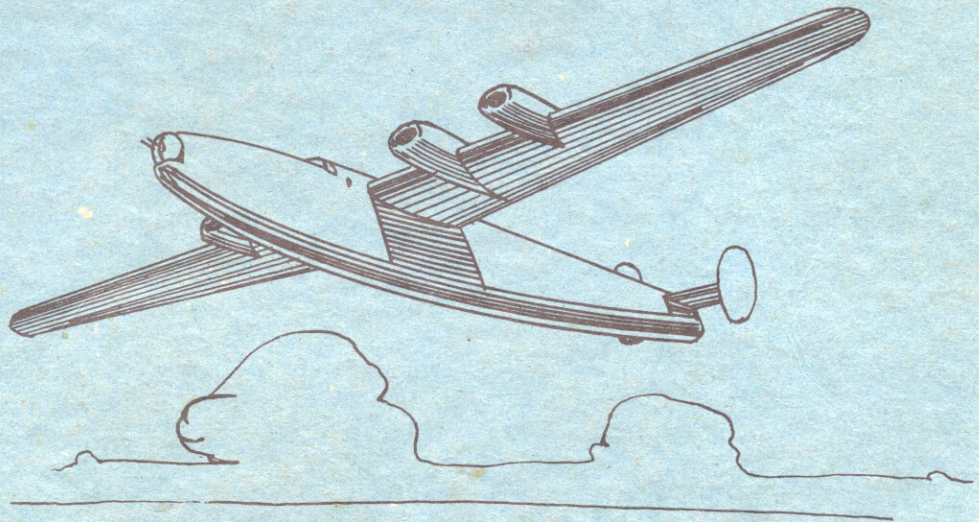


RESTRICTED

POST

Flying
REGULATIONS



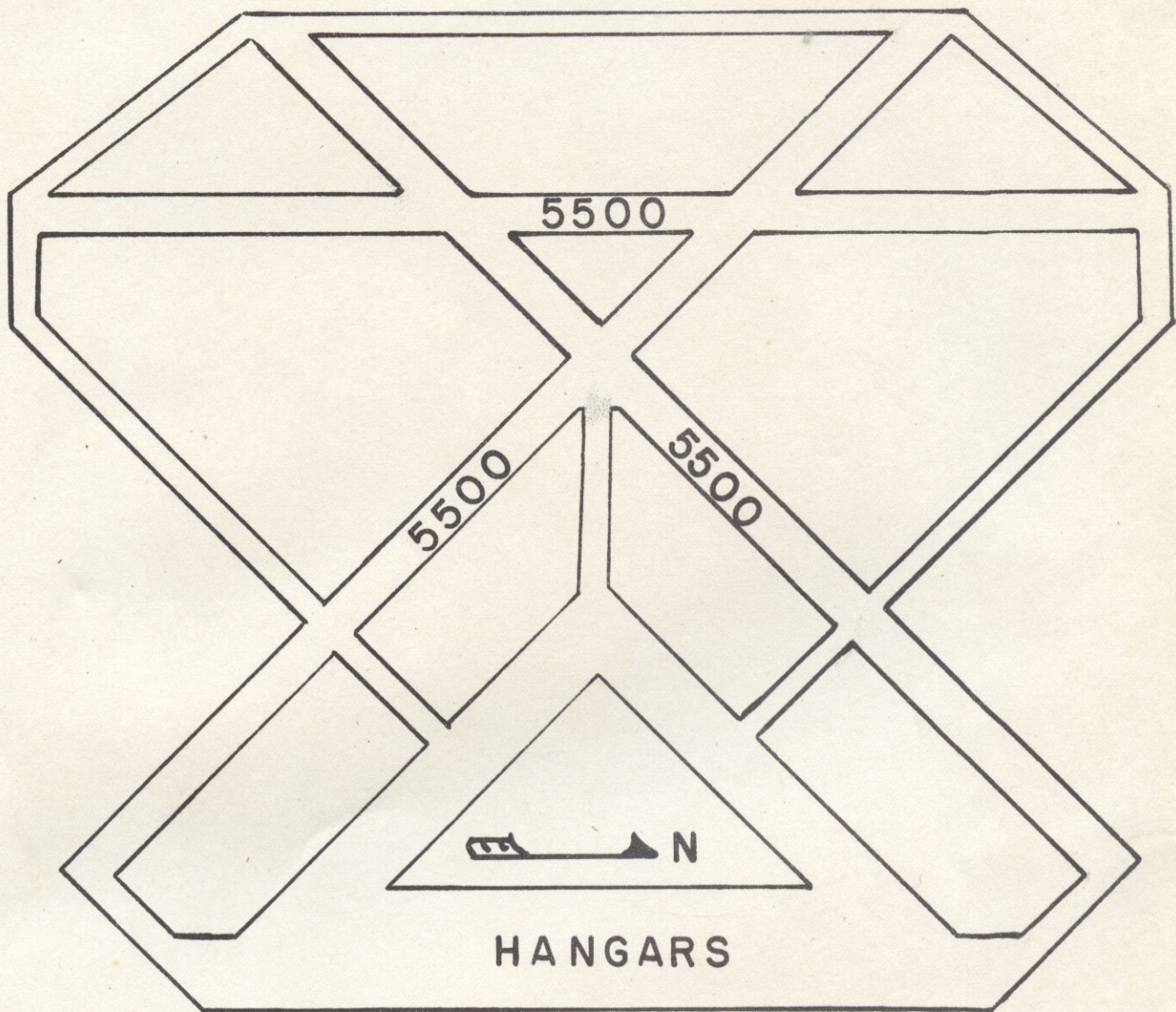
SMYRNA ARMY AIR FIELD
SMYRNA. TENNESSEE

RESTRICTED

RESTRICTED

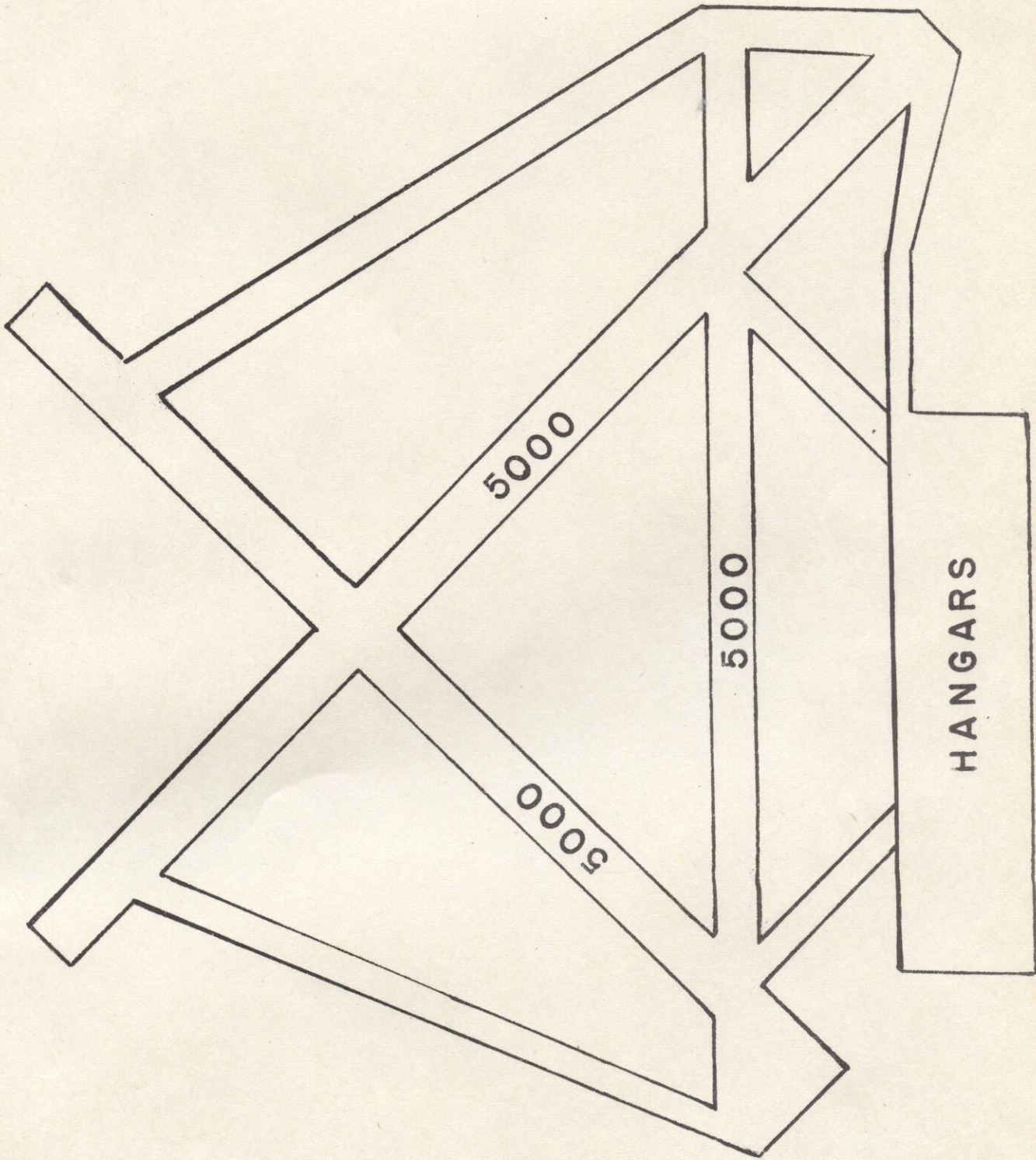
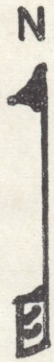
POST FLYING REGULATIONS
SMYRNA ARMY AIR FIELD
SMYRNA, TENN.

RESTRICTED



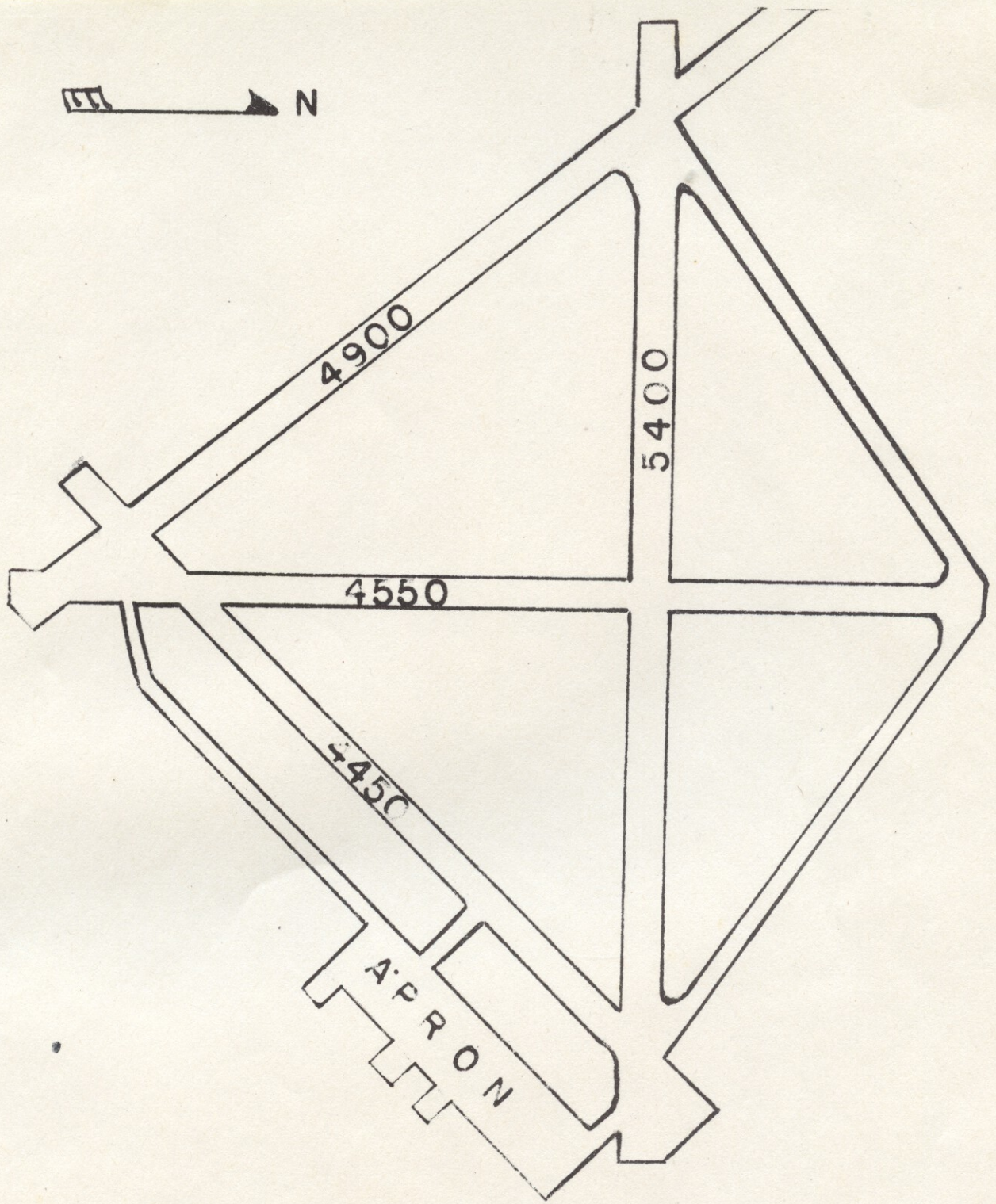
SMYRNA A.A.F

PLATE I



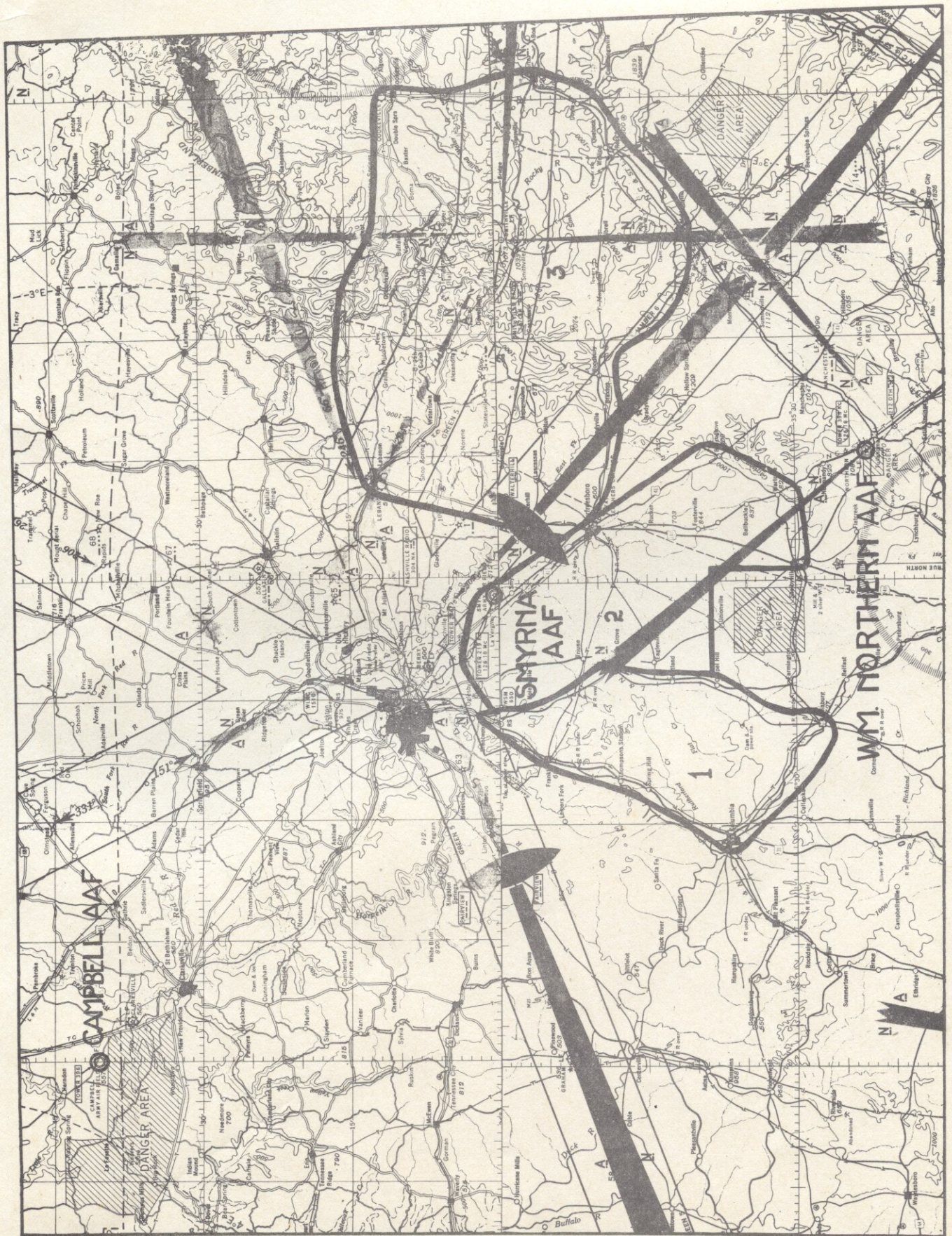
WM. NORTHERN A.A.F.

PLATE II

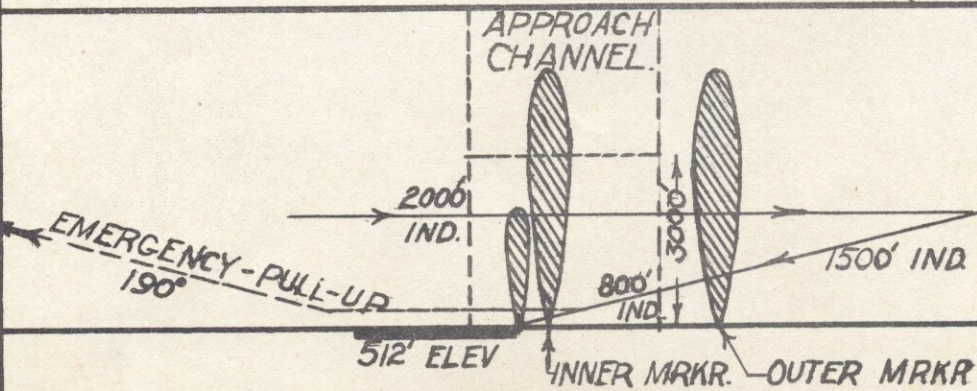
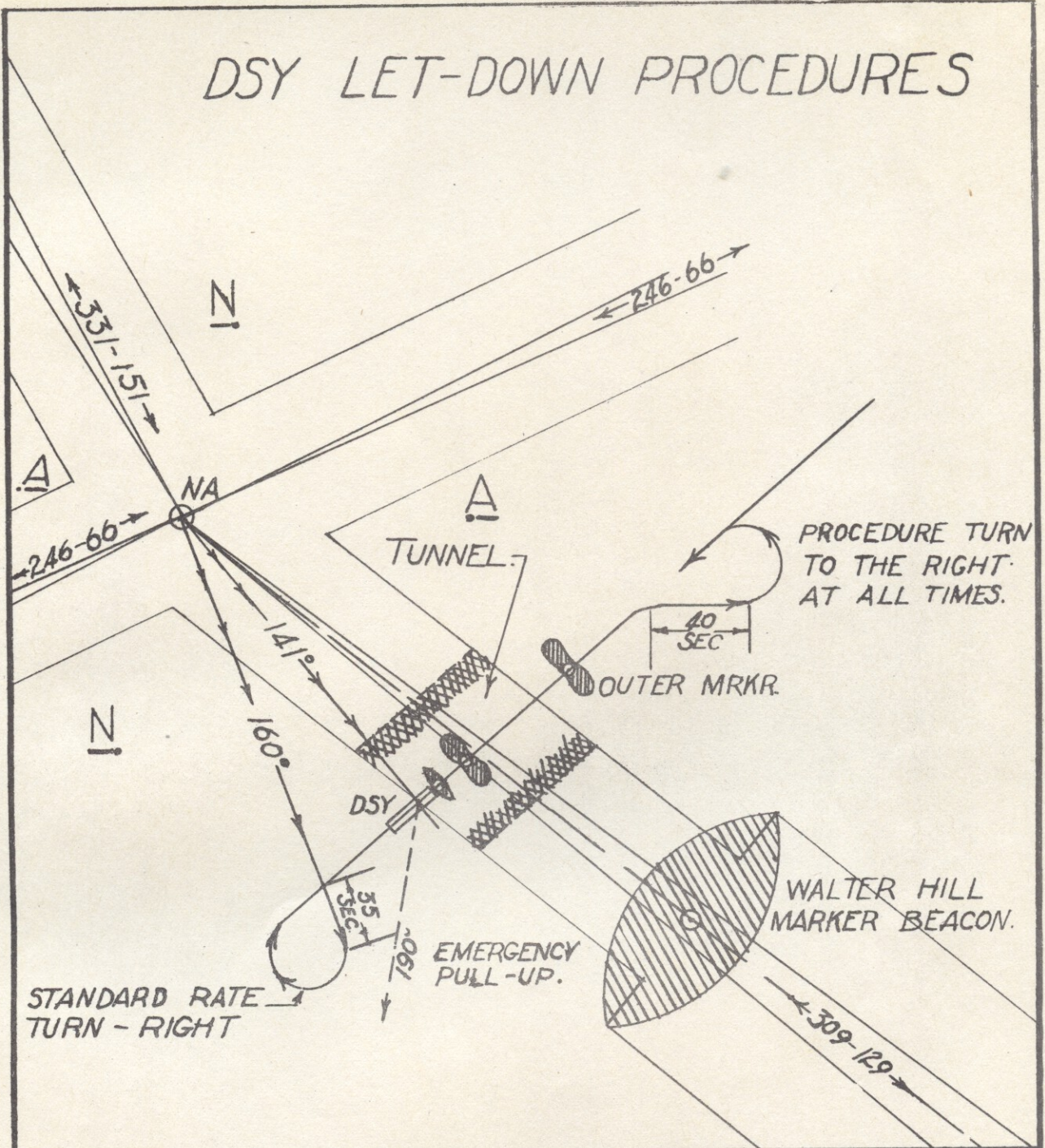


CAMPBELL A.A.F.

PLATE III



DSY LET-DOWN PROCEDURES



S.M.

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

1 January 1945

FLYING REGULATION)
NUMBER 0-2)

GENERAL

INDEX

The following Flying Regulations are in effect as of this date and supersede Flying and Safety Regulations 31 January 1944.

BASE NUMBER	SUB NUMBER	SUBJECT CLASSIFICATION
0		GENERAL
	2	Numerical Index
5		PUBLICATION AND REPRODUCTION
	1	Post Flying Regulations
55		OPERATIONS
	1	Operations Control
	2	Personnel
	3	Weather
	4	Control Tower Officer
60		FLYING
	1	General Regulations
	2	Traffic
	3	Local Flights
	4	Cross-Country Flying
	5	Instrument Flying
	6	Miscellaneous
62		FLYING SAFETY
	1	Crash Procedure on and off the Airfield
65		SUPPLY AND MAINTENANCE
	1	Transient Aircraft
100		COMMUNICATIONS
	1	Local Procedure

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION)
NUMBER 5-1)

1 January 1945

PUBLICATION AND REPRODUCTION

POST FLYING REGULATIONS

1. Operation of all aircraft from and on this Airdrome is covered by A. A. F. Regulations, and by all orders, memoranda, circulars, circular letters, and other pertinent orders and information disseminated by higher authority.
2. In addition to general control outlined in Paragraph 1 above, the following Post Flying Regulations are published for the information, guidance and compliance of all concerned.
3. All organizations concerned, each officer and enlisted man holding an aeronautical rating while on duty at this station, will maintain a current copy of Post Flying Regulations. UPON TERMINATION OF ASSIGNMENT AT SMYRNA ARMY AIR FIELD, THIS COPY WILL BE TURNED INTO THE OPERATIONS OFFICER.
4. These regulations will be departed from only in instances when necessary in the interests of safety, or in the preservation of life or equipment, or by specific direction of the Commanding Officer.

BY ORDER OF COLONEL UMSTEAD :

GEORGE E. KENT, JR.
1st Lt., Air Corps
Base Operations Officer

OFFICIAL :



C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

1 January 1945

FLYING REGULATION)
NUMBER 55-1)

OPERATIONS

OPERATIONS CONTROL

1. BASE OPERATIONS has exclusive jurisdiction over the following functions:
 - a. All Post flying.
 - b. Ferry flight by base personnel and issuance of orders covering ferry flights by training personnel.
 - c. All transient flying.
 - d. Airdrome control and maintenance.
 - e. All traffic regulations.
 - f. All clearances (Form 23).
 - g. Airdrome Officer.
 - h. Dispatcher's Office.
 - i. Alert crew.
 - j. Weather service.
 - k. Control Tower.
 - l. Airplanes assigned to Base.
 - m. All records of flying personnel.
 - n. Weights and balance of airplanes.

2. Section Operations Officers have exclusive jurisdiction, under the supervision of the Deputy for Training and Operations over the following functions:
 - a. All student training flying except cross country and instrument when a clearance (Form 23) is required.
 - b. All flying regulations made by the Deputy for Training and Operations

pertinent to student training and supplementary to these regulations.

c. All airplanes assigned to training sections.

3. Base Operations and Section Operations Officers have concurrent jurisdiction over all matters not mentioned in Paragraph 1 and 2 above which are a phase of flying operations, and will each be responsible for full coordination and cooperation.

4. AIRDRONE OFFICER: The Airdrome Officer, is while on duty, an Assistant Base Operations Officer, and is under the supervision of the Base Operations Officer, responsible for the safe and efficient functioning during his tour of duty of the following:

- a. That the Base Operations Officer, Post Adjutant and Deputy for Training and Operations are notified of the expected arrival of any full colonel, general officer or civil dignitary.
- b. Government transportation to the City of Nashville will not be furnished officers below the grade of Lt. Colonel unless such officers are traveling on official business.
- c. That he personally meet all incoming transient aircraft.
- d. That the Smyrna Army Air Field Control Tower establish radio contact with all incoming transient aircraft and in the event contact is not established, he will ascertain the reason therefor and report findings to the Base Operations Officer.
- e. That personnel required in the Control Tower are present for duty; that required frequencies are being guarded; that no unauthorized persons are loitering in the Control Tower; that all incoming and outgoing aircraft are furnished information as required by AAF Regulation 100-4.
- f. In the case of an airplane accident, he will assure himself that Base Operations personnel have notified the following:
 - (1) Hospital and Fire Department.
 - (2) Section Engineering Officer of Airplane involved. (If airplane is assigned to this station).
 - (3) Shop Maintenance and Engineering Officer or his representative.
 - (4) The Supervisor of Maintenance or his representative.
 - (5) The Station Technical Inspector or his representative.
 - (6) The Aircraft Accident Officer, or a member of the Aircraft Accident Committee.

- (7) The Post Photographic Officer or his representative.
 - (8) The Deputy for Training and Operations and the Section Operations Officer of the Section concerned if the accident has occurred to an instructor or student.
 - (9) The Commanding Officer of the Post, when requested to do so by the Deputy for Training and Operations or the Base Operations Officer.
 - (10) That the Provost Marshall, or Officer of the Day is notified to post a guard on the wrecked airplane.
 - (11) The Intelligence Officer.
- g. That flares are placed around wrecked airplanes when accidents occur on the Smyrna Army Air Field Airdrome after dark.
- h. That the Officer of the Day is notified of the arrival of any transient aircraft carrying confidential equipment which should be guarded or removed.
- i. The Airdrome Officer will report personally to the Base Operations Office at 1300, upon coming on duty, for the purpose of receiving any necessary special instructions, and again upon leaving duty for the purpose of making a report of any unusual occurrences which may have happened during his tour of duty.
- (1) The Airdrome Officer will make the Base Operations building his headquarters and will keep the Dispatcher posted on all his movements. He will sleep in the bed provided in the Base Operations building and eat at his quarters.
 - (2) During his tour of duty it will be the responsibility of the Airdrome Officer to inspect personally the runways, taxi strips and parking strips. He will note any hazards and obstructions on the Airdrome Condition Report and turn this into the Base Operations Officer with his A.O. Report upon completion of his tour of duty.
- j. Airdrome Officers who have completed one (1) year service as a rated pilot and who held a currently effective instrument flying card given by a member of the Smyrna Army Air Field Instrument Board will be authorized to sign instrument clearances.
2. All Airdrome Officers who do not meet the requirements set forth above will be authorized to sign instrument clearances only after consultation with one (1) of the following:

- (1) Director of Flying
- (2) Deputy for Training and Operations
- (3) Air Inspector
- (4) Assistant Air Inspector
- (5) Base Operations Officer
- (6) Assistant Operations Officer
- (7) Section Operations Officer

5. BASE OPERATIONS is responsible for the maintenance and operation of the airframe and equipment. Failure of equipment, obstructions, soft spots, holes, or other hazards to flying, will be reported to the Base Operations Officer immediately.

6. CLEARANCES (FORM 23). (A. A. F. Reg. 15-23)

- a. All clearances will be properly filled out by the pilot of the aircraft concerned and will include all information required by C. A. A. and Army Regulations, Circulars, circular letters and other pertinent instructions. Final authority for all flights requiring a clearance is the correct execution of Form 23 by the pilot regardless of the previous authorization for the flight.
- b. Army Air Force Command pilots, Senior pilots and Air Freight Division Transport pilots may clear their own flights in accordance with directives contained in A. A. F. Regulation 15-23 and 60-16 and amendments thereto.
- c. Weather minimums specified in A. A. F. Regulation 60-16 will apply to all clearances. Deviations are authorized for four-engine training by letter from AAF Flying Training Command, Fort Worth, Texas, dated 17 August 1943.
- d. All passengers' names, ranks, initials and home stations will be shown on clearances.
- e. Factory representatives will execute release form before being cleared.

7. MAPS, FACILITY CHARTS, CROSS-COUNTRY ENVELOPES.

- a. A cross-country envelope will be filled with the proper contents and sealed and kept in EACH AIRPLANE operating from this station. It is the responsibility of all pilots not to tear or deface this envelope except in case of need. It is the responsibility of the pilot to see that such envelope is in the ship prior to each flight.

- b. An up-to-date facility chart, T.O. No. 08-15-1, will be kept in each airplane.
- c. Maps and facility charts are on file in the Dispatcher's Office in Base Operations and will be drawn only when necessary. When necessary to draw on Base Operations for maps, facility charts or equipment, the pilot shall sign personally for same and promptly return EVERYTHING drawn at the earliest practicable moment.

8. All pilots will check the bulletin board in Base Operations at least once each week in order to comply with new data that has not previously been brought to their attention. Student training groups will maintain similar files and bulletin boards for student personnel.

9. Whenever an airplane remains overnight away from its home station, the pilot will, in addition to normal procedure, send a government collect telegram to the Commanding Officer, giving time of arrival, date RON and any other pertinent information of official nature.

10. AAF Regulation 55-3 "Weight and Balance Control of Heavier-than-Air Aircraft" requires that a Weight and Balance Clearance Form F be properly completed and approved for any Class 1B or Class II airplane before a clearance (Form 23) will be approved by Base Operations. T.O. 01-1B-43 lists aircraft classification. If the loading of the proposed flight is identical with that of a previous flight for the same airplane, upon presentation of the duplicate of the previously filed Form F to the dispatcher, the pilot may execute the following approved statement on his Form 23: "This airplane is loaded in accordance with Form Number _____, filed at _____ Field, on _____ 194 , at _____ hour." The duplicate of all Form F's will remain in the Handbook of Weight and Balance Data. It is the responsibility of all pilots to be familiar with the proper procedure for completing a Form F.

11. PARACHUTES.

- a. Organization and detachment commanders will be responsible that all enlisted personnel under their command have received instructions in the purpose and general method of operation of parachutes, including extrication when about to descend in water.
- b. Pilots and passengers in Army Aircraft will be equipped with parachutes on all flights. One reserve parachute will be carried in all aircraft when four or more occupants of that aircraft are participating in an aerial flight. Exceptions to these instructions are authorized only when the design of the aircraft is such as to render the use of parachutes impracticable.

BY ORDER OF COLONEL UMSTEAD :

GEORGE E. KENT, JR.
1st Lt., Air Corps
Base Operations Officer

OFFICIAL :



C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION)
NUMBER 55-2)

1 January 1945

OPERATIONS

PERSONNEL

1. All rated pilots and observers (including student pilots) will, upon arrival and before flying at this station, obtain a clearance from the Flight Surgeon and bring a copy of same to the Base Operations Office.
2. All rated pilots will report personally to the Base Operations Officer for the purpose of filling out necessary reports.
3. All rated pilots and observers who have been on leave for more than thirty (30) days, or in the hospital, or sick in quarters, or on sick leave, or involved in an aircraft accident, or off flying duty for any reason, will, before returning to duty involving flying, obtain a clearance from the Flight Surgeon and present the clearance to the Base Operations Officer. Student pilots will present their clearance from the Flight Surgeon to the Section Operations Officer having jurisdiction over their flying.

BY ORDER OF COLONEL UMSTEAD :



OFFICIAL :

C C CRILEY
Capt A C
Adjutant

GEORGE E. KENT, JR.
1st Lt., Air Corps
Base Operations Officer

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATIONS)
NUMBER 55-3)

1 January 1945

OPERATIONS

WEATHER

1. A complete weather service is maintained in Base Operations Building with a forecaster on duty or available at all times. All pilots are cautioned that next to carelessness and negligence, weather is the most important factor in aircraft accidents.

2. The weather will be checked by each Section Operations Officer or his Assistant for its trend as well as its present condition before any student training flying is done. The weather Officer will prepare a brief forecast outlining local and general conditions for each six-hour period during the day; i. e. from 0600 to 1200; from 1200 to 1800; from 1800 to 2400; from 2400 to 0600. This forecast will list two alternate airports that will remain open throughout the periods covered by the forecast. These forecasts will be distributed as follows:

- a. The Deputy for Training and Operations.
- b. The Director of Flying.
- c. Operations Officers, all Sections.
- d. Control Tower.
- e. As ordered by the Deputy for Training and Operations.

3. A clearance (Form 28) received from Base Operations Office does not relieve the pilot or the flight commander, if a formation, from responsibility for the safety of the flight insofar as weather is concerned. This applies to both post and student training flying, local and cross-country.

BY ORDER OF COLONEL UMSTEAD :

OFFICIAL :



GEORGE E. KENT, JR.
1st Lt., Air Corps
Base Operations Officer

C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION
NUMBER 55-4)

1 January 1945

OPERATIONS

CONTROL TOWER OFFICER

1. Whenever student training flights are being conducted a Control Tower Officer will be in the Control Tower at all times.

2. Tower Officer's duties:

- a. (1) The Tower Officer will be in the tower at least 15 minutes before scheduled taxi time of any period.
- b. (1) The Tower Officer will not leave the tower at any time during his tour of duty unless a competent substitute is in the tower.

(2) The Tower Officer will not leave the tower until relieved by this replacement or if at the termination of flying, until all school airplanes due in at the end of the period are on the ramp or are accounted for.
- c. (1) The Tower Officer will record the time of "initial call", "Take-off call", and "on the ramp call" of all airplanes flying during his tour of duty.
- d. (1) The Tower Officer will keep a close check on local weather conditions and any approaching weather both through the Post Weather Station and by weather reports from airplanes.

(2) The Tower Officer will see that traffic always using the runway whose heading is most nearly into the wind.
- e. (1) The Tower Officer will obtain a list of spare airplanes from the Operations Officers of the Section flying and will act as liaison in furnishing spare airplane numbers to instructors when their airplanes go out of commission, keeping an accurate record of these substitutions and notifying Operations Officers of each change.
- f. (1) The Tower Officer will record and report all incorrect radio procedure by airplanes and give constructive criticism to tower operators when necessary.

(2) The Tower Officer will have a control light, ready for immediate use

at all times.

- (3) The Tower Officer will record and report all violations of traffic regulations both on the ground and in the air.
- g. (1) The Tower Officer will notify the proper authorities if an accident occurs on the airframe or if an accident is reported.
- h. (1) It is the direct responsibility of the Tower Officer to see that all activities controlled by the Tower, relative to school flying, run as smoothly and efficiently as possible at all times.
- (2) Recommendations or suggestions by Control Officers are encouraged.

BY ORDER OF COLONEL UMSTEAD :

GEORGE E. KENT, JR.
1st Lt., Air Corps
Base Operations Officer



OFFICIAL :

C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION)
NUMBER 60-1)

1 January 1945

FLYING

GENERAL PROVISIONS

1. The attention of all personnel is invited to the fact that no amount of regulation can take the place of good judgment, both in the air and on the ground. The Commanding Officer expects from all personnel constant attention to the use of good judgment in the interests of safety, both of personnel and equipment.

2. Responsibility for the safe operation of aircraft, both in the air and on the ground, is directly chargeable to the pilot in command of the aircraft.

a. When the aircraft is on the ground, there must be a person in the pilot seat who is authorized to start the engines at all times while the engines are running.

b. Section Operations Officers will keep conspicuously posted a list of non-flying personnel of their organization authorized to run up aircraft engines or taxi airplanes. Authorization to taxi one type of airplane does not necessarily mean that the person so authorized is capable of taxiing all types of airplanes.

c. Four engine aircraft will be taxied only by pilots checked off in them.

3. Flying at this station is divided into the following general classes:

a. Student Training. All flying done as part of the Student Training Program at Smyrna Army Air Field.

b. Post Flying. All flying done not as part of any scheduled Student Training whether performed by training personnel or base personnel.

4. Each of the above two general classes of flying will be further divided into:

a. LOCAL POST FLYING: All flying other than student training done within a 200 mile radius of Smyrna Army Air Field involving no landings away from Smyrna Army Air Field or its auxiliaries (William Northern Field and Campbell Army Air Field).

b. LOCAL STUDENT TRAINING FLYING: All student training flying in multi-engine tactical type aircraft done within the local flying areas as outlined in Number 100-1 of these regulations.

- c. POST CROSS-COUNTRY FLYING: All post flying other than student training done outside of the 200 mile radius outlined in 4, a, above or within the local post flying area whenever a landing is to be made.
 - d. STUDENT TRAINING CROSS-COUNTRY FLYING: All student training flying in multi-engine tactical type aircraft done outside the local student training flying areas whenever a landing is to be made.
5. Authorization for the above classes of flying:
- a. LOCAL POST FLYING: The Base Operations Officer or his representative.
 - b. LOCAL STUDENT TRAINING FLYING: The Section Operations Officer concerned, in coordination with the Deputy for Training and Operations. If local Student Training Flying involves flying on the airways or across airways under other than CFR conditions plan will be presented to Atlanta Airway Traffic Control through the Base Dispatcher by entering all pertinent information on Form 23.
 - c. POST CROSS-COUNTRY FLYING: The Base Operations Officer, or his representative. Individual personal cross-country flights will be authorized only upon written request in duplicate on forms provided in the Base Operations Office and approved through the Commanding Officer. Administrative or ordered flights may be approved verbally without written request when necessary on short notice.
 - d. STUDENT TRAINING CROSS-COUNTRY FLYING: The Section Operations Officer concerned, coordinated through the Deputy for Training and Operations.
 - e. All cross-country flying, either POST or STUDENT TRAINING, must be coordinated through the Base Operations Office by filling out the proper clearance form (Form 23 and Form F). Section Operations Officers will be responsible that weather conditions are checked prior to departure of aircraft on student training cross-country flights.
 - f. Clearance Form 23 will be obtained for local flights either POST or STUDENT TRAINING when weather conditions require an instrument clearance (Par. 1, A. A. F. Regulation 15-23).
 - g. Clearance Form 23 becomes void one (1) hour after weather is obtained. In case a clearance becomes void, it will be necessary for the pilot to return to the Base Operations Officer, in person, to file a new clearance. Clearances will not be renewed by telephone.
 - h. The following regulations will apply to all student training flights originating at this station:
 - (1) In case a clearance becomes void, the control tower will advise the pilot to "Stand by". Personnel of the Base Operations Office will check the latest weather and, if there has been no change, the

pilot will be allowed to proceed. If there has been a change for the worse, it will be necessary for the pilot to return to Base Operations, in person, and file a new clearance. If reported altimeter settings have changed, the Control Tower will give the pilot the latest altimeter settings at destination and alternate airport.

6. FLYING. Air Traffic Rules outlined in the A. A. F. Regulation No. 60-16 and amendments thereto will govern the operation of Army Air Forces aircraft in the continental United States.
7. NO FLIGHT AT NIGHT will be made without specific authority of the Base Operations Officer, or Deputy for Training and Operations, from an airdrome not having boundary and obstruction lights, nor from an airdrome where facilities for proper weather reports cannot be had.
8. SUSPENSION OF FLYING:
 - a. The Base Operations Officer in coordination with the Deputy for Training and Operations will suspend all flying when local weather conditions become "Instrument" according to C. A. A. weather standards. All post flying will then be controlled through Base Operations in accordance with approved instrument flight plan as outlined in A. A. F. Regulation 60-16, SAAF Memoranda 60-4-2 and 60-4-3.
9. FLYING HOURS. The term "flying hours" wherever used in these regulations refers to those hours during which flying training for students is in progress.
10. ANY UNUSUAL OCCURRENCE INVOLVING AN AIRPLANE shall be immediately reported to the Base Operations Officer or, Deputy for Training and Operations, and the Section Operations Officer concerned for proper disposition. An unusual occurrence means any of the following:
 - a. Damage to an airplane or property, however slight.
 - b. Forced landing.
 - c. Violation of these or other regulations.
 - d. Violation of the unwritten rules of good judgment or technique in flying.
 - e. Any carelessness or negligence of flying or ground personnel which might affect safety, maintenance, or flight operations.
11. AIR SPACE RESERVATION.
 - a. An airspace reservation is the air space over a specified area on the surface of the earth reserved and set apart for National Defense and other governmental purposes and for public safety by Executive order of

the President of the United States.

- b. There are, at present, two such air space reservations, one over a portion of Washington, D. C., and one over a portion of Ulster and Dutchess counties, New York (Hyde Park). Both of these air space reservations have been published as such in Civil Aeronautics Administration publications to airmen and are indicated on aeronautical charts of the general areas in which they are located.
- c. Under no circumstances will any pilot assigned to this station conduct flight of aircraft over the areas in paragraph b above.
- d. Pilots clearing this station whose route or destination is in the vicinity of these Reservations will be issued a reproduced copy of a Sectional Map showing the restricted areas by the dispatcher at Base Operations.

12. PILOT'S INFORMATION FILE. (PIF)

- a. The attention of all pilots on flying status is directed to the revision of AAF Regulation 62-15, Pilot's Information File, concerning the distribution of initial publications and periodic revisions thereto.
- b. It is incumbent upon each pilot to read and understand all instructions and information contained in PIF, and to keep all revisions current.

13. NOTICE TO AIRMEN.

- a. All pilots on flying status, upon signing Form 23 certify that they have read and understand pertinent data in regard to their proposed flight as may be shown in the Weekly Notice to Airmen.
- b. Corrected copies of Notams are kept in each Section, the Dispatcher's Room and Base Operations.

BY ORDER OF COLONEL UMSTEAD :

GEORGE E. KENT, JR.
1st Lt. Air Corps
Base Operations Officer

OFFICIAL :



C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION)
NUMBER 60-2)

1 January 1945

FLYING

TRAFFIC

1. All traffic will be controlled from the Central Tower by utilizing the assigned frequencies prescribed in Section VII of these regulations.
2. The traffic pattern during daylight hours will be conducted 1000 feet above the field (1500 feet indicated) and during the hours of darkness at 1500 feet above the field (2000 feet indicated).
3. When it becomes necessary to suspend flying during the day for any reason, the Base Operations Officer or his assistant in conjunction with the Deputy for Training and Operations may order the tower to broadcast a notice to that effect on all transmitting frequencies. All airplanes will immediately return to the field. Any of the above persons initiating action should communicate with the others listed.
4. During hours of darkness all flying will be controlled from the tower by the use of radio. When student training flying is called off or halted for any reason during the hours of darkness, notice to such effect will be broadcast from the Tower by the use of radio. During the hours of darkness pilots without radio, or with radio inoperative, will signal a lack of radio by turning their landing lights on and off three times so that the tower may see the signal. In such cases, the following system of light control will be used:
 - a. FOR TAXIING AND TAKE-OFF, hand projector light signals will be used - either red or green.
 - (1) A steady red light means that the pilot will immediately stop and hold his present position.
 - (2) A steady green light means that the field is clear for taxiing or take-off; as the case may be.
 - (3) A red light intermittently turned on and off means return to the line.
 - (4) A green light intermittently turned on and off means proceed with caution.
 - b. FOR LANDINGS:
 - (1) A red light means "do not land" and the pilot observing such a

signal will remain in the air.

(2) A green light means that the field is entirely clear of airplanes or abnormal obstructions and that the pilot may land.

5. Student night flying will be regulated by the Deputy for Training and Operations. Local night flying of other personnel will be conducted beyond the area utilized by students.

6. During periods of extensive local night flying it may become necessary to zone the local area and assign altitudes to aircraft until such time as they may enter the traffic pattern. During such periods of zoning, instructions will be issued by the control tower and will be observed by all concerned.

BY ORDER OF COLONEL UMSTEAD :

GEORGE E. KENT, JR.
1st Lt., Air Corps
Base Operations Officer

OFFICIAL :



C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION)
NUMBER 60-31

1 January 1945

FLYING

LOCAL FLIGHTS

1. Local flights are contact flights made within the local areas originating and terminating at SAAF with no landings at any other point except flights to and from designated auxiliary fields prescribed for use by training flights.

2. No local flight will be cleared if instrument flying conditions exist except as outlined in No. 60-1 par. 5, b, of these regulations.

3. Pilots contemplating local flights, other than local student training flights, must file a written clearance on the local flight clearance form at the Dispatcher's desk in the Base Operations Building.

4. Local contact clearances will be filed on all local test flights. This applies to local test flights of student training aircraft as well as to the post aircraft. Clearance will be filed by contacting the Control Tower and giving pertinent information as to type aircraft, serial number, pilot, area to be used and approximate duration of flight.

5. The local area for practicing student training air work will be conducted insofar as is practicable in following prescribed areas: (See Plate IV)

- a. Local Flying Area #1: Area bounded by the L & N R.R. from Brentwood, Tennessee, south to Columbia, Tennessee; thence southeast to Lewisburg, Tennessee; and the L & N R.R. from Brentwood, Tennessee, south to Lewisburg, Tennessee.
- b. Local Flying Area #2: Area bounded by N C & St. L R.R. from Smyrna Army Air Field's traffic pattern to Murfreesboro, Tenn.; U.S. Highway 41 from Murfreesboro, Tennessee, to Beechgrove, Tennessee; highway connecting Beechgrove, Tennessee, and Wartrace, Tennessee; N C & St. L R.R. from Wartrace, Tennessee to Shelbyville, Tennessee; thence due north from Shelbyville, Tennessee for 9 miles; thence due west to Chapel Hill, Tennessee; the southern edge of the Nashville Approach Channel from Brentwood, Tennessee, to Antioch, Tennessee; the N C & St. L R. R. from Antioch, Tennessee, to the Smyrna Army Air Field's traffic pattern.
- c. Local Flying Area #3: Area bounded by highway connecting Murfreesboro, Tennessee and Lebanon, Tennessee; U.S. Highway 70 N from Lebanon, Tennessee to Cookeville, Tennessee, highway connecting Cookeville,

Tennessee, and Sparta, Tennessee; N C & St. L R. R. from Sparta, Tennessee to McMinnville, Tennessee; and U.S. Highway 70 S from McMinnville, Tennessee, to Murfreesboro, Tennessee. Local Flying Area #3 would be used for simulated instrument flying in CFR weather.

BY ORDER OF COLONEL UMSTEAD :

GEORGE E. KENT, JR.
1st Lt., Air Corps
Base Operations Officer

OFFICIAL :



C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION)
NUMBER 60-4)

1 January 1945

FLYING

CROSS-COUNTRY FLYING

1. Flights to and from a point outside the local flight area or within the local flying area when landings are to be made are considered to be cross-country flights.
2. Authority for cross-country flights:
 - a. Student Training: The respective Section Operations Officer under the supervision of the Deputy for Training and Operations.
 - b. Individual cross-country flights: Base Operations Officer through the Section Operations Officer, Deputy for Training and Operations and Commanding Officer if pilot is an instructor.
 - c. Individual extended cross-country flights: The Commanding General, AAFECTC through channels.
3. Request for individual cross-country flights should be submitted by members of the Training Department to their Section Operations Officer at least 48 hours in advance and should be routed through the Deputy for Training and Operations so as to reach the Operations Officer 24 hours in advance. All other pilots, through their next superior for approval and submission to the Operations Officer at least 24 hours in advance.
4. Individual cross-country flights will be made for the purpose of training within the limitations of available aircraft and funds and will be approved only where proposed servicing steps enroute and over-night stops are made at fields under military control.
5. Night navigation flights will not be made to or from unlighted airports or flying fields.
6. Extended navigation flights will be requested through channels in triplicate on the form provided at least seven days in advance. The names and rank of all passengers will be listed, and in the case of other than Smyrna Army Air Field personnel, the address, branch of service and full identification must be shown.
7. In any cross-country flight in formation, the flight leader is responsible for the safety and orderly conduct of the flight.
8. Pilots of cross-country flights are responsible that cross-country equipment

such as maps, radio facility charts, cross-country envelopes and other equipment when required is taken with them throughout the flight. Pilots on cross-country flights are responsible that reports of arrival at their destination, departure for any destination, forced landing enroute, undue delay and RON messages are transmitted promptly. In the absence of communication facilities, the most economical commercial communication facility will be used.

9. Pilots, either Training Department or Base, will in addition to completing flight plan through normal channels send a government collect telegram to the Commanding Officer, Smyrna Army Air Field, whenever an unscheduled overnight stop is made stating the reason for such unscheduled stop.

10. Care of equipment and procurement of services while on cross-country flights is covered by AR No. 95-15 and Air Corps Circular 15-15. All pilots of this station will familiarize themselves with these regulations.

- a. Adequate guards will be maintained on all aircraft of this station when on the ground away from the home station to prevent any possibility of sabotage or inadvertent damage to the aircraft.
- b. Special care will be exercised at all times when the aircraft is on other than military airdromes in the U. S. This responsibility for the safety of the airplane cannot be delegated by him to any other person on the flight.

BY ORDER OF COLONEL UMSTEAD:

GEORGE E. KENT, JR.
1st Lt., Air Corps
Base Operations Officer

OFFICIAL:



C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION)
NUMBER 60-51

1 January 1945

FLYING

INSTRUMENT FLYING

1. In addition to the provisions of A. A. F. Regulation No. 60-16, Section III, the following instructions will be followed:
 - a. For instrument clearances, AAF Regulation 15-23.
 2. Pilots doing instrument flying under the hood are responsible that a competent and qualified safety observer is present at all times.
 - a. Safety observers will be watchful at all times for other aircraft and will notify the pilot of all airplanes in his vicinity.
 - b. While on hooded flights, the safety observer will direct the pilot so that the hooded aircraft will not approach any cloud formation closer than 500 ft. vertically, or 2000 ft. horizontally.
 3. Care will be used in the practice of instrument flying on the Nashville Range, and particular care will be used near Berry Field. Practice of low approaches at Berry Field will be approved by Berry Field Control Tower. No instrument flying or over the top flying will be done in aircraft not equipped with suitable radio facilities and blind flying instruments and at no time in violation of A. A. F. Regulation No. 60-16 and Civil Air Regulations promulgated by the Civil Aeronautics Board.
 4. Instrument flight plans will be submitted to Atlanta Airway Traffic Control Center as far in advance of take-off time as possible. When instrument conditions actually exist, flight plans will be submitted at least 15 minutes prior to take-off. Take-offs on instrument flight plans will not be made later than the time specified by the Airway Traffic Control approval. If take-off is unavoidably delayed past the approved time, a new flight plan must be submitted.
 - a. Airway Traffic Control approval of instrument flight plans will be relayed to the pilot by the Smyrna Control Tower.
 5. Training flights having received Airway Traffic Control clearance to conduct operation on the civil airways and/or the Nashville range station, CFR, or in accordance with instrument flying rules will maintain flight in accordance with the approved flight plan until approval has been requested from Airway Traffic Control and received to change or terminate subject flight plan.
 6. All pilots will read and become thoroughly familiar with the provisions of

AAF Regulations 60-16, 50-3, 15-23, and amendments thereto.

7. All headed flight safety regulations adopted by the Training Department shall be strictly adhered to.

8. On Top Operations of Aircraft.

a. Departing Aircraft:

- (1) Flight plans shall be filed as a group with the leading aircraft identification identifying the group.
- (2) Aircraft will receive ATC clearance to 500 feet on top on a compass heading of 190 degrees. The Smyrna Control Tower to be responsible for the proper separation between aircraft taking off and arriving aircraft. Flight leader to be responsible for separation of aircraft within his flight while climbing to 500 feet on top.

b. Arriving Aircraft - Standard Approach Procedure (See Plate V)

- (1) Aircraft will call the Smyrna Control Tower when ready for an approach for clearance to land.
- (2) Airway Traffic Control clearance will be given to the Smyrna Control Tower in the following phraseology:

"(Identification) cleared to the Smyrna Tower for Standard Smyrna Approach to maintain 500 feet on top until definitely in the South "N" quadrant on a compass heading of 141 degrees, each succeeding aircraft not to be cleared for descent until preceding aircraft has reported definitely CFR."

- (3) It will be the responsibility of the Base Weather Station to notify the Atlanta Center when weather minimums go below the prescribed ceiling minimum of 1500 feet or higher and the visibility is equal to or exceeds that required for a Contact Flight Rule flight.

c. Arriving Aircraft - Localizer Approach Procedure (See Plate V)

- (1) Aircraft will call the Smyrna Control Tower for clearance to make approach to land.
- (2) Airway Traffic Control clearance will be given to the Smyrna Control Tower in the following phraseology:

"(Identification) cleared to the Smyrna Tower for Localizer Approach to maintain 500 ft. on top until definitely in the South "N" quadrant of the Nashville Range on compass heading of 160 degrees, to cross airway at Smyrna at not above 2000 feet, each succeeding aircraft has reported definitely CFR (or has landed)."

(If IFR conditions exist, preceding aircraft must be on ground.)

(3) After aircraft has descended to 2000 feet on a heading of 160 degrees in the South "N" quadrant of the Nashville Range and has intercepted the Smyrna localizer beam, a standard rate turn will be made to the right (away from the airway) to a heading of 45 degrees (outbound heading of localizer approach leg.) The outbound leg and procedure turn will be made to the right so that the flight path of the aircraft will be made at not above 2000 feet indicated (msl). The procedure turn will be made to the right so that the flight path of the aircraft will at no time lie within Civil Airway Green 5. Final approach will be made at not above 2000 feet and if contact is not established the aircraft will climb back to 500 feet on top on a 190 degree heading in the South "N" quadrant of the Nashville Range.

- d. It will be the responsibility of the Base Weather Station to notify the Atlanta Center when weather minimums go below the minimums of 500 feet ceiling and three miles visibility.
- e. All other traffic holding on the Nashville Range will be instructed to make all procedure turns in the West "A" quadrant and North "N" quadrant in order not to conflict with Smyrna traffic in the South "N" quadrant.

BY ORDER OF COLONEL UMSTEAD :

GEORGE E. KENT, JR.
1st Lt. Air Corps
Base Operations Officer

OFFICIAL :



C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION)
NUMBER 60-6)

1 January 1945

FLYING
MISCELLANEOUS

1. All flying will be conducted in such a manner as in the best interest of safety. No flying will be done over the City of Nashville unless absolutely necessary and then only in accordance with A. A. F. Regulations No. 60-16 and Civil Air Regulations. No flying not absolutely necessary will be done over the building area of the field.
2. Airplanes are forbidden to dive on or come nearer than 500 feet to any other airplanes in the air unless by orders of competent authority or unless it is necessary in the interest of safety, or to render assistance, or engage in a strictly military mission.
3. Diving at or on objects on the ground will not be tolerated unless by order of competent authority. At other times, no dives will be made unless the pull-out can be accomplished at an altitude above 1,500 feet.
4. Acrobatic Flights. No pilot will perform acrobatics:
 - a. At any heights whatsoever over a congested area of any city, town or settlement or over any open air assembly or persons or within the area included within a radius of 10 miles of the center of any airport, or within 10 miles of the center line of any Civil Airways.
 - b. At any place other than unrestricted areas.
 - c. Unless the maneuvers can be completed and the aircraft under complete control at or above 1,500 feet (altitude above the surrounding terrain).
 - d. At any place unless the visibility is at least 3 miles and the ceiling at least 3,000 feet and unless the pilot has first ascertained that there is no danger of collision with other aircraft.
 - e. In all instances of formation flying, airplanes will not fly so close as to prevent a disabled airplane from leaving the formation.
 - f. All pilots will use extreme caution when flying on any leg of the Nashville Radio Range.

BY ORDER OF COLONEL UMSTEAD :

GEORGE E. KENT, JR.
1st Lt. Air Corps
Base Operations Officer

OFFICIAL :



C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION)
NUMBER 62-1)

1 January 1945

FLYING SAFETY

CRASH PROCEDURE ON AND OFF THE AIRFIELD

1. General.

- a. Crash truck personnel will be trained in accordance with TM 5-316, It is presumed that the procedures therein are intended as a guide and may be varied by the officer in charge to meet any unusual situation.
- b. Unauthorized personnel will make no attempt to visit the scene of the crash. Violation will be subject to disciplinary action.
- c. The crash alarm system will be confined to the minimum number of personnel required at the crash to effectively rescue the personnel, and to combat the fire. The system may be set into operation by dialing extension 222 and announcing, "A crash has occurred at _____", giving the location and all available information. The switchboard operator will then sound the crash alarm which causes the telephone in the following offices to ring continuously until answered:
 - (1) Fire Station
 - (2) Hospital Dispensary
 - (3) Deputy for Training and Operations
 - (4) Operations Officer
 - (5) Provost Marshal
 - (6) Headquarters Service Desk
 - (7) Hospital Information Desk
 - (8) Fire Marshal
 - (9) Office of Supervisor of Maintenance
- d. In addition to the Commanding Officer and personnel representing activities listed in items 1 through 9 above, the following personnel may be allowed to visit the scene of the crash:
 - (1) Deputy for Supply and Maintenance and Aircraft Line Maintenance Officer.
 - (2) Director of Flying.
 - (3) Deputy for Training and Operations.
 - (4) Aircraft Accident Investigating Committee.
 - (5) Air Inspector and Assistant Air Inspector, Technical, accompanied by Photographer.
 - (6) Flying Safety Officer

- (7) Chaplain.
- (8) Post Intelligence Officer and CIC Personnel.
- (9) Public Relations Officer.

e. Three phases of action are presented in crash fire-fighting as follows:

- (1) Arrival at the scene of the crash in the minimum length of time with equipment capable of extinguishing fire as rapidly as possible.
- (2) The primary objective is immediate extraction of injured and/or trapped personnel.
- (3) The secondary objective is preservation of material and equipment.

2. Crash Procedure on the Airfield.

a. Action to be Taken by Control Tower Personnel.

- (1) Close the field to all traffic.
- (2) Broadcast via radio and/or teletalk to the crash truck-ambulance station the exact location of the crash or standby instructions where emergency landing is involved. Crash trucks and ambulance will be dispatched immediately. (Note: Unnecessary information will not be broadcast over the air.)
- (3) Notify dispatcher, Base Operations Office, via teletalk that a crash has been observed. Report position and brief resume of what has been seen from the control tower.
- (4) Reopen the field to normal traffic as soon as possible.

b. Action to be Taken by Chief Dispatcher, Base Operations Office.

- (1) Dispatcher will operate the crash alarm system simultaneously while receiving notification of the crash and will say "STAND BY FOR CRASH--" He will report details of the crash as given and will answer any question pertinent thereto. Dispatcher will not be interrupted until he has completed his report, in order that departure of those needed immediately at the scene of the crash will not be delayed.

(2) Crash Alarm System.

- (a) A crash alarm system, either telephone or teletalk, will be provided for the purpose of transmitting information concerning airplane crashes as rapidly as

possible to the activities listed in par 1d.

(b) The main station of the crash alarm system will be located in the Base Operations Office and will be operated by the chief dispatcher. Crashes or impending crashes observed by the tower will be immediately reported to the Chief Dispatcher by means of the Operations-Tower teletalk after the crash truck and crash ambulance have been notified as outlined in par 2a(2).

(c) On the airfield crashes observed by or brought to the attention of personnel other than control tower personnel will be reported to the Chief Dispatcher, Base Operations Office, for dissemination to all concerned as outlined above.

c. Action to be Taken by Operations Officer: The Operations Officer or his assistant will assure himself that all concerned have been notified of the details of the crash. The Operations Officer will be responsible to the Commanding Officer through the Deputy for Training and Operations for coordination which will insure the successful employment of all fire-fighting and rescue activities concerned. This coordination is exercised through the Fire Marshal, who in turn is directly responsible to the Commanding Officer through the Deputy for Supply and Maintenance for duties outlined.

d. Action to be Taken by Crash Truck Crew:

(1) Crash truck, being stationed in position and equipped with two-way radio, will immediately, upon observing or being notified of the crash, notify the crash ambulance crew at the same station and proceed to the scene of the crash. However, the truck will not cross an active runway without instructions from the tower. Crash truck radio will be tuned in at all times on the control tower frequency. Maps of the area will be kept in the crash vehicle at all times, and maps will be zoned. In addition wall maps will be placed in conspicuous places. A member or members of the crash crew will be alerted in the observation tower of the crash truck shed, where all take-offs and landings can be plainly seen. Any crash or impending crash observed will be sufficient notification for the crash truck and crash ambulance to proceed immediately. However, the above mentioned precaution on crossing active runways will be observed.

(2) All personnel who operate crash truck radio equipment will be given instruction in the use of this radio equipment and also will be given continuing training in proper radio procedure in compliance with T.C. Memorandum 100-1, 28 April 1944.

(3) Two crash trucks will respond to all crashes on the base unless otherwise instructed, one returning to the crash truck shed immediately, if not needed. The auxiliary water supply tank

truck also will proceed to the scene of the crash to supply additional water. The first crash truck arriving at the scene of the crash will go immediately into action as to rescue and fire-fighting procedures in accordance with TM 5-316. The second crash truck crew arriving will support the first crew and will perform its duties as instructed. Additional crash trucks and fire-fighting equipment will respond if required. Crash truck crews will receive First Aid instruction and training. They will proceed to rescue personnel and extinguish fire in accordance with training outlined in TM 5-316.

e. Action to be Taken by Crash Ambulance Crew and Medical Officers.

- (1) The crash ambulance will be stationed on the flying line during scheduled flying hours. Ambulance crews will include one driver and one additional enlisted man trained in crash truck rescue work and First Aid. The crew will remain on the alert with the ambulance during scheduled flying hours, and at such other times as directed by the Commanding Officer.
- (2) The crash ambulance on the line responds only to crashes on the field. The hospital crash emergency operator will receive the information given on the crash alarm by the Chief Dispatcher, Base Operations Office, and will immediately transmit this information to the Post Surgeon, the Flight Surgeon, and the Medical Officer of the Day. The Flight Surgeon and/or the Medical Officer of the Day will then immediately leave the Post Hospital in an ambulance, or other government vehicle for the scene of the crash.
- (3) A siren or horn will be installed on the ambulance.
- (4) The crash ambulance will be stationed with the crash truck, which is radio equipped, and will receive instructions for both. They will proceed immediately upon notification by the tower to the scene of the crash but will not cross nor operate on an active runway unless given a clear signal by the tower.
- (5) When the crash ambulance arrives at the scene of the crash, the fire extinguisher will be removed from the crash ambulance and placed near the crashed aircraft as an added precaution in the event fire occurs while personnel are being removed.
- (6) Injured personnel should not be removed from the airplane until examined by a medical officer unless such removal is deemed necessary by the personnel at the scene of the crash as an emergency life saving procedure.
- (7) The Post Surgeon is responsible to the Commanding Officer for the assignment of the proper equipment and personnel to the crash

ambulances. Ambulance equipment will include the following:

- (a) First Aid crash kit containing sufficient First Aid equipment to render First Aid to four or more persons, including blood plasma for two persons.
 - (b) Two CO₂ fire extinguishers (large type).
 - (c) One carbon tetrachloride fire extinguisher (small type).
 - (d) Four litters.
 - (e) Eight blankets.
 - (f) Eight sheets.
 - (g) Four sets of Thomas leg and arm splints.
 - (h) One container of fresh drinking water.
- (8) Where sufficient ambulances are available, there will be maintained at the Station Hospital or other suitable location a standby ambulance to replace or be in addition to the crash ambulance on the flying line and the off-the-field crash ambulance.
- (9) Identification of crash victims: Extreme care will be exercised in the handling of aircraft crash victims to insure insofar as possible the accurate identification of bodies. One body at a time will be removed from the aircraft; and all parts of the body, non-burned portions of clothing such as belt buckles, and identification tags will be placed in a sheet, which will be marked with the victim's name, if known, and the relative position he occupied in the aircraft. Personal items of monetary or sentimental value must be properly safeguarded and identified if possible. Extreme care will be taken in collecting all portions of human tissue from the area surrounding the crash. These parts will be placed with other identifiable remains. Upon arrival at the mortuary, when indicated, the Medical Officer in charge will notify the Dental Surgeon and request a dental examination to aid in making positive identification.
- (10) At stations having only one ambulance this ambulance may be stationed at the hospital at all times. In such cases three enlisted men will be assigned as ambulance crew. The crew is on call and alert at the hospital during all scheduled flying hours and at such other times as directed by the Commanding Officer. Notification of an aircraft crash will be made by the dispatcher through the hospital emergency operator as previously described. Upon notification, the crash ambulance and crew

will proceed to the scene of the accident. Medical Officer personnel will proceed by this ambulance or as indicated in the above directive.

- f. Action to be Taken by Fire Marshal: The Fire Marshal or designated Chief of Fire Fighters will proceed to the scene of the crash and assume direction of the crash fire-fighting personnel.
- g. Action to be Taken by Provost Marshal:
- (1) The Provost Marshal will dispatch a radio equipped motor vehicle containing four guards to the scene of the crash. The guards will keep all unauthorized personnel away from the vicinity of the crash.
 - (2) Upon occurrence of a crash, the Provost Marshal will have the area marked with road flares without delay in the event the accident occurs during hours of darkness. Caution will be exercised in placing and igniting flares to insure that there is no possible chance of igniting spilled fuel. The flares will be removed as soon as the area has been cleared.
- h. Action to be Taken by Air Inspector and/or Assistant Air Inspector, Technical, and Photographer:
- (1) The Air Inspector or the Assistant Air Inspector, Technical, with Photographer may join the convoy and proceed independently to scene of the crash.
 - (2) The Photographer will take necessary photographs for accident investigation. He will not take any photographs that are unnecessarily gruesome.
- i. Action to be Taken by Deputy for Supply and Maintenance:
- (1) The Deputy for Supply and Maintenance or his authorized representative will decide as to the airworthiness of a damaged airplane and will decide if the airplane in question will be flown.
 - (2) After the area of the crash has been cleared by the salvage crew, a thorough inspection by a representative of the Commanding Officer will be made of the site to determine whether adequate policing has been accomplished. This inspection will be made with necessary precautions to assure that all small parts of human tissue as well as aircraft parts have been removed. A certificate to the effect that the area is clear will be made by the Inspecting Officer, and this certificate will be retained on file at Post Headquarters. This is also of prime importance in off-the-air-field crashes.

j. Action to be Taken by Engineering Wrecking Truck Crew:

(1) The wrecking truck crew when present will assist by supplying, sufficient lighting to cover a reasonable area around the crash, and the truck will remain in such a position as to lend assistance with grapple hook and cable, but only on request by the Fire Marshal or designated Chief of Fire Fighters, in performing fire-fighting and rescue activities.

(2) No other duties will be assigned the wrecking crew until authority is given by the Aircraft Accident Officer will insure that the Flight Surgeon has completed his mission prior to authorizing the removal of the wreckage. Upon such authorization the wrecking crew will proceed to remove the wreckage in accordance with existing regulations.

k. Action to be Taken by Chaplain: A chaplain of each faith, Protestant, Catholic and Hebrew, if present for duty on the base or station, will be immediately notified at the time of an air crash and ordered to proceed to the scene of the crash for the purpose of performing the necessary ministrations of their respective churches.

l. Action to be Taken by Public Relations Officer: The Public Relations Officer will act in accordance with T. C. Memorandum 47-1 and 47-1A.

m. Action to be Taken by Flying Safety Officer: The Flying Safety Officer will accompany the Operations Officer.

n. Action to be Taken by Aircraft Accident Committee: See AAF Regulation 62-14.

o. Action to be Taken by Post Intelligence Officer: The Post Intelligence Officer at the field will be notified at the time of the crash for the purpose of enabling him to proceed, with the necessary Counter Intelligence Corps personnel, to the scene of the crash and accomplish his investigative responsibilities.

3. Crash Procedure off the Airfield.

a. Action to be Taken by Control Tower Personnel:

(1) If the crash is observed by control tower personnel, procedure will be the same as in the case of an on-the-airfield crash.

(2) Tower personnel will notify planes in the air to stay away from the scene of the crash.

(3) Tower personnel will report violations of paragraph 2 above.

b. Action to be Taken by Chief Dispatcher, Base Operations Office.

(1) The dispatcher in the Base Operations Office will, upon receipt of the message of a crash or probable crash by outside telephone, take the following action:

- (a) Find out whether the person calling saw the crash.
- (b) Secure the name and address of the person calling and the telephone number calling from.
- (c) Find out the location of and direction to the crash. (Use local road name.)
- (d) Find out the type of plane.
- (e) Find out whether the plane is on fire.
- (f) Request the person reporting the crash to remain on the line and provide guide for crash convoy.

c. Action to be Taken by Operations Officer.

(1) The Operations Officer or his Assistant will assure himself that all concerned have been notified of the details of the crash and its location.

(2) He will dispatch an airplane to the scene of the crash. The pilot will circle the crash until the ambulance and other vehicles arrive. If possible, radio contact with the crash truck will be established, and directions to the scene of the crash will be given. The plane will maintain radio contact with the convoy and the control tower at all times. If a search is to be conducted, the Operations Officer will direct pilots and provide zone or area maps, and he will assign areas to be searched.

(e) The Operations Officer will form a convoy, which will rendezvous at a designated place, preferably the nearest gate to the scene of the accident. The convoy will consist of two units as follows:

a. First Unit.

- (1) Jeep, motorcycle, or available radio equipped vehicle bearing siren and red lights, with driver and/or rider trained in crash procedure and First Aid. (This element to be eliminated if not desired.)
- (2) Crash trucks and personnel.
- (3) Crash ambulance, bearing siren and red lights.

b. Second Unit.

- (1) Fire truck and personnel.
- (2) Additional crash truck if required.
- (3) Official cars, transporting personnel and flying red flags.

- (4) Guard vehicle and sentries.
- (5) Wrecking truck and personnel (upon notification).
- (6) Water tank trailers (upon notification).
- (7) Other transportation, transporting Chaplain and other authorized personnel listed in par 1e above.

- (4) On arriving at the scene of the crash, the elements of the convoy will proceed the same as in an on-the-airfield crash.
- (5) The convoy will not delay longer than thirty seconds waiting at the point of rendezvous for other elements of the second unit.
- (6) All crash equipment and ambulances will make sure that the location or identifying zone of the crash has been spotted on zone of the crash has been spotted on zone map, and that the route to the scene is clearly indicated before departure, insofar as practicable; or that contact has been established by two-way radi, with aircraft having knowledge of the location of the accident. Reference zoning maps of a 15 mile area around the airfield will be kept in all vehicles at all times. (See par 3d (1) below.)
- (7) A minimum distance of fifty feet will be maintained between vehicles, and there will be no passing.

d. Action to be Taken by Crash Truck Crew:

- (1) The crash truck crew will have in its possession a map of the outlying area of an approximate 15 mile radius, marked with all roads accessible to the crash truck. Any bridges not considered safe for passage of the crash truck should be so marked on the map, and alternate routes assigned. A copy of this map so marked should likewise be kept on hand in each wrecking truck. (See county or city engineer.) This radius will be zoned in as many zones as is deemed necessary. Zones will be numbered, and the crash location will be given by zone number. District or area numbers may be used in addition to zone numbers in order to confine the area of the crash. Personnel concerned in off-the-airfield crashes will have available, or posted in a conspicuous place at all times, a zone map. A similar map will be posted in the control tower and in the Chief Dispatcher's Office. Additional maps will be carried in all vehicles.
- (2) All members of the crash crew will be familiar with the assigned duties of every other member, and crash crews will perform their duties in accordance with TM 5-316.

e. Action to be Taken by Crash Ambulance Crew and Medical Officers:

- (1) There will be maintained at the Station Hospital a crash ambulance

available for immediate dispatch to the scene of all aircraft accidents occurring off the field. This ambulance will have the following equipment:

- (a) Two-way radio set on two frequencies which requires no additional tuning other than volume.
 - (b) Other equipment as listed for crash ambulance on the flying line.
- (2) When notified that a crash has occurred off the post, the Flight Surgeon or other available Medical Officer will proceed immediately by the hospital crash ambulance to the convoy rendezvous point. The ambulance will maintain radio contact with the tower.
 - (3) Zone map will be kept in the crash ambulance at all times.
 - (4) The crash ambulance will be equipped with an adequate signal or siren for driving through traffic.
 - (5) Procedures as directed for on-the-airfield crashes will be carried out for off-the-airfield crashes when applicable, with particular attention to paragraph 2e (9).
- f. Action to be Taken by Fire Marshal: Same as in the case of on-the-airfield crashes.
- g. Action to be Taken by Fire Department Personnel: The Fire Department personnel will proceed to the scene of the crash either by heading the second unit of the convoy or, if a delay is involved, by proceeding independently. Action at the scene of the crash will be in accordance with TM 5-316.
- h. Action to be Taken by Provost Marshal:
- (1) The Provost Marshal may join the convoy or proceed to the scene of the crash immediately.
 - (2) Upon arriving within the area or zone in accordance with published map, the Provost Marshal will dispatch guards at points on road approaches to prevent unauthorized personnel from reaching the immediate vicinity of the accident.
 - (3) Courteous cooperation from the general public should be asked by explaining the reason for this action.
 - (4) The Provost Marshal will take whatever steps are necessary to assure that Fire-fighters and equipment have clear lanes. Civilians may be deputized to assist in the interest of public safety. Necessary

guard may be determined by a careful study of zone map, and by being familiar with the terrain around the area in the zone designated on crash alarm.

- (5) Keep personnel other than rescue and fire-fighting personnel back at least 50 feet, stringing a rope if necessary.
- (6) Cover or conceal if possible any personnel or equipment which should not be exposed to general view.
- (7) Inform property owners that the government cannot be held responsible for damage caused by civilian trespassers.
- (8) Turn over the control of civilians to civilian police officers, if present.
- (9) Be exceptionally courteous to civilians and representatives of the press. The Army depends upon their reaction for favorable consideration.
- (10) Local officials, such as the Coroner or Police Officers, should be allowed reasonable latitude in their work. However, no information will be given as to personnel involved except in accordance with Army Regulations. The best answer is, "I don't know."
- (11) The Provost Marshal is responsible for the posting and proper relief of military guards at off-the-field crashes.

i. Action to be Taken by Liaison Airplane:

- (1) Where possible, liaison or other aircraft will be used to supplement any directional guidance to insure the crash convoy's reaching the scene of the crash in the shortest practicable time. Aircraft guidance will be in one of the following manners:

- (a) By message markers thrown out of the plane, especially when vehicles leave the highway.
- (b) By radio contact with the convoy and the control tower.
- (c) By use of the following "Airplane to convoy" signals:

Airplane Signal	Meaning
Jazzing engine	Go back to home airport.
Short dives and zooms	This is the way.
Steep turn to right	Turn right next road.
Steep turn to left	Turn left next road.
Fishtailing	Turn back; you are wrong.
Engine cut full back	Stop; go by foot.
*Circling	Here is your stop.

*Pilot will circle crash until convoy arrives.

- (2) Any airplane in flight, seeing a crash, will immediately call the tower and stay in the immediate vicinity of the crash. Upon sight of the moving of the convoy, this plane or other plane designated by the Operations Officer will immediately establish radio contact with the crash convoy on a predetermined frequency, directing them to the scene of the crash. If radio contact cannot be made, the ship sighting the accident will return to the field immediately and report same to the Base Operations Office, and stand by for further instruction.
 - (3) No airplanes other than those designated herein will proceed to, or circle over, the scene of a crash.
 - (4) If the location of the crash cannot be found, the crash truck and ambulance will remain at a pre-arranged point until the liaison airplane, or other aircraft so designated, returns to lead them to the crash.
 - (5) The liaison airplane will obtain the numbers of planes violating the instructions not to approach the vicinity of the crash.
- j. Action to be Taken by Air Inspector and/or Assistant Air Inspector, Technical, and Photographer: Same as in the case of on-the-airfield crashes.
 - k. Action to be Taken by Deputy for Supply and Maintenance: Same as in the case of on-the-airfield crashes.
 - l. Action to be Taken by Engineering Wrecking Truck Crew: Same as in the case of on-the-airfield crashes.
 - m. Action to be Taken by Chaplain: Same as in the case of on-the-airfield crashes.
 - n. Action to be Taken by Public Relations Officer: Same as in the case of on-the-airfield crashes.
 - o. Action to be Taken by Flying Safety Officer: Same as in the case of on-the-airfield crashes.
 - p. Action to be Taken by Aircraft Accident Committee: Same as in the case of on-the-airfield crashes.
 - q. Action to be Taken by Post Intelligence Officer: Same as in the case of on-the-airfield crashes.

BY ORDER OF COLONEL UMSTEAD :

GEORGE E. KENT, JR.
1st Lt. - Air Corps
Base Operations Officer

OFFICIAL :



C C CRILEY
Capt A C
Adjutant

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION)
NUMBER 65-1)

1 January 1945

SUPPLY AND MAINTENANCE

TRANSIENT AIRCRAFT

1. Visiting Aircraft:

- a. Servicing and minor maintenance for visiting aircraft will be performed by the Transient Alert Crew.
- b. Major repair on visiting aircraft will be performed by Shop Maintenance and Engineering.

2. Visiting Personnel:

- a. Visiting Pilots are required to report their arrival to the Operations Officer, in order that their arrival may be reported to the point of last departure.
- b. The Airdrome Officer will be responsible for quartering all visiting officers, soldiers and civilians.
- c. Visiting personnel on official business may secure transportation from the Base Operations Dispatcher on duty at Base Operations Office. All other personnel will use either Post Bus or commercial facilities. Schedules for Post Bus and commercial bus are posted with dispatcher.

3. Hand Signals for airplane operation and movement on the ground:

- a. Flagman: When the parking of an airplane can be facilitated by the use of a flagman, said flagman shall be equipped with a distinguishing flag of black and yellow checkboard. He shall station himself far enough from the parking area so as to be clearly visible to the approaching pilot. It shall be the duty of the flagman to direct the pilot to a parking crewman.
- b. Parking Crewman: The parking crewman shall be responsible for maintaining a position where he can at all times see the pilot's head and be clearly visible to the pilot. He shall direct the pilot to the airplane's berth by signalling in the following manner: Walking backwards facing plane, both arms upraised, hands motioning "Follow Me".

- c. Right Turn: To execute a right turn, the crewman shall signal the pilot with his right hand, left hand held stationary, palm toward the pilot.
- d. Left Turn: To execute a left turn, the crewman shall signal the pilot with his left hand, right hand stationary, palm toward the pilot.
- e. Stopping Airplane: To stop the airplane, the crewman shall wigwag his hands across each other, scissors fashion, at face level.
- f. Parking completed: To indicate completion of parking operation, the crewman shall draw his forefinger across his throat---- a gesture that means to "cut" ignition switches, now or when ready.
- g. Towing: An airplane being towed shall be preceded by a crewman on foot, who shall face the towing vehicle. When necessary, additional crewman shall be placed at the wing tips to guide the movement of the airplane.
- h. Night Operations: The following rules will govern aircraft parking at night:
 - (1) The flagman shall station himself in a lighted area in a position clearly visible to the approaching pilot.
 - (2) When the flagman has directed the airplane to a point near the parking area and turned it over to the parking crewman, there shall be sufficient illumination to enable the pilot and parking crewman to be clearly visible to each other.
- i. Dispatching of Airplane: In this operation, the parking crewman - stationing himself at all times in full view of the pilot - shall employ the foregoing signals to guide the pilot from the parking berth to the flagman. Said flagman standing one hundred feet - or more - from the parking line shall wave checkered flag to guide and clear pilot to open area.

4. It shall be borne in mind by all personnel stationed at SAAF that any actions taken relative to the comfort or convenience of visiting personnel will directly reflect upon the Post.

BY ORDER OF COLONEL UMSTEAD :

OFFICIAL :



C C CRILEY
Capt A C
Adjutant

GEORGE E. KENT, JR.
1st Lt. - Air Corps
Base Operations Officer

SMYRNA ARMY AIR FIELD
Office of the Base Operations Officer
Smyrna, Tennessee

FLYING REGULATION
NUMBER 100-1)

1 January 1945

COMMUNICATIONS

LOCAL PROCEDURE

1. CONTROL TOWER TRANSMITTING FREQUENCY: The Smyrna Control Tower will transmit all traffic control instructions on 219 kcs. Except for those airplanes operating on the assigned frequency of 3010 kcs.
2. CONTACTING CONTROL TOWER - LOCAL FLIGHTS: In order that Smyrna Control Tower Operator may identify the aircraft calling, the pilot will call Smyrna Tower on 6210, 4495, 3105, or 3010 kcs. - for landing instructions when within a radius of approximately six (6) miles of the airdrome.
3. CONTACTING CONTROL TOWER - CROSS COUNTRY FLIGHTS: All pilots returning from cross country flights will call Smyrna Tower when approximately fifteen (15) miles from the airdrome in order that the Control Tower Operator may issue a clearance to join traffic and furnish other pertinent information. No other call will be made until the aircraft has joined traffic.
4. ALTIMETER SETTING: Pilots upon contacting Smyrna Tower for landing instructions, will request Altimeter Setting instead of Pressure Altitude. When Pressure Altitude is requested the Tower Operators will substitute Altimeter Setting therefor.
5. REMAINING TUNED TO CONTROL TOWER: In order to assure Maximum safety, pilots will keep aircraft receivers tuned to Smyrna Tower frequency (219 or 3010 kcs.) while taxiing and taking-off and unless instructed otherwise, will remain tuned thereto at all times while within a radius of six (6) miles from the center of the airdrome. After landing, receivers will remain tuned to Smyrna Control Tower frequency until airplanes have reached their proper parking space.
6. CLEARANCE:
 - a. When calling tower from ramp requesting taxiing instructions request A. T. C. (Airway Traffic Control) clearance when required, if A. T. C. clearance is not available Tower Operator will secure clearance and issue before aircraft is in take-off position.
 - b. When preparing for take-off, the term "cleared for take-off" shall be construed by the pilot as permission to take-off at will.
 - c. The term "cleared for immediate take-off", when received from Tower Operator, shall be considered as an instruction to clear with the least

practical delay. Pilots will not request "clearances for take-off", unless engines have been cleared and they are prepared for immediate clearance.

7. Airplanes departing on cross country flights will normally have transmitters set on 4495 kcs. This frequency is guarded by AACCS and CAA.

8. Field numbers will be used by all aircraft when flying locally. The last four digits of the serial number will be used by all aircraft when flying on cross-country flights.

9. Radio telephone procedure between airplane and ground stations will conform to the procedures outlined in TM 1-460 WAR DEPARTMENT TECHNICAL MANUAL and the combined communication board radio telephone (R/T) procedure.

BY ORDER OF COLONEL UMSTEAD:

GEORGE E. KENT, JR.
1st Lt. Air Corps
Base Operations Officer

OFFICIAL :



C C CRILEY
Capt A C
Adjutant