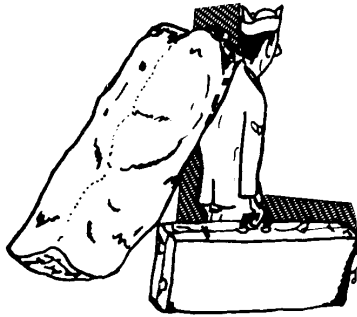


**WELCOME TO
SHEMYA AIR FORCE STATION**



**THE BLACK PEARL
OF THE ALEUTIANS**



1 December 1960

This first edition of a Shemya Air Force Station Brochure was drafted by the 5040th Air Base Squadron, 5040th Air Base Wing, Shemya, Alaska. Assistance was given by all tenant units mentioned in the brochure under Native Population.

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SHEMYA AIR FORCE STATION

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THE ALEUTIANS AND SHEMYA

Cold stepping stones into the sea
Bereft of mortal's boot;
Brown tundra tusks untrod by man
Except for Aleut.

Unfriendly hands climbed on these stone,
And blade was drawn from sheath;
But freemen stained the rocks with red-
The Aleutians showed their teeth.

For months cold winds, warm sweat and men
on Isle unknown remained.
Shut off from world-wide eyes and ears;
To tasks unknown were chained.

The jowls of nowhere blew fierce winds
and seaborne fogs rolled in,
Yet midst the gusts embattlements
Were built and manned by men.

Day after day till months made years
Lone planes roared out to sea
To meet and thwart the Nippon Fleets
And turn the enemy.

This treeless, mountainless, unknown isle,
Though swept by all that blows,
Has mem'ries hov'ring overhead
In sentinel-like repose.

The mem'ries of the thousands who
Have hewn volcanic stone --
The planners, blasters, builders --- all
Who've fashioned crude a home.

Cold stepping stones into the sea
Form, link by link, a chain
That binds the shores of Shemya isle
To Freedom's honored Name.

---- Jack Hamm



Lieutenant Colonel G. I. Poole was a friend of mine. We were in the same "outfit" years ago. His work two years ago, as Commander of Shemya, makes our task simple today. He planned for the future. His work is seeing fruition daily.

"G. I." was killed on an icy Alaskan mountain top in December 1958.

He was an outstanding Air Force officer.

A FRIEND

Lt. Col. Poole

George Irvin Poole, Jr. was born on the 13th of October 1915 at Port Arthur, Texas. He entered the service in the Army Air Force on the 29th of April 1943.

After pilot training, he was assigned to the 8th Air Force in the European Theatre of Operations where he served as a pilot of a B-17 from October of 1943 to April of 1944. During this period, he was promoted to Captain. On April 13th, 1944, Captain Poole was declared missing in action. He was taken prisoner and was freed on May 14th, 1945.

From September of 1945 until September of 1948, Captain Poole served as a personnel officer and as an adjutant with AACS at Peterson Field, Colorado and Kelly AFB, Texas. During this period, Captain Poole accepted a regular commission and also attended the Air Tactical School at Tyndall AFB, Florida.

In September of 1948, Captain Poole was again assigned overseas, but this time to Tokyo, Japan. He served there in Personnel with the 1808th AACS Wing. While in Japan in February of 1951, he was promoted to the grade of Major.

In September of 1951, Major Poole completed his tour in Japan and was assigned to Headquarters USAF for duty in the Directorate of Military Personnel. Major Poole left USAF Headquarters in June of 1954 to attend the Air Command and Staff School at Maxwell AFB, Alabama.

From July of 1955, when he left Maxwell AFB, until August 1958 Major Poole was with the 552nd Airborne Early Warning and Control Wing at McClellan AFB, California. His duties included staff assignments in Personnel, Operations and Materiel. While at McClellan AFB, on 15 October 1956, he was promoted to the grade of Lt. Col.

In September of 1958, Lt. Col. Poole was assigned to duty as the Commander of the 5040th Air Base Squadron at Shemya.

On the 22nd of December 1958 Lt. Col. George I. Poole, Jr. and 14 other personnel died in a plane crash on the Mount Illiamna approximately 120 miles southwest of Anchorage, Alaska.

Lt. Col. Poole was a Command Pilot and had been decorated with the Distinguished Flying Cross, Bronze Star Medal, Air Medal with three Oak Leaf Clusters and the Commendation Ribbon as well as numerous service awards for his various tours of duty.

(A mysterious example of the unfolding pattern is the assignment of Captain (Chaplain) James R. Scobey to Shemya in July 1960. As Chaplain at McDill Air Force Base, Florida, Captain Scobey notified the next of kin of the tragedy in 1958. Later he conducted the religious memorial services. Now he is destined to conduct the Chaplain's portion of the memorialization and dedication of the "Lt Col G. I. Poole Memorial Hall.")

HISTORY OF SHEMA

PART I

It was dusk-- a gray, bleak, cold dusk, so characteristic of that part of the world. Standing on the bridge of the lead ship the Captain surveyed the numerous boats carefully scattered within the convoy's pattern.

The scouts had reported no signs of any enemy. Those Americans didn't know potential air strips when they saw them. Well, we Japs will show them how to fight a war. What's all the commotion, eh? A plane? Where?

Through a sudden break in the overcast sky could be seen one lone bombing plane clearly marked with the white star of the United States Army Air Forces. Obviously the plane had spotted the convoy for it swung to pass directly over the enemy's powerful invasion force that lay bobbing on the sea. As the co-pilot turned in his seat to watch this group of ships disappear behind the plane's tail he hollered, "Joe! Joe--look! They are turning around." Joe, the pilot, too busy flying his plane, could only reply, "Well, I'll be damned---."

Such was the Japanese "Invasion" of the Semichi Islands. That's how close they came. But for a lone plane, which in all probability couldn't have called enough firepower to drive them away, the Japs would have occupied Shema

For a period of months fighting was confined to the air when and if the weather permitted. The Japanese were busy not only making airstrips but also putting in defense against submarines, naval, air and ground attacks. The U. S. worked feverishly to augment the service, combat, and air units already stationed in Alaska and the eastern Aleutian Chain. Neither side was bothered by enemy actions one half as much as it was by the Aleutian weather. After the Dutch Harbor attack, it became standard practice for one of the U.S. bombers to take off from Umnak, and acting as a weather plane fly the 600 miles to Kiska, radio back weather conditions, and return. This was aerial warfare at its

worst efficiency. To operate against the Japanese with any degree of deadlines we needed land bases closer to their installations at Kiska and Attu than Umnak. By 10 September 1942 Adak had been made tenable for aircraft with the result that from this time on the main base of operation against the Japs at the end of the chain was this island.

Shemya Seizure Slated

During the last days of the Battle of Attu, another campaign from Attu was in the offing. Brig. Gen. John E. Copeland selected certain of the hardiest troops from the Fourth Infantry Regiment for a landing on tiny Shemya some 40 miles to the southeast. There were no Japs on the island at that time. A contingent of Alaskan Scouts had reconnoitered the place in May and found only evidence of a Japanese surveying party which had made tests for an airstrip site. But the men in the initial landing party served in the Aleutians long enough to realize that the perils of natural elements can prove as hazardous as those encountered by engaging the foe. And Japs or no Japs, the landing was destined to be a difficult one.

Infantry Faces Fog, Reefs, Waves

Under cover of a thick fog, landing barges, loaded with Americans from the Fourth Infantry approached the shores of Shemya after six hours of uncomfortable, sickening voyaging over heavy seas. A single dilapidated trapper's cabin, long before deserted and two Russian graves were the only signs of former habitation greeting the occupation force. High waves whipped by lashing winds broke furiously against the jagged shoreline. The barges tore over partially submerged reefs, ripping open hulls as the frail craft came to rest atop exposed rocks. Spring ice-water flowed between the reaches of ramps and solid ground. Men waded through the surf burdened with supplies of food and tent material strapped to their backs. The Army had arrived on Shemya. The date was 28 May 1943. Ashore, fox-holes were dug and tents set up. But the canvas shelters were soon discovered to be useless if exposed above ground. Finally, the tents were used to bundle in, rather than as shelters, until excavations could be dug below the surface as protection against the wind

We Whittle an Airfield From Tundra

A construction program was immediately begun on a twelve-hour a day schedule. From the dark hour of six in the morning till the equally dark hour of seven in the evening, troops labored, grading the tundra, piling in rocks and laying steel mattings for the essential airstrips. After regular duty hours, details were organized involving most of the personnel, for the purpose of constructing defense installations. But in June 1943, Japan was a powerful enemy that proved a constant threat to the security of America. And to counter this threat, American soldiers were asked to exert almost super-human efforts

First Bomber Lands on Shemya

The first bomber landed on the flat island of Shemya from a mission over the Kuriles on the 11th day of September 1943. It was an unscheduled landing by a B-24 which had taken off from Adak earlier in the day. The plane and crew had been shot up pretty badly with the pilot sustaining the loss of one arm. Shemya was already beginning to prove its worth.

Work on the airstrip eased up somewhat for the GI's. Civilian construction companies moved crews in to improve on the hurried job initially completed.

Civilization Comes to Shemya

Permanent buildings were erected, but like the early tents, they too were constructed in holes as protection against the wind. Pacific huts, prefabricated and shipped in crates, were set up in a day's time. Only the tops of these oval dwellings could be seen above the protective mounds of dirt. After a few months, a semblance of civilization grew out of the northern wilds. Recreation facilities kept pace with tactical construction. Organizational mess halls and recreation huts were constructed as rapidly as possible until every unit could boast of one in its area. Roads were improved, and electricity and oil stoves were put in the huts. A sewage system was undertaken.

The popular Jeep completely lost its original appearance on Shemya and was turned into a sedan. Because of the weather, these little vehicles were provided with improvised enclosed bodies resembling custom built automobiles.

Japs Feel Sting of 11th Air Force Men on Shemya

In the meantime, bombers of the 11th Air Force were paying regular visits to the Kuriles, Paramushiro, Shimushu and Araidō. Military and naval installations along with canneries, furnishing much of Japan's food, were priority targets on these islands.

Super-Secrecy Shrouds Shemya

Shemya was identified merely as APO 729. Its Secrecy was well kept, despite rumors that Tokyo Rose had referred to the island by name on her radio program a number of times. Jap subs patrolled the waters in search of information. One was forced to surface and was struck off Shemya's shore by a destroyer on 20 June 1944. The craft was rammed twice before it finally went down. But despite the vigilance on the part of the enemy, they could still only guess what was going on. And their guesses were remarkably inaccurate, as evidenced by their own actions:

Toward the end of the war in July 1945, propaganda broadcasts from Tokyo reported that American mountain troops were being trained on Agattu for an invasion of the Northern Kuriles. The Nips sensed considerable activity in the Western Aleutians. They guessed close, but Agattu, even though it can be seen very plainly from this island, still isn't Shemya. Their propaganda only proved how little they really did know.

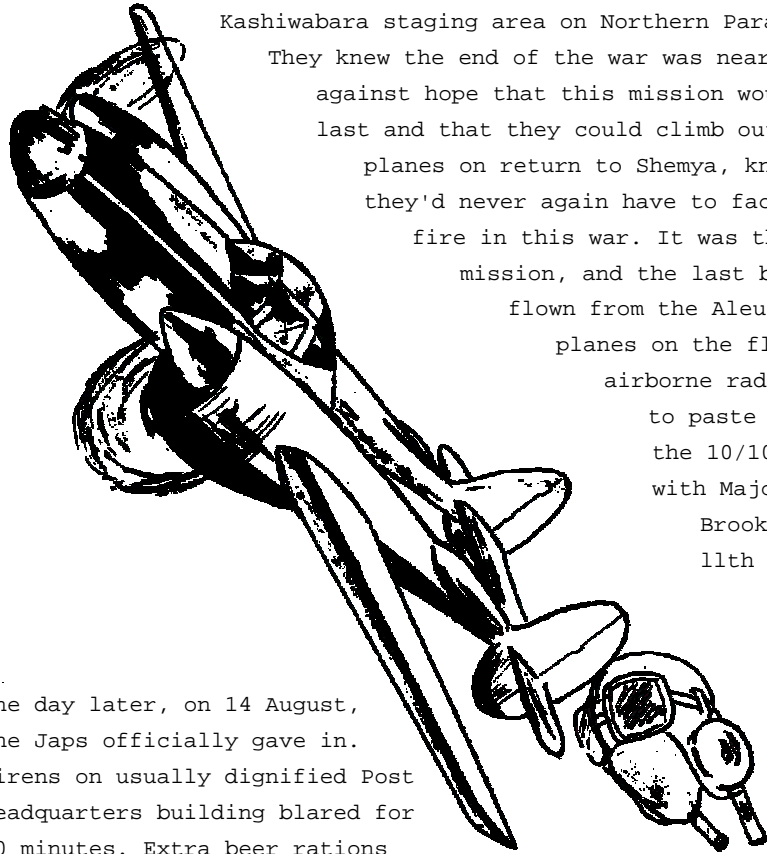
As the island built up, men had more leisure time to spend, weaving yarns about their experiences in civilian life and the hardships of Aleutian service. They spoke in the colloquialism of the islands. Sudden flurries of snow and wind reaching velocities in excess of a hundred miles an hour were referred to as "williwaws."

Every hut had a pet dog or mascot. In letters home, Shemya was referred to as "our island Paradise." Life on Shemya was a stoic existence from beginning to end. But there were bright spots, such as the time the Ground Forces had a laugh on the Air Corps when a submarine was spotted by a patrol plane and reported sunk. A dead whale was found in the vicinity a few hours later.

On 13 August, men of the 404th Bomb Squadron climbed into their flying suits and took off in their planes to bomb the Kashiwabara staging area on Northern Paramushiro.

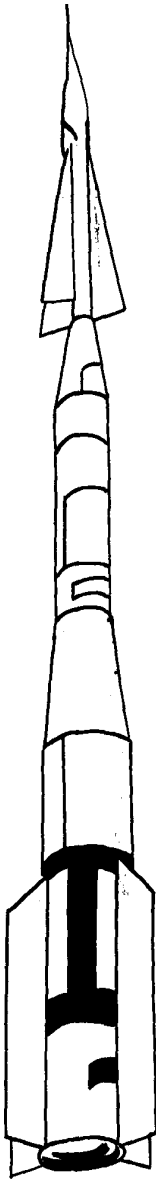
They knew the end of the war was near, hoped against hope that this mission would be their last and that they could climb out of the planes on return to Shemya, knowing that they'd never again have to face enemy fire in this war. It was their last mission, and the last bombing mission flown from the Aleutians. The planes on the flight used airborne radar equipment to paste the Japs through the 10/10 undercast, with Major Gen. Brooks, CG of the 11th Air Force.

One day later, on 14 August, the Japs officially gave in. Sirens on usually dignified Post Headquarters building blared for 10 minutes. Extra beer rations were given to all soldiers. The next two days were official holidays. Thus peace came to Shemya.



HISTORY OF SHEMYA

PART II



But peace, in these troubled times, was short lived. With the Axis *crushed*, the world political party of Communism turned on the West and renewed its gnawing and undermining of freedom.

The American Government reduced the size of our military force as we re-adjusted to a peacetime existence. The Air Force was cut from 70 groups to 48 groups. Shemya fell before the economy axe, as an expendable. In 1949, Air Force Chief of Staff, General Hoyt S. Vandenberg, saved Shemya on a skeleton basis.

In 1950, Korean conflict exploded and Shemya became one of the hottest spots in the North Pacific. Its facilities were in condition for *immediate* use. *Believing* that a military requirement no longer existed after the Korean conflict, Shemya was abandoned. Recognizing its strategic position on several world travel paths, Northwest Airlines set up shop on the island via long *term* lease from CAA (FAA).

The world situation and leap frogging scientific advances brought the military back in the late 50's for another tour.

Today Shemya is a bustling, wide awake island doing several urgent missions for our government and serving as a most *important* way-stop for commercial aviation.

Tomorrow's chapters are as vague as our summer fog, but just as inevitable. Shemya is important and that makes every man on the island important.





COMMANDER'S WELCOME

The moment you get off an aircraft on Shemya you become a member of a very proud and closely knit community of people. We are Air Force, Army, Navy, Coast Guard and sometimes Marine. We are General Electric, Western Electric, Northwest Airlines, Civil Service, Weather Bureau, Resident Engineer and Construction Contractors.

We may be considered a lusty society. Our spirit is generated by knowledge of our tremendously important mission.

We share a few disadvantages such as less than wonderful weather, but we have no hardships. We have a lot of comforts in life, with more being built.

The surroundings on Shemya are not exciting. The exterior of our buildings is drab; but the interiors are as attractive as paint, cloth and ingenuity can make them. This situation compares well with a philosophy of mankind: "It's what's inside a man that counts." On Shemya, what's inside a man is soon revealed.

Most of us become enchanted with our Black Pearl of the Aleutians and our infinitely important mission here.

We are going to like you because you will be one more man to help us get on with our work.

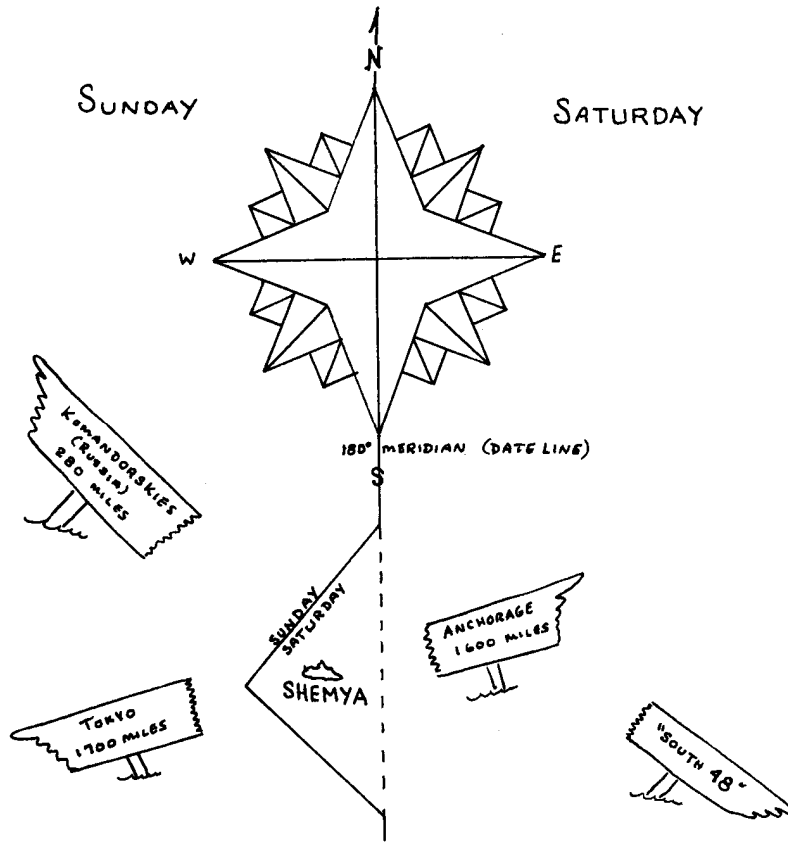
We hope you will like us and our proud little island. WELCOME:

ROBERT J. SUNDE, Lt Col, USAF

Commander, Shemya Air Force Station

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FACTS ABOUT SHEMYA



Shemya, Where It Should Be Tomorrow

Shemya lies West of the 180 degree meridian where time leaps a day. The political demarcation called the Date Line, however, takes a sharp jog to the West; enough to keep Shemya's date the same as the rest of the United States. This decision, strangely enough, makes Shemya the last, instead of the first, Air Force installation in the United States to greet the new date. Our flag is the last to be lowered at retreat but we get to sleep longer in the morning.

SECTION I

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FLORA AND FAUNA

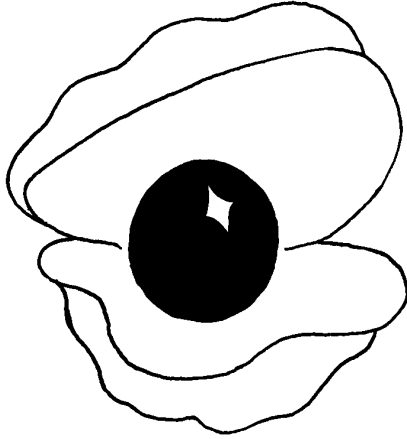
Far From Being A Barren Rock, Shemya appears green from the air (when visible); although extremely high winds accompanying winter storms prevent the growth of trees, there is a variety of other vegetation, including several grasses and a sort of grass-like evergreen which makes an excellent and attractive ground cover, needing no trimming to appear like a lawn. A number of wild flowers decorate the island in summer, from great white blossoms of sunflower size (if not height), to several kinds of daisies, to delicate purple blooms the size of lilies-of-the-valley. *Sorbus Sambucifolia*, the rare mountain ash which, on the North American Continent grows only on Attu and Agattu, has not been found on Shemya. The island, however is awaiting a competent botanist as well as a geologist to catalog it.



Animal life on the island is mostly piscatorial, with dolly varden, rainbow, flounder, halibut and Japanese perch to be caught from shore; and mussels, hermit crabs, and other aquatic life to be found among the rocks. Sea lions frequent the rocks near the island, and ducks, gulls, and other sea birds fly overhead. Most popular of the wild life, however, are the little foxes which roam about tamely. Since they keep the rat population down, the foxes are protected, and as a result of this security they will eat out of your hand. Stand back, though, they're not house broken.

GEOGRAPHY

Shemya, "The Black Pearl of the Aleutians," is the largest of the



Semichi Islands, measuring a whopping $4\frac{1}{2}$ miles long by $2\frac{1}{4}$ miles across at its widest point. In cross-section the island is wedge-shaped, rising gently and evenly from the beach along the south shore to a height of 275 feet on the north side of the island, then dropping off steeply in green-carpeted bluffs to the north beach. The islands' water is supplied by wells,

and there are over a dozen small lakes or ponds, several of them over 1200 feet long.

Geologically the island is a volcanic formation, and most of its rocks are volcanic in origin, though there are fine sandy beaches and a great deal of peat moss in which plants thrive during the brief growing season. Aside from the lava, there are a number of igneous, metamorphic and sedimentary rocks. Agates and famous Shemya jade are to be found on the beaches, along with a basaltic glass which takes a good polish. The island has a rock quarry and a borrow pit which yields good aggregate for concrete.

CLIMATE

The most misunderstood phenomenon of Shemya is its weather. People who have stopped here a few hours in inclement weather obtain a wrong impression and tend to exaggerate conditions. The following climatological survey, 1944 - 1954, is factual and reliable for that period.

TEMPERATURE

Mean Annual-----38.7 Deg "F"
Highest on Record-----63 Deg "F"
Lowest on Record-----18 Deg "F"
(Between 1944 - 1954)

WIND

Mean Hourly Speed-----17.3 MPH
Prevailing Direction-- WSW
Maximum Velocity-----Above 114 MPH
(From WSW)

PRECIPITATION

Mean Annual-----25.4"
Mean Annual Snowfall---62.3"
Max Mo Precipitation-- 7.96"
Nov 53
Max Rainfall 24 hours-- 1.76"
Jun 52
Max Snowfall 24 hours--15.3"
Feb 54

CLOUD CONDITIONS

It is cloudy 88.2% of the time.
Bright sunny periods are frequent but of short duration. Shemya and the blue seas are beautiful in the sunshine.

FOG

Fog occurs almost daily during June, July and August. Ceilings 100 feet with less than 1/16 mile visibility are not uncommon. However, conditions change frequently and rapidly. Variations from 1/16 of a mile to two miles visibility occur in a matter of seconds.



(NATIVE POPULATION)

Organizations on Shemya

Military

6984th RSM, USAF
281st ARMY SIGNAL AGENCY, USA
DETACHMENT 250
1931 AACS, MATS, USAF
U.S. NAVY
U.S. COAST GUARD
5040 AIR BASE SQUADRON, USAF

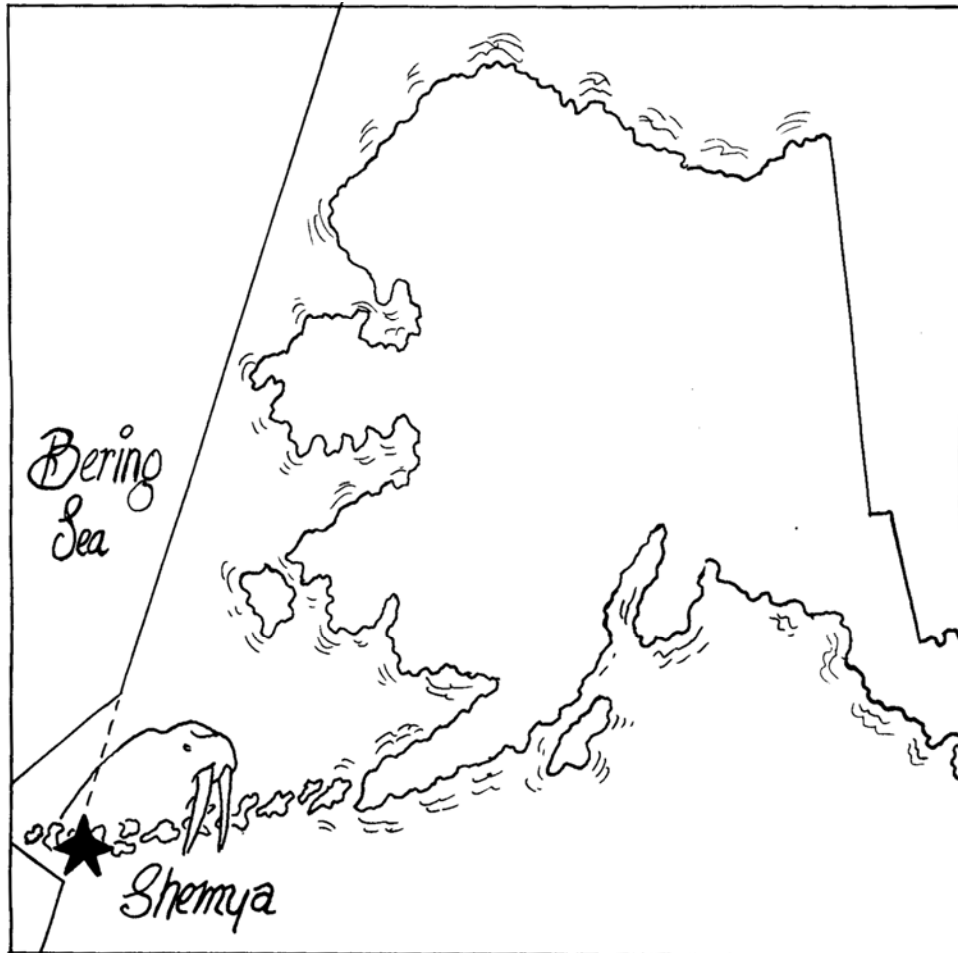
OTHER GOVERNMENT AGENCIES

U.S. WEATHER BUREAU
CORPS OF ENGINEERS, U.S.A. (RESIDENT)

CONTRACTOR AGENCIES

GENERAL ELECTRIC CORPORATION
WESTERN ELECTRIC CORPORATION
NORTHWEST ORIENT AIRLINES
REEVE ALEUTIAN AIRWAYS
MICROCRAFT CORPORATION
AIR INCORPORATED
B.E.C.K. - MCLAUGHLIN CORPORATION
CHAIN ELECTRIC COMPANY
LENT'S CONTRACTING

GENERAL INFORMATION



SECTION II

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FIRST IMPRESSION

Your first look at Shemya will be out of the window of a snug and warm, bright orange passenger terminal, over a mug of hot coffee with donuts. The Western most Air Force passenger terminal in the world (actually in the eastern hemisphere) was built by volunteer effort and dedicated in July 1960, under project "First Impression." Construction engineer was TSGT Alexander C. Kuchinsky of Tarpon Springs, Florida. Foreman was A/2C Jack E. Walton of Spring Lake, North Carolina.



COMPOSITE BUILDING

As this booklet is being published, the finishing touches are being put on the "Composite Building." We are scheduled to occupy the building in the middle of December of 1960. This building is a three story "H" shaped structure with a circular drive in the front. With central heat, asphalt tile floors, and modern permanent construction, our 'Pentagon of the Aleutians' will be one of the finest construction efforts in the Alaskan Theater. Offices, dining areas, quarters, recreation and day rooms will occupy the three floors with a large warehouse storage area and laundry in the basement. A mail room with individual lock boxes and a large Exchange facility will add to the benefits of this new structure. Early in 1961 this building will be memorialized as Poole Memorial Hall in honor of the late Lt. Col. G. I. Poole.



TOUR OF DUTY

The tour of duty on Shemya is unique. Each man has an option on the length of his tour. The standard military tour is 12 months. Some men apply themselves, keep busy and keep happy. These men do their tours in a lot less "mental time" than others. A few men are continually upset about their lot. They spend so much time fretting that their tour seems endless.

UNIFORM AND CLOTHING



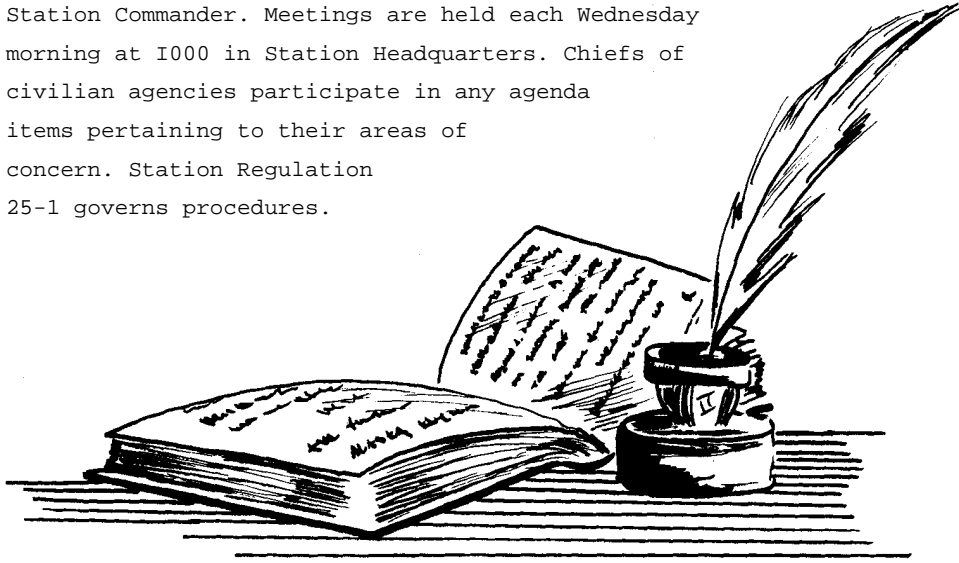
The difficulty of obtaining dry cleaning and frequently muddy conditions has required a policy to permit wear of the fatigue uniform by officers and enlisted men, regardless of type of duty. This results in a rather drab appearance so we have developed distinctive fatigue uniforms on Shemya. Each unit is permitted to wear a bright colored scarf and an identifying cap. Because of frequent high winds, a baseball cap is not practical. The most popular types of headgear are the navy watch cap and colorful berets. These not only are "wind worthy" but "they fit well under the parka hood.

Uniforms are kept neat and sharply creased. Identifying insignia and unit patches help to further "dress up" the fatigues. Mixed civilian and military clothing is not permitted, except the parka and foot gear. The service uniform must be worn at any civic type function where the individual is representing the military.

Persons being assigned to Shemya should be equipped with three pair of fatigues (minimum) and two pair of heavy shoes or combat boots. Bowlers should bring their bowling shoes. Gym clothing and tennis shoes are needed. We expect to be able to obtain seven day service on dry cleaning through the courtesy of the Exchange Dry Cleaners at Naval Air Station, Adak by October 1960.

STATION COUNCIL

Planning, policy making and solution of station problems is managed by a Station Council. This group includes all unit commanders and the Station Commander. Meetings are held each Wednesday morning at 1000 in Station Headquarters. Chiefs of civilian agencies participate in any agenda items pertaining to their areas of concern. Station Regulation 25-1 governs procedures.



MILITARY COURTESY

Shemya Air Force Station and the Army, Navy, Coast Guard and Air Force units on it, are proud of their reputation for military courtesy and bearing. The salute is rendered to the senior person at all appropriate times. The flag is especially revered on this, the most westerly Air Base in Alaska.

DRILL TEAM

Just as any proud military installation, Shemya has a precision "drill team which serves in honor guard functions as well as in demonstrations of their military marching skill. Members are from the 281st Army Security Agency Company.

EMERGENCY AND ALERT PLANS

Each unit commander has copies of island alert and emergency plans to cope with severe weather, disturbances, espionage, sabotage and enemy action. You will be instructed in actions you should take under such circumstances. Armed Forces Radio will remain on the air continually, if possible, to give current instructions and warnings.

Paramount to other instructions during extremely high winds are these:

1. Do not venture out alone. Always travel by buddy systems.
2. Do not leave protective cover unless it is vitally essential to the military mission of the saving of human lives.

Low visibility, wind chill and blowing objects make travel hazardous during extremely high winds.

DO YOU KNOW HOW MUCH THE WIND LOWERS BODY TEMPERATURE ON A COLD DAY?

ARMY RESEARCHERS HAVE FOUND THAT A 20 MILE WIND AT 34 DEGREES WILL PRODUCE THE SAME LOSS IN SKIN TEMPERATURE, IN ONE HOUR, AS WILL 38 DEGREES BELOW ZERO ON A CALM DAY.

DUTY HOURS

Duty hours for non-shift workers are 0730-1130 and 1230-1630 daily. Saturday hours are 0730-1130.

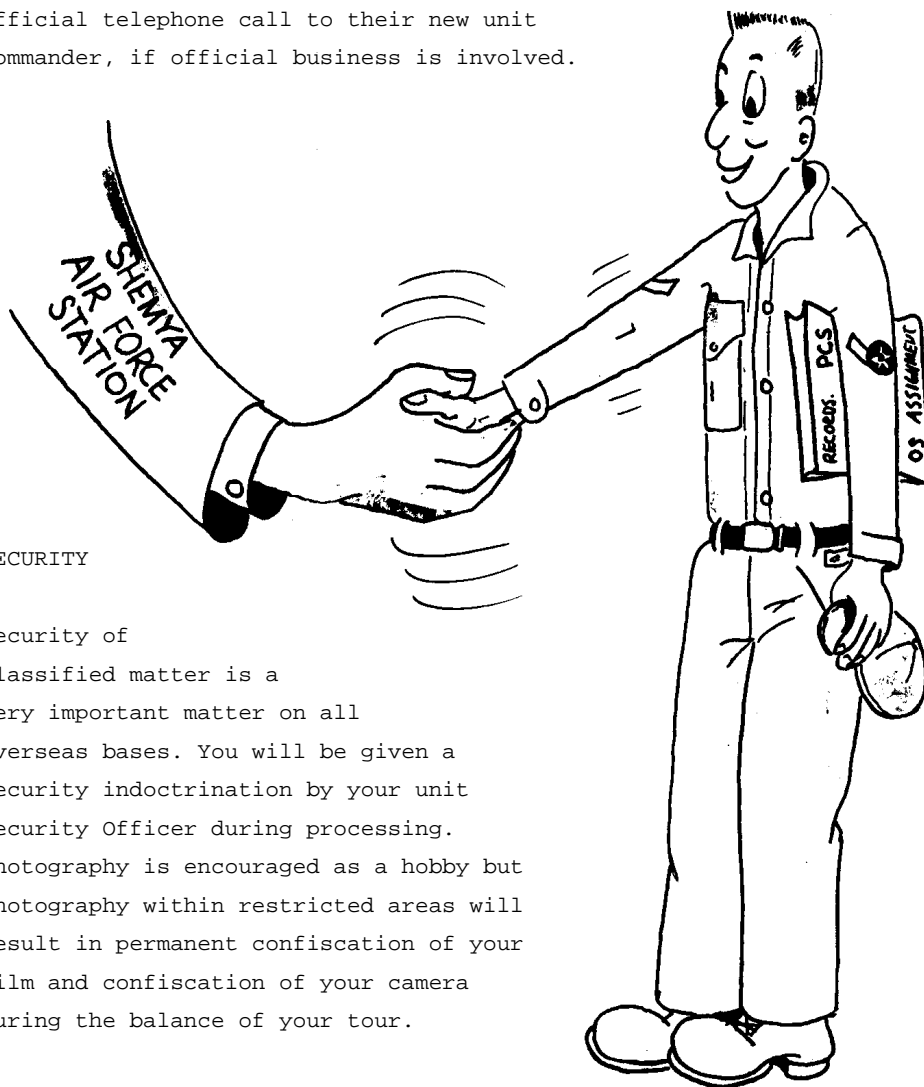
PERSONAL WEAPONS



Sports weapons are available through unit supply activities. It is not advisable to bring expensive personal weapons to Shemya. Private weapons must be turned in to unit supply rooms during incoming processing. Station Regulation 125-2 discusses control of weapons, both military and private.

HOST PROCEDURES

A replacement, projected for assignment to Shemya, is assigned a host officer or NCO as soon as the replacement's name is known. The host is concerned from that moment on with the newcomer's welfare until he has reported in and oriented to the Station. Letters are written, if addresses are available in time. People arriving at Elmendorf Air Force Base or Fort Richardson, for assignment to Shemya, may contact the personnel officer for permission to place an official telephone call to their new unit commander, if official business is involved.



SECURITY

Security of classified matter is a very important matter on all overseas bases. You will be given a security indoctrination by your unit Security Officer during processing. Photography is encouraged as a hobby but photography within restricted areas will result in permanent confiscation of your film and confiscation of your camera during the balance of your tour.

CONSERVATION

Routine conservation of resources is more important on Shemya than at less remote installations. The natural resource of water is not unlimited and must not be wasted in leaky taps or by long shower baths. Resources such as supplies and utilities must be controlled, by severe discipline if necessary, to conserve funds and to save time used in replenishment. Repair of damaged property or defaced structures diverts us from our primary mission. Vandalism or misbehavior of any sort, which detracts from conservation of resources will be dealt with most severely.

RUSSIAN GRAVES

Among sights to see on Shemya, are two graves marked with crosses of the Eastern Orthodox Church. We believe these to be graves of Russian seagoing men from the distant past. They are protected reverently and kept with respect.

SERVICES



SECTION III

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BASE EXCHANGE

The Shemya Air Force Station Base Exchange is the fourth largest Exchange under the control of Elmendorf Air Force Base.

As such, it is permitted to stock a considerable variety of merchandise. Snacks, donuts, ice cream and beverages are also on sale.

A BX council helps the Station Commander promote a continual program of improvement in service.



Operating hours are posted on the main door and on all bulletin boards.

ARMED FORCES RADIO AND TELEVISION

By the time you read this we may have operational television on Shemya. We are trying to justify such a medium. If so, you will be able to watch "stateside baseball, news events and 'shoot-em-ups!'"

Now we have a fine radio station which we just constructed, through volunteer effort; this beams programs 23 hours and 57 minutes every day. Top talent from NBC, CBS, ABC and Mutual furnish entertainment daily with up-to-the-minute AFRS news broadcasts and ball games.

AIR TRAVEL

Almost daily air transportation to and from the "south 48" is available. Reeve Aleutian Airways visits twice a week.

Transportation to the Orient is available three days a week on Northwest Orient Airlines.

Logistic support by MATS Aircraft arrives twice each week at the Shemya Air Force Station Passenger Terminal which was constructed through volunteer effort in 1960.

OCEAN RE-SUPPLY

The port of Shemya is located in ALCAN harbor on the Northwest (Bering Sea) side of Shemya. Fierce winter storms play havoc with docking facilities and wash communications roads with walls of water ten feet high. Snow covered roads during high winter season dictates summer re-supply if at all possible.



Even in summer, ships may have to "lay to" off Shemya for several days to await calming waters.

Barges, Navy vessels and Coast Guard vessels arrive from time to time with equipment and supplies. Annual re-supply arrives each August on a vessel contracted under the "Mona Lisa" project. The Mona Lisa vessel carries a 13-month stock of food and expendables as well as equipment and rolling stock replacement.



FINANCE

There is no finance office on Shemya. All finance matters must be handled by mail or telephone. People assigned to Shemya should be careful to have allotments and other pay matters in order before departing Elmendorf or Fort Richardson. Air Force Officers are not paid the ration allowance while dining in the contract dining hall. Army and Navy Officers are charged the daily cost of a ration, which is deducted from their pay. After the Air Force dining hall is opened, normal meal payment procedures will be used.

MARS

A very up to date, fully equipped, Military Affiliate Radio System is



operated on Shemya. It is not unusual to complete phone patches to homes in the "South 48" in 4 to 5 minutes.

AMERICAN RED CROSS

Your loved ones should be advised to have any serious emergency verified by their local chapter of the American Red Cross. American Red Cross will advise your commander of the nature of a serious emergency. Leave procedures provide for travel by air to the State of Washington in TDY Status, if there is a justifiable emergency requirement for your presence.

AIR FORCE AID - ARMY EMERGENCY RELIEF

See your unit commander immediately if you have an emergency need for funds. If you qualify, a loan or grant can be arranged through Elmendorf Air Force Base or Fort Richardson.

CHAPLAIN'S SERVICES

A Protestant Chaplain is assigned to Shemya and conducts a complete program. His chapel is located in a wing of the beautiful Driftwood Club.



A Catholic "Site Chaplain" visits once a month for 5 to 7 days. Catholic men observe their faith together in the Chaplain's absence, but his weekly sermon is heard via tape recording every Sunday.

BANKING

There is no bank on Shemya. You are encouraged to allot your pay to a bank and to cash checks or money orders. Check cashing services are provided by clubs and the exchange. However, the limit on non-personal checks is \$50.00. Personal checks may not exceed \$25.00. Station Regulation 30-1 regulates check cashing.

COMMISSARY

The Elmendorf Air Force Base Commissary ships groceries to Shemya on MATS aircraft for consumption through the clubs, exchange and special services. Fresh produce will be flown out for the dining halls after we open the food service activity in the Composite building.

FOOD SERVICE

Military people and people attached to the military at Shemya are served in two large dining halls by contract with Northwest Airlines. Meals are served at five separate hours to accommodate shift workers. At least by 1 January 1961, two Air Force dining rooms, with central kitchen, will be opened in the huge Composite building.

MEDICAL SERVICES

An Air Force Doctor and two medical technicians are assigned. They will move from a temporary dispensary into a modern 6 bed dispensary in the Composite building. Sick call and emergency treatment procedures are outlined in Station Regulations. Schedules are posted at the Dispensary and on bulletin boards.



DENTAL SERVICES

An Air Force Dentist and dental technician will occupy a modern dental laboratory in the Composite building. Schedules will be posted at the dental lab and on bulletin boards.

EDUCATION

An extensive off-duty education program was inaugurated in May 1960



for military and civilian personnel. Group study and extension course work is available through the Education Officer. Classrooms are in the Driftwood Club and in the Composite building.

SUPPLY AND SERVICES

Common use supplies are obtained and issued to all military organizations on Shemya, by the 5040th Air Base Squadron. Each organization has its own internal supply unit to obtain technical items and to account for all supplies and equipment.

Common equipment is obtained by the 5040th Air Base Squadron to employ in support of tenant organizations. Certain equipment, such as vehicles, is programmed by the 5040th Air Base Squadron in compliance with Joint Tenancy Agreements. Such equipment may be dispatched to or received for by tenant unit commanders.

Necessary work, such as repair of buildings, is requested of the 5040th Air Base Squadron, by submission of work orders. Work is completed by assigned Air Force people or contracted to Northwest Airlines, depending on capability to do the work and availability of funds. Station Regulations govern procedures for supply, equipment and work.

LAUNDRY

A station laundry will be operated, in the basement of the Composite building, by the 5040th Air Base Squadron. A Station Regulation will govern procedures. At present, government supplied or welfare fund washers and dryers are found in several billets. These machines are to be used very carefully because of inability to locally repair major breakdowns.

DRY CLEANING

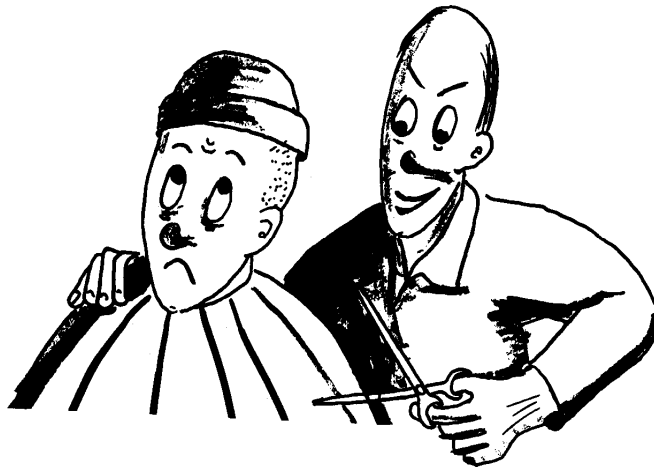
Dry cleaning services are to be available through Adak Naval Air Station by air mail on commercial aircraft. Service varies from 3 to 7 days. Prices are low but air mail adds considerably to the cost.

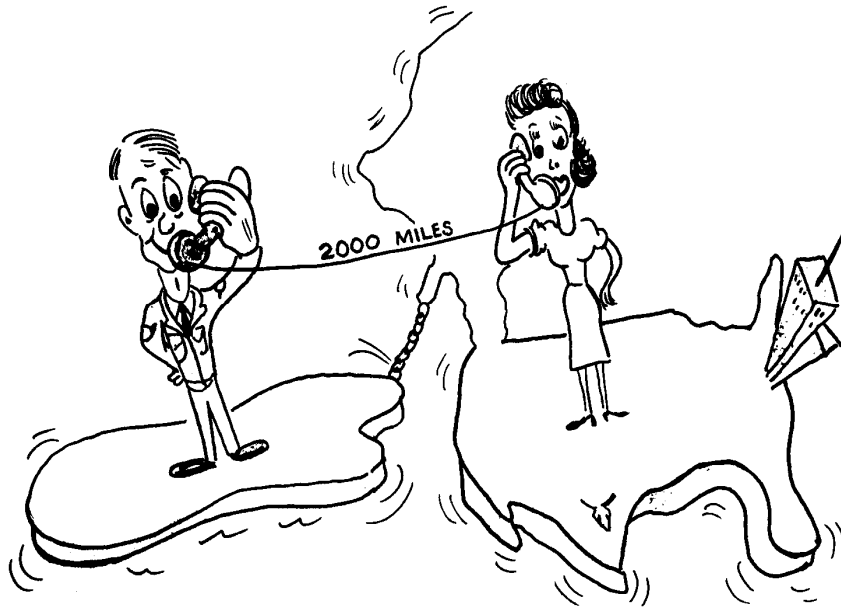
TAILORING

Several skilled tailors are permitted to provide services to mend, repair, sew on stripes, etc. Excellent work is done at very reasonable prices.

BARBERS

A number of schooled and licensed barbers are permitted to provide tonsorial services on Shemya. Each barber is tested and must maintain sanitary conditions. Prices vary from fifty cents to a dollar according to services rendered.





TELEPHONE

Local telephone services are provided by Airways and Air Communications Services, and Northwest Airlines. At least by 1 January 1961, we will have a modern dial telephone system, serving all island activities. The system will be located in the basement of the Composite building.

Long distance telephone service is excellent and reasonable. Except on holidays, like Mother's Day, it is not unusual to complete a connection within 5 minutes. Rates are low. For example, a station to station call to California costs only \$7.50 for the first three minutes. Advise your dependents of how to call you. They simply ask their operator for Shemya, Alaska, giving your name, rank, organization and telephone number if you have one.

CUSTOMS

During July 1960, we started action to obtain customs authority for Shemya Air Force Station. This authority, if obtained, will facilitate travel from foreign countries to Shemya, Alaska. Customs procedures would then be administered by the administrative section of the 5040th Air Base Squadron.

POSTAL SERVICES

Post Office hours are posted on the door of the 5040th Air Base Squadron Post Office and on all official bulletin boards. All normal postal services are available at normal state side prices.

Air mail arrives and departs 4 to 5 days a week, depending on seasonal weather. "South 48" mail takes only two days to fly to Shemya if it reaches Seattle on a departure day. Mail travels via Northwest Orient Airlines from Seattle or Reeve Aleutian Airways from Anchorage, Alaska.

Your Mailing Address

Grade, full name, service number

Organization

APO 736, Seattle, Washington

WRITE HOME AT LEAST ONCE A WEEK:



LEGAL ASSISTANCE

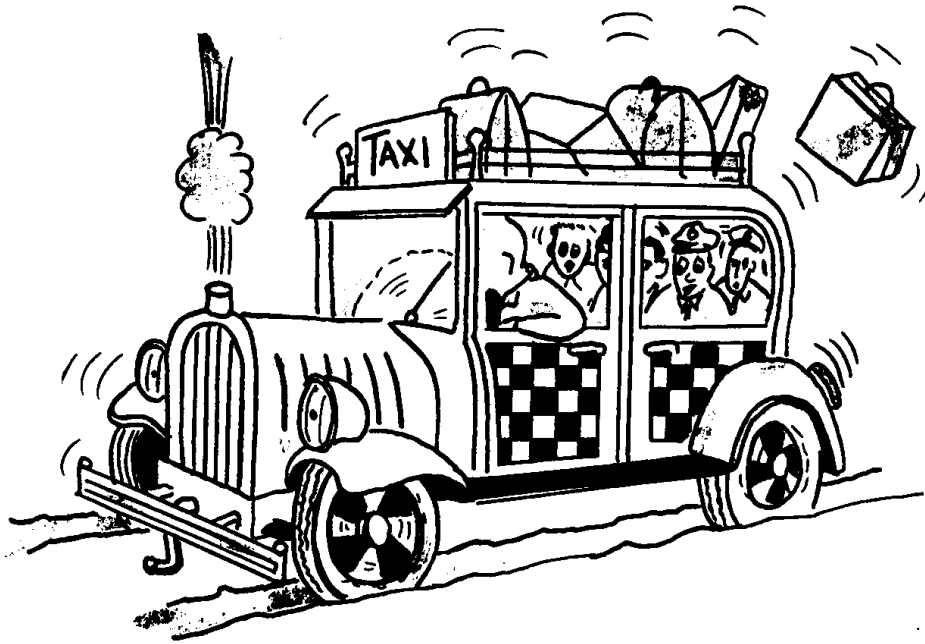
The assistance of legal officers is obtained through Elmendorf Air Force Base, Fort Richardson or Adak Naval Air Station. Persons desiring assistance must contact their unit commander. A Notary Public service is available at Northwest Airlines.

CLOTHING SALES

Clothing from clothing sales stores is available by air transportation from Elmendorf Air Force Base, Fort Richardson and Adak Naval Air Station. See your unit supply chief. Generally the procedures require a money order and items are ordered by air mail. Limited uniform items are on sale in the Exchange.

SHOPPING SERVICE

A benevolent service is provided by the NCO Wives Club of Elmendorf Air Force Base. A procedure called 'PERSONAL SHOPPER' is available by which to obtain items from mustache wax to false teeth. Simply Write a letter to AFRS, APO 942, Intra Alaska. A money order can be sent for the estimated amount and change is returned in stamps or money order. Personal Shopper will reply to inquiries about items and quote prices. Shemya Air Force Station people are most grateful to the NCO Wives for this much needed service.



TAXI SERVICE

A telephone taxi dispatch system will be available, for official business trips, at least by the time the Composite building is occupied. Taxi trips to recreational sites, will be permitted only in accordance with the Station Regulation on taxi service. Sometime in the future we hope to have radio equipped taxis.

INFORMATION SERVICES

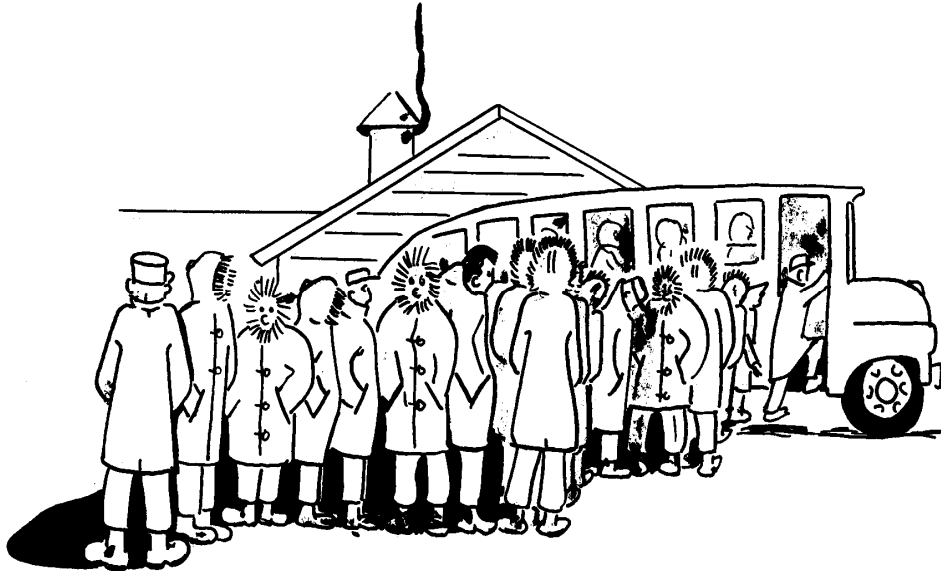
The public information, internal information, community relations and historical activities are assigned as an additional duty to an officer of Shemya. Each unit appoints an individual to assist the Information Services Officer. Releases for the hometown, national military papers and Alaskan Command newspapers are mailed out weekly. If you are a writer or a photographer you can assist in this service by contacting your first sergeant.

DAILY BULLETIN

A daily bulletin is published by the 5040th Air Base Squadron. Information for the bulletin must be in writing, delivered to the editor, prior to 1000 hours. Distribution is made at 1400. Want-ads will be published each Friday in the unofficial section.

BUS SERVICE

Scheduled bus runs accommodate shift changes and provide official and recreational transportation. Bus schedules are posted on all bulletin boards. Weekend, sight-seeing, recreational bus runs will be scheduled in 1961.



EMPLOYMENT

Gainful employment on Shemya is available at set pay scales in the Base Exchange, NCO Open Mess, Snack Bar, Theater, Barber Shops, Bowling Alley and other places. Application for employment must be in accordance with Station Regulation 34-1, 1 June 1960 and approved by unit commanders.

PRIVATE ENTERPRISE

Several worthwhile services are needed on Shemya. For example, tailoring. Applications to conduct a private enterprise must be submitted under the provisions of Station Regulation 34-1.

CIVILIAN-MILITARY RELATIONSHIPS

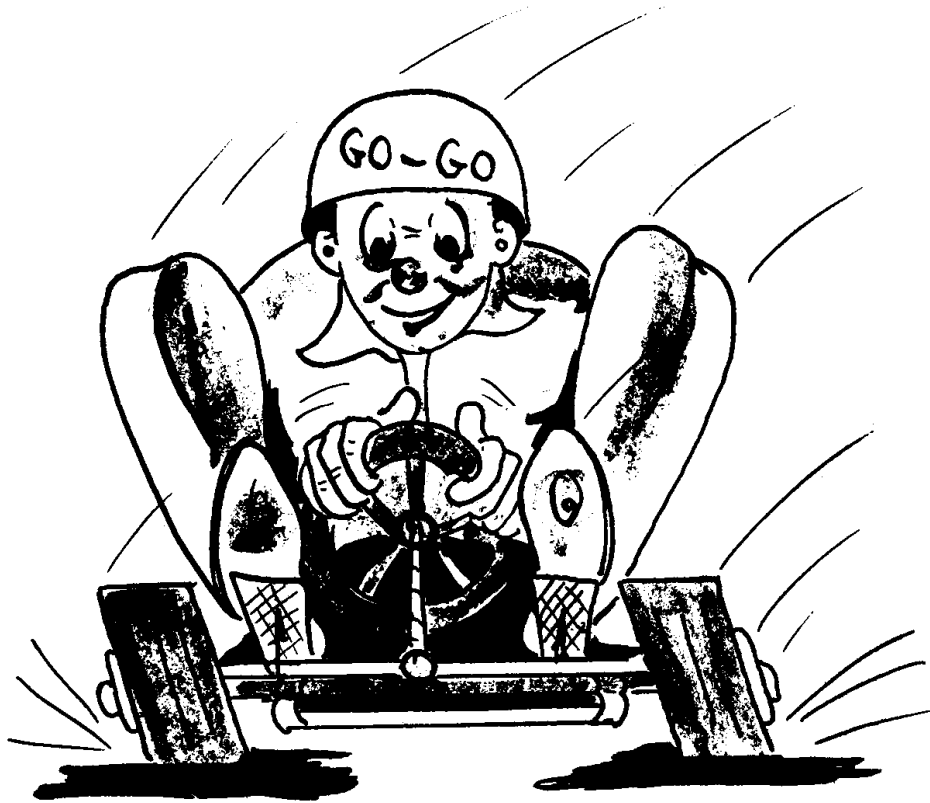
Shemya Air Force Station is a mixed community, as described in the Commander's Welcome. We work together for a common and extremely important cause. The only difference desired is in the uniforms worn. We are mutually dependent with common interests.

Nevertheless, the unit commanders of military people intend to set a splendid example of discipline and decorum by military men, and to promote harmonious relationships. Considerate, well mannered men achieve that goal. Unfortunately it takes only a few men who drink too much, are profane and unkempt, to destroy good will built up by the rest of you. Such men must be exposed to discipline, but too many men of such nature develop more harsh standards for all.

FRATERNAL GROUPS

Community relations are fostered, on Shemya, by interlocking fellowship groups, of military and civilian people. Several fraternal groups and church societies meet regularly. More of these groups are encouraged and receive assistance when they are being formed. The Masonic Lodge has its own hall, decorated in rustic but pleasant style.

RECREATION



SECTION IV

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NCO CLUB AND GRILL

A new NCO Open Mess was dedicated on July 4, 1960. The initiative and enthusiasm necessary to build this fabulous, Ultra-Modern lounge room was supplied by TSgt Ray C. Bass of Greenville, South Carolina. The mess has a full entertainment schedule including Shemya's favorite, with attractive prizes.



An up-to-date snack bar was built in the same project. Tender steaks, appetizing hamburgers, malts and a full menu can be purchased at the Snack Bar. Food is flown in from the commissary at Elmendorf Air Force Base every week.

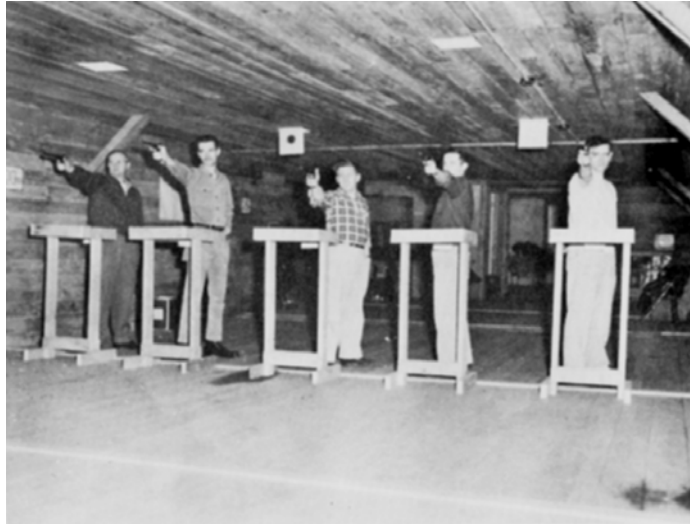
OFFICERS' CLUB

At present, an officers' lounge is operated in cooperation with General Electric Company employees. The NCO Open Mess operates the bar as an annex. Early in 1961, an Officers' Club will be formed and opened in a commodious room of the new Composite building.



DINNER NIGHTS

A custom of "Dinner Nights" was inaugurated at Shemya Air Force Station on 31 July 1960. This tradition is a modified form of "Dining In" with participation by senior civilian management people and commissioned officers. Non-commissioned officer "Dinner Nights" are contemplated in the future.



RIFLE AND PISTOL

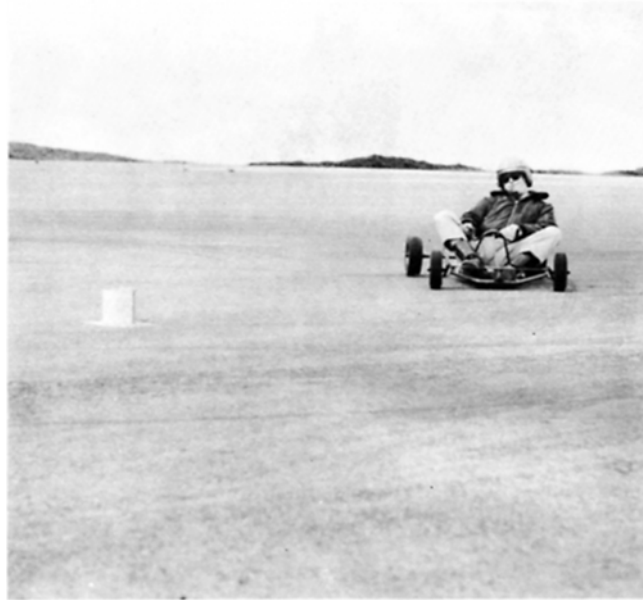
All military people have an opportunity to maintain their qualifications in arms. We have an excellent outdoor rifle and pistol range, a complete indoor rifle and pistol range and a wind protected skeet range is to be dedicated soon. Ammunition loading equipment and materials are available at cost of the materials. All ranges were constructed by volunteers in off duty time.

RECORD PLAYING

A wide price range of phonographs, including stereos, are stocked at the Base Exchange. Dozens of new records are received every week. Record players, connected to HI FI sound systems, are installed in the Driftwood Club.

GO KARTING

This popular form of "Hot Rodding" was introduced to Shemya in June 1960. Gas can be purchased from Northwest Airlines, however, cost of vehicle shipment must be borne by the individual. All safety provisions such as helmets, must be observed.



BOWLING LANES

Four American Bowling Congress approved lanes, equipped with Brunswick automatic pin spotters are in operation 16 hours every day. The lanes are located in a wing of the gymnasium and refreshments are available



to bowlers. The Polarama Lanes were named by A/3C Maurice R. Lyon of Florida and were dedicated on Thursday evening, 2 June 1960 at 1830. Leagues are active five nights each week.

FISHING AND HUNTING



Fishing gear is available at the Exchange and through Special Services to indulge in almost any relaxing and popular sport. Large Flounder, Halibut and other varieties of fish are caught in the Bering Sea side of our island.

Duck and goose hunting is practiced, in season, but the yield is not very large. The wildfowl have a very "fishy" flavor which requires considerable marinating. Guns are available for hunting and authorized supervised targetry. Ammunition loading machines and supplies are available through the Shemya Rifle and Pistol Club.

Hunting and fishing must be done strictly within Alaskan and Federal game laws. Conservation of wildlife is as military as the uniform. A Station Regulation outlines procedures for license application. A second Station Regulation governs the registry of privately owned weapons. Expensive gear should not be brought to Shemya.

As mentioned in another part of this brochure, Shemya is a game reserve for arctic foxes. These wistful little animals are tame and inquisitive. They love candy bars. With their rich full pelts, they make ideal subjects for photographers. The puppies are loads of fun in June and July.

Hair seals can be seen swimming in coves and close to beaches. There is a bounty of these. Sea lions occupy an off-shore island, in the Semichi group, to overflowing.

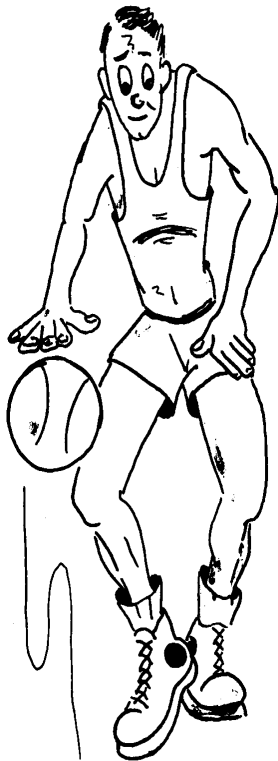
THEATER

Movies are shown in the modern deluxe Semichi Theater at 0115 and 1930 daily, with matinees on Saturdays and Sundays. Schedules are sometimes interrupted by mail failures. Current bills of entertainment are posted on bulletin boards. The Semichi Theater was named by A/2C John D. Williams of Pennsylvania, and was dedicated on Sunday evening, June 12th, 1960 at 1930 hours.



The theater seats 462 persons with room for 100 additional seats. Modern dressing rooms are available for stage shows which now visit the Island each month. Admission is 25 cents for military and 50 cents for eligible civilians. The theater also is used for unit training.

GYMNASIUM



The Orbit Hall was named by an anonymous person from Minnesota. There is room in the gym for two concurrent basketball games or several group games such as volleyball and badminton. Exercise rooms, steam and sun baths are available. Outdoor sports equipment may be checked out at Orbit Hall during posted checkout hours. Athletics play an important part in the activities of Shemya. A wide and varied program is conducted by the athletic section of the Special Services Branch. Many Outstanding athletes excel in basketball, judo, volleyball and weight lifting. Outdoor athletic games are rare, but an annual 4th of July softball game became traditional in 1960. All participants except pitchers and batters wear arctic parkas. Handball, trampoline and swimming are planned for future addition to the athletic plant.

DRIFTWOOD CLUB



The club was named by A/2C Robert W. Moore of Massachusetts. The Driftwood is an ultra-modern complete entertainment center containing a spacious, music filled lounge room with a generous fire place, game rooms, hobby shops, craft rooms, food and beverage activities,

group study rooms, book filled library, 150 seat chapel, music recording center and we hope soon, a TV lounge. The Driftwood Club is beautifully furnished and has interior decorating ala G.I. A piano is available for group song sessions. Monthly activities schedules are published by the Special Services Branch. Much of the interior decorating is in the motif of natural driftwood.

FOSSIL FACTORY

A natural museum of odd items and native artifacts can be seen, under soft lights, in the Driftwood Club. The museum is benefactored by all men on Shemya. The curator, Lt. William Murray of Connecticut built the original museum under Project "Fossil Factory" in July 1960. Attractive oddities include glass and wooden fishing floats lost from the nets of Japanese fishermen. Whale bones and curious varieties of Aleutian rock are also to be seen. You are encouraged to become a benefactor of our natural museum.

CERAMICS HOBBY

A very complete ceramics hobby shop is available. This shop is most popular as a place to make gifts for the folks at home.

STATION LIBRARY

An unusually wide selection of fiction and non-fiction books is stocked in the Station Library, located in the Driftwood Club. Periodicals are received twice a week from the "South 48". "Quiet Rooms" are available for research or privacy. Shipments of new books are received each month from the Librarian, Elmendorf Air Force Base. Several people became patrons of our library during 1960. Among these was the famous Alaskan Bush Pilot, whose biography is told in "Glacier Pilot", Mr. Bob Reeve. Mr. Reeve patronized the library with a set of semi-fictional books about the state of Alaska.

PHOTO HOBBY SHOP

A very extensive photo hobby shop is located in the Driftwood Club. Six dark rooms are available. Equipment is available for color processing. A nominal use fee is charged. Schedules are posted at the shop and in the special services calendar. Photo fans will find many interesting scenes for photography on Shemya. All photographers are cautioned to become familiar with areas restricted from photography.



WOODWORKING HOBBY

Hobbyists can make their own cabinets, tables, bookends and picture frames in this shop. A complete assortment of tools is available. Wood is obtained from discarded crate lumber, primarily. A small stock of lumber, blue paint, etc, is maintained for sale. Schedules are posted at the shop and in the special services calendar.

PLASTICS, LEATHER, AND LAPIDARY

These shops are well equipped and also are popular for gift construction. These shops as well as ceramics are located in the Driftwood Club.

BARBECUE CABANA

Volunteer enlisted men constructed a most attractive cabana, in August 1960, to house a number of charcoal barbecue grills. The cabana is located just outside the Driftwood Club where a customer can select and purchase his own jumbo steak, from the NCO Club, and cook it to his own special taste on the grills.

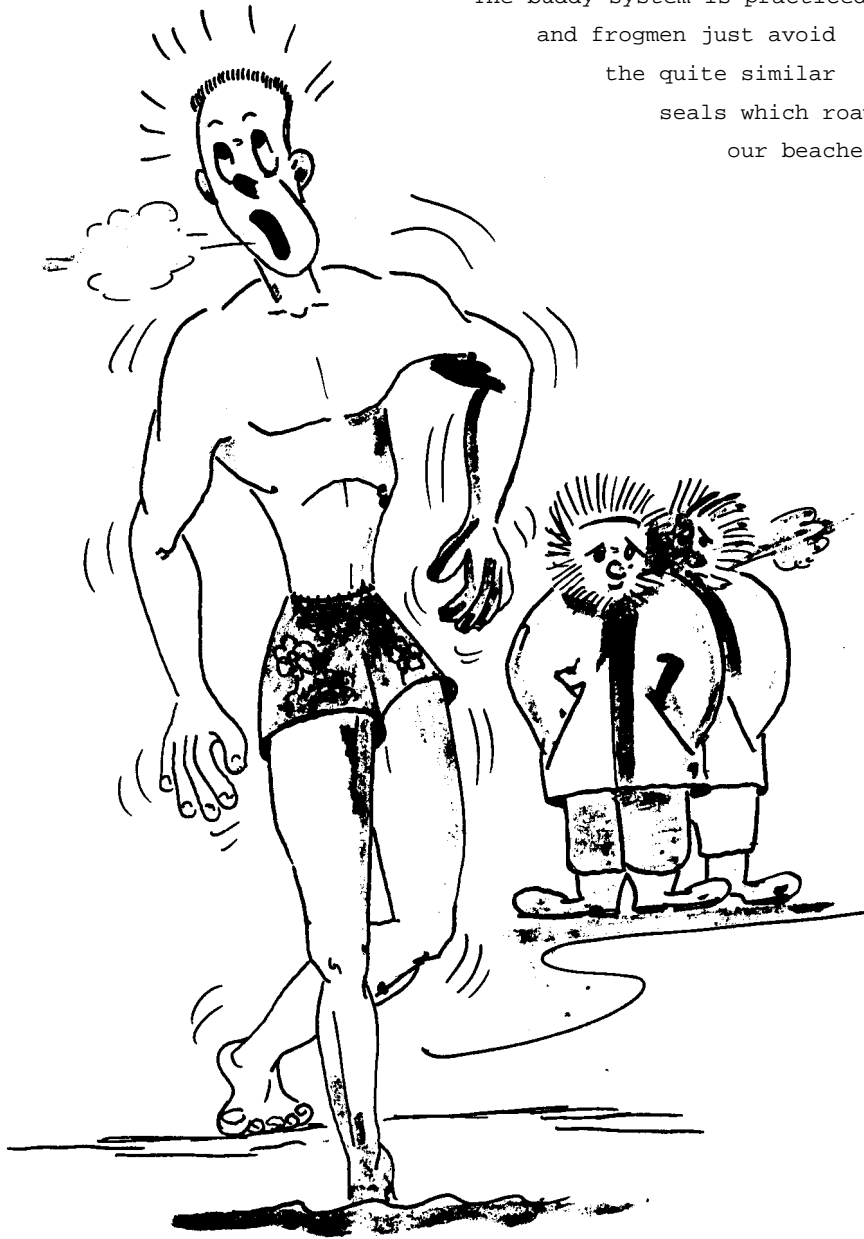
TAPE RECORDING

A most popular avocation is the hobby of tape recording. Recorders are available, as is blank tape, in the Base Exchange. Three recorders are available for use in the Driftwood Club sound studio. The practice of mailing "taped letters" home is enjoyed by many men on Shemya.

SWIMMING

Shemya has fine black sandy beaches on its Pacific side. Some men have been able to stand the cold water long enough to say they swam on Shemya. Other men, however, enjoy scuba diving in frog man gear.

The buddy system is practiced
and frogmen just avoid
the quite similar
seals which roam
our beaches.



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