the stricken Indians. The above consolidated report covers their activities from 1 through 3 February. Ferrying personnel occupied the time for the Fifteenth Air Force out of Colorado Springs. The figures for Kearney are approximate because of the participation of some non-SAC aircraft. Here the missions were concerned primarily in dropping hay to cattle and other livestock. Rapid City fliers dropped hay and food in distressed areas. Some personnel were also carried to such points as necessary in order to aid in the haylift operations. Operations are for the period of 11 January to 4 February. At Topeka personnel

was used to transfer hay to aircraft from delivery trucks. They also assisted in normal refueling and making necessary minor maintenance of haylift aircraft. Supplies were also furnished to the extent of 200 each of flying jackets, trousers and boots. Personnel further assisted in loading approximately 43 tons of hay for the disaster area by the 5th of February.

D. Consolidation of SAC Flights Reported in "Haylift" (6 February to 15 February inclusive)

CONSOLIDATION OF SAC FLIGHTS REPORT

Station	Air-craft	No. Flights	Total Hours	Ton-nage	Fuel Consumed
Kearney <sup>1</sup>	C-47	3	12	15	1200
Wendover <sup>2</sup>	C-45	1	2	-	110
Tucson <sup>3</sup>	C-47	2	10:40	5	1069
Tucson <sup>4</sup>	C-47	8	38:55	22.5	2817
Rapid City <sup>5</sup>	C-47	3	7	7	585
Tucson <sup>6</sup>	C-47	3	11:50	5	936
Rapid City <sup>7</sup>	C-47	1	8	1	350
Tucson <sup>8</sup>	C-47	1	5	2.5	510
Tucson <sup>9</sup>	C-47	2	8:05	3	910
Tucson <sup>10</sup>	C-47	2	6:45	3	610
Wendover <sup>11</sup>	C-45	1	1:40	-	100
Wendover <sup>12</sup>	C-45	1	1:20	-	100
Total	C-45	3	100:15	57	8297
	C-47	25			
Total SAC flights		28			

REMARKS AND DATE OF FLIGHT

1. Hay, parts, rations, 6 February
2. Road survey, 6 February
3. Hay, 4 February
4. Hay, food, wood, plasma, 5 and 6 February (Indian reservation)
5. None
6. Hay (1 abort), 7 February



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7. Personnel, 7 February
8. Hay, Wood, 8 February
9. Hay, food, 9 February
10. " " 10 February
11. Road survey, 14 February
12. " " 15 February

2. Operations from Units, SAC.

A. Kearney.

Ground operations included equipment at O'Neill, Nebraska, a snow-go and one Walters snow-low, heavy duty, which was put out of commission and under repair; one Oshkosh snow-plow, heavy duty, and one 2½-ton truck and one service truck. Other equipment included one jeep. Two civilians and four military personnel were doing necessary repairs on equipment to be returned to Kearney Air Force Base. On 18 February it was reported that 12 miles of road were cleared. Aerial operations with SAC participation included the dropping of 42.9 tons of alfalfa on the 6th of February. Ten cases of C rations and one weasel, weight two tons, were airlifted on this occasion. Of the twenty C-47's and C-82's that participated in the scattered missions for that date only two SAC aircraft were used.

B. Tucson.

On 4 February two C-47's flew missions. Mission one of that date transported baled hay from Phoenix

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to Prescott, Arizona. Mission two flew 5000 pounds of wood and baled hay which was dropped on Hopi Indian reservation at the east end of the Grand Canyon. A third mission for the day had to turn back due to weather conditions with 5000 pounds of undelivered food and medical supplies. On 5 and 6 February two C-47's participated each day in further missions of dropping baled hay, food and wood. In the days that followed additional amounts of items were dropped to the Indians in the Black Mesa country north of Winslow, Arizona.

C. Wendover.

An aerial flight was made to Ely, Nevada on 5 February taking a sheep owner there to make arrangements for feed to be flown to his herds. On 9 February a casualty was reported when a civil service employee, Mr. Jose Esquibel, was crushed to death beneath the D-4 Cat which overturned on him as he endeavored to straighten it after it started to slip off the flat bed. This accident occurred about 13 miles south of Wendover on U. S. Highway 50 while Mr. Esquibel was returning to Wendover Air Force Base at approximately 2345 hours 8 February 1949.

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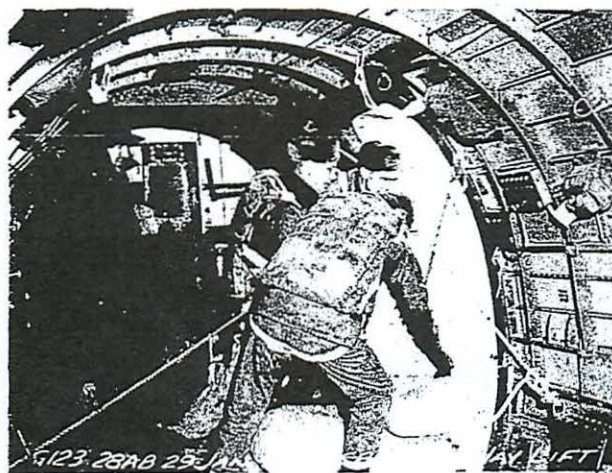
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Pictures of  
OPERATION HAYLIFT

28th Bombardment Wing  
Rapid City Air Force Base  
Weaver, South Dakota

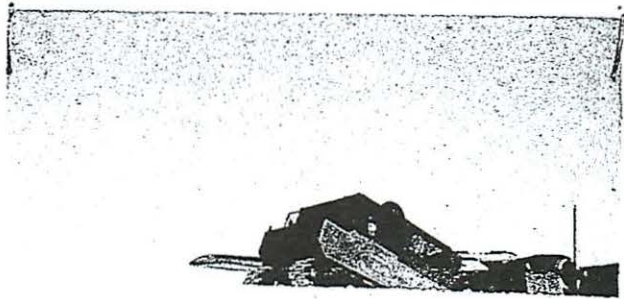
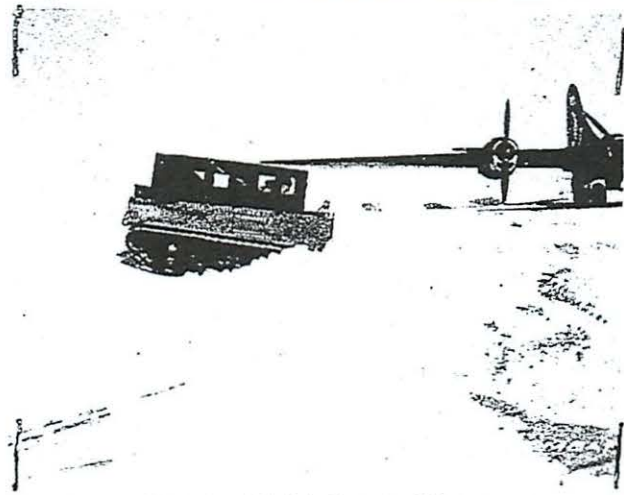
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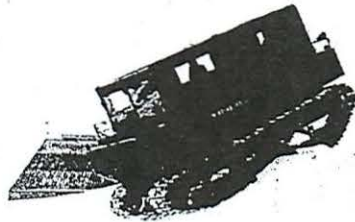
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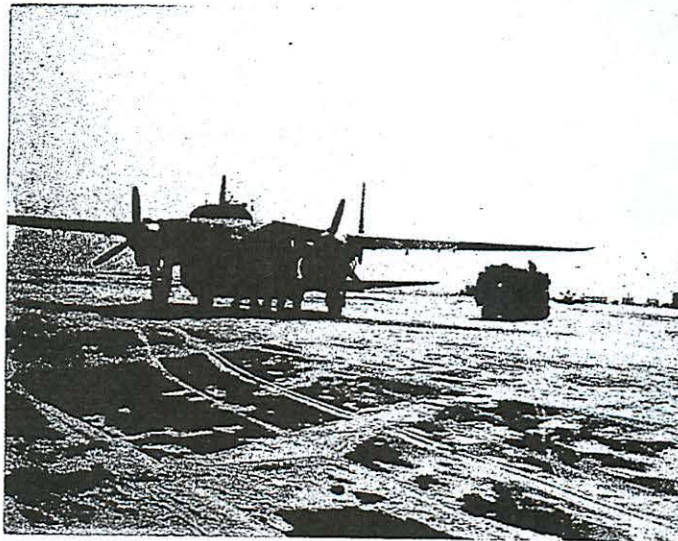
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Pictures of  
OPERATION HAYLIFT

27th Fighter Wing  
Kearney Air Force Base  
Kearney, Nebraska

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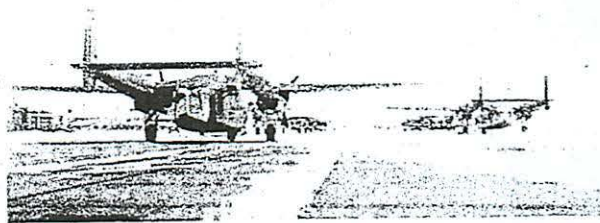
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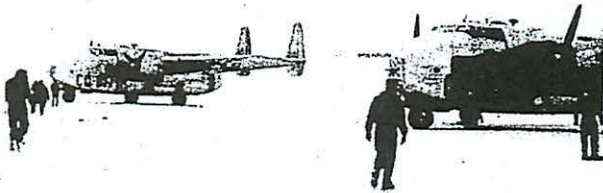
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Pictures of  
OPERATION HAYLIFT

Davis-Monthan Air Force Base  
Tucson, Arizona

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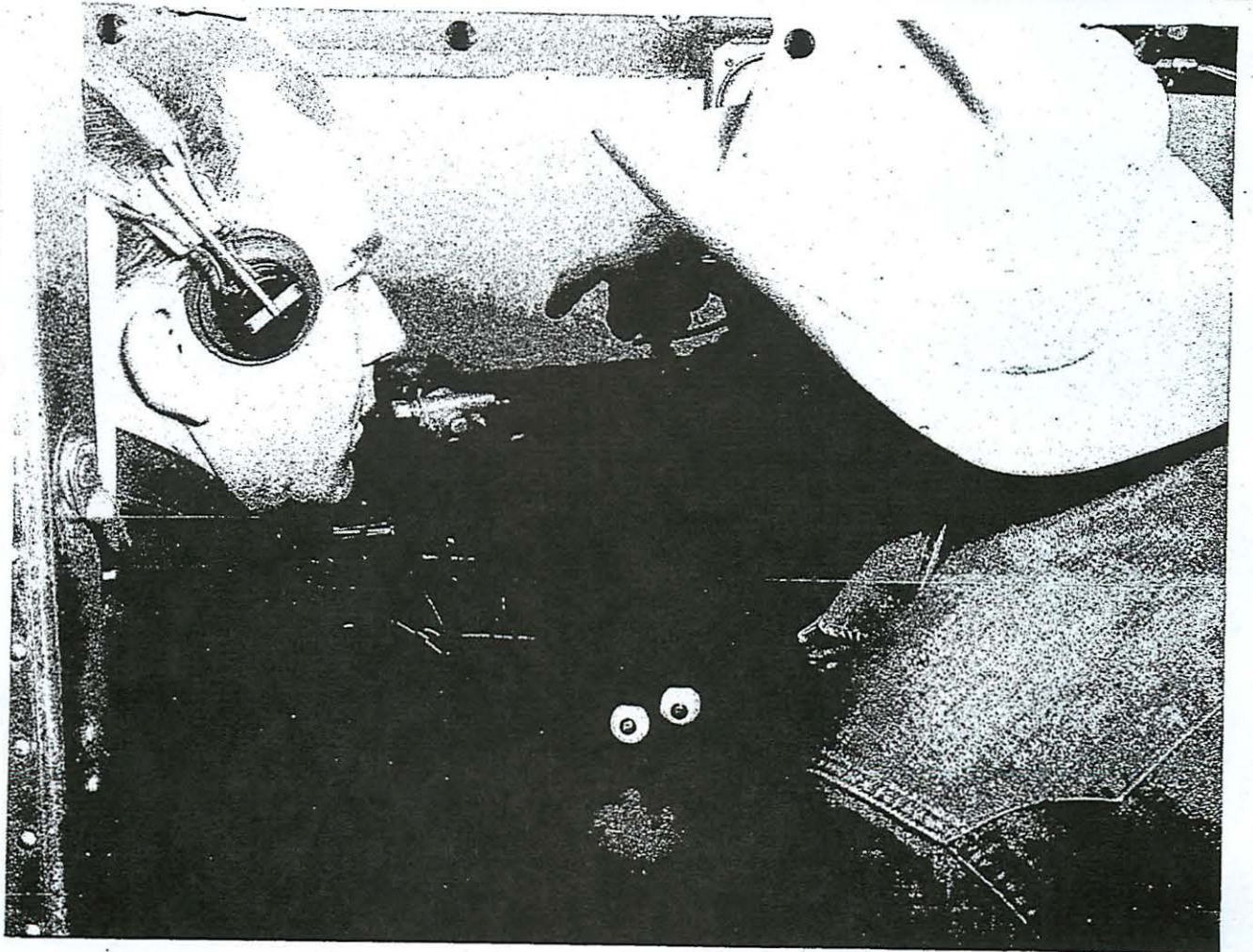


DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA, 4 March 1949 -----

S/Sgt. Daniel Ruest and 2nd Lt. Elwin Piwetz, both of Davis-Monthan Air Force Base, in C-47 transport enroute to northern Arizona where hay was flown to starving cattle at Jacob's ranch near Winona.

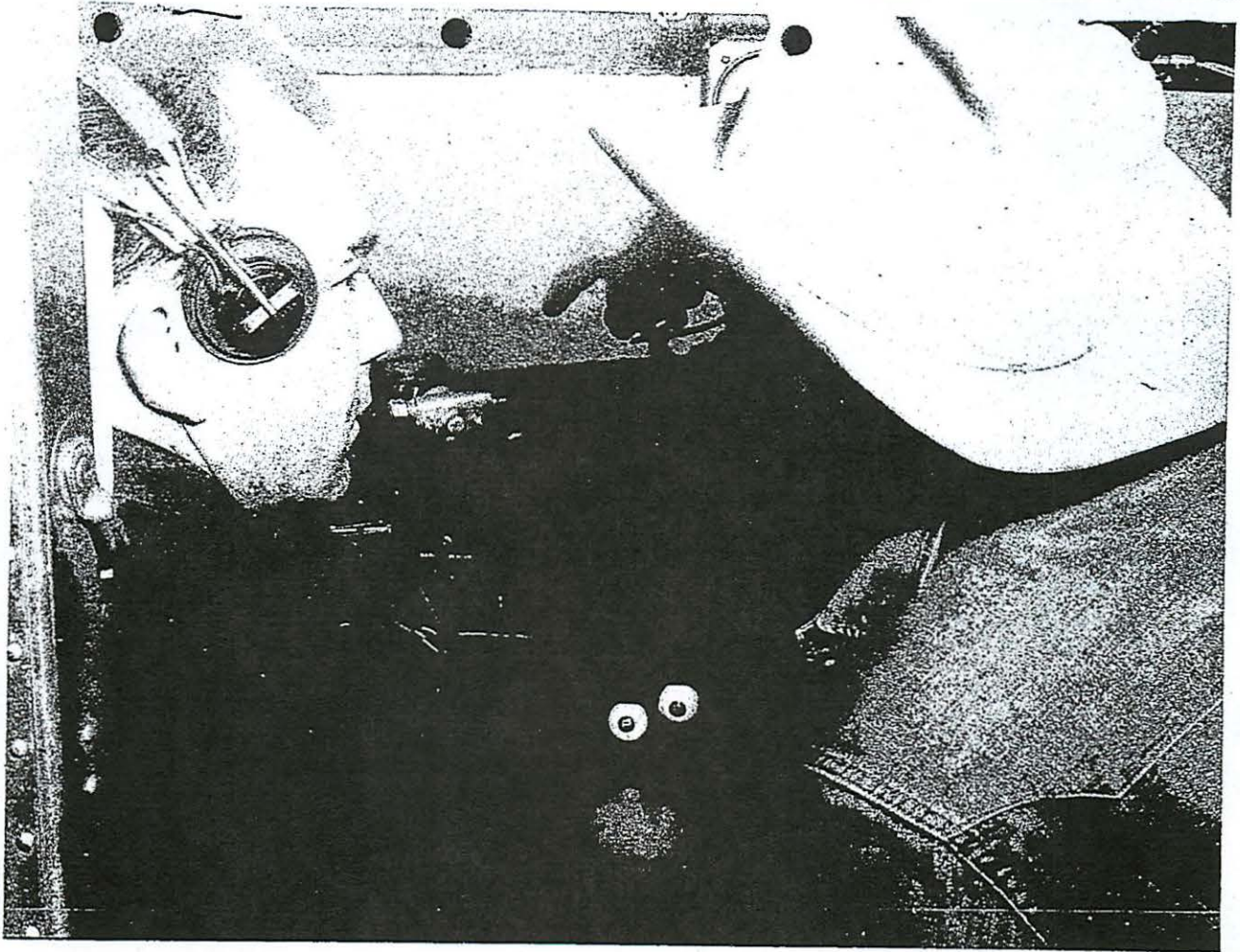
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DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA, 4 March 1949 -----

Capt. Arnold Sipes, pilot of a Davis-Monthan C-47 cargo plane, and cowboy  
are seen searching for cattle in mountaneous region of northern Arizona.

The C-47 flew hay to starving cattle at Jacob's ranch.

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DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONIA, 4 March 1949 -----

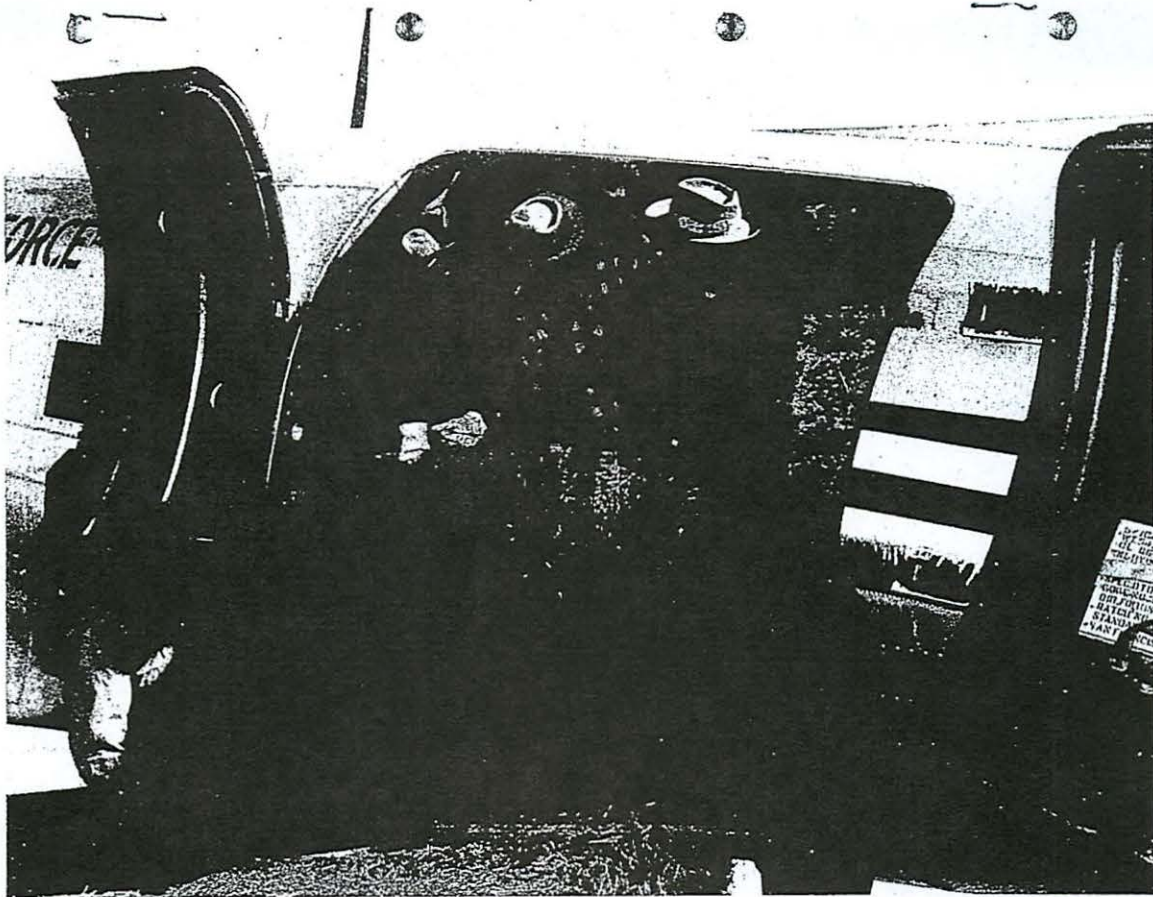
Hay is being loaded aboard a C-47 transport at Sky Harbor airport  
at Phoenix, Arizona, before taking off for ranch in northern Arizona.

\*Operation haylift\* was carried out by a crew from Davis-Monthan Air  
Force Base.



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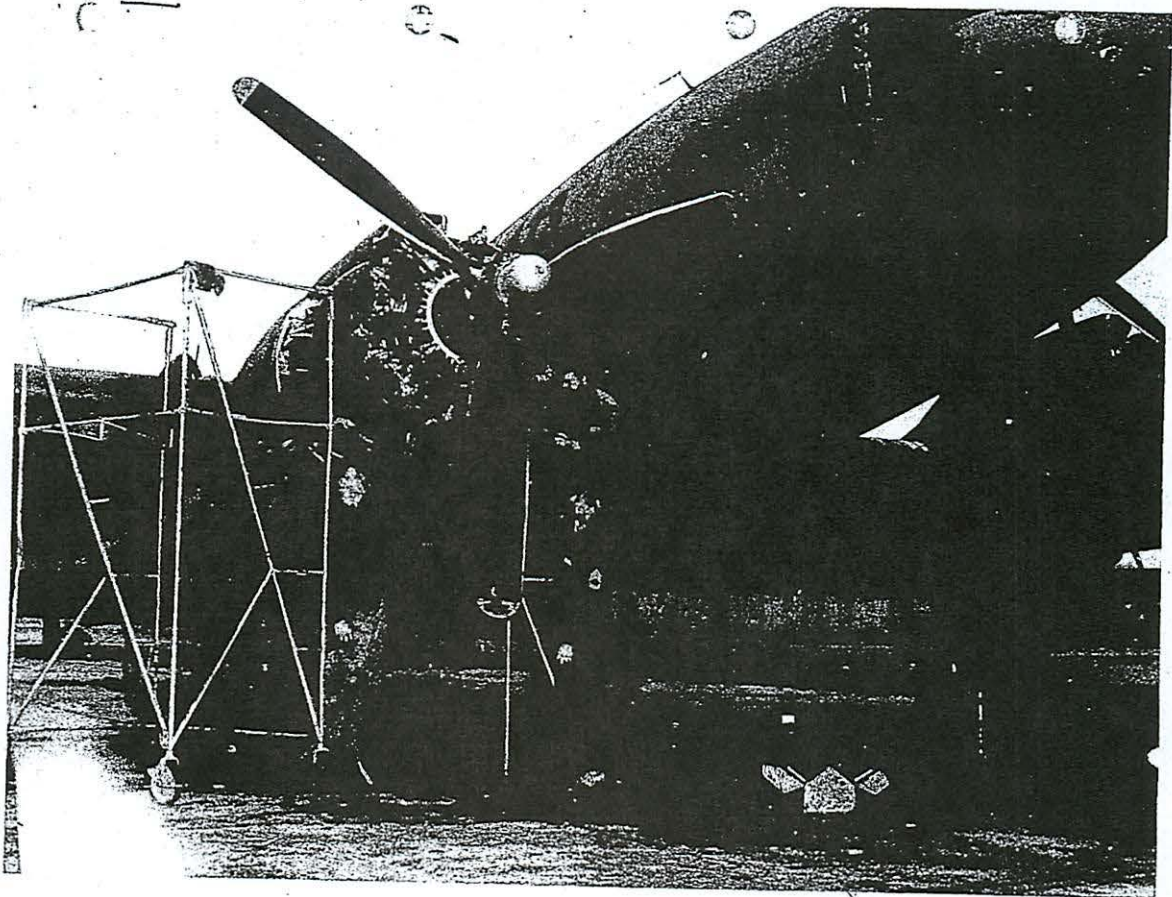
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DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA, 4 March 1949 -----

Hay is being loaded aboard a C-47 transport at Sky Harbor airport at Phoenix, Arizona, before taking off for "operation haylift", the destination being a ranch in northern Arizona. In the background can be seen S/Sgt. Daniel Ruest. of Davis-Monthan Air Force Base.

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DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA, 4 March 1949 -----  
Maintenance crews of Base Flight putting one of the C-47 transports used  
in "operation haylift" in readiness for another flight to carry hay and  
food to the snow-bound families and isolated cattle in northeastern  
Arizona. Shown from left to right are: T/Sgt. James A. Soergel, T/Sgt.  
Asaf Sukut and M/Sgt. Charles M. Kupitz.

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DAVIS-MONTHAN AIR FORCE BASE, TUCSON, ARIZONA, 4 March 1949 -----

Receiving instructions from Cowboy Francis Davies are Capt. Arnold Sipes, pilot of a Davis-Monthan C-47 cargo plane, and (rear) Staff Sgt. Daniel Ruest and Capt. Robert E. Bohne, co-pilot. The men were members of a crew which flew hay Tuesday to starving cattle at Jacob's ranch near Winona in northern Arizona.

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DAVIS-MONTAN AIR FORCE BASE, TUCSON, ARIZONA, 4 March 1949 -----  
both  
Capt. Robert E. Bohne, co-pilot, Capt. Arnold Sipes, pilot, /of Davis-Monthan  
Air Force Base, and cowboy are going over map to locate Jacob's ranch near  
Winona in northern Arizona. They are at Sky Harbor airport in Phoenix,  
Arizona, before taking off for "operation haylift."

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COST ANALYST

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COMGENSAC

COMGENAF EIGHT CARSWELL AFB TEX RESTRICTED  
COMGENAF FIFTEEN COLO SPRINGS COLO PRIORITY  
COMGENAIRDIV THREE ONE ONE TOPEKA AFB KANS  
CO OF UTT AFB OMAHA NEB /MAILED/ MULTIPLE ADDRESS DM2E-34

COA \_\_\_\_\_ PD Request the Cost Analyst at SAC Stations listed in SAC TWX DM 2B-34 assist Project Officer and R&F Officer by submitting at weekly intervals the following information on personnel, equipment, etc. connected with such assistance:

1. Number and pay (including per diem) while participating) of officers, airmen and civilians (for example, personnel in planning supervision and administration of relief, direct participants, Reconnaissance, medical assistance, etc).
2. Itemized list with cost of military supplies consumed, broken down by service, (for example, AF, QM, ENG, fuels & lubricants, etc).
3. Itemized list and cost of labor, materials and services procured from civilian sources (for example, commercial gasoline purchases, commercial medical supplies, livestock feed, telegrams, phone calls etc).

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4. Itemized list with cost of contractual services employed (for example, phone calls, telegrams, transportation, fuels, etc).

5. List of numbers of vehicles and mileage by type and estimated labor and supplies, costs of maintaining the vehicles for the period of their use in disaster relief.

6. Listing of numbers of acft and flying hours by type and model and estimated labor and supplies, costs for maintaining these acft while used in disaster relief.

7. Estimated prorata share of administration and operation of hospitals when used.

8. Itemized cost of all other types. Negative reports requested. AF Form 322 and 322A may be used. These reports will be forwarded direct to this Hq, Attn, Comptroller, information copy to intermediate command Hq. Supplemental instructions for accounting of specific allotments involved will be issued at a later date.

Reporting week to end at 2400 hours, 5 Feb 49, and each succeeding Saturday until project completed. Report to be airmailed to reach this Hq by Friday following the report date.

Data missed due to emergency situations to be reported as soon as obtainable, with date of occurrence specified.

RCS for these reports is SAC-PL-U2.

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BUDGET INSTRUCTIONS

S U P P L E M E N T A R Y   D A T A



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CONGENSAC

CONGEN F EIGHT CARSWELL AFB TEX UNCLASSIFIED

CONGINAF FIFTEEN COLO SPRINGS COLO PRIORITY

CONGEN:IR DIV THREE ONE ONE TOPEKA AFB KANS X

CO OFFUTT AFB OMAHA NEBR BOOK

COMGENBOMBWG NINE SEVEN BIGGS AFB TEX

COBOMBWG SEVEN CARSWELL AFB TEX

COBOMBWG FOUR FOUR THREE DAVIS MONTHAN AFB ARIZ

COFFRWG TWO SEVEN KEAFNEY AFB NEBR

COBOMBWG FIVE ZERO NINE WALKER AFB NMEX

CO CASPER AFB CASPER WYOMING

COBOMBWG NINE THREE CASTLE AFB CALIF

COBOMBWG TWO EIGHT RAPID CITY AFB SD

COBOMBWG THREE ZERO ONE SMOILY HILL AFB KANS

COMGENBOMBWG NINE TWO SPOKANE AFB WASH

CO WENDOVER AFB WENDOVER FLD UTAH

CO MOUNTAIN HOME AFB MOUNTAIN HOME IDAHO

COF-2 146 PD RE IS MADE TO TT DH2B-34

DATED 1 FEB X HQ SAC X REFERENCED TT IS AUTH

TO OBLIGATE ANY APPROPRIATION AND PROJECT ACCT

IN TM 14-700 AS AMENDED FOR SUPPLIES AND SER-

VICES IN DIRECT SUPPORT OF OPERATION SNOWBOUND

X FUNDS WILL NOT BE SUBALLOTTED TO INSTALLATIONS

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X COMMITMENTS X OBLIGATIONS AND EXPENDITURES  
WILL BE REPORTED SEPARATELY BY PROJECT AND BY  
ADMT SERIAL NUMBER ON FORM 14-12C DIRECT TO  
THIS HQ AT THE SAME TIME AS REG 14-120S FOR FY  
1949 ARE SUBMITTED X FUNDS ALREADY ALLOTTED OR  
TO BE SUBALLOTTED BY HQ SAC WILL NOT BE USED  
FOR OPERATION SNOWBOUND X SUPPLIES AND SER-  
VICES SO PURCHASED WILL BE CODED WITH THE AP-  
PROPRIATION PROJECT AND OBJECT NUMBER AS LISTED  
IN TM 14-700 AS AMENDED X THE FOL ADMT SERIAL  
NUMBERS WILL BE USED CLN 902-1671 FOR PURCHASE  
OF SUPPLIES AND SERVICES TO BENEFIT STATES OR  
AREAS IN THE FIRST ARMY AREA X 902-1672 FOR  
PURCHASE OF SUPPLIES AND SERVICES TO BENEFIT  
STATES OR AREAS IN THE SECOND ARMY AREA X 902-  
1673 FOR PURCHASE OF SUPPLIES AND SERVICES TO  
BENEFIT STATES OR AREAS IN THE THIRD ARMY AREA  
X 902-1674 FOR PURCHASE OF SUPPLIES AND SERVICES  
TO BENEFIT STATES OR AREAS IN THE FOURTH ARMY  
AREA X 902-1675 FOR PURCHASE OF SUPPLIES AND  
SERVICES TO BENEFIT STATES OR AREAS IN THE FIFTH  
ARMY AREA X 902-1676 FOR PURCHASE OF SUPPLIES  
AND SERVICES TO BENEFIT STATES OR AREAS IN THE  
SIXTH ARMY AREA X IT IS POINTED OUT THAT IT IS  
NOT WHERE THE SUPPLIES AND SERVICES OR SERVICES  
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ARE PROCURED X BUT RATHER TO WHAT ARMY AREA THEY  
WILL BENEFIT THAT DETERMINES THE ALMT SERIAL NUM-  
BER X IN INSTANCES WHERE AN OPEN ALMT IS PROPERLY  
CHARGEABLE UNDER NORMAL CIRCUMSTANCES X THE APPLI-  
CABLE ALMT SERIAL NUMBER AS LISTED XXXXXXXXABOVE  
AND THE FISCAL STA NUMBER OF THE STA INCURRING THE  
OBLIGATION WILL BE SUBSTITUTED IN LIEU OF OPEN ALMT  
SERIAL NUMBER AND OPEN ALMT STA NUMBER PAREN 599-  
999 PAREN RESPECTIVELY X CARE WILL BE EXERCISED BY  
EACH SAC STA TO INSURE THAT ACCOUNTING AND REPORT-  
ING FOR PURCHASES OF SUPPLIES AND SLANT OR SERVICES  
FOR OPERATION SNOWBOUND WILL NOT BE COMMINGLED WITH  
REG SAC SUBALLOTMENTS X ANY OBLIGATIONS OR EXPENDI-  
TURES ALREADY MADE IN DIRECT SUPPORT OF OPERATION  
SNOWBOUND WILL BE CORRECTED BY MEANS OF ABLE COR-  
RECTION VOUCHER PAREN 14-37 PAREN CREDITING THE REG  
SAC ALMT SERIAL NUMBER AND CHANGING ONE OF THE ALMT  
SERIAL NUMBERS LISTED ABOVE DEPENDING UPON THE ARMY  
AREA BENEFITTING FROM SUCH OBLIGATION X ARMY AREAS  
WILL BE DETERMINED BY DEPT OF ARMY CIR 64 OF 1948 AS  
AMENDED BY DEPT OF ARMY CIR 403 OF 1948

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FIFTH ARMY

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A

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OPOP JWC

FM UIC 40/CG FIFTH ARMY CHICAGO ILL 291720Z  
TO UWX/MAJ GEN LEWIS A PICK MO RIVER DIV CORPS OF  
ENGRS 206 S 19TH ST OMAHA NEBR  
INFO TO UEPC/DEPT OF THE ARMY PENTAGON BLDG WASH  
DC ATT P&O DIV

.....  
.....

JWXC/EXECUTIVE NEBRASKA MILITARY DIST 9TH FLOOR  
FEDL BLDG 15TH AND DODGE STS OMAHA NEBR

.....  
.....  
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.....

UEDKA/COMMANDING GENERAL TENTH AIR FORCE FORT  
BENJAMIN HARRISON INDIANAPOLIS IND

.....

WD GENC

FROM ALFCA 01264 RFF AR 500 DASH 60 AND FIFTH ARMY  
DISASTER PLAN CMA 1945 PD PARA THE PRESIDENT HAS  
DESIGNATED THE SNOWBOUND WESTERN STATES A DISASTER  
AREA AND HAS AUTHORIZED THE USE OF SUCH RESOURCIS  
OF THE NATIONAL MILITARY ESTABLISHMENT AS ARE APPRO-  
TO THE RELIEF OF THIS AREA BASED ON REQUEST BY THE

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FEDERAL WORKS ADMINISTRATOR PD THIS AUTHORIZATION PROVIDES FOR THE EXPENDITURE OF ANY FUNDS NOW AVAILABLE TO THE DEPARTMENT OF THE NATIONAL MILITARY ESTABLISHMENT WITHOUT REGARD FOR APPROVED APPORTIONMENT PD THIS INCLUDES FUNDS AVAILABLE FOR RIVER AND HARBOR AND FLOOD CONTROL WORK OF THE CORPS OF ENGINEERS PD THEREFORE CMA YOU WILL TAKE SUCH ACTION AS YOU DEEM APPROPRIATE TO PROVIDE RELIEF FOR SNOWBOUND FAMILIES AND LIVESPOCK IN YOUR ARMY AREA PD SUCH ACTION SHOULD BE BASED ON REQUEST BY OR SUBMITTED THROUGH THE LOCAL FEDERAL WORKS ADMINISTRATION REPRESENTATIVES PD PARA FOR THIS PURPOSE ALL D SLASH A RESOURCES IN YOUR AREA ARE PLACED UNDER YOUR CONTROL PD PERSONNEL CMA SUPPLIES CMA OR EQUIPMENT CMA ADDITIONAL TO THAT AVAILABLE TO YOU CMA MAY BE OBTAINED ON REQUEST TO THE DIRECTOR OF PLANS AND OPERATION PD CAREFUL AND ACCURATE ACCOUNTING OF ALL FUNDS EXPENDED WILL BE MADE AND REPORTED TO THE ARMY CONTROLLER IN ACCORDANCE WITH THE PROVISIONS OF AR 500 DASH 60 PD USE OF PERSONNEL CMA FUNDS CMA AND RESOURCES OF THE CORPS OF ENGINEERS RIVER AND HARBOR FLOOD CONTROL PROJECTS CMA SHOULD BE COORDINATED WITH APPROPRIATE DIVISION ENGINEERS PD THE SECRETARY OF DEFENSE HAS DESIGNATED THE D SLASH A AS EXECUTIVE AGENT FOR ALL OF THE NATIONAL MILITARY ESTABLISHMENT RELIEF ACTIVITIES IN THE DISASTER AREA PD THIS HQ IS AUTHORIZED TO CALL ON APPROPRIATE

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NAVY AND AIR FORCE COMMANDERS IN YOUR AREA FOR SUCH ASSISTANCE AS YOU DEEM NECESSARY PD PRESENT RELIEF ACTIVITIES BY THE NAVY AND AIR FORCE MAY CONTINUE UNINTERRUPTED BUT ARMY COMMANDERS WILL COORDINATE THE RELIEF ACTIVITIES OF ALL THREE SERVICES PD NAVY AND AIR FORCE COMMANDERS WILL BE INSTRUCTED TO THIS EFFECT BY THEIR RESPECTIVE SERVICES PD PARA EFFECTIVE UPON RECEIPT HEREOF YOU ARE DESIGNATED COMMANDER CMA FIFTH ARMY DISASTER FORCE QUOTE SNOWBOUND QUOTE IN ACCORDANCE WITH PAR 2 A PAREN ONE PAREN AR 500 DASH 60 PD PARA SUBJECT TO THE PROVISIONS STATED ABOVE CMA AND SUBSEQUENT DIRECTIVES FROM THIS HQ YOU WILL DIRECT ALL APPROPRIATE ACTIVITIES WITHIN THE FIFTH ARMY AREA TO S: FEGUARD LIFE CMA ALLEVIATE SUFFERING AND CONSERVE LIVESTOCK CMA IN ACCORDANCE WITH THIS DIRECTIVE AND PAR 2 A PAREN ONE PAREN AR 500 DASH 60 PD PARA FIFTH ARMY DISASTER PLAN WILL SERVE AS A GUIDE IN THE ACCOMPLISHMENT OF THE MISSION YOU PRESENT STAFF WILL BE SUPPLEMENTED BY THIS HQ TO MEET YOU REQUIREMENTS AS COMMUNICATED BY YOU CMA AND TO PROVIDE NECESSARY LIAISON AS REQUIR D BY THIS HQ PD INITIAL MOVEMENT OF TROOPS AND INLIVIDUALS TO YOUR COMMAND INCLUDING THOSE INDIVIDUALS ALREADY PARTICIPATING IN THE OPERATION WILL BE MADE BY THIS HQ PD EXECUTIVES CMA STAATE MILITARY DIST-ICTS CMA IN THEIR PRESENT LOCATIONS CMA ARE AT YOUR DISPOSAL

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FOR LIAISON WITH STATE AGENTS OF THE FEDERAL WORKS  
ADMINISTRATION AND WITH STATE GOVERNORS PD NECESSARY  
EQUIPMENT CMA PERSONNEL AND SERVICES NOT UNDER YOUR  
DIRECT CONTROL WILL BE REQUESTED OF THIS HQ PD  
PARA NECESSARY JOURNAL OF DAILY OPERATION WILL BE  
MAINTAINED UPON WHICH TO BASE PERIODIC REPORTS AND  
FINAL HISTORY OF OPERATIONS PD CAREFUL AND ACCURATE  
ACCOUNTING OF ALL FUNDS EXPENDED WILL BE MADE AND  
REPORTED TO THE ARMY COMPTROLLER IN ACCORDANCE WITH  
PROVISIONS OF AR 500 DASH 60 PD

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SAC INSTRUCTIONS TO STATIONS

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COMGENSAC

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COMGENAF EIGHT CARSWELL AFB TEX

COMGENAF FIFTEEN COLO SPRINGS COLO

COMGENAIRDIV THREE ONE ONE TOPEKA  
AFB KANS

PRIORITY PRIORITY  
*x wls* *wls*  
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CO OFFUTT AFB OMAHA NEBR/MAILED/

- INFORMATION TO:
- COBOMBWG NINE SEVEN BIGGS AFB TEX
  - COBOMBWG SEVEN CARSWELL AFB TEX
  - COBOMBWG FOUR THREE DAVIS MONTHAN AFB ARIZ
  - COPTRWG TWO SEVEN KEARNEY AFB NEBR
  - COBOMBWG FIVE ZERO NINE WALKER AFB NMEX
  - CO CASPER AFB CASPER WYOMING
  - COBOMBWG NINE THREE CASTLE AFB CALIF
  - COBOMBWG TWO EIGHT RAPID CITY AFB SD
  - COBOMBWG THREE ZERO ONE SMOKY HILL AFB KANS
  - COBOMBWG NINE TWO SPOKANE AFB WASH
  - CO WENDOVER AFB WENDOVER UTAH
  - CO MOUNTAIN HOME AFB MOUNTAIN HOME IDAHO

DM2B 781 PD OPERATIONS SNOWBOUND AND HAYRIDE RE RCS  
 SAC-SM-U10 REPORT OF OPERATIONS X ~~IN ACCORDANCE WITH~~  
~~APATA 8467~~ *wls* THE FOLLOWING DETAILED INFO REQUIRED X BY  
 AIRCRAFT MODEL (1) NUMBER OF ACFT ON HAND (2) NUMBER OF  
 AIRCRAFT IN COMMISSION (3) NUMBER OF FLIGHTS (4) NUMBER  
 OF HOURS FLOWN (5) NUMBER OF TONS OF FOOD HAULED

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1 2

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*USA*  
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(6) NUMBER OF TONS OF HAY HAULED (7) NUMBER OF TONS  
OF OTHER SUPPLIES HAULED X REPORT ONLY SAC CARGO AND  
ADM ACFT X THIS MESSAGE CHANGES THE UNCLE TEN REPORT  
TO INCLUDE THE ABOVE UPON RECEIPT AND TO BE FORWARDED  
DAILY TO THIS HQ MARKED DM2B REPEAT DM2B SNOWBOUND

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DM2B/Major Campbell/rod/3206

121000 Feb

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C O P Y

EJ 98  
PP JWXC

1949 Feb 10

M JEP/75A/HQ USAF WASH DC 101928Z  
TO UEDC/COMGENAMC WRIGHT PATTERSON AFB DAYTON OHIO  
JESGL/COMGENAPG EGLIN AFB VALPARISA FLA  
JESBA/VOMGENATRC BARKSDALE AFB SHREVEPORT LA  
JESC/VOMGENAU MAXWELL AFB MONTGOMERY ALA  
JEPAE/COMGENCAC MITCHEL AFB EMPSTEAD NY  
UEPBF/EQ COMD USAF BOLLING AFB WASHINGTON DC  
JEZC/VOMMATS ANDREWS AFB CAMP SPRINGS MD  
JWXC/COMGENSAC OFFUTT AFB OMAHA NEB  
AF GRNC  
FROM AFAPA 6467  
REQUEST WEEKLY REPORT ON AIR FORCE PARTICIPATION IN  
DISASTER RELIEF OPERATIONS CMA INCLUDING QUOTE HAY-  
RIDE UNQUOTE AND QUOTE SNOWBOUND UNQUOTE SHOWING BY  
AIRCRAFT MODEL (1) NUMBER OF AIRCRAFT ON HAND (2)  
NUMBER OF AIRCRAFT IN COMMISSION (3) NUMBER OF FLIGHTS  
(4) NUMBER OF HOURS FLOWN (5) NUMBER OF TONS OF FOOD  
HANDLED (6) NUMBER OF TONS OF HAY HANDLED (7) NUMBER  
OF TONS OF OTHER SUPPLIES F A UMMARY REPORT SHOWING  
COMMAND TOTALS ONLY IS REQUIRED PD FIRST REPORT WPLL  
VOVER THE PERIOD FROM BEGINNING OF OPERATION THROUG 4  
FEBRUARY PD SUBSEQUENT REPORTS WILL COVER OPERATIONS  
FROM SATURDAY THROUGH FRIDAT PD REPORTS WILL BE TRANS-  
MITTED BY TWX TO CG CMA CAC CMA WHO HAS BEEN DESIGNATED

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AS COORDINATOR OF ALL AIR FORCE DISASTER RELIEF ACTIVITIES CMA WITH AN INFORMATION COPY TO CHIEF OF STAFF CMA HQ USAF CMA WASHINGTON 25 CMA D C CMA ATTENTION CONTROLLER PD FIRST REPORT SHOULD BE DISPATCHED SO AS TO REACH CG CMA CAC AND THIS HQS NOT LATER THAN 16 FEBRUARY 1949 PD SUBSEQUENT REPORTS SHOULD BE DISPATCHED SO AS TO REACH CG CMA CAC AND THIS HQS NOT LATER THAN FIVE DAYS AFTER CLOSE OF PERIOD COVERED BY REPORT PD REPORTS CONTROL SYMBOL AF-AC-U1 HAS BEEN ASSIGNED TO THIS REPORT  
CFN 6467 1 2 3 4 5 6 7 4 25 16 1949 AF-AC-U1  
10/2130Z FEB

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HEADQUARTERS STRATEGIC AIR COMMAND

ROUTING AND RECORD SHEET

TALLY NO	
FILE NO	

SUBJECT:	Cost of Operation Snowbound	
TO:	Dir of Pers, ATTN: Surgeon Dir of Operations, ATTN: Electronics Dir of Materiel	DATE 4 Feb 49 COMMENT No <u>1</u> Lt Green/dp/2235
FROM:	Comptroller	
<p>Comptroller's Division has the responsibility to collect information on all costs connected with Operations Snowbound. Request that personnel, your Division, who participate in this program for any period of time that is more than one (1) hour, including planning or administration, submit a report (RCS SAC-PL-02) to the Analysis Section, Comptroller. These reports will be submitted weekly, starting with Monday, 7 February, 1949, and every Monday thereafter during the period of the program. Report should specify detailed cost of time spent, pay, material consumed, telephone calls (length of call and try to obtain cost of call from operator), teletypes, etc.</p>		
<p>/s/ R. O. Cork R. O. CORK Colonel, USAF Comptroller</p>		

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INSTRUCTIONS FROM CAC  
IN REFERENCE TO COSTS

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T-1620

From: Commanding General Continental Air Command  
Mitchel Air Force Base New York 10 Feb 2146

To: Commanding General Strategic Air Command  
Offutt Air Force Base Omaha Nebraska

Commanding General Air Materiel Command Wright  
Patterson Air Force Base Dayton Ohio

Commanding General Air Proving Ground Eglin Air  
Force Base Florida

Commanding General Air Training Command Barksdale  
Air Force Base Louisiana

Commanding General Air University Maxwell Air  
Force Base Montgomery Alabama

Commanding General Headquarters Command United  
States Air Force Bolling Air Force Base  
Washington D C

Commander Military Air Transport Service Andrews  
Air Force Base Camp Springs Maryland

Info Chief of Staff United States Air Force Washington  
D C

AFCONACF P 2686. Reference message Headquarters United  
States Air Force AFAPA 3742, 7 February 1949. Further  
clarification rendered as follows: Information A, B  
and C - All personnel on temporary duty or detached  
service will be costed by home station. All other  
personnel costs will be reported by installation at  
which incurred. The payroll costs for an individual  
devoting more than 50 percent of a day to Operation  
Haylift will be costed to Operation Haylift for that  
entire day. For the purpose of compiling Operation  
Haylift only, disregard 15th of the month roster



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employed in AF Manual 170-5 for determining payroll costs and account for all payroll costs on the actual number of days chargeable to this operation.

Item of information D-- All supplies except fuel and lubes will be costed by furnishing installation. This includes replacement parts, medical supplies, clothing, food and all other supplies from Air Force stocks.

Item of information E - As of the first day of the month the Base Operations will extract from all AF Forms 1A of all A/C physically present at the installation, the total A/C and lubricants consumed in execution of Operation Haylift for the preceding month. The Base Operations Officer will forward total A/C fuel and lubricants thus obtained to the office responsible for preparation of the cost control report of the installation. A notation will be made on AF Form 1 A above the box "Servicing station of takeoff", stating that cost reporting information reference fuel and lubricants Operation Hayride has been extracted for preceding month. Each Pilot of an aircraft performing an Operation Haylift flight will be responsible for entering a statement to that effect in the remarks section of the AF Form 1A upon completion of each flight. This information will be used

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by Base Operations in computing fuel and lubricants for costing purposes are contained in TO OO DAS 35A 2, 1 July 1948.

Item of information F -- All temporary duty costs will be costed by home station.

Item of information G - All other costs chargeable to this operation not listed above will be reported in this item total.

The remarks section of the regular cost control report for January will not show data on Operations Haylift. Data for the month of January will be shown in the remarks section of the February cost report along with costs for the month of February.

It is recommended that all Major Commands require negative reports from all installations under their jurisdiction to insure complete reporting.

Action to Comptroller  
Information to Chief of Staff  
Information to Director of Operations  
Information to Director of Personnel  
Information to Director of Materiel  
Information to Plans