

Heckuva Tattoo

Wishful thinking, but I was wondering if it's possible to get a digital copy of the cover of the 2017 Air Force Almanac [*Air Force Magazine*, June]. I want to use the picture for a tattoo signifying my 14 years of service.

TSgt. Anthony Ruiz
Hurlburt Field, Fla.

I have to admit that at first glance I saw the cover of your magazine's USAF Almanac 2017 edition as a rather mundane black-and-white rendition of a fighting falcon. It wasn't until close further scrutiny that my eyes were opened and I realized that the drawing was actually an extremely detailed representation of the over 69 years of our Air Force's storied existence.

Finely detailed service mementos are embedded in artist [and former surgical resident] Dr. Don Stewart's ballpoint pen drawing "Aiming High" for each of us who served in our great Air Force. With the aid of my trusty Sherlock Holmes magnifying glass, I spied my ATC badge and the insignia off my enlisted "bus driver" cap.

This artwork is even more amazing when you consider that many of us mere mortals are challenged to control a pen while scrawling a simple payroll signature. Who said a doctor's scribbles can't be deciphered?

Col. Bill Malec,
USAF (Ret.)
O'Fallon, Ill.

Although I appreciate Mr. Stewart's artwork, it appears he favors the fighters. May I ask, besides the C-130 and the

C-5, where are those airlifters that were and are the mainstay of the Air Force: the C-124, C-133, and today's C-17, to name but a few? And by the way, the navigator wore wings and not a badge. For the future I suggest the magazine stick with photos of real bald eagles to which we've all become accustomed.

Lt. Col. Harry E. Heist,
USAF (Ret.)
Dover, Del.

I am interested in the cover design used on the 2017 Almanac. Do you have any products for sale with this emblem such as t-shirts? It's very unique and would make a great gift for enthusiasts.

Christen Ganley
Memphis, Tenn.

Copies of the artwork (and a list of the images used in creating the falcon) can be found on the artist's website, dsdart.com. The artist, Don Stewart, has dedicated half the proceeds from the sale of this image to AFA's Wounded Airman Program.

2017 Almanac

I enjoyed reviewing my 2017 *Air Force Magazine* Almanac [June] to see how our Air Force is performing, but was disappointed not to see the Civil Air Patrol included in the USAF Total Force numbers or as a member of Air Combat Command. The Civil Air Patrol, which was founded on 1 December 1941, became the Official Auxiliary of the United States Air Force on 26 May 1948 and since has been serving the nation and the Air Force by performing its three congressionally chartered missions of emergency services, cadet programs, and aerospace education. In August 2015, then-Secretary of the Air Force Deborah Lee James proclaimed the Civil Air Patrol a member of the Air Force's Total Force and the Air Force updated Doctrine Volume 2 to include its "auxiliary" members. On 24 June 2016, the Civil Air Patrol and CAP-USAF was transferred from the authority of Air Education and Training Command to Air Combat Command.

Hopefully you will consider listing the nearly 57,000 members of the Civil Air Patrol, our over 550 aircraft, and our 100,000 annual hours of volunteer service to the Air Force and the nation in

future almanacs. Keep up the great job you do reporting on the achievements of the Air Force and the outstanding work of our airmen around the world.

Col. Jon Stokes,
CAP
Redondo Beach, Calif.

I continue to enjoy reading the Almanac each year. You have been showing USAF grades and insignia, awards and decorations, devices, and USAF specialty berets.

I have only one comment: At one time your magazine showed USAF wings and career specialty badges. I recently saw them in the 1997 Almanac. I would like to see this information added or, at least, presented occasionally.

Col. Louis M. Salerno Jr.,
USAF (Ret.)
Beaver Creek, Ohio

The F-104 shown on p. 133 was from the 78th Fighter Wing of the Air Defense Force headquartered at Hamilton AFB. It was not part of the Tactical Air Force. I was part of the team that loaded one F-104 and two spare engines per aircraft for air transportation to Taiwan (in response to the mainland shelling of two offshore islands, Quemoy and Matsu).

Robert Dubman
Lake Worth, Fla.

The Monthly Military Basic Rates of Pay chart on p. 45 of the 2017 USAF Almanac contains a footnote (b) that has been in error for over 40 years now, regarding commissioned officers with prior service: "Applicable to O-1 to O-3 with at least four years and one day of

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—The Editors

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Active Duty or more than 1,460 points as an enlisted member." The official DOD pay scale chart states it more correctly as "points as a warrant and/or enlisted member."

This may seem like a small point to most Air Force members, as USAF is the only military service in NATO without warrant officers or technical officer equivalents. As the Vietnam War began to wind down, however, many of us ex-Army warrant officers were commissioned as lieutenants in the Air Force to continue our military careers. The other US military branches generally granted "equivalency" commissions to warrants who accepted commissions: W-1 to O-1, CW-2 to O-2, CW-3 to O-3. But the Air Force did not adopt that protocol. Any former warrant officer from another service had to start at the bottom of USAF commissioned ranks as a second lieutenant.

At first, no credit was given for prior service as a warrant officer, which was one reason the other services granted the equivalency commission. Ex-warrants entering the Air Force as O-1s, though, took a huge cut in pay, which Congress finally corrected in the mid-'70s. The law required prior warrant officer service to be counted the same as prior enlisted service for commissioned officer pay.

I separated from the Army in 1976 as a CW-2 over six. Imagine my surprise to find upon entering Air Force pilot training in 1979 that my paycheck was several hundred dollars less than my final Army pay had been. I saw that I wasn't being paid as an O-1E over six but as an O-1 (no prior service) over six, which was the same pay rate as O-1 over three. The base finance officer showed me the pay regulation, which stated that commissioned officers with over four years of service as warrant officers shall be paid the same as commissioned officers with over four years as enlisted members. "You don't have four years as either a warrant officer or enlisted person," she told me. "You don't qualify for the O-1E pay grade."

I copied the USC authority code for the regulation and took it to the JAG office. I found it in the law library and showed it to one of the JAG officers. Clearly the law did not intend for warrant

officer service and enlisted service to be treated separately. The JAG agreed with me that the DOD pay regulation did not follow the law as it was intended. He told me I could file an IG complaint about the discrepancy, which I did along with some 70 other complainants to date. I could also sign onto a lawsuit against DOD seeking redress, which I declined to do for fear of losing my security clearance in reprisal.

It took DOD nearly four years to make the regulation comport to the law Congress had passed years earlier. By that time I was a captain over 10, so there was no increase to my base pay. Nor was the correction made retroactive, to set right what was in reality an illegal taking of pay from me and the other ex-warrants. I calculate I lost over \$20,000 in career base pay because some bureaucrat at the Pentagon couldn't bother to write a pay regulation precisely and apparently had no adult supervision.

Words have meaning. They also often have far-reaching unintended but negative consequences. Please fix your footnote.

Lt. Col. Gary Peppers,
 USAF (Ret.)
 Cape Coral, Fla.

A Future Based on Assumptions

Upon receiving your June issue and reading "The Air Force's Low Aircraft Availability Rates" on p. 25, I discovered a potential systemic flaw in the way Air Force leadership determines future requirements based on assumptions ["Air Force World," June, p. 25]. I would not have noted the discrepancy, had you not included a brief story on p. 27 in "Air Force World" stating the requirement for 100 B-21 bombers. The article on p. 25 provides a comprehensive picture of aircraft availability (AA) average versus the standard for each type. In the case of the F-22, the initial requirement of 381 was lowered unceremoniously until the final quantity of 183 was guesstimated (dyslexia, anyone?). Several questions are raised.

Upon what assumptions of F-15 availability, remaining life cycle, potential SLEP programs, parts availability, and maintainer availability were the F-22 requirements based when penned in 1981? If any of these changed, the re-

quirement should have been revised. The 10-year aircraft availability average of 56 percent for the F-22 and historical F-15 data appear to support the original requirement of 381. At that time, proponents of the original requirement pointed to the number and location of contingencies to support the demand—they can't be in two places simultaneously. The only doctrinal change I can recollect is a reduction in the number of concurrent contingencies for which we plan, from two to one. The original rationale for 381 F-22s was based on the original estimate. So instead of setting the capacity to meet the demand, our leaders reduced the demand to meet the "guesstimated" capacity—the tail is wagging the dog. Last I checked, Syria, South China Sea, Iran, and North Korea could all be concurrent contingencies, so our planning is off a bit.

Is the minimum requirement of 100 B-21 bombers based on having the current number of B-1B and B-2A aircraft in 2025? If the B-21 delivery date slips due to technical or budget constraints, the minimum requirement should rationally increase one-to-one since the probability of fewer legacy bombers is higher. If the minimum requirement is cut in half, we do have other options. We can pretend that only 0.5 regional conflicts will occur concurrently or that the B-21 can be in two places simultaneously.

Finally, if the B-21 is the "21st century bomber," when will we get the B-22?

MSgt. Rick Brumble,
USAF (Ret.)
Vancouver, Wash.

Bring Back Tactical Nukes

Secretary of Defense James N. Mattis stated, "Any attack on the United States, or on our allies, will be defeated, and any use of nuclear weapons would be met with [a] response that would be effective and overwhelming" ["Verbatim," April/May, p. 14]. Good, but not good enough to stop Kim Jong Un from his development of a nuclear capability. Words must be followed by a positive plan of action. I suggest the US coordinate with China, South Korea, and Japan for the deployment of a massive number of US -owned and -managed tactical nuclear weapons to South Korea and Japan. We have had tactical nukes there before,

so this is not a new idea. Just a stated plan to perform this deployment might even be a negotiating factor to convince China and/or North Korea to totally stop the North Korean nuclear weapons development. If not, the US deployment of tactical nukes would be a deterrent against North Korea from ever using their nukes. There would be no more concern about nuclear proliferation by South Korea or Japan, but they will have to agree to pay for the deployment, operations, and maintenance of the US tactical nukes. The US would provide the C3I and manpower to train and be ready to effectively employ the tactical nukes.

Lt. Col. Russel Noguchi,
USAF (Ret.)
Pearl City, Hawaii

The Versatile Canberra

Regarding the "Wingman" Canberra information, I have firsthand knowledge of the emergency described in the first two paragraphs about Capt. Larry Mason and Jere Joyner ["The Canberra," June, p. 152].

On 15 March 1966, I was piloting a C-130 Hercules and was on the downwind leg in the traffic pattern of DaNang AB, South Vietnam. The tower called and instructed me to hold in a racetrack pattern on the downwind leg due to a B-57 inbound for an emergency landing. I was able to watch the entire emergency landing of the B-57. After I landed, I went over to the B-57 to view its damage. I knew both crew members. I flew the B-57 Canberras for eight years and have almost 2,000 hours piloting them.

John Schaefer
Glendale, Ariz.

Thank you for publishing Mr. Steven Beeny's fine article titled "The Canberra" in your June 2017 issue. *Air Force Magazine* readers may be interested to know that only three flyable WB-57s remain in service in the world today. NASA's Aircraft Operations Division (AOD), at Houston's Ellington Airport, operates these three Cold War-era workhorses in support of global research, development, and testing missions. The aircraft are extensively modified and now incorporate many modern components such as ACES II ejection seats, digital autopilots, F-15 main landing gear and

brakes, and much more.

As publicly stated on the NASA AOD "WB-57 High Altitude Research" web page (jsc-aircraft-ops.jsc.nasa.gov/wb57): "The NASA WB-57 Program provides unique, high-altitude airborne platforms to US government agencies, academic institutions, and commercial customers in order to support scientific research and advanced technology development and testing at locations around the world. Mission examples include atmospheric and Earth science, ground mapping, cosmic dust collection, rocket launch support, and test bed operations for future airborne or spaceborne systems. The NASA Johnson Space Center (JSC) in Houston is the home of the NASA WB-57 High Altitude Research Program. Three fully operational WB-57 aircraft are based near JSC at Ellington Field. The aircraft have been flying research missions since the early 1960s and continue to be an asset to the scientific community with professional, reliable, customer-oriented service designed to meet all scientific objectives."

One of the aircraft, tail No. N927, holds the record of 41 years for the longest duration at Davis-Monthan AFB, Ariz., in the Aerospace Maintenance and Regeneration Group's "Boneyard" storage by an aircraft that has since been restored to full flight operations. The two-year-long restoration was completed in 2013—the 50th year anniversary of the WB-57F model of Canberra-type aircraft.

Jim Snowden
Houston

One version of the B-57 was left out of the story. The EB-57 electronic warfare version made a real impression on every air weapons controller at the old SAGE sites along our northern border air defense line. Watching your screen turn into a bicycle wheel with thousands of white spokes obliterating your view was impressive and of course frustrating. When we spoke with the crews in debriefs they chuckled at our comments and made sure we understood that of course what they did was nowhere near full power and full range application of their equipment. (The FAA prohibited that of course, as no radars would have been functional during a full blown EW

assault by the EB-57.) Nonetheless we understood that our training would be incomplete without the benefit of their "support" as Aggressors. Personally the -57 to me resembles a bat with its knuckles at the wing midpoints (engine cowlings)—simply beautiful. Sadly, the jet left service too soon after I entered service in '79 to see it often enough and witness its prowess in the electronic warfare arena. At least one article I read indicated that a couple of modified WB-57s are still flying in special test and service roles. Interesting to me is that if I let my imagination run wild, doing some extreme stretching of the wings, and relocating a single engine to the body, with pods replacing the engines, I see a Dragon Lady U-2. Give the Brits credit: Their design was a sound design with a lot of advantages. And remember when they sent us a copy for evaluation? It made first unrefueled jet flight over the pond to the US.

Gary S. Hedges
Rogers, Ark.

Missed That One

"Namesakes: Castle" [July, p. 76] was exceptionally meaningful to me, as my first assignment out of flying school in December 1952 was the 330th Bomb Squadron, 93rd Bomb Wing, at Castle, flying copilot on the B-50D with a great aircraft commander and a great crew. I transitioned to B-47s there in 1954. General Eubank was base commander, and I used to play handball with him. He asked for me to become his adjutant, but I declined, stupidly, saying I didn't have enough crew time yet. What an idiot.

Walter Boyne
Silver Spring, Md.

Umm ...

[Regarding "Bay of Pigs," July, p. 66]: The caption shows President Kennedy presenting national security medal to CIA Director Allen Dulles at Langley AFB, Va., in 1964. As I am sure you are aware, President Kennedy was shot and killed in Dallas Nov. 22, 1963.

Michael N. Ennis
Glen Rock, N.J.

Of course, you are correct. Apologies for the typo.—The Editors

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To be Lieutenant General: Scott A. **Howell**, Jay B. **Silveria**, James C. **Vechery**.

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SES CHANGES: Eldridge Andrew **Colby**, to Dep. Asst. SECDEF, Strategy & Force Dev., OSD, Pentagon ... Pete **Giambastiani**, to Prin. Dep. Asst. SECDEF, Leg. Affairs, OSD, Pentagon ... Thomas **Goffus**, to Dep. Asst. SECDEF for Europe & NATO, USD, Policy, Pentagon. 🌟