

SUBJECT: A/2C GERALD F. DORRIS

TO: WHOM IT MAY CONCERN

1. The purpose of this letter is to acknowledge the work performed by A/2C Gerald F. Dorris from 16 October 1958 to 16 October 1959. This work was performed at Latrar, Iceland for the 934th Aircraft Control And Warning Squadron. The 934th ACWRON is a completely self sufficient organization isolated from the world and any ready means of outside help. The squadron is located seven miles south of the Artic Circle and upon a mountain that is 1450 feet high. The only sure way in and out of the site is by rowboat and fishing boat. The winds here are sometimes above 150 miles per hour. The site is snowbound approximately nine months of the year.

2. Airman Dorris is a Construction Equipment Repairman with the AFSC 47150. His primary duty is to repair all of our construction equipment. The equipment we have here at H-4 is one Loraine crane, two D-8 Caterpillars, one LCM, one snow plow, one 5 ton dump truck, and one wrecker. The above list of equipment fluctuates and in the past we have had more than the above mentioned equipment. Airman Dorris did an excellent job of maintaining the above mentioned equipment. The conditions he worked under while here at H-4 were for the most part difficult and occasionally extremely hazardous. Quite often Airman Dorris was required to fix a vehicle when the part to do this was not available. Somehow Airman Dorris finished the job. The biggest difficulty Airman Dorris had to overcome was the weather. Sometimes equipment would break down during a storm, ~~and~~ This would require ~~the~~ working out in the storm to fix the vehicle or to tow it back to the shop. Airman Dorris' biggest challenge was the LCM. The LCM is a boat or more specifically a landing craft. This item is very seldom found in the Air Force inventory and as such was Airman Dorris's first encounter with it. We do not have any manuals, tech orders, or instructions on how to maintain the LCM. Despite this Airman Dorris did an excellent job of maintenance.

3. Airman Dorris performed many additional duties while here at H-4. Some of them are truck driver, wrecker operator, crane operator, common laborer, stevedore, fisherman, catskiner, and pilot of the LCM. Airman Dorris is very good at anyone of the above mentioned duties. His ability to perform the above duties has helped immeasurably to accomplish the mission of the 934th ACWRON. As a fisherman and pilot of the LCM, all at the site benefitted ~~from this~~. The fresh fish he caught was served in the mess hall to the personnel stationed here. As pilot of the LCM he would frequently drag for clams in Adalvik Bay. These were also served in the mess hall. The fresh fish, steamed clams, and fresh clam chowder helped our moral tremendously. I believe that sometimes Airman Dorris's ability to perform his additional duties well benefitted us more than his ability to perform his prime duty well.

4. Airman Dorris is one of the best and hardest workers at H-4. He has worked many long and hard hours to help accomplish our mission. He has never complained about the long hours of overtime or the other trying conditions under which he worked. He has worked at times under conditions that confronted him with personal danger. An example of this would be this fall when we received our last POL shipment. As we were beaching the POL line after off-loading the POL ships, Airman Dorris and another man had to spend about one and a half hours on top of a buoy in the center of Adalvik Bay. The sea was very rough and at times the buoy seemed almost perpendicular to the earth. There was just room for the two men on top of the buoy and if they had lost their hold the chances are they would have fell into the ocean and drowned. Under these conditions they had to work, holding on with one hand and working with the other. I feel that Airman Dorris is one of the best men I have. He is a quiet reserved individual and works well with well with everyone.

JOHN J. SCHWARZ Jr.
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