

AIR FORCE

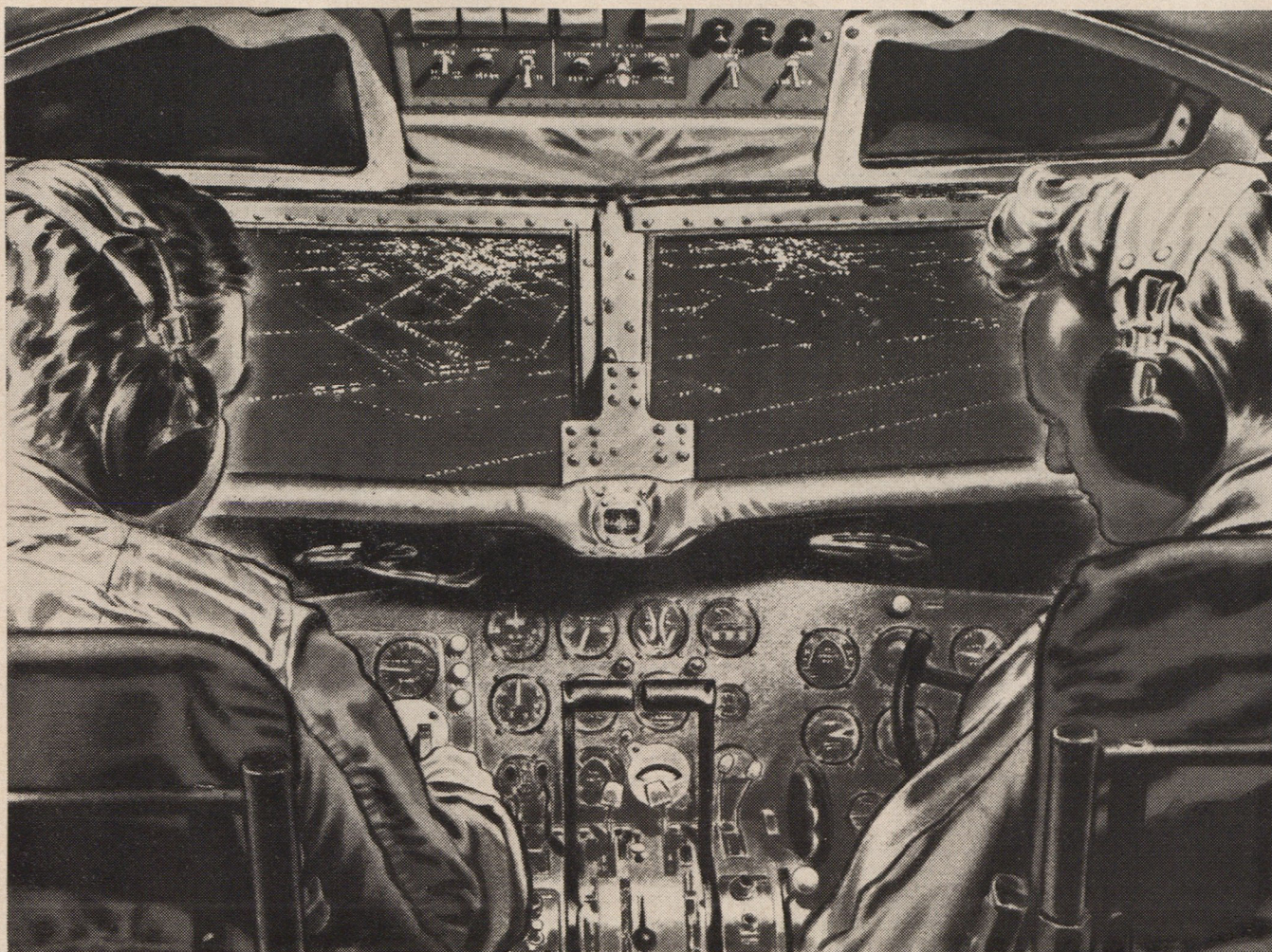
THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION, SEPTEMBER, 1947



"THE DAY BILLY MITCHELL DREAMED OF"

See LIFE BEGINS AT FORTY, Page 11





dependability... **A MARTIN REPUTATION MADE FAMOUS BY MEN WHO FLY**

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and experiments include electronics . . . jet propulsion . . . trans-sonic speeds . . . plastics . . . materials and alloys . . . as well as advanced-design aircraft. Look to Martin Research for great advances in new scientific fields. THE GLENN L. MARTIN COMPANY, BALTIMORE 3, MARYLAND.

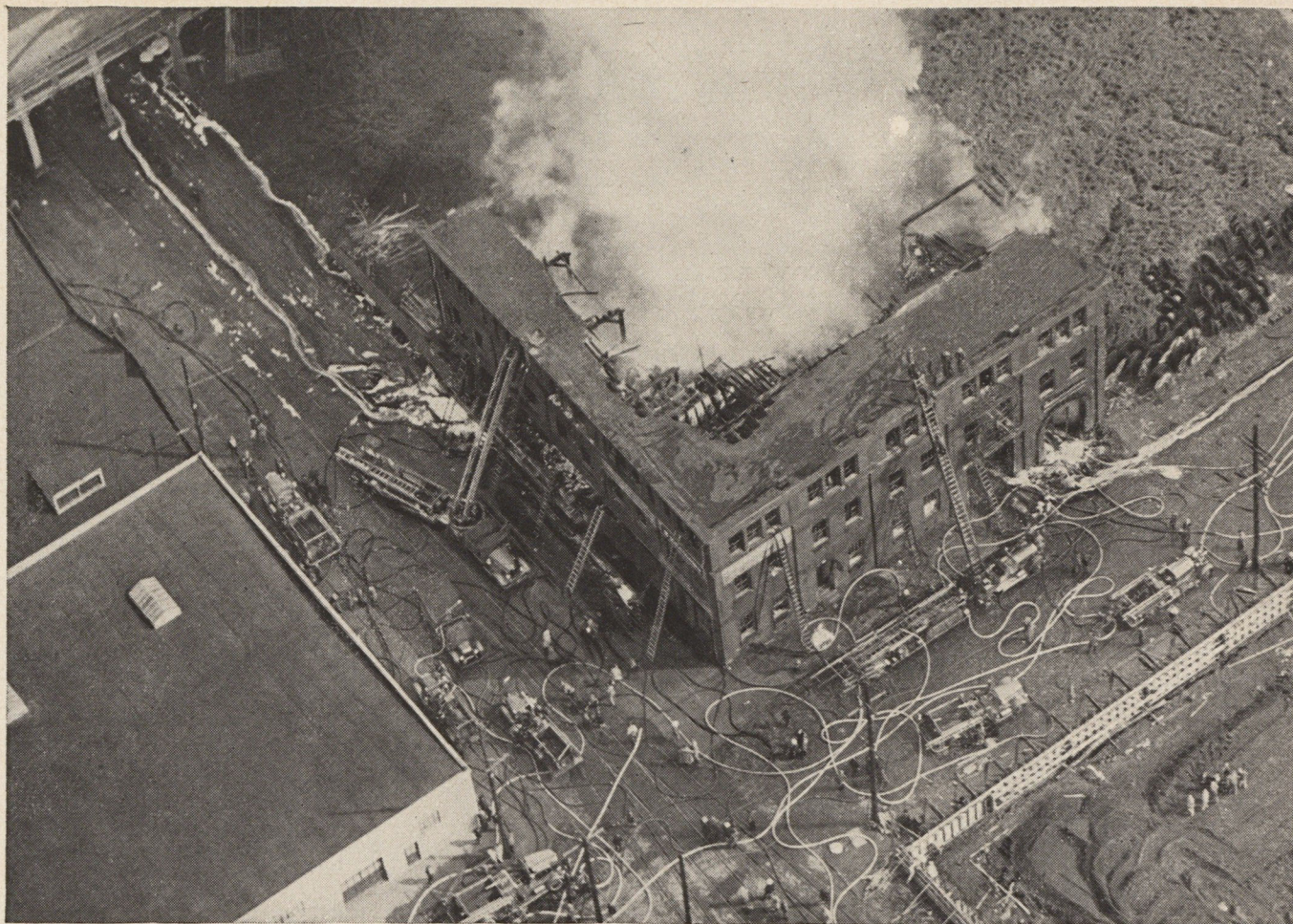
Martin

AIRCRAFT

Builders of Dependable

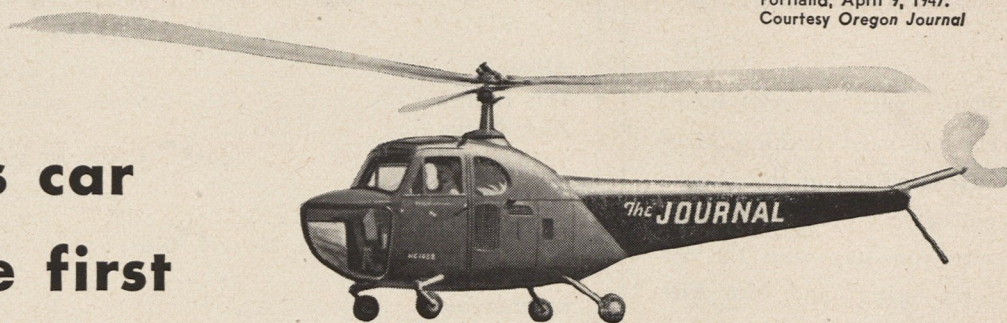


Aircraft Since 1909



'copter photo of warehouse fire,
Portland, April 9, 1947.
Courtesy Oregon Journal

This press car gets there first



To the helicopter fire lines are no problem, nor crowds, nor tough terrain. The reporter gets the news faster. The photographer shoots a pictorial record that's at home on the front page.

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and

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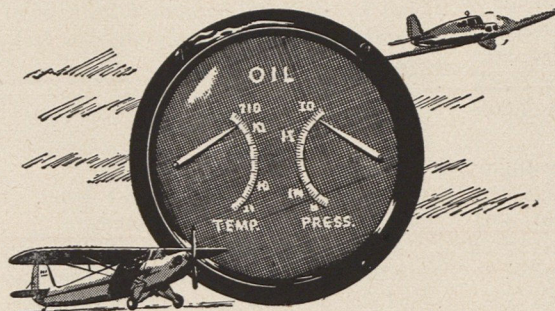
Standard of California's

PLANE FAX



A page of service tips for private flyers and fixed-base operators

How high can your oil temperature go?



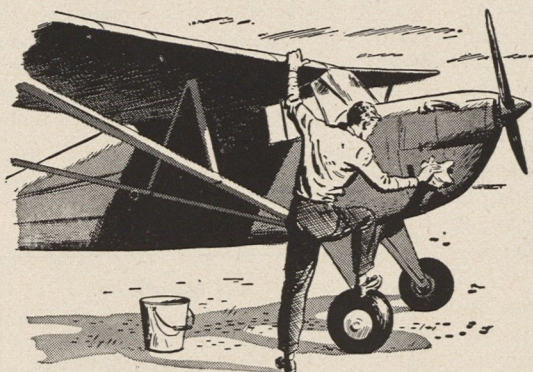
When oil temperature goes dangerously high, the lubricant becomes too thin. Since thin oil cannot provide an effective seal, your engine is plagued with blow-by and the danger of stuck-rings. Oil temperature should be held within your engine manufacturer's specified limits. Until the perfection of RPM Compounded Aviation Oil with its adhering agent and oxidation inhibitor, 200° F. was considered the top limit. With "RPM," however, the margin of safety has been considerably increased and operation at higher temperatures can be tolerated.

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AIR MAIL

You Said It Department

Gentlemen:

Just finished reading Air Mail in the June issue, and I have something to get off my chest.

I noticed that quite a few of the boys are a bit upset because their particular outfit hasn't been publicized sufficiently. After thinking about the situation, I asked myself the same question that these other fellows evidently asked themselves, and I came up with the feeling that perhaps my outfit has been a bit neglected. What outfit am I talking about? The Army Air Forces Training Command.

After I graduated from twin-engine advanced, my active duty assignment was Basic Instructor, Courtland AAF in Alabama. Naturally, I was "Ted off" but I soon came to learn that "someone had to do it" and there was nothing to do but grin and bear it. I rode the Vultee "Vibrator" in the back seat for about 1200 hours in eighteen months, and finally came to enjoy it. Thought nothing of shooting thirty-five landings in one afternoon—used to get a hell of a thrill out of circling in middle zone three for hours at night—chandelles—lazy eights—stalls—forced landings, etc., etc. Just about the time when your students were getting the feel of the left rudder they would go on to advanced and a new bunch of boys would show up at the flight line full of the most horrible stories about how the BT-13 was a killer, and off we'd go again into the wild blue yonder to do a few snap rolls.

What I'm trying to say is that we have had lots and lots of publicity about our really fine ex-Air Corps. We all know about the 8th and the 20th and all the rest, but *who* had a major role in training these men? That is the \$64 question. And what recognition have these men been given? All you read about the training schools was a small article in the obituary section stating that so-and-so was killed while on a routine training mission from such-and-such field in South Podunk.

Seriously though, the instructors in all phases did a big job and to my knowledge have had no recognition. Perhaps everyone is mad at us for the chewing we did on their fannies.

Richard H. Childs
Capt., ACR
Lexington, Mass.

Nobody's mad. Early in the war, Lt. Gen. Barton K. Yount, CG of the

Training Command, called his small staff together in a 13th floor alcove of the T & P Building in Fort Worth and concluded an outline of AAFTC's mission with the words, "Gentlemen, if we fail in the assignment we have undertaken here today, the United States will lose the war." Reader Childs and other Training Command alumni should get considerable satisfaction from the knowledge that they did not fail in such an important assignment—even though the publicity was lacking.

Missions and Mules

Gentlemen:

I cannot let Mr. Burket's letter in the June issue go unanswered.

Combat Cargo did a spectacular job in the CBI and I would like to see them get the publicity they so richly deserve. I believe though that Mr. Burket expanded his chest beyond the limits for which it was stressed.

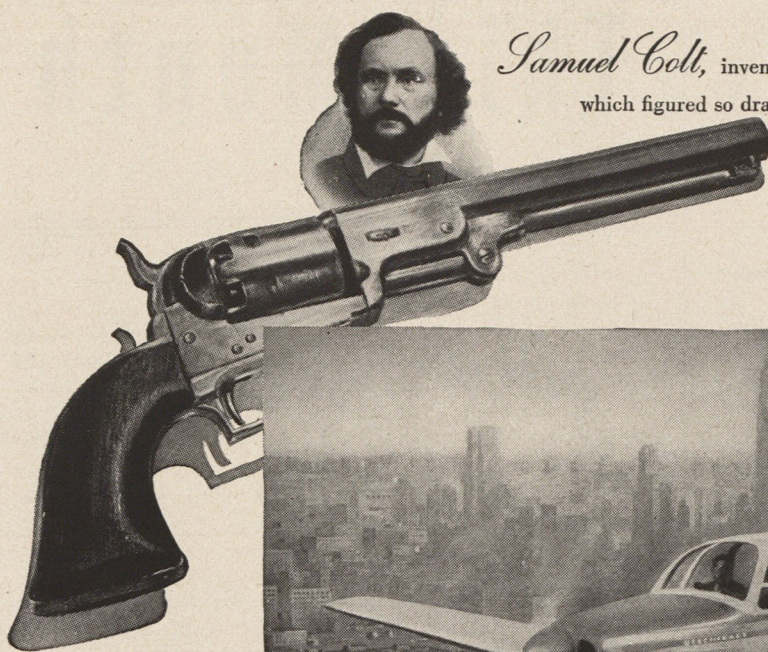
As a former pilot and member of the Second Mobile Air Transport Squadron composed of ATC personnel attached to the 20th Air Force, we operated the first C-46s in China and were among the last to leave. During this time, we flew reverse Hump and forward area missions. I spent a year of flying in China and I have never seen Combat Cargo fly in weather that ATC was not flying in. ATC operated C-46s in and out of every strip used by Combat Cargo 46s in China and did it by night as well as by day. ATC operated at maximum gross load limits. I know that both outfits exceeded these limits in certain times of emergency.

Mr. Burket may well be proud of the 4th Com. Car. I remember them when they operated out of Item Mike with us. The only thing Combat Cargo did that ATC didn't do, night and day, was fly drop missions and mules.

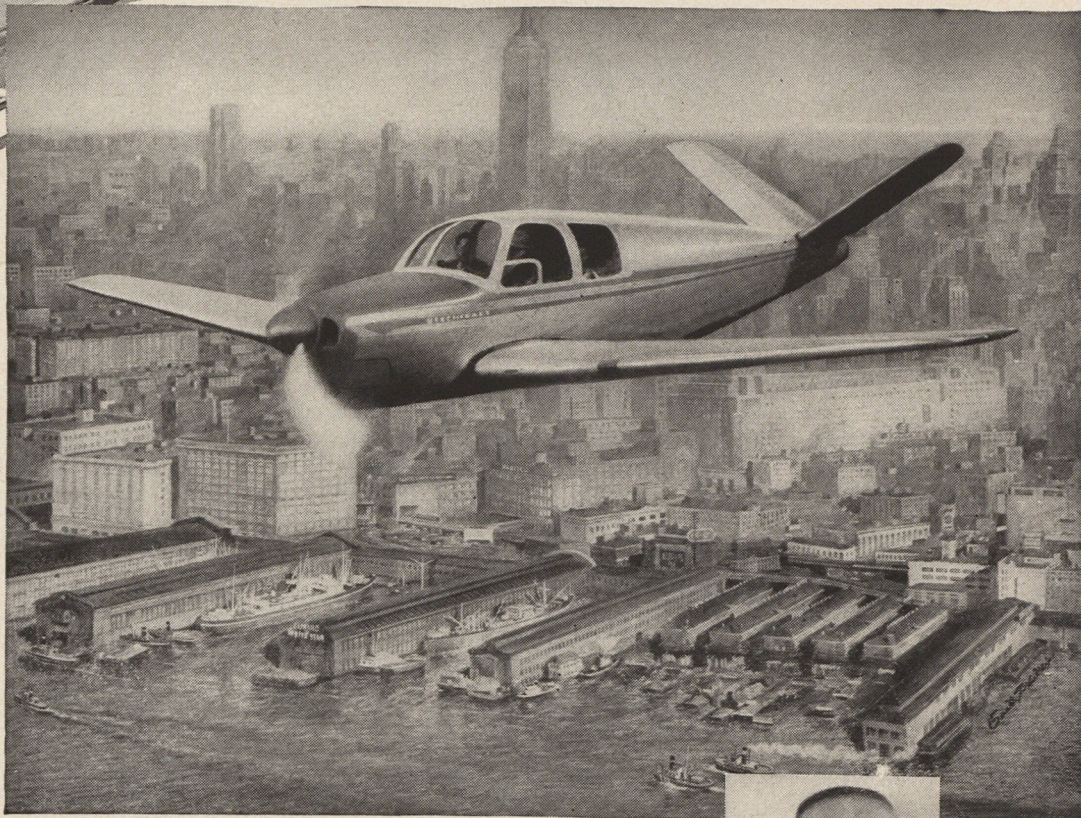
Henry M. Baker
High Point, N. C.

Next Month

Coming as it did within a week after the signing of the National Security Act, Air Force Day 1947 will long be remembered as one of the happiest and most important days in the AAF's history. As a souvenir of the occasion AIR FORCE will publish in the next issue a complete picture story of Air Force Day activities from coast to coast. Watch for this special feature in your October issue of AIR FORCE.

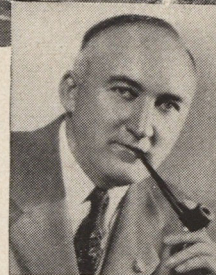


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which figured so dramatically in our conquest of the West



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A Great New “Equalizer” for the Business frontier... the **BONANZA**



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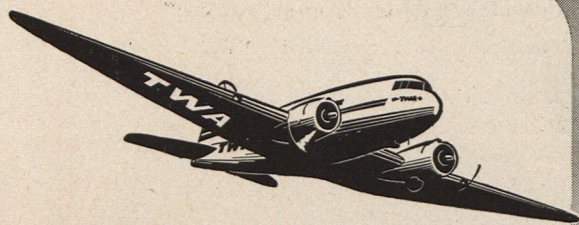
like luxury, its quietness, and its easy maneuverability in and out of the smallest fields—and you have air transportation that is tailored to fit the businessman’s needs!

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Walter H. Beech, pioneer in aeronautics, who produced the Beechcraft Bonanza as a modern “equalizer” in business transportation.

demonstrate it—and to discuss its adaptability to your transportation needs. We are still filling a large backlog of orders. Additional ones will be filled in sequence.

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This Month

The Cover

Don't get the idea that composite covers like this month's are easy to come by. Offhand, one just has to get an idea, find the pictures, stick them together and presto—cover.

Only it's not that easy.

After looking at every portrait of Billy Mitchell extant in New York City, both in private and public collections, the editors finally located one that showed the crucified prophet of American airpower in a triumphant mood. This had to be combined with a typical Air Force member with a similar expression. The task took an entire week, but everyone in the shop agreed afterwards that the result was worth the effort.

Without Power

It is popularly conceded that the only true aerial sportsmen are the glider pilots. Annually, the experts at flight without power get together to lower international records. This year, the hot flats at Wichita Falls, Texas, were the official site. The pictures and reporting for the article *Soaring—Strictly for The Record* (See pages 22-23), were furnished by two former 8th Air Force photographers, the brothers Sid and Ben Ross, currently of Brooklyn.

As a sporting event, the Wichita Falls Meet was first-rate. It brought forth more than a few new and radical gliders, built in the light of the latest developments in aerodynamics and structures. There appeared to be enough foreign competition to give the event an international flavor.

There was only one sad feature. When the meet closed, some of the unsuccessful competitors had to sell their watches and personal gear to finance their trips home. This sort of thing indicates an urgent need for a change in the method of sponsoring such competitions. Participation in things like the national gliding conclave should be, to some degree, a nation-wide enterprise. If the Wichita Falls Chamber of Commerce can go to the expense and trouble of locating and sponsoring such a meet, other municipal organizations, athletic clubs, Chambers of Commerce and the like, might pass the proverbial hat to see that the competitors at least break even on expenses. If this sort of minimum were guaranteed, competitors might be able to put more money into the gliders themselves, and we might see some of those international marks held by Germans and Russians come to us next year.

Hunk of Globe

Next to squaring the circle, flattening the globe ranks as a top mathematical impossibility. Chartmakers and cartographers have been trying ingenious compromises known as projections ever since the Egyptian navigators sailed round Africa in seven years. Even Columbus knew the faults of his crude maps and considered hauling a large globe with him. However, on the Santa Maria, space was at a minimum, so Chris just guessed at the mathematical error and crossed his fingers.

It was the great versatility of modern plastics that made the solution to this mathematical dilemma possible. Because our modern acrylics can be shaped with ease and accuracy, it is possible to lift portable sections of a seventeen-foot replica of the earth, and carry it aboard the airplane, so that navigational calculations can be made with hairline accuracy as the modern airplane moves at increasing speeds. In *Spherical Navigation* (See pages 32-33) inventor-navigator Col. Carl J. Crane tells how his new system takes the guesswork out of global flying as jet power turns the science of flight from aerodynamics to ballistics.



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Applicants for Cadet appointment must be single, between 18

and 26½ years old, and have completed at least one-half the credits leading to a college degree*. Following successful completion of the course, Cadets will be commissioned Second Lieutenants, AUS, and assigned to pilot duty with the Army Air Forces.

You can help the Air Forces greatly by bringing this outstanding opportunity to the attention of the kind of men you think will measure up to the high standards

required. By doing so, you will assure your Air Forces of getting the high-caliber men it takes to maintain vital post-war commitments. Full details on the Cadet program are available at any U. S. Army Recruiting Station and at AAF bases.

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U. S. ARMY RECRUITING SERVICE

*Academic requirements will be waived if applicant can pass AAF mental examination.

AIR FORCE

SEPTEMBER, 1947

LIFE BEGINS AT FORTY

*A thirty-year fight for equality and two World Wars have made
the AAF mature and wise. It now enters an era
filled with promise and hard work*



LIFE BEGINS AT FORTY



For thirty years the US Army Air Forces had argued before Congress for equal rank with the Army and Navy. The airplane, air officers said, had interjected a third dimension into the old two dimensional concept of ground and sea warfare. The Air Force, they argued, could not be denied equality without prejudice to national security.

But the Congress of the United States was hard to convince. Over the long years the Congressional Record became ponderous and dull with testimony—not all of it relevant—both for and against the proposal. Names like Wilbur, Daniels, Morrow, Leahy, Mitchell, Andrews, Arnold, Forrestal and Marshall moved across the pages of the Record as first one man and then his successor picked up the torch for the side he thought right.

This year, as the Eightieth Congress was about to adjourn for the summer, the argument seemed to many no nearer conclusion than it had been on at least a half-dozen other occasions. Supporters of both contingents had already begun to withdraw to reform their battle lines for another offensive next year. Then, on the very eve of the fortieth birthday of the AAF Congress took action. Senate approval came first. Then on July 25th the House of Representatives sent the National Security Act of 1947 to the President without contest and by voice vote.

Some of the more publicity-conscious AAF representatives hurried to suggest that the President withhold his signature until Air Force Day six days hence. But Mr. Truman, who had waited impatiently for nearly two years for this opportunity, didn't wait. He signed it the very next morning in the cabin of the "Sacred Cow" just before taking off for the bedside of his dying mother. It was to become law sixty days later, or at such other time as the new Secretary of Defense took office, whichever was earlier. Thus, a week before it had become age forty, life had really begun for the United States Air Force. As AFA President Jimmy Doolittle commented, "This is the day Billy Mitchell dreamed of."

The Background

Brigadier General William Mitchell had been commander of the Air Service in France in World War I. In the fall of 1919 he returned to this country with a chest full of decorations from four different countries and a notebook full of new ideas about air power. The decorations he tucked in the nearest bureau drawer, the notes on air power he tucked in the laps of both House and Senate Military Affairs Committees. From his wartime experience Mitchell was convinced that the influence of air power on the ability of one nation to impress its will on another would be decisive in subsequent conflicts. As he put it, "Aviation is the first of our arms that will enter into combat, and it is upon a favorable air decision that the whole fate of war may depend." Disgusted with the lopsided emphasis the US was then placing on a strong Navy, Mitchell also asserted that an airplane

could sink any battleship afloat and that if the US continued to regard its fleet as "the first line of defense" without also building a strong air force, it would be at the mercy of any enemy with more planes and foresight.

To this the Navy took exception, and so it was that while it could hardly be considered germane to the subject, the whole argument for an independent air force suddenly focused on the question of whether or not an airplane could sink a battleship. There were many tests. The *Alabama* and the *Indiana* were attacked in Chesapeake Bay in 1920; the cruiser *Frankfurt* and the *Ostfriesland* went down off the Virginia Capes in the summer of 1921. The *New Jersey* and the *Virginia* were destroyed off Cape Hatteras in 1923. And there were others. But unfortunately no conclusions were drawn. Instead, the argument became a battle of personalities. The impatient and vituperative Mitchell decried naval officers as stubborn "mossbacks." The Navy, in angry sarcasm, called Mitchell a would-be "admiral." With forced decorum the Navy General Board reported to President Coolidge in 1922 that "latest battleships can withstand any probable attack from aircraft or submarines. The airship has some valuable characteristics, but due to great vulnerability is of doubtful value in war. . . . Airplanes cannot occupy territory, nor can they exercise control of the sea. The battleship of the future can be so designed as to distribution of her armor and as to interior subdivision that she will not be subject to fatal damage from the air. Of the weapons of today, the gun, the air bomb, the torpedo and the mine, the gun is considered by far the most important."

Mitchell was enraged. Having already sunk three battleships, he offered to sink as many more as necessary to prove again his still disputed claims. Finally, because of his "intemperate" charges, he was relieved as Assistant Chief of the Army Air Service and reduced from Brigadier to his permanent rank of Colonel. But even this had little effect. Mitchell took his campaign to the public through the press. He warned of our vulnerability from the Arctic—an admonition we are just now beginning to fully comprehend. He prophesied that the airplane would one day send the Navy below the surface in submarines—a program which the Navy itself is now emphasizing. And always he decried the "mossbacks."

In September 1925, after the dirigible *Shenandoah* had gone to pieces in an electric storm in Ohio, Mitchell accused both Army and Navy air officers of "almost criminal negligence." He was immediately called to Washington to face courts-martial under the 96th Article of War. Within three months he was convicted and dropped from active duty for five years. But rather than remain "under wraps" Mitchell resigned his commission and carried on the crusade as a civilian until his death from a heart ailment in 1936. With him died the spark that had kept the flame for an independent air force alive as a public issue for more than a decade. Followers of Billy Mitchell continued the fight behind the

scenes, but the next American battleship to be sunk was at Pearl Harbor.

World War II

Willing or unwilling, the exigencies of World War II forced the Army, Navy and AAF into a "shotgun wedding" sort of unification. The lack of coordination which made Pearl Harbor possible proved what Mitchell never could. In Washington a presidential order created the Joint Chiefs of Staff to meet and discuss common problems at regular intervals. In the field, supreme command was given to the ranking officer of whichever service was primarily involved. But even this was not completely satisfactory. The Joint Chiefs of Staff could take action only by unanimous consent, and more than once precious time was sacrificed in haggling. In several instances questions were actually referred to the President "without recommendation."

The field system had its weak spots too. In the Pacific, for example, Navy and Army spheres merged as the war drew close to the Japanese home islands. Co-commands and divided authority, with the attendant confusion, were the inevitable result. There was only one answer: To make the military "marriage" legal.

The Long Wedding March

But a long tune was to be played on Capitol Hill before the participants reached the altar. And, as it turned out, the melody was nearly as dissonant with pro and con arguments as the Billy Mitchell hearings had been twenty-five years earlier. On October 18, 1945, Army Chief of Staff Marshall appeared before the Senate Military Affairs

Committee on behalf of a unified command. "The national security is a single problem and it cannot be provided for on a piecemeal basis," he said. Citing need for a combination of land, sea and air forces, he argued that without it there was "little hope that we will be able to maintain through the years a military posture that will secure for us a lasting peace." Twenty-one months of debate followed. (See pages 17 and 18) Finally the vows were pronounced on July 26, 1947.

No one pretends that the National Security Act is a panacea. It is a compromise and an experiment. Time will undoubtedly dictate many changes and amendments. If the law is to be successful, it must create a military establishment that is modern, mobile, well coordinated, and possessed of clearly defined authority. Still to be decided is the irritating question of where naval air authority ends and Air Force responsibility begins. Still to be provided for is a system of cooperation between the three services at the operating level as well as at the top. Still to come are the increased economies which can only be achieved through the avoidance of duplication, multiple use of equipment, and a combined training program—and the even greater economies which will be realized only when it is possible to draw on *one air force* for the requirements of all other services.

But first things come first. With all of its delinquencies the new law is far and away from the most important piece of military legislation since the Navy was separated from the War Department in 1798. For the first time in history the "third dimension" has assumed equal stature with the other two. In that respect, at least, Billy Mitchell's dream has come true.



Smiles weren't always this broad during the two years in which unification was aborning. Principal figures in final compromise bill were Navy Secretary James Forrestal and

War Secretary Robert Patterson (seated) and (rear from left) Maj. Gen. Lauris Norstad, Adm. W. D. Leahy, Gen. Dwight Eisenhower, Adm. Chester Nimitz and V-Adm. F. Sherman.



LIFE BEGINS AT FORTY

BILLY, BRASS AND BATTLESHIPS

THE crusade for a separate air arm was launched by Brigadier General Billy Mitchell the moment he came back from France in 1919. To the distress of those who regarded the Navy as the nation's first line of defense, Mitchell attacked the battleship—literally and figuratively—in his attempt to prove the potency of warfare's new "third dimension."



After the 1920 Alabama bombing in Chesapeake Bay, the Navy decided it would "not seriously consider 'Admiral Mitchell's' suggestion that former transports be converted into plane carriers."

DEBATE, DEBATE, DEBATE



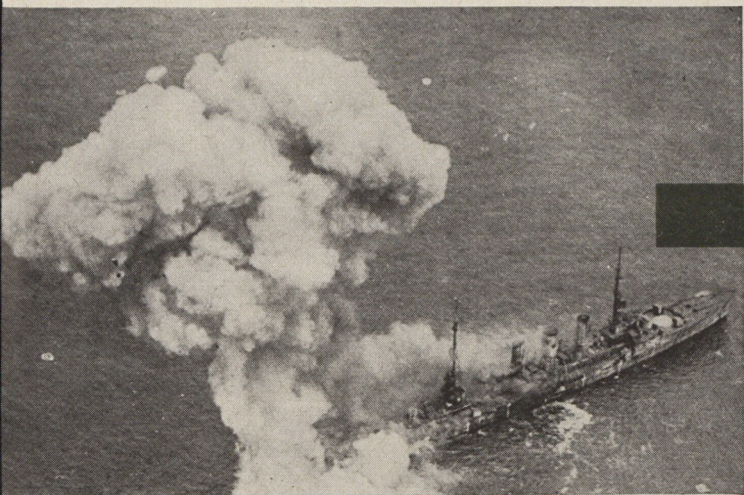
1. Time after time Mitchell went before Congress to explain as patiently as his impetuosity would permit the need for an independent air arm. Here he is shown holding a piece of twisted armor plate from a battleship destroyed by one of his planes.



2. Navy Secretary Josephus Daniels was one of Mitchell's most caustic critics. It was he who mockingly nicknamed him "Admiral Mitchell." Later Daniels became staunch supporter of air power, testified for separate air force in 1945 hearings.

BUT in spite of the fact that Mitchell sent tens of thousands of tons of the Navy to the bottom of the ocean, official Washington refused to see the point. Angrily he charged that "no navy will be able to exist against air attack unless it obtains an absolute air decision beforehand; and, as an air service will eventually be able to sink any warship, there will be no use in maintaining these expensive instruments for national security." To which the Navy, in the person of its Secretary, Josephus Daniels, replied, "If Admiral Mitchell

doesn't handle bombs any more accurately than he handles facts, I should be perfectly willing to let him bomb me all day long." The debate got nowhere. In the meantime it became apparent the "pest's" number was up. In the spring of 1925 he was dropped as Assistant Chief of the Army Air Service, and by Christmas of the same year he had been tried by court-martial and convicted of violation of the 96th Article of War. He was "suspended" from the army for five years.



Pride of German Navy before Mitchell demolished it was the battleship *Ostfriesland*. In 1921 two of Mitchell's 2000-lb bombs sent it to bottom of the Virginia Capes in 25 minutes.



3. During course of the hearings there were boards and committees appointed to "study developments in aviation" and to "investigate the military potential of the airplane." Mitchell claimed these were "stalling techniques" invented by Navy to avoid decision and action. Above, Navy General Board appointed by Secretary Daniels.

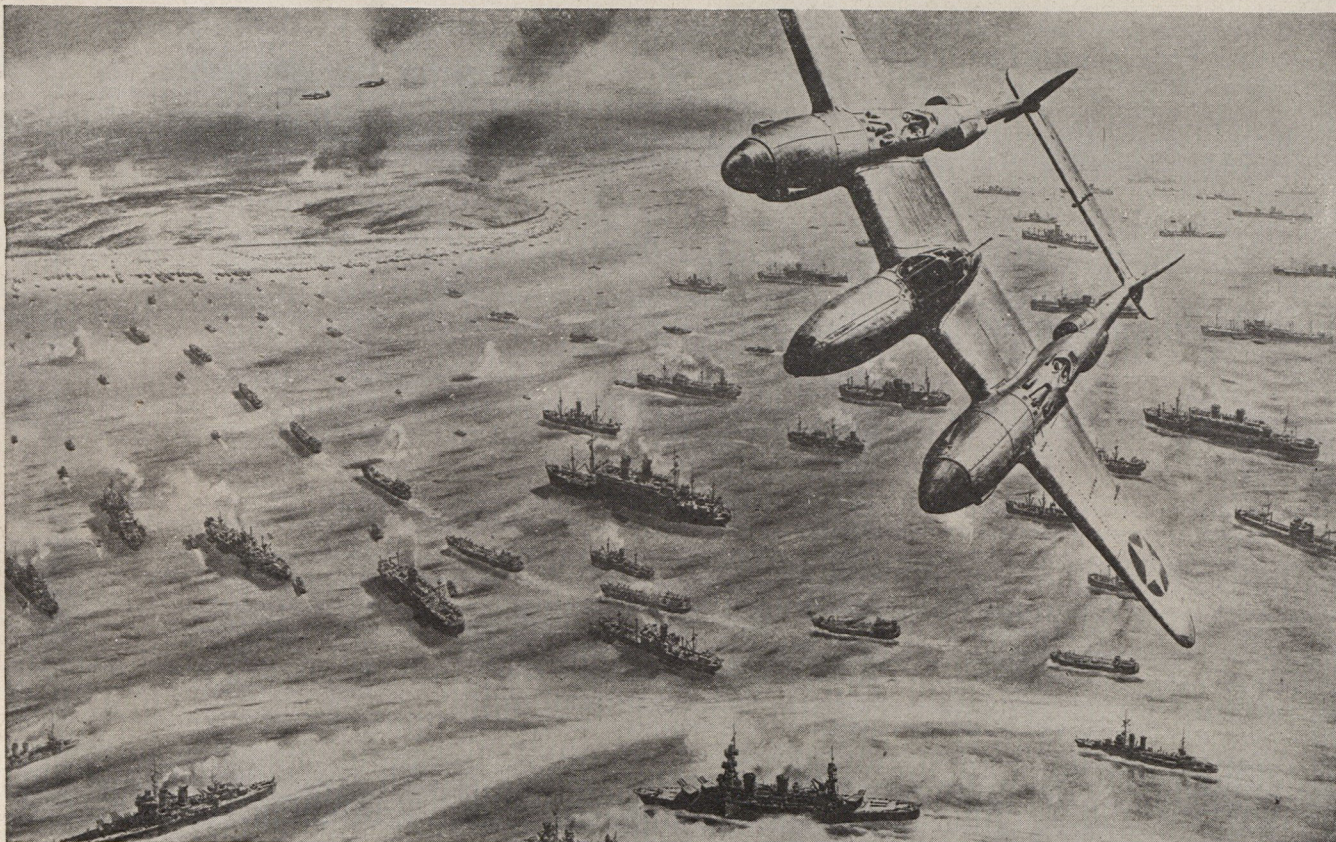
4. The "self-invited" court-martial came in 1925. Defiant, Mitchell faces court as it pronounces him guilty. He must have known verdict was foregone conclusion.

5. Officially Mitchell was quieted, but as a civilian he kept talking and fighting until his death in 1936. A lesser man's heart would have been broken years before.



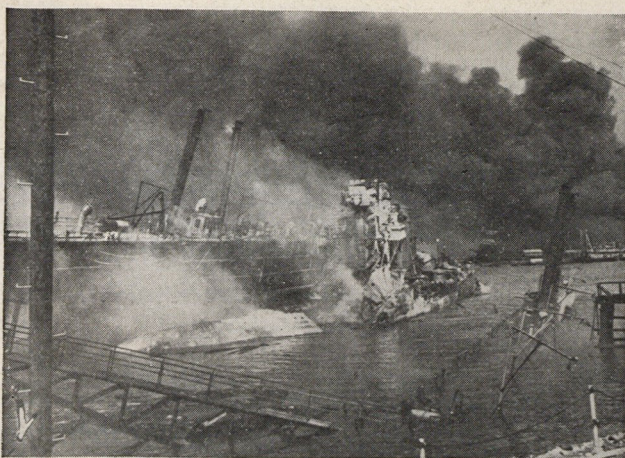
LIFE BEGINS AT FORTY

WAR - THE PROOF OF THE PUDDING



After Billy Mitchell's death the Arnolds and the Andrews, the Spaatz and the Eakers carried on the fight. But their work was done largely behind the scenes. It was not until World War II

forced a "shotgun wedding" of the services that the public at large was again reminded of the crying need for unification. Above is artist's conception of the "unified" invasion of Sicily.



Pearl Harbor put a dramatic, tragic end to any questions there may have been concerning the necessity of close coordination between the services. This was what happened when it was lacking.



War-time unification was achieved at top level by the formation of the Joint Chiefs of Staff who met regularly to discuss mutual problems. But action could only be taken if all agreed.

POSTWAR-AND MORE DEBATE

WITH the war's bitter but valuable experience safely behind, there seemed little excuse for any further procrastination. But procrastination there was—nearly two years of it during which time the “pros” and the “cons” argued back and forth in debate that to the oldsters must have been shamefully reminiscent of the Billy Mitchell days. (Continued on page 18)



In fall of 1945 Chief of Staff Marshall told Congress security could “not be provided for . . . piecemeal . . .”



1. Gen. Eisenhower testified “one of the most important and least understood factors in modern war is that it is essentially a matter of perfect teamwork—regardless of color or design of the uniforms our men may be wearing.”



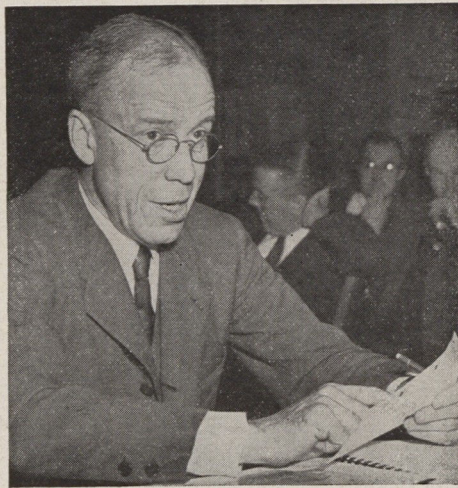
2. Adm. Ernest J. King contended that “the net result of the consolidation proposed would be further separation.” He proposed, “consolidation of diplomatic, civilian, industrial and manpower efforts in security council.”



3. Gen. Jacob Devers, Army Ground Forces commanding General, told Congress his experience led to conclusion that “unification is the only way to secure maximum co-operation necessary for national security.”



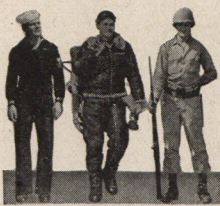
4. Adm. William F. Halsey Jr. denounced bill as a “wild-cat scheme.” He preferred the wartime SOP, testifying that “despite occasional delays, coordination was achieved most satisfactorily through Joint Chiefs of Staff.”



5. War Secretary Patterson brought up topic of research: “There must be ample funds for technological development. But (we can’t) take from those funds merely to perpetuate wasteful practices of separate army and navy.”



6. “With all the earnestness at my command,” Hap Arnold told Congress, “I say the security of this country and the maintenance of peace demand our military establishment include a co-equal air arm.”



LIFE BEGINS AT FORTY

... AND MORE AND MORE AND MORE

(Continued from page 17) Undoubtedly the men who participated in the wearisome debate, both for and against, were convinced that they were arguing in the interest of national security. But it is also undeniably true that the time lost will never be recovered. Had the bill been passed without the

hanky-panky, we would now be nearing the end of the two-year period the Air Force anticipates it will take to make the switchover. As it is, the long haul is just beginning. In the USSR, where unification was accomplished shortly after the war, the program is far advanced.



7. The army's Gen. Brehon Somervell, Service Forces Chief, pointed out, "combined procurement (in war) would have eliminated situations where Navy bought towels while the army had an excess."



8. Navy Secretary Forrestal was cautious. He reminded Congress, "It poses a drastic reorganization of a system for 'common defense' under provisions of our constitution which we have developed over a period of many years."



9. Marine Gen. Vandegrift would have none of it. "I feel the question of a separate air force is one that confronts the army. If the army desires to separate its air arm from its ground arm that is within its own province."



10. Fleet Adm. Chester Nimitz, Naval Operations Chief, suggested, "somehow this country appears to have sensed the need of competition and friction of ideas." Unification, he felt, would destroy incentive.



11. Jimmy Doolittle said bluntly, "We must not permit pride or misplaced confidence in any outdated weapon to interfere with this nation's future welfare. Every dollar . . . must give greatest possible return in security."



12. Adm. William Leahy thought it was "questionable to say the least whether the Army General Staff organization and the Navy counterpart can be reconciled into one without detriment to both." So the debate went on until . . .

UNTIL JULY 26, 1947—"THE DAY BILLY DREAMED OF"



His specific recommendations have been well watered with compromise, but Billy Mitchell's dream of a separate air arm is now law. This is the Executive Order:

By virtue of the authority vested in me by the Constitution and laws of the United States, and as President of the United States and Commander in Chief of the Armed Forces of the United States, I hereby prescribe the following assignment of primary functions and responsibilities to the three armed services.

Section I—The Common Missions of the Armed Forces of the United States

1. To support and defend the Constitution of the United States against all enemies, foreign or domestic.
2. To maintain, by timely and effective military action, the security of the United States, its possessions and areas vital to its interest.
3. To uphold and advance the national policies and interests of the United States.
4. To safeguard the internal security of the United States as directed by higher authority.
5. To conduct integrated operations on the land, on the sea, and in the air necessary for these purposes.

In order to facilitate the accomplishment of the foregoing missions the armed forces shall formulate integrated plans and make coordinated preparations. Each service shall observe the general principles and fulfill the specific functions outlined below, and shall make use of the personnel, equipment and facilities of the other services in all cases where economy and effectiveness will thereby be increased.

Section II—Functions Of the United States Army General

The United States Army includes land combat and service forces and such aviation and water transport as may be organic therein. It is organized, trained and equipped primarily for prompt and sustained combat incident to operations on land. The Army is responsible for the preparation of land forces necessary for the effective prosecution of war, and, in accordance with integrated joint mobilization plans,

for the expansion of peacetime components of the Army to meet the needs of war.

Specific Functions of the Army

1. To organize, train and equip land forces for:
 - A. Operations on land, including joint operations.
 - B. The seizure or defense of land areas, including airborne and joint amphibious operations.
 - C. The occupation of land areas.
2. To develop weapons, tactics, technique, organization and equipment of Army combat, and service elements, coordinating with the Navy and the Air Force in all aspects of joint concern, including those which pertain to amphibious and airborne operations.
3. To provide, as directed by proper authority, such missions and detachments for service in foreign countries as may be required to support the national policies and interests of the United States.
4. To assist the Navy and Air Forces in the accomplishment of their missions, including the provision of common services and supplies as determined by proper authority.



With the signing of the National Security Act of 1947, the bickering ends. Now comes the job of making the law work. It won't be easy.

Section III—Functions of the United States Navy General

The United States Navy includes naval combat and service forces, naval aviation, and the United States Marine Corps. It is organized, trained and equipped primarily for prompt and sustained combat at sea. The Navy is responsible for the

preparation of naval forces necessary for the effective prosecution of war, and in accordance with integrated joint mobilization plans, for the expansion of the peacetime components of the Navy to meet the needs of war.

Specific Functions of the Navy

1. To organize, train and equip naval forces for:
 - A. Operations at sea, including joint operations.
 - B. The control of vital sea areas, the protection of vital

(Continued on page 43)



LIFE BEGINS AT FORTY

... US ~~ARMY~~ AIR FORCES ...



James V. Forrestal
Secretary of Defense

To the casual observer, the Air Forces didn't look much different on Monday morning, July 28th, than it had on Friday afternoon, July 25th. As usual, the snack bars in the Pentagon in Washington were filled with coffee drinkers accustomed to easing into the new week gradually. There was no expression on their faces indicating that it had been a momentous weekend. Outside of Headquarters—at March and Randolph and Mitchel Fields—AAF personnel picked up their duties where they had left them Friday evening, outwardly more concerned with the heat than with the new National Security Act. The status of the Air Forces had changed drastically on Saturday July 26th, but not its physiognomy.

The switch-over will be a long and tedious process. Two years have been allowed for the gradual separation of the old AAF from the War Department. There will be no immediate upheavals, but the changes, as they come, will be the most momentous in Air Force history. The first task to be undertaken by General Carl Spaatz as Chief of Staff of the United States Air Force will be the forging of a ready-to-fight organization "by Christmas." Under this policy, the Air Force will organize fifty-five groups at full strength—the limit permitted by present appropriations, but fifteen short of the authorized total. The groups will be divided into nineteen bomber, twenty-eight fighter, and eight troop carrier units. No information has been released as to how many of the bomber groups will be equipped to drop atomic bombs, nor has there been any announcement concerning the number of fighter groups (or bomber groups for that matter) that will have jet powered planes.

Staff Changes

Next will come the streamlining of the headquarters Air Staff. In all probability the number of staff chiefs who will report directly to General Spaatz will be reduced from thirteen to seven. Subordinate to his office, if the proposal is adopted, will be a Vice Chief of Staff and one Deputy Chief of Staff instead of the present two deputies.

Most drastic staff changes will come at the Assistant Chief level. Here the classic A-2, A-3 and A-5 sections will be unified under a single Director of Plans and Operations, who alone of the three will have direct access to the front office. Aside from being renamed "Directors," the old A-1 and A-4 chiefs will retain their present perch on the organization chart—co-equal with that of the Director of Plans and Operations, the Comptroller and the Director of Research and De-

velopment. The Comptroller, because of his fiscal duties, however, will be given a direct line to the Chief of Staff on some functions.

Under the plan, the Air Council, the Air Inspector, the Director of Information, and the Secretary of the Air Staff will remain as direct adjuncts of the Office of the Chief of Staff. The Air Adjutant General will be attached to the Office of the Deputy Chief of Staff. Whether changes similar to these will be adopted by headquarters in the field is not yet known.

The three distinctive branches to be retained within the Air Force framework will be the Medical Corps, the Judge Advocate General's Department and the Chaplain Corps—units in which the officers practice their profession by authority of law or special sanction. Other officers who belong to such branches as the Ordnance Department, the Corps of Engineers and the Signal Corps, but who are on duty with the Air Forces, will be allowed to return to the Army proper within the next two years or accept equivalent commissions and status in the Air Force. At present, however, all personnel are "frozen" in their current assignments, regardless of branch affiliations, until an "orderly separation" of the Air Force from the War Department can be undertaken.

Administrative streamlining will also extend to the matter of budget presentation—long a festering sore in the Air Force hide. Henceforth the Air Forces will have the opportunity to defend its own budget before Congress. Previously the AAF could only argue for a little more than half of its yearly request. The rest—monies which were sought to cover services or equipment not peculiar to the AAF—were defended by the War Department. For example, funds contained in the Signal Corps budget to provide telephone service for the AAF might have been

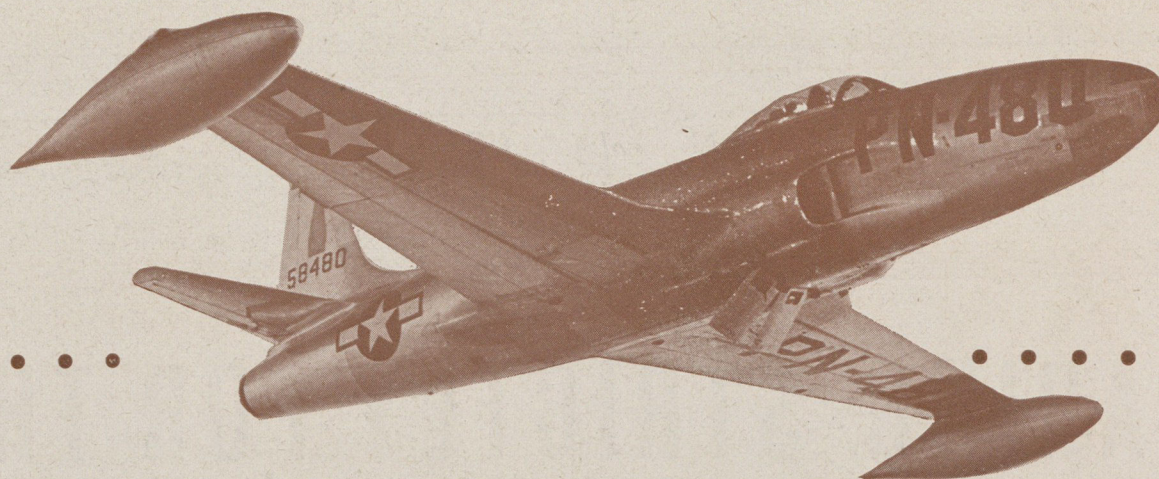
adequate, but if the Signal Corps budget was cut by Congress the AAF had to take its share of the slice without recourse. The resultant snafu was referred to officially as a "state of imbalance," but AAF officers are now confident that under unification "the principle of cross-servicing will be made fully workable."

The Feminine Angle

Like personnel of the technical branches on duty with the AAF, the WACs will be given a chance to return to the Army or accept equivalent grade or rank in the new USAF. No name for their organization has yet been decided upon,



General Carl A. Spaatz
Chief of Staff, United States Air Force



but the tag "Women of the Air Force" which, with a little imagination can be abbreviated into WAFS is now being considered.

New grades and ratings for non-commissioned officers and enlisted men will be provided for. There will be three "supervisory" grades: Chief Airman, and Senior Airman of first and second class. These will correspond to the present warrant officer category. Non-coms with the Army equivalents in brackets will be: Senior Airman, third class (master and first sergeants); Airmen, first class (technical sergeant); Airman, second class (staff sergeant); Airman, third class (sergeant); Airman, fourth class (corporal); Airman, fifth class (private first class); and Airman, sixth class (private). No re-designation of officer rank has been indicated. Officers will continue to be drawn from civilian colleges, from the United States Military Academy, the Aviation Cadet program, and from the ranks. Eventually the Air Force hopes to have an academy of its own, equal in standing to West Point and Annapolis. When and if the Air Academy becomes a reality, it is likely that arrangements will be made to interchange cadets in order to indoctrinate officers of the new

defense establishment in all elements of land, sea and air warfare, and in the unified command which warfare of the future will require.

Same Old Latrineogram

Even with unification there seems no immediate prospect that the oldest of all latrineograms—the one about a distinctive uniform—will materialize. Of-

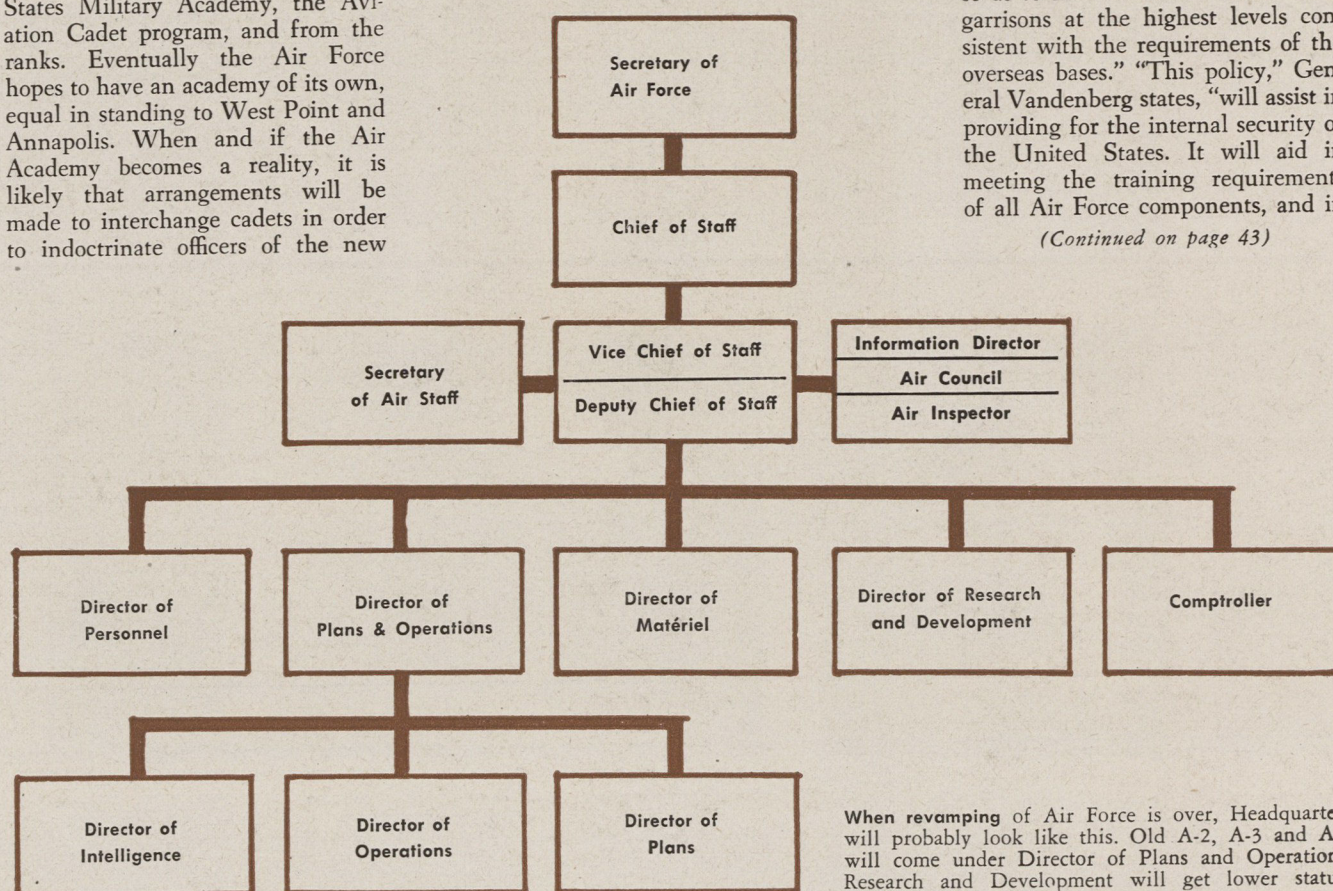
ficers in Washington consider that the subject is of "no moment" when there are so many problems of greater magnitude to wrestle with. They do concede, however, that the matter will be attended to eventually, and that in all probability the new uniform will be a shade between Royal Air Force Blue and Navy Blue.

On the question of deployment, it has been announced by General Hoyt S. Vandenberg that "In general the Air Force will be deployed so as to maintain our United States garrisons at the highest levels consistent with the requirements of the overseas bases." "This policy," General Vandenberg states, "will assist in providing for the internal security of the United States. It will aid in meeting the training requirements of all Air Force components, and in

(Continued on page 43)

THE JOB ISN'T DONE

At this early date it is not possible to editorialize on the many weaknesses of the new National Security Act. Actually there is as much work to be done to achieve the goals of unification now as before the bill became law. Members of the Air Force Association, which fought for Air Force equality as vigorously as any group, can be assured that full progress reports on the "refinement stage" will be given in this magazine regularly.



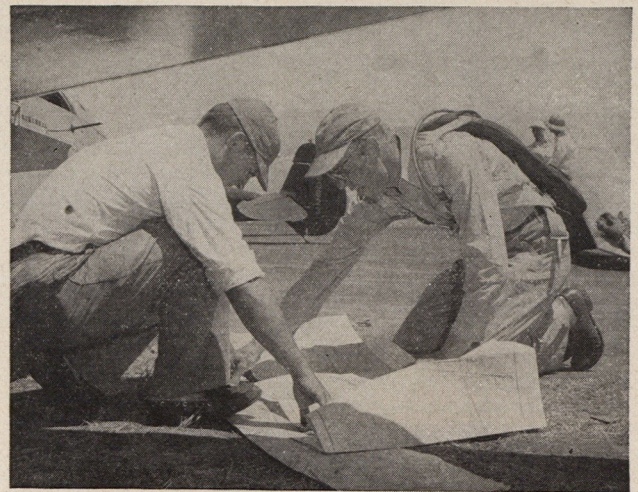
When revamping of Air Force is over, Headquarters will probably look like this. Old A-2, A-3 and A-5 will come under Director of Plans and Operations. Research and Development will get lower status.

*World and National marks fall as sailplanes rise higher at the
14th Annual Soaring Classic at Wichita Falls*

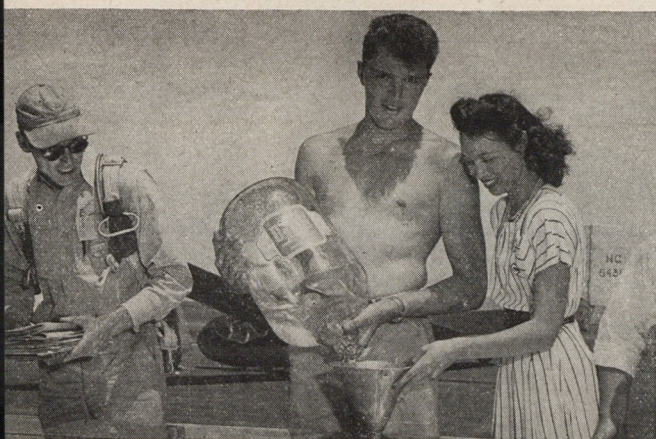
SOARING-STRICTLY FOR THE



A pilot's briefing started the day's activities at Wichita Falls. Here the previous day's accomplishments were recapitulated, the new program outlined, weather data distributed and discussed.



Lining up the flight. Richard C. Comey, later declared meet winner, checks terrain with crew-chief Don Quigley before taking off for a distance flight in his all-metal Schweitzer sailplane.

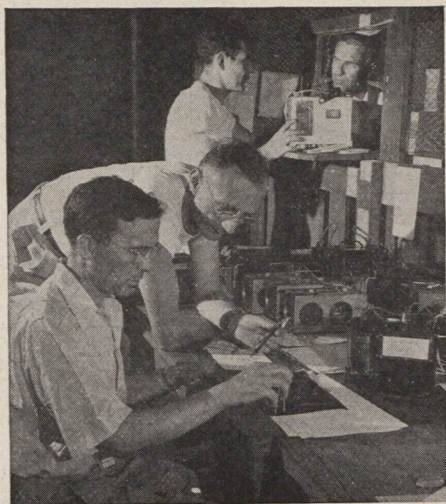


Secret of Comey's outstanding performance was drop water ballast system which enabled him to decrease wingloading at will. Here he is supervising loading of 15 gallons into each wing.



Guests from abroad added color to the event. Soaring pioneer Capt. Ralph Barnaby talks it over with Soviet observer Lt. Col. A. Y. Galkovsky and British entry Capt. Charles Wingfield, seated in his Olympia sailplane.

RECORD



Day's end: Ben Shupack and Dr. K. O. Lange calibrate sealed barographs carried by contestants.

Because of flat terrain, most flights were launched by direct airplane tow to a height determined by the meteorological committee. Here is a PT-17 towing aloft a Pratt-Read sailplane.

AFTER nearly a half century of struggle against eclipse by power flying, sailplaning has assumed its place in the sport scene as a combination participant-spectator event. The recent 14th Annual National Soaring Contest, held at Wichita Falls, Texas, finally proved that enough contestants turn out for a national conclave to show wide participating interest, and that sufficient numbers of paying grandstandees are available to make paid admissions a source of supporting revenue.

In recent years, gliding has had a foreign flavor, stemming chiefly from the fact that the science was advanced by Germany after World War I, as a means of circumventing the Versailles Treaty. Russia picked it up largely from the Germans, and used it as a means of promulgating aviation interest. The science of flight without power was actually born in Santa Clara, California, toward the end of the last century, when John J. Montgomery made his famed 600-foot hop in the crudest of machines.

The development of gliding in the US was slow, primarily because it lacked the quasi-military push that it enjoyed abroad. Up to the invasion of Crete, no one in this country considered the glider as anything but a sportsman's vehicle. The war established not only a practical place for powerless aircraft, but marshalled a wide interest in the sport which

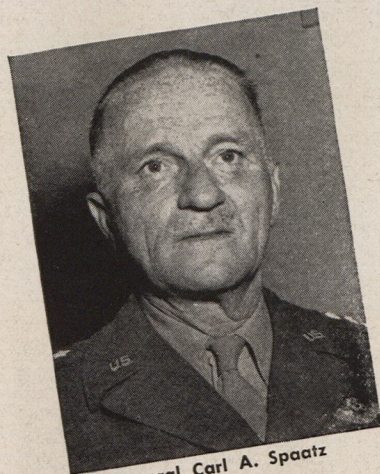
was evidenced in last year's enthusiastic turnout at Elmira, and the unprecedented number of participants in the 1947 meeting.

The Wichita Falls contest was unique in many ways, chiefly in that it was the first major meet ever held in flat country. Lt. Col. A. Y. Galkovsky, the Soviet observer, gazed upon the table terrain and asked, "How can you hold a meet here—no hills. . ." All important launchings were airplane tow, and the distance flights depended on the ribbon-like dry thermals that rose from the sun-baked flats, and carried the gliders upward at rates sometimes reaching 1500 feet per minute.

There were over a thousand launchings which netted 1743.19 flying hours. Seven records were established by US pilots, two of them international. Jack Robinson flew a single-place glider 333 miles to Barstow, Texas, for a new US distance record. Paul McReady flew to Anson and back for a new single-place goal-return international mark of 230 miles. Virginia Bennis established three new women's marks—a distance record of 94 miles, a women's goal-return (US) of 52 miles, and an international women's single-place altitude mark of 7200 feet. In the two-place class, Eugart Yerian set a US distance mark of 207 miles, and Lyle Maxey did 104 miles goal and return, a national record.

DIRECT HIT ON COLUMBUS

It will be a reunion "in force" that descends on Columbus for the AFA convention this month. And the Capital city of the Buckeye State is ready for the attack



General Carl A. Spaatz

"I understand a reunion of men and women who served with the Air Force during the war will be combined with the First Annual Convention of the Air Force Association this year.

"The idea of such a reunion appeals strongly to me. It should bring together again the closely knit air team that did so much to win that war. I am looking forward to the trip to Columbus this September with the sincere hope that the Air Force veterans from all over the country will join in this first get-together since V-J Day."

CARL SPAATZ,
Commanding General.

ON the 15th and 16th of this month, the good people of Columbus will learn from first-hand experience what is meant by an AAF "attack in force." For it is on these two days, as everyone knows by now, that the Air Force Association will hold its First Annual Convention at the city on the banks of the Scioto River.

The flags and banners are out. Governor Herbert has blanketed the State House grounds, across the street from Convention Headquarters, with eleven thousand of them, and they're so thick at the corner of Broad and High Streets that even the natives are losing their way.

By official proclamation, Mayor Rhodes has designated the 15th and 16th as AFA Days, and has called upon all the citizens of the town to join in welcoming the conferees. The distinguished guests, including Generals Eisenhower, Arnold, Spaatz, Kenney, Eaker, Twining and Stratemeyer, The Honorable W. Stuart Symington, Milton Caniff, Joe E. Brown, Jimmy Stewart, Jacqueline Cochran and Eddie Rickenbacker, are on their way. At Wright Field squadrons of airplanes of the Air Matériel Command are standing by to buzz

the city in signaling the opening of the conclave. And just in case there are any late arrivals at the airport, there will be special helicopters to whisk them into town before meeting time.

As C-Hour approaches, it becomes increasingly apparent that the event may easily become as much a "reunion" as a convention. Lt. General Nathan Twining, for example, has issued a call to all Fifteenth Air Force personnel to "meet again to renew wartime friendships and associations and to consider the future of airpower in the national defense."

At the same time, individuals like Lowell Vick of Washington, D. C. have their own reunion plans. Vick wasn't a Commanding General during the war, but he was a crew member of a B-24 that participated in the first Ploesti raid in August 1942—which he feels is almost as great a distinction. So Vick has likewise called his fellow crew members to meet at Columbus. They're coming from five different states: California, Washington, Minnesota, Illinois and Massachusetts.

There will be other outfits besides General Twining's and Vick's. So many in fact that the Convention Committee is



Crews of some of war's most famous planes are expected to "rendezvous" at Columbus on September 15th and 16th. Above, the crew gathers 'round "Hells Angels," ETO's "most fought fortress."



Arrangements are being made to have some of war's more illustrious planes, as well as their crews, on "display" at the conclave. Above, "Waddy's Wagon," scourge of the Pacific theater.



Many aces will be there too. Among others to receive special invitations is Don S. Gentile.



Cold beer wasn't as easy to find in the ETO as it will be in Columbus. Here Robert S. Johnson (left) and Francis Gabreski toast their victories at a fighter base in England.



Hubert Zemke, pride of Missoula, Montana, is another wartime ace expected to be on tap on the 15th.

seriously considering the suggestion that various "bistros" in downtown Columbus be designated as headquarters for different groups and Air Forces.

General Doolittle has personally urged all former members of the Eighth Air Force to attend if possible, as have Generals Lewis Brereton and Hoyt Vandenberg in the case of the Ninth. A special reunion of the Ninth will be held on Monday evening, the 15th—time and place to be announced. Likewise, the 24th Fighter Group of the Fifth Air Force, has designated Monday evening as reunion night.

The 401st Bombardment Group (H) will take advantage of the weekend immediately preceding the Convention for its get-together. Convention Headquarters for former members of this group will be at the Neil House.

Chaplain Colonel Charles I. Carpenter, the Air Chaplain, has sent out a special invitation to all chaplains to attend the Convention and a chaplains' reunion on the 15th. Colonel Carpenter will be the official chaplain of the Convention.

The Nominees

Aside from the flood of reunion notices, the biggest news of the month is the Nominating Committee's announcement of the names of candidates for the thirty AFA offices and board positions. In accordance with the provisions of Article IV of the Association's by-laws, the President appointed a nominating committee representing AFA Wings headed by First Vice President E. P. Curtis. Final selection was made after all names recommended by the Wings were given careful consideration.

The Committee's selection for Chairman of the Board is James H. Doolittle, New York City, who worked tirelessly for the past year as the Association's temporary President.

The recommendation for President is Thomas G. Lanphier, Jr., Boise, Idaho, P-38 ace of the Pacific air war who is credited with shooting down Admiral Yamamoto. Lanphier is now Managing Editor of the *Idaho Daily Statesman*.

James Stewart of Hollywood, Calif., one of the most active members of the temporary Board of Directors, has been nominated for the berth of First Vice President. Meryll Frost of Wellesley, Mass., is the nominee for Second Vice President, and C. R. Smith of Washington, D. C., has been selected as candidate for the office of Third Vice President. Rounding out the nominations for officers are Julian B. Rosenthal, Forest Hills, N. Y., for Secretary, and G. Warfield Hobbs, III, of New York City for Treasurer. A complete list of the nominations for the Board of Directors will be found on Page 29.

The AFA Convention Committee announces that there will be a registration fee of \$12.00, which will cover the opening luncheon Monday, the cocktail reception on Monday evening, the banquet Monday night, the luncheon Tuesday, and the final banquet Tuesday evening.

SEPTEMBER, 1947



Fred M. Pickens, Commander of Columbus AFA unit watches as Mayor Rhodes proclaims Sept. 15th and 16th AFA days.

CITY OF COLUMBUS OFFICE OF THE MAYOR STATE OF OHIO

PROCLAMATION

WHEREAS, the Air Force Association will hold its first National Convention in the City of Columbus, State of Ohio, on September 15 and 16, 1947, and,

WHEREAS, the membership of the Air Force Association consists of men and women who were either members of, or attached to, the United States Army Air Force, and whose contributions to Allied Victory are world renown, and,

WHEREAS, the Air Force Association is dedicated to obtaining and maintaining proper recognition of the Air Forces in order that adequate air power through constant research and development of aircraft and properly trained personnel will insure the defense of our country, and,

WHEREAS, a grateful nation recognizes the importance of air power in the preservation of our liberties,

NOW, THEREFORE, I, James A. Rhodes, Mayor of the City of Columbus, State of Ohio, in order that we may honor the men and women who served in the Army Air Forces and recognize the creed of the Air Force Association do hereby proclaim September 15 and 16, 1947, as Air Force Association Days in Columbus. I urge all citizens to join in extending a hearty welcome to these veterans who thought so little of giving so much.

JAMES A. RHODES, Mayor.

SQUADRONS OF THE

*The Air Force "gang"
Association squadrons*



AFA IS NOW 125,000 STRONG

On the eve of its first annual convention the Air Force Association paused, checked its membership and found a total roll call of approximately 125,000. Long since, it had established wing headquarters in each of the forty-eight states, and by now there were 139 squadrons in communities from coast to coast. It was an excellent time to call the conclave. The growing pains were over. The serious business of the meeting could be entered into with maturity and candor. The problems of industrial prepar-

edness, an adequate reserve and other equally vital issues could be taken under consideration and discussed without the pre-occupation of the gangling adolescent. It was a sure bet that the resolutions drawn up at the Columbus convention would go far in furthering the cause of air power.

But AFA looked forward to even bigger things. By 1947's end it confidently expected to add another 25,000 to its roll. In three months the map above would be woefully out of date.

AIR FORCE ASSOCIATION

has built a powerful network of 139
in communities from coast to coast*



*As of Aug. 1, 1947

NAMES AND ADDRESSES OF SQUADRON HEADS ON PAGE 44

SEPTEMBER, 1947

27

CONVENTION PROGRAM HOUR BY HOUR

Convention Headquarters
NEIL HOUSE HOTEL

Convention Assembly Meetings
THE MEMORIAL HALL

SUNDAY, SEPTEMBER 14

Informal reunion of Doolittle Flyers, with James Doolittle as host.

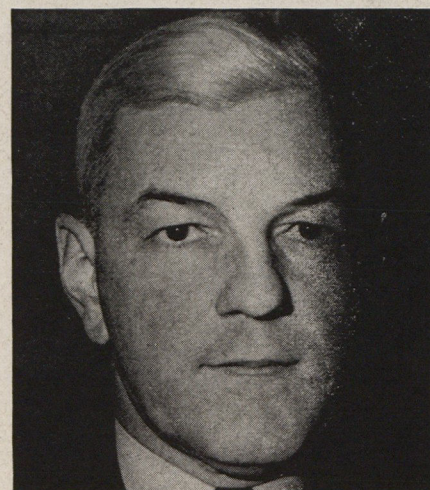
MONDAY, SEPTEMBER 15

- 9:00 A.M.** Blanket flight of airplanes from Wright Field over city, to signal the start of convention.
- 9:15 to Noon** Registration of all delegates at Mezzanine of Neil House, Convention Headquarters.
- 12:00 Noon** Luncheon—Neil House Ballroom.
Welcome Address .. Gov. Thomas J. Herbert.
Response James Doolittle.
Guest Speakers:
Eddie Rickenbacker, Assistant Secretary of War for Air.
W. Stewart Symington.
- 2:00 P.M.** Assembly convenes at Memorial Hall.
Invocation by Air Chaplain.
AAF Band.
Opening Remarks James Doolittle
Business of Meeting Willis S. Fitch.
Guest Speaker Maj. Gen. Howard Davidson.
- 5:00 to 6:30 P.M.** Members' Cocktail Reception to meet distinguished guests, in Ballroom of Deshler Hotel.
- 7:00 P.M.** Members' Banquet at Neil House:
Master of Ceremonies James Doolittle.
Speakers:
Gen. Dwight D. Eisenhower.
Gen. Carl Spaatz.
- 8:30 to 9:30 P.M.** During Banquet, Band Concert for the public on State House Grounds.
- 9:30 P.M.** Entertainment to be announced.

TUESDAY, SEPTEMBER 16

- 9:30 A.M.** Second assembly session for convention business at Memorial Hall.
Business Meeting Willis S. Fitch.
Speaker Maj. Gen. George E. Stratemeyer.
- 12:00 Noon** Luncheon at Neil House.
Speaker Gen. George Kenney.
- 2:00 P.M.** Third assembly for Convention business at Memorial Hall.
Election of Officers.
Speaker Maj. Gen. Curtis E. LeMay.
- 6:00 P.M.** Final Banquet at Neil House.
James Doolittle, presiding, introduces guests, new AFA Officers.
Guest Speaker—to be announced.
- 9:00 P.M.** Entertainment—to be announced.

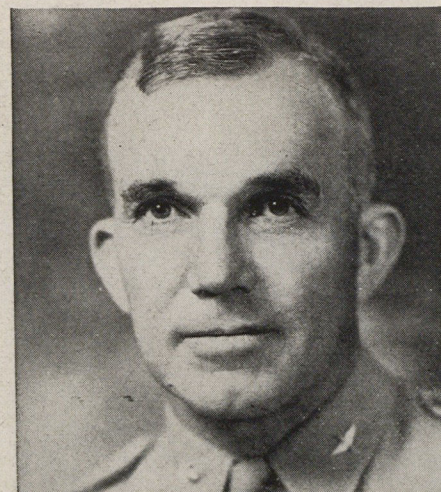
On TUESDAY AFTERNOON, at the Governor's mansion, Mrs. Metta Stevers will serve tea for the ladies attending who are not members of the Association.



Governor Thomas J. Herbert

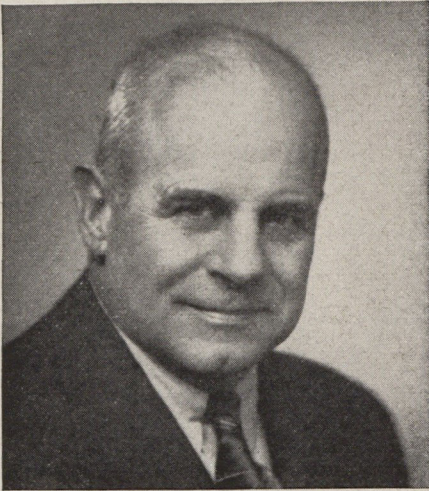


General George C. Kenney



Major General Howard Davidson

THE CANDIDATES



James Doolittle



Thomas G. Lanphier



James Stewart

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AIR FORCE DIARY



"Suddenly the flak that had been ahead of us was on all sides. The whole ship shuddered and bounced. . ."

BY 1st LT. ALLAN H. GILLIS, **THEY STILL HAVE PLENTY** 8th Air Force

By the end of 1944 the Luftwaffe had taken the count, but the air war was still plenty rough

CREW 29 was in a high good humor that gray, cold English morning in late September. Before take-off, we gathered under the broad expanse of one wing of our Fortress, Lecherous Lou, and discussed the jubilant occasion.

"The thirty-third and last straight pass at the Herrenvolk! Detroit, I hear you calling!" S/Sgt. Tom Travis, ball gunner, combined a Lindy hop with an Apache war dance.

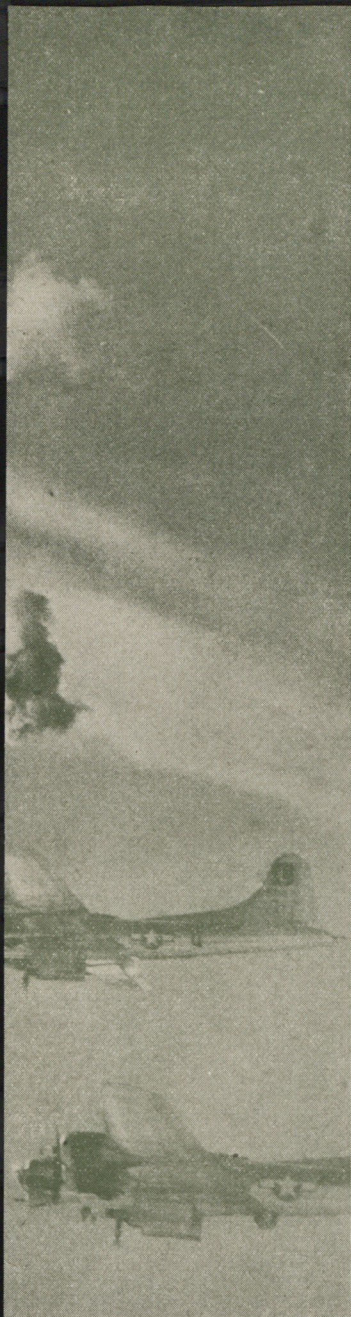
Our top turret gunner, T/Sgt. Bill Crabtree, in his slow Texas drawl, characteristically squelched him: "Stop knocking yourself out, Tom. We'll probably just about get off the ground and blow up at the end of the runway."

Travis heaved a Mae West at him. First Lt. Joe Ross and I grinned at each other. For six months, we had been listening to this sort of high-geared kidding, and, though no one indulged in any maudlin histrionics, we both felt a twinge or

two of sentiment, realizing that this was the last time the gang would be together.

Both of us were qualified first pilots. We had been assigned to the same crew after arriving in England early in the spring of 1944. The ensuing months had been full of fun, excitement, hard work and grueling hours. On the whole, they had comprised a long and rocky road that sometimes, especially in the chilled dampness of two AM briefings, had seemed to stretch endlessly before us. It would be a downright untruth to say that we were sorry to reach the end of that road. It was a good deal like graduating from school; you were glad to be through, and, at the same time, you felt somewhat reluctant to leave it all behind you.

Despite the heavy bomb and gas load, Lecherous Lou took off easily, gracefully, like the eager old warhorse that



OF FLAK

she was, with none of the earth-hugging tendencies of other ships. The two hours following take-off had always been boring to me, climbing to altitude and assembling into formation over England. But today there was no boredom. We could have assembled for five hours, and I'd not have objected. This last flight was pure enjoyment.

We had a target that would be a pleasure to smash—a factory in Germany putting out Tiger Tanks and, bane of our lives, flak guns. First Lt. Bob O'Connell, our well-upholstered bombardier, was particularly gleeful at the prospect for, ever since the day a hefty hunk of flak had ripped off his oxygen mask, failing to cave in his unshaven face by a scant single inch, he had sworn a solemn personal vendetta against all German flak gunners and flak guns.

The trip across the channel and the liberated area of Belgium was uneventful. We passed over Brussels, until just a few weeks ago one of the hottest flak areas in occupied territory. Ross and I alternated in flying the necessary close formation, wrestling through prop wash and cursing the day we'd been assigned to four-engined ships. It was an accepted routine, after a few hours of eye-back-and-arm-straining work, to moan and wail over the sad fate that had failed to place us in P-38s. The crew had become so accustomed to it they would have thought something was wrong if we had omitted it.

Just before crossing into Germany, I called T/Sgt. Ed Leitelt over the interphone and asked him to pull the valves on the Tokyo tanks

in order to let the gas drain into the main tanks. Ed, one of the best radio operators in the group and without a doubt the most popular, was in high spirits. Married for ten years and the father of a lovely four-year-old girl, Ed was planning a joyful and long-postponed reunion with his family. S/Sgt. Jaxon Booker, tail gunner and another Texan, interrupted us to report two ME-109s above and behind us. He kept tracking them, but before they came within range, two of our escort P-51s were hot on their tails. Booker described one Jerry going down in smoke while the other disappeared in a near-vertical dive.

We had been briefed on the possibility of enemy fighter attacks and, of course, on the inevitable flak. We soon spotted the flak, but it was off to our right and slightly below us. The lazy, black harmless-looking puffs had always fascinated me,

giving me the same sort of scared thrill that a ride on a roller coaster had when I was a kid. Today I told myself we were invulnerable. After all, it was our last mission, and being shot down on our last was hardly cricket, was it? But I wasn't kidding myself. More than once, I'd seen a single burst of flak turn a powerful, throbbing four-engine plane into an enormous ball of orange flame.

For the next hour over Germany, we continued to dodge meager bursts of flak. We turned on course toward the target, and S/Sgt. Kenneth Jorgensen, waist gunner, called over the interphone:

"There's a ship in the group behind us in flames; it's spinning in!"

"Flak off our right wing," called Sergeant Crabtree.

The interphone became crowded with reports now. Two more planes behind us had been blown to bits. Both Sergeant Booker and Sergeant Jorgensen reported the flak was "climbing" up to our altitude. Ahead of us and uncomfortably close, flak was bursting at our level. The bursts were large, and I knew we were getting it from the 155s. Suddenly, the flak that had been ahead of us was on all sides. The whole ship shuddered and bounced as shrapnel tore into the wings, the fuselage and the engines. I saw smoke streaming out of number one engine and flames shooting out of number three. The oil pressure on the latter was dropping, and I had just chopped back on the throttle and hit the feathering button, when hell broke loose.

Two loud reports, like a couple of 45s being shot an inch from my ear, resounded throughout the plane. Simultaneously, the Fortress was thrown up vertically on her left wing. With all our combined strength, Ross and I struggled with the controls, narrowly avoiding crashing into the ship on our left. We were losing altitude fast, trying to escape the flak that was so persistently following us. Number two engine's oil pressure was almost gone and it had to be feathered. A loud hissing sounded in our ears; it was the oxygen escaping from several broken points, and we were still at 20,000 feet!

The interphone had been clear during the past three minutes, but the silence was broken abruptly by Ed Leitelt. His voice was steady, as if by great effort, but there were undertones of strained agony.

"Al—Joe, I've been hit in the leg—bad."

Sergeants Jorgensen and Travis both rushed from the waist to administer first aid. They found the radio room full of holes and blood. Though they didn't know it at the time, Ed's leg from his knee to his ankle had been shattered to a pulp by two hundred pieces of shrapnel. Without any previous practical experience, these two men controlled the natural panicky sense of horror they felt and efficiently applied a tourniquet, gave him morphine and administered oxygen from an emergency bottle. They did this while the flak was still hammering us. One piece of German metal tore through the radio room while Sergeant Travis was applying the tourniquet and creased the side of his head, stunning him and ripping off his helmet.

Meanwhile we had dove to 15,000 feet as quickly as we dared and were doing our best to maintain it, but this was impossible with only two engines and a full bomb load. Number one engine was still smoking badly, but much as we dreaded an oil fire, we didn't dare feather it—not while we were still over Germany. First Lt. Chuck Mundorff, our navigator, had given me an approximate heading to the nearest point in Belgium and was just about to make a correction, when a burst of flak tore through the nose, smashing Bob O'Connell's hand and entering his left leg. The nose compartment was splattered by blood. Chuck had to administer first aid to Bob, decipher the map through the blood and figure our course at the same time.

We opened the bomb bay doors and salvoed the bombs,

(Continued on page 49)



This sphere chart is actually part of the "skin" of a 17-foot globe which can be removed from a rack and set in on illuminated table. Because the navigator works on a true replica of the earth's surface, the usual allowance for error required on Mercator or other types of projections used on flat charts is omitted.

SPHERICAL NAVIGATION

Projecting the earth's features onto a flat chart has always produced navigator's headaches. This new idea may end them

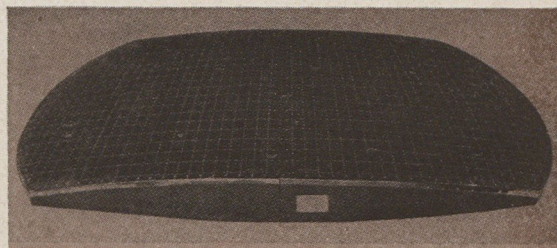
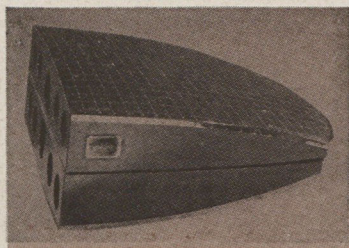
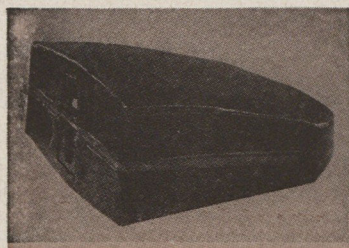
BY COLONEL CARL J. CRANE, Hdqs, AAF

ANYONE who has meditatively peeled an orange will realize the difficulty of spreading its peel flat without distorting it somewhere. Chart makers have had the same problem ever since someone made the inconvenient discovery that the earth was not flat. Back in the days when most of man's travels took place in the temperate and tropic zones, the system of projection or method whereby information could be transferred from globe to chart, had to minimize acceptable error toward the center of the world map. The Mercator projection was popular for world sailing during this era. This system is the one most of us remember as the big pull-down global map of our primary school days. It was created by setting the globe into a cylinder, projecting the features, then unrolling the cylinder. This produced a map

that was accurate at the equator but one that was possessed of considerable error at the poles.

When the North Atlantic routes became important in world commerce, great circle sailing became important too, and so did the Gnomonic projection. This system projected the earth's details on a flat sheet held tangent to a given point of contact. For polar accuracy, the Conic projection was devised, which places the planet inside a cone and projects features outward.

There are a score of combinations and modifications of projection ideas, but all of them come up with some form of error. Modern high-speed aviation, particularly the pinpoint type required for future military operation, allows for little if any of this kind of operation. What is needed is a



Folding and portable version of the globe map, shown in its traveling case, folded and ready for use. The specimen shown was built for the personal use of General Ira C. Eaker. This particular sphere chart operates on a scale of one inch to fifty miles, which is considered quite adequate for high-speed navigation.

map which lacks the distortion that is characteristic of any attempt to project a curve onto a flat surface.

The sphere chart has no projection. It is, in effect, a plastic section of a large globe, created to provide the global air navigator with a chart of usable scale upon which to plot long-range high-speed flights. Two sections twenty-four inches long and twelve wide can cover a flight from San Francisco to Hawaii. The navigator's desk or table will easily accommodate this sphere chart and an additional quantity of plastic maps can be stowed near the navigator's position.

While globes have been used for centuries to portray the earth's detail in miniature it has never been successfully used for practical navigation due to the space requirements and the awkwardness of handling even a reasonably small globe.

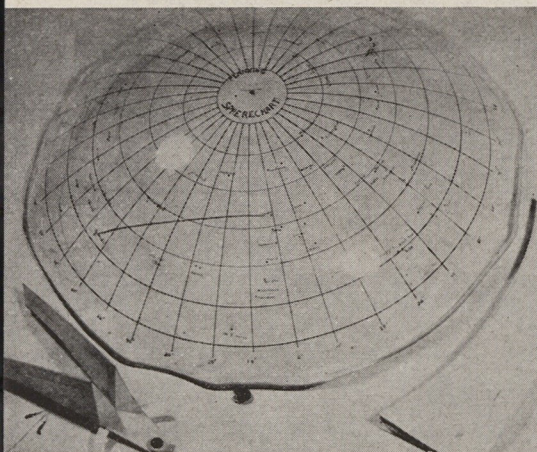
Navigator McMillan has used a small globe with associated scales and accessories principally as a computer. Many of the claimed advantages in his system of Spheriographic Navigation can be employed with ease using the Sphere Chart.

Never before in history has a sphere chart been used for practical navigation. The use of plastics now provides the

prepared to do the simplest and quickest radio, celestial and dead reckoning navigation.

While the Sphere Chart should be ideal for air navigation due to the requirement for speed there is little reason for *not* using this "projectionless" chart at sea. And why not in the classroom? The Sphere Chart, covering especially those areas so badly distorted in our geography books, can be hung as pictures in the classroom in order to provide the student with an undistorted early concept of his world.

Celestial navigation is a difficult subject to explain in "one easy lesson." Suffice it to say here that each star has a substellar *path* which may be located on the earth surface like a railroad track. At a given sidereal time (which can be read from a watch) the substellar *point* is known, like the position of a boxcar on the railroad track. When these pathways lie within the boundaries of the Sphere Chart celestial position fixing resolves itself into reading the sextant angle for two stars and drawing two lines at a distance from the substellar points representing the complementary angle read from the sextant. No other computations are necessary.



Before taking off, the navigator can plot course on wide-scale planning sphere chart (left) to determine which sphere-chart sections he will need for the flight, as well as coarse calculations such as direction and distance. Details are transferred to larger chart. Center, comparison between sphere and polar projection. Right, transferring plot information from small size planning to flight sectional spheres for actual use.

ability to construct a map of spherical contour which eliminates the faults of all the projections.

Should the reader decide to plot a straight flight path from San Francisco to Tokyo he would probably be at some loss to do so with any available map. In less than sixty seconds he could plot the straight or great circle course on a sphere chart, measure the distance accurately, and determine the course to fly. Not only this, but he could get a fine impression of the land and sea areas along the course and be

Radio direction finding is simplified by use of the Sphere Chart. Radio wave fronts approach the airplane or the D/F (direction finding) stations on Great Circle or straight line paths. Plotting these angles to a Mercator or other chart requires correction tables, computation and valuable time. The Sphere Chart is a natural for rapid D/F plotting, in the air or on the ground. Into this scheme of things Radar (Shoran or Loran) plots made to a "no projection" map are better than made to a distorted flat map.



AFA NEWS

CALIFORNIA

Second new Squadron to be chartered from California during the month was at Los Angeles. And although officers were not elected until June 27, arrangements were completed for another of the many outstanding observances of Air Force Day by AFA Squadrons throughout the Nation. In Los Angeles, Major General Elwood R. Quesada, commanding general of the Tactical Air Command, was principal speaker at a luncheon held on Air Force Day which highlighted other events.

Officers of the new Los Angeles Squadron are: Al Carty, commander; Leo Coult, vice-commander; Miss Rae Gersco, secretary; Earl W. Ewins, treasurer. The Squadron meets the first Thursday of each month. For more information about the organization contact Al Carty at 1431 South Vermont Street, Los Angeles 5.

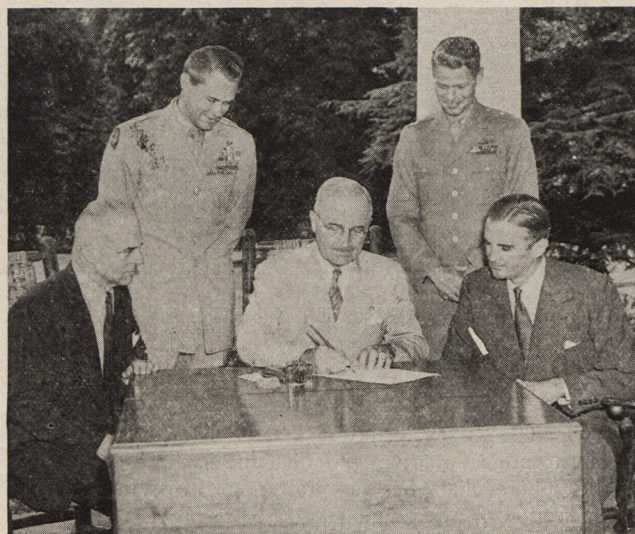
Although not chartered until July 2, the newly activated San Francisco Squadron worked out elaborate plans for Air Force Day with General H. H. Arnold as the principal speaker at a banquet held in a leading hotel. Other events in the San Francisco observance of Air Force Day included: window displays in downtown stores; an air show consisting of a B-29 attack of the city, escorted by P-80s; an aircraft exposition at Civic Center Plaza; church participation in memorial services for airmen killed or missing in action; a dance and a show in the evening which featured Hollywood stars.

Mr. Thomas Stack is commander of this new San Francisco Squadron and former Air Force men or present members of AFA who are not affiliated with the organization, can obtain additional information from Stack at Room 622, 68 Post Street, in San Francisco.

FLORIDA

Although the Miami Squadron has not applied for its charter, work on the organization of the AFA is progressing rapidly under the leadership of Norman Curtis, who was appointed temporary commander of the Miami District by General Doolittle. Curtis served with the Fifth Air Force as an Air-Sea rescue boat Commander and is in the real estate business. Former Air Force men and present members of the AFA who are interested in helping Curtis form the Miami Squadron may reach him at 1310 Sunset Drive or by phoning him at 488944.

In Tampa, Mr. Jerome Waterman, of Maas Brothers Store, reports rapid progress has been made recently in the organization of an AFA on the Florida West Coast. The Squadron in Tampa worked in cooperation with MacDill Field in presenting an open house on Air Force Day and then held a "birthday dinner" for the AAF in Tampa where Maj. Gen-



AFA's Jimmie Doolittle, Lt. Gen. Hoyt Vandenberg, Maj. Gen. Lauris Norstad and Ass't Sec'y of War Symington look on as President Truman signs proclamation making August 1st Air Force Day.



AFA leaders discuss organization matters at recent meeting at Worcester, Mass. L-R, Crawford Hollidge, Massachusetts wing commander, Harold Fink, Worcester CO and National VP Meryll Frost.



Officers of Salem, Mass. AFA squadron, taken at recent meeting. Left to right, Dudley Clark, Commander, Warren Hayes, vice-commander, Richard Jones, secretary, Charles Wright, treasurer.

eral Harold M. McClelland, Chief of the AAF Communications System, appeared as principal speaker.

MASSACHUSETTS

Mr. Crawford H. Hollidge of Boston, AFA Wing Commander for the State of Massachusetts, spoke at the regular monthly meeting of the Worcester Squadron on June 29. Hollidge, in reporting on the membership of the state said that there were approximately 3000 AFA members in Massachusetts at this time and that the membership committee of Worcester alone was able to show a ten per cent increase in members during the past month. Mr. Hollidge also explained details of the AFA National Convention to be held at Columbus, Ohio, September 15 and 16 and urged as many members as possible to attend. Meryll Frost, second vice-president of the National Headquarters, was present at the meeting to answer questions of members and Commander Harry A. Fink presided.

MICHIGAN

The Lansing, Michigan, Squadron, which was chartered on March 28, 1947, has announced the election of its first permanent officers. The Lansing Squadron, which had eighty-eight members at the time it was chartered, has grown rapidly in the past three months. Newly elected officers are: John Goodell, commander; Henry Novackoski, vice-commander; Ernest Lutz, secretary; Don Lowell, treasurer. The Squadron meets the third Monday of each month. Those desiring further information about the organization may obtain it from Secretary Lutz at 1406 Ohio Street.

Like many of its brothers in the nation, the Lansing Squadron is young, but extremely active. At a recent meeting, the 385th Bomb Group, VHB, Reserve, assigned to the Lansing Area, was activated and besides acting as an enabling factor to the organization of the Reserve training unit, the AFA Squadron also assisted in the screening and placing of personnel.

NEW JERSEY

Announcement of the chartering of the Westfield, N. J., AFA Squadron on July 22, was made by Mr. Albert St. Peter, Executive Secretary of the New Jersey Wing. Mr. St. Peter who was also in charge of the extensive Air Force Day observances at Newark Airport where General Robert Douglass and General Jacob appeared, said the following officers were elected: Alvin L. Berse, Commander; Jack Gordon, Vice-Commander; Charles H. Simpson, Jr., Secretary; Owen E. McWilliams, Treasurer. Commander Berse may be contacted for additional information about the Squadron at 863 Shadowlawn Drive, Westfield.

Joining the parade of new Squadrons reported in New Jersey during the past month is the organization at Trenton, which is now in the process of activation. The first meeting was held on July 10 in the Mercer County Court House and the charter from this Squadron is momentarily expected.

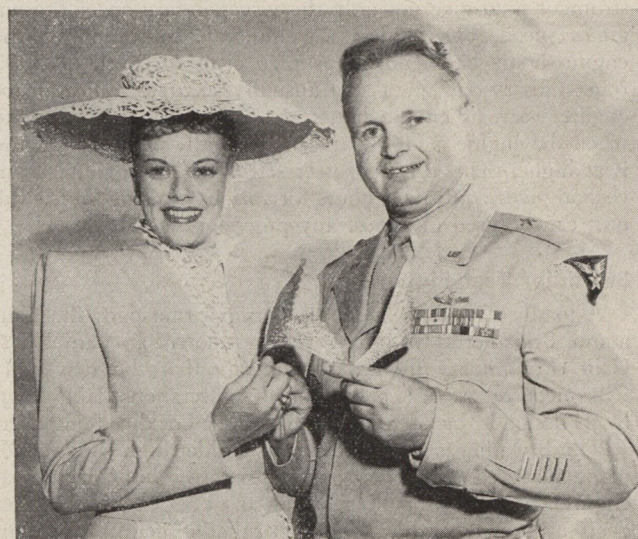
The list of new Squadrons coming in from the State of New Jersey seems practically endless this month. On July 22, the charter for the Newark Airport Squadron was approved and returned to Melvin L. Krueger, commander of the organization. Although very new, this Squadron took an active part in Air Force Day ceremonies held at the Airport. Others of the Squadron are: Bernard Lowy, vice-commander; Arnold Kessler, secretary; Anthony Barry, treasurer. Other AFA members and former Air Force personnel in the vicinity of Newark Airport are asked to contact Commander Krueger at 109 Hillside Avenue, Newark.

Also organized in July and chartered on July 22, is the new Squadron at Hudson County, where Robert E. Keane was elected temporary commander. Leonard I. Ciacchi is vice commander, George Sweeney is secretary and George S.

(Continued on page 46)



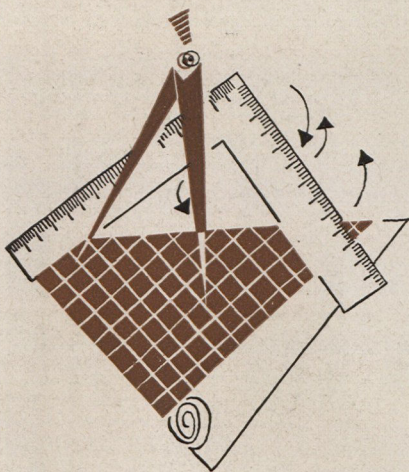
Winners of the waltz-tango contest held during a recent dance, given by the Air-WAC Squadron in Baltimore, M. K. Drinkwater formerly of the Fourth Air Force and Miss Jane Dorothy Jackson.



Brig. Gen. Glenn O. Barcus admires diadem which was presented to Miss Janis Paige when she was crowned Miss Air Force Association 1947 in connection with this year's Air Force Day celebration.



Officers and guests at the recent election meeting at Tulsa, Okla. Left to Right, H. C. Stuart, N. M. Huling, Brig. Gen. Fritz Borum of Tinker Field, R. Hunt, H. F. Aby, R. Browning and H. White.



tech topics

Light transports, giant helicopters, recording tachometers and B-17 drone ditching tests highlight the month's strides in technical progress

Tacholog

Production has begun on a time-saving instrument which combines the function of tachometer and engine recording unit at the Kollsman Instrument Division of the Square D Company. Known as the Tacholog, the purpose of the instrument is to give not only the visual indication of the engine's speed, but renders a cumulative indication of the engine hours based on an average cruising speed of 2000 rpm. This system gives an unusually accurate indication of engine wear, as engine hours are counted at a slower rate when the engine is idling, and more rapidly when the engine is at higher-than-cruising power setting. Since a simple conversion gives equivalent hours for various cruising RPMs the unit can be used in almost any propeller-type aircraft.

Brigadier Test Flown

A totally new type five-place personal transport, the Baumann Brigadier Two Fifty, was test-flown at Van Nuys, Calif. Preliminary flight tests indicate that the new craft will meet or exceed performance expectations laid down by its designer, Jack B. Baumann, former Lockheed engineer.

The Brigadier is a twin-engined shoulder high-wing monoplane powered by C-125 opposed-six 125 hp Continental engines. Pusher propellers are used. The engines are set deep in the wing and low enough so that all maintenance can be performed by a mechanic standing on the ground. The same low-slung design allows passengers to enplane or deplane directly from surface.

The Two Fifty is equipped with a retractable tricycle landing gear. Maximum speed is clocked at 170 mph, cruising speed at 65% power, 150. On one engine, with a feathered propeller, the Brigadier is reported to be able to cruise at 100 mph fully loaded.

Ditching Studied

As part of an intensive research program designed to gain knowledge required to improve safety of future aircraft, Air Matériel Command is conducting a series of water landing tests at the Proving Ground Command at Eglin Field, Florida. The first of these ditching tests was made in the waters of the Gulf of Mexico in a radio-controlled B-17 rebuilt and equipped by the Curtiss-Wright Corporation. The first plane engaged in the ditching test was one of the "drones" used for reconnaissance over Bikini last year.

By means of special photographic and recording equipment, the AMC expects to gain important data which will be used both in the building of safer military aircraft, and in the development of safer ditching techniques.

AAF's Largest Helicopter

The Army Air Forces' largest helicopter, the Kellett XR-10, has successfully completed its first test flight at Kellett's North Wales (Pennsylvania) plant.

The first twin-engine transport-type helicopter in the world, the XR-10 was designed to service ground force units in ordinarily inaccessible areas. Powered by two Continental



Largest helicopter ever accepted by the AAF, the twin-engined intermeshing twin-rotored Kellett XR-10 showed a ninety mph cruising speed and 350 mile range at initial running at North Wales, Pa.



Luscombe's latest, the four-place all-metal Silhouette, was unveiled at the Flying Farmer's meeting at Oklahoma A&M in August. It cruises 500 miles at 130 mph on a 165 hp flat opposed six engine.

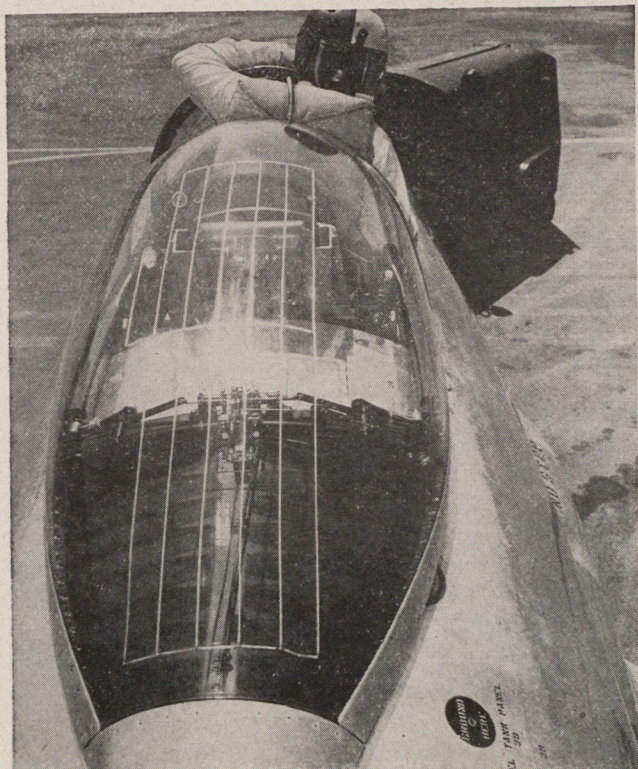


Part of a research program to develop safer ditching procedures, Air Matériel Command lands radio controlled B-17 in the water off Eglin Field, Fla. These drones were used in the Bikini tests.

525 horsepower engines, the XR-10 is the world's most powerful helicopter. It has two counter-rotating, intermeshing, three-bladed rotors, both of which can be driven by either of the two engines. The counter-rotating rotors counteract the normal tendency of a plane to twist in the direction of blade rotation, thereby eliminating the need for the customary tail rotor. Rotor diameter is sixty-five feet, the largest ever built.

Capable of carrying ten passengers in addition to the pilot and copilot, the XR-10 is the world's heaviest helicopter,

Grid type radio antenna concealed inside plexiglas bubble canopy of the Lockheed P80B. Fully as efficient as the old external type, it eliminates the power-consuming parasite resistance.



having a gross weight of almost 11,000 pounds. In an emergency, six wounded personnel on litters could be carried. A load of 2000 pounds can be carried in lieu of passengers.

The XR-10 has a maximum speed of well over 100 miles per hour and, at a cruising speed of 90 miles per hour, it has a range of almost 350 miles.

An innovation in the construction of the new helicopter is a hatch opening in the fuselage, 33 inches wide and 52 inches long, equipped with a hoist and harness for picking up or lowering personnel or cargo from a hovering position.

Globemasters Get Improved Power

The Army Air Forces has authorized the Pratt and Whitney Aircraft Division of United Aircraft Corporation to begin work on the conversion and overhaul of 72 Wasp Major engines, which are currently installed in the AAF's giant cargo transport, the Douglas C-74 Globemaster. The engines, now rated at 3000 hp each, will develop 3500 hp at the completion of the job and will be identical to the latest model Wasp Majors now in production at Pratt and Whitney's East Hartford, Conn. plant.

Contrasted to the cost of buying 72 new engines, the conversion and overhaul of the old power plants will result in a saving of over \$4,000,000. The engines are of the R-4360-27 series and were built in 1945 and 1946 for installation in the C-74. After their conversion, with the latest engineering improvements incorporated, they will be designated R-4360-35, which is the designation of the latest Wasp Majors now being produced.

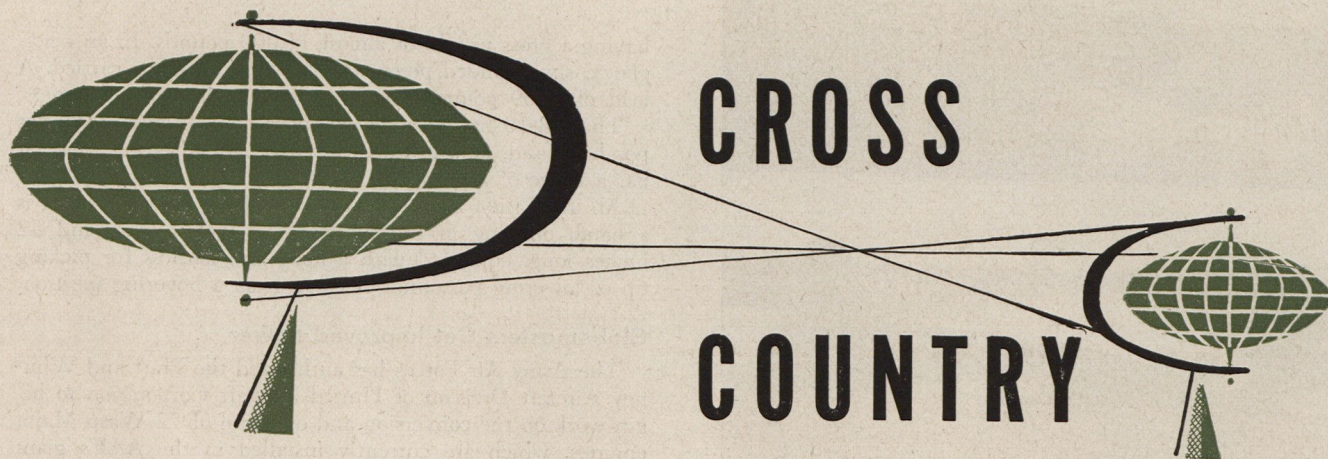
As work on the engines is completed, they will be returned to the AAF for reinstallation in the Globemasters or for subsequent installation in other C-74s now under construction. The C-74, a four-engine transport, is one of the AAF's largest cargo planes, with a wing span of 173 feet and a length of 124 feet. It has a range of approximately 3500 miles and, as a transport, can carry 126 fully equipped troops.

TCA Trying New Devices

Two recent radar devices will be installed for trial on one of Trans-Canada's North Star aircraft shortly. They are the radio altimeter and collision warning indicator. The new altimeter should find an important place in "pressure pattern" flying where the pilot follows a course that places the best winds at his disposal and so reduces the over-all time of flight. The collision warning device is self-explanatory.



Top view of Baumann Brigadier Two-Fifty, five-place all metal pusher-type executive transport, powered by two flat-six 125 hp Continental engines. Cruising speed is 150 mph at 65% power.



Ryan Navions Now

One of the unique sales in aviation history, the transfer of a complete airplane design, manufacturing facility and all, seems to have been effected successfully, as T. Claude Ryan, president of Ryan Aeronautical, announced last month that four-place Navions would roll off the line at his San Diego plant by mid-Autumn. This statement followed the original announcement that North American Aviation, original builder of the design, had sold that phase of their business, production line, incomplete planes and all. Transfer of the plant from Inglewood to San Diego is regarded by many as the largest trucking job ever attempted in Southern California. The moving estimate was evolved on the basis of around 500 twelve-ton truckloads.

On the basis of the Ryan company's current studies, the airplane will continue to sell at \$7750 flyaway factory. The well-publicized name Navion will be retained, the only change in marketing policy will be altering the title from North American to Ryan Navion.

Civil Planes, Ports Up

Aircraft registration in the United States has almost doubled since last year, according to figures issued by T. P. Wright, Civil Aeronautics Administrator. As of 1 June, there were 92,348 registered civil aircraft in the US as compared to 52,889 on a like date in 1946. The report also revealed over 800 new airports opened since last Summer.

The progress statistics tabulate as follows:

	1947	1946
Airports in operation, June 1	5,074	4,268
Commercial	2,383	1,718
Municipal	1,612	1,308
CAA Intermediate	189	211
Military	660	857
All others	230	174
Total Registered Aircraft, June 1	92,348	52,899
Scheduled Air Carrier Aircraft, May 1 ..	856	641
Scheduled Air Carrier Aircraft, June 1 ..	888	687
Civil Aircraft Production, April	2,038	2,327
Two-place models	964	2,228
Three- and four-place models	1,042	51
Over four-place models	32	48

Airport Car Rental

A fleet of Crosley automobiles which can be rented for \$2.00 for six hours has been put into operation at Cub Haven Airport, Lock Haven, Pa., for use by visiting pilots. Already popular with arriving pilots, the idea appears to be the solution to transient ground transportation problems.

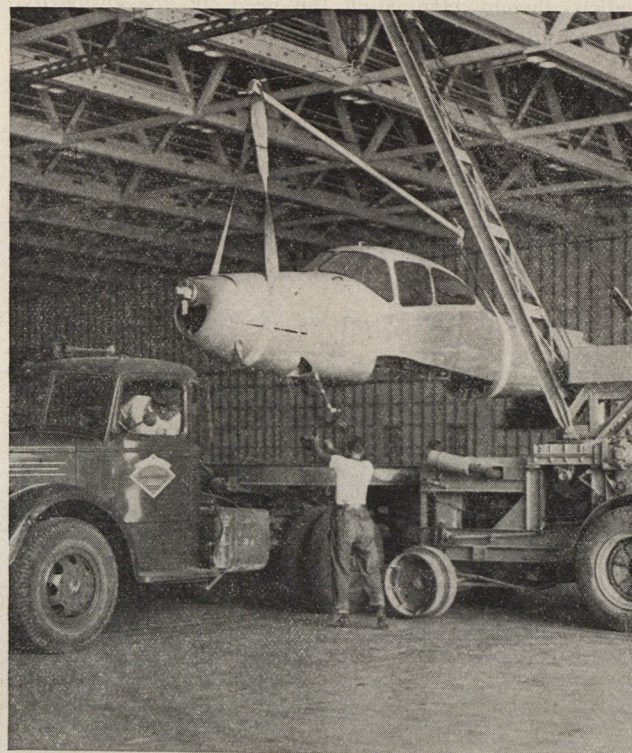
The Cub Haven ground fleet currently consists of three 4-passenger Crosleys and one truck-type model. Minimum

rental is sixty cents for the first hour plus five cents a mile. Flat rate for twelve hours is three dollars plus mileage. Twenty-four-hour use is four dollars in addition to mileage charge. Standard sized cars are available at higher rates, which include insurance.

CAA Sponsors Landing Gear Study

Further development of the swivel-type landing gear which permits cross-wind operation with minimum ground-loop risk is being sponsored by the Civil Aeronautics Administration, following the successful completion of the primary stages of the project. Earlier, castoring-type landing legs were built for a Fairchild PT-19 by Fairchild and for a Piper J-3 Cub by Goodyear, and subjected to full service testing. The results secured appear to justify extension of investigation into larger planes.

A contract has been let to build a castoring gear for the new Northrop Pioneer trimotor. Goodyear is to develop a



One of the largest postwar trucking jobs is transfer of the entire Navion production line from North American Aviation's plant in Los Angeles to Ryan's at San Diego: 500 twelve-ton loads.

larger version of their limited casting gear for the CAA's own Douglas DC-3, while All-American Aviation has been awarded a \$35,000 development contract for like equipment for a twin-engined Beechcraft. Firestone Aircraft has been given the job of adapting the theory to the tricycle gear on an Ercoupe.

33 Records Since VJ

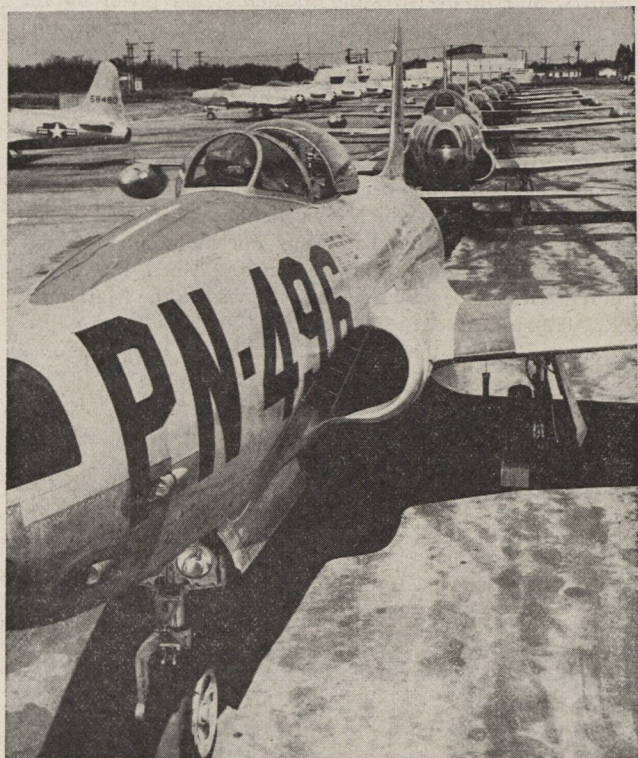
Thirty-three national and international air records have been established by members of the AAF since the close of the war. These marks, which include the recent passing of the world's absolute speed record in a P-80R at Muroc, were part of a program initiated to determine the capabilities of our first-line military aircraft.

In this program, the AAF deliberately avoided the use of specially built or experimental types of aircraft. They included B-29s, P-82s, A-26s and R-5 helicopters. Since the program was inaugurated, such new types as the B-36 and C-74 have been added to the AAF's stable, which may permit further assaults on world performance marks.

British Giant Progress

The giant British aircraft with which the United Kingdom expects to sweep US competition from the transoceanic airways appears to be approaching flight stage. The first 130-ton Bristol Brabazon, now in final assembly stage at the company's hangar at Filton, should be ready for initial flight by early October. Four of these giants will be built. The first will be powered by eight Bristol Centaurus engines, geared to eight contrarotating propellers. Future designs will carry Proteus-type propellered gas turbine engines.

The first of three Sanders-Roe SR45 130-ton flying boats is expected to be ready for the North Atlantic run by 1949 or 1950. The same year, the DeHavilland DH 106, a super-speed oceanic transport in the flying wing class, should be ready for use. Powered by four *Ghost* jet engines, each de-



Speedy P-80Bs line up at Lockheed's airport at Van Nuys, Cal. for delivery to the AAF. 86 of this type will be sent to Air National Guard units, giving them needed modern fighter equipment.

veloping the equivalent of 10,000 hp, the craft is expected to make the crossing fully loaded at upward of 550 mph.

Flat-Hatting Verboten

In addition to its being a violation of the Civil Air Regulations, the State of Tennessee has decided to make irregularities in aircraft operation uncomfortable at the state level. In line with new laws enacted by the Tennessee legislature, state highway patrolmen and local police are empowered to enforce not only the Federal statutes, but also a set of stiffly implemented state ukases. For instance, flying while under the influence of alcohol (or narcotics for that matter) will net the offender \$1000 fine and six months in jail. Buzzing, flat-hatting or similar reckless flying draws about half the first tariff. Low flying is being prosecuted under the state's trespass laws.

ANG to Get P-80s

Air National Guard units will be furnished with modern tactical aircraft starting next Spring, according to a recent AAF revelation. A contract totalling \$2,500,000 has been awarded Lockheed Aircraft Corporation for thirty-two P-80Bs for assignment to ANG units. This will bring to eighty-six



Largest missile ever carried in a US airplane, the 42,000-lb bomb shown here with crew that will carry it in a special B-29 which is being modified for that purpose at Boeing's Wichita plant.

the total jet aircraft assigned to National Guard units, since fifty-four the previously ordered 134 jet fighters went to such units.

CAA Seaplane Base

Possible solution to the nation's private landing area problem was outlined to members of the Aviation Writers Association in a recent regional meeting in New York by Theodore M. Wayave, Chief of the Seaplane Facilities Section of the Civil Aeronautics Administration. Wayave revealed that under the Federal Airports Act, the Federal Government was executing a plan of joint local sponsorship to create a network of 250 new seaplane bases, which would give waterborne aircraft flying cross country a stopping place every 125 miles.

Wayave indicated the relative simplicity and inexpensiveness of building seaplane facilities, as compared with land bases, and outlined how the current flood control and hydroelectric supply systems are creating numerous new bodies of water which are ideal for light water-borne planes.

The new program shows that operable seaplane bases can be built for \$10,000 apiece, since the average service unit contains only ramp, dock service, fueling and parking facilities, and does not require the major acquisition and development of land.



Book

Air Force Diary. Edited by James H. Straubel, Colonel, Air Force Reserve. Simon and Schuster. New York. Reviewed by Oliver La Farge.

Diaries are of many kinds. In its very nature, any diary is uneven; it records the large and the small, it contains many incidents of interest only to the man who writes it and his immediate family. In the case of *Air Force Diary* the family is a large one, a couple of million men and several thousand women who wore the wings and prop on their uniforms. The book is a diary in a real sense, for it is made up of accounts written while the events described in them were fresh, and for the most part—and the best part—by the men who took part in them.

In another sense this is no diary at all. You will not find in this book the inner tale, all the bad along with the good, that a man sets down when he is writing for himself alone, or writing a true record to be passed on at some future time to some one or two trusted readers. These stories and articles were published in *AIR FORCE* while the war was still on or immediately after the shooting stopped. They bear the marks of the censors, the PRO's, the morale men. You cannot help feeling as you read along that things were never really quite so lovey-dovey. Most of us will make mental reservations as we read. Equally often, however, we shall nod and say, "That's how it was."

The contrast between the two sorts of writing comes out in a remarkable way in a pair of companion pieces by a single writer, the two B-29 stories by Major Milton R. Krims of *AIR FORCE* staff. Reading the first of these, "Kansas to Tokyo," skepticism came over me. The feeling that the story had been turned out to order, for indoctrination purposes, was irrepressible. Only the Rover Boys, I felt, were ever so instantly perceptive of the value of additional training grinds, so quick to appreciate the efforts of their superiors. The remarks which they are quoted as making sound like the improbable conversations ad men dream up in tribute to some brand of soap flakes. Written to order, I felt, cooked up in the *AIR FORCE* office in Washington to sell the boys on a program.

By the chance of an interruption, I read the following "Air Blitz against Japan" without noting that it was by the same author. The whole feel was different, this seemed like the real thing, written by a man who had flown the missions. He was telling what he had seen and intensely experienced. Reaching the note at the end, it was a real surprise to learn that both stories were written by the same man, who had indeed flown the missions.

No two of us had exactly the same war. No man will ever be completely satisfied by anyone else's account of how it was. Add the controlling factors of security, indoctrination, and morale-building, and that dissatisfaction is bound to increase. For all of that, no more satisfying "family album" could be put together. Here is a little of everything, here is the groundling's story as well as the flyer's, here is each quarter of the globe, the ghastly cold and the stupefying, steaming heat. Here are such deeply true and moving bits as Lieutenant Bert Stiles' "One Man's War," not only the truth and the real thing told from the heart, but literature.

Colonel Straubel rates a bouquet for putting "One Man's

War" at the head of the list. He rates several bouquets, for that matter, for his fine preface and his excellent introductions to the various sections, and his generally clear and sensible arrangement.

It would be pointless to try to make detailed criticisms and comparisons of a hundred and eleven stories, articles, and odd notes, written under very special conditions. I have made specific mention of Major Krims' two pieces merely to illustrate a point. "One Man's War" is a standout, it has to be named, but it is by no means the only fine piece in the book. One might select Major Ben H. Pearce's "Old Bag of Bolts" as possibly the best of the accounts written entirely at second hand.

The eighth and ninth sections are round-ups of the air war over Europe and over the Pacific respectively. The authors faced the great difficulty of writing immediately after the end of hostilities, when the dust had hardly had time to settle. Major Arthur Gordon's job on the European war is very good indeed. It has perspective, it shows the use of air power in relation to the other arms, it deals with specific events and actions only as they bear upon the general context, it analyzes the enemy's errors of air policy and the Anglo-American gamble. The Pacific study, by Majors Grant and Guelich, bogs down in the detail of so many events over so long a time and so enormous an area. It is not so much an analysis or a synthesis as a too tightly packed chronicle. As a study of the role of air power it fails in virtually ignoring the Navy's air activities, and in overstressing incidental aid given by the AAF in certain instances. For instance, there is no mention of the Navy's long-range reconnaissance and mining beyond Japan, very gallant operations carried out with Privateers, which should be included along with our own B-29 mining operations, and a great deal is made of a minor, coincidental bombing of Iwo Jima by AAF aircraft shortly before the landings there, but not primarily in connection with them. The entire process by which Kwajalein was prepared for invasion and then taken (Tarawa is not mentioned) is dismissed with the ungenerous sentence, "Allied forces had captured Kwajalein, which opened the way to the Marianas." With such an attitude, it is impossible for the authors to present a rounded picture of the part played by air power in a great strategic plan.

Although the sequence and grouping of the articles are generally excellent and make for ease in hunting up the subjects about which any readers especially want to learn, two of the sections are rather hodgepodes. The one entitled "Shoptalk" seems to be a catch-all, with no clear, unifying element. The tenth section, the last, contains four varied articles. The first two are accounts of victory celebrations in Europe and in the Pacific. The third, "Air Power and the Kitchen Sink," already has a wistful quality, charged as it is with those hopes of a bright new world full of private planes and wonderful gadgets which we all felt when the shooting stopped. It is dated in a sense that nothing else in the book is. At the very end, curiously unrelated to these, is General Arnold's cogent, important, brief article, "Tomorrow," which everyone, airman or not, should read.

To sum up: *Air Force Diary* is an uneven book, as it was bound to be. Its faults cannot be blamed on anyone, they

Reviews

arose inescapably out of the circumstances under which the text was originally written. Out of these same circumstances arise its great virtues, above all the virtue of the account written by the man who had taken part in the action, soon after it happened, while everything was fresh and real, the work of men trying hard to set down what it was really like. Virtues and faults taken together, it is *the* book to have as a reminder and a record of what the AAF was like in its greatest days, when guided missiles were still freaks, planes without props were mostly on the drawing boards, and no one dreamed of an Air Force without airmen.

The Aircraft Year Book for 1947. Edited by Howard Mingo. Lancer Publishers, Inc., New York.

In unbroken line since the close of World War I, the Aircraft Industries Association and its predecessor organizations have published this unusual review of the state of health of the American aviation industry. Its arrival despite the storms that beset the business is taken by many as a sign that the patient is still kicking . . . a good portent.

A compendium of information from Government agencies, manufacturers and operators plus an honest review of what has happened in the preceding year, the 1947 yearbook lives up to its tradition of being the standard authority on American aviation.

In line with its traditional policy, the book covers the aeronautical state of the nation, this time pointing toward the three-cornered struggle for air supremacy, US and Britain competing for mastery of the commercial airways, while the contest for military sky has the US and Soviet Union in opposite corners.

In line with this picture, the book studies technical progress, stressing jets, rockets and atomic power, the relative position of Army and Navy air, the air transport picture and the private and non-scheduled situation.

To this study are added such auxiliaries as training and air education, airports and airways and those government agencies other than Army and Navy that are concerned with aviation. Finally, the new planes, military, transport and private, plus engines and accessories are reviewed.

This year, the War Review chapter concerns itself with the US Strategic Bomb Survey study of the damage inflicted on Japan. This is followed by the usual statistics and directory section, which has always been one of its top features.

The Problem of Reducing Vulnerability to Atomic Bombs. By Ansley J. Coale. Princeton University Press, Princeton, New Jersey.

The Social Science Research Council early in 1946 established a Committee on Social Aspects of Atomic Energy. One of the projects of this committee was the exploratory study of vulnerability to atomic bombs under the direction of a notable group of social and physical scientists including Dr. Winfield W. Riefler as chairman and Mr. Ansley J. Coale who was selected by the committee as its research secretary.

The book is intended as a realistic examination of the situation under an effective control agreement as well as under an inefficient agreement or no agreement at all.

Final answers are not given to the problem of vulner-

ability but by analysis and synthesis the exact nature of the questions which must be answered is shown.

By presenting the exact nature of the questions to which answers must be found it is hoped that patient intelligence can help mankind as it faces the most difficult problem in its history.

Tropical and Equatorial Meteorology. By Maurice A. Garbell. Pitman, New York.

An authoritative introduction to the meteorology of the low latitudes covering the world's atmosphere lying between the latitudes 30°N and 30°S. The author has made extensive studies in the field of meteorology and aeronautics with particular reference to the low latitudes.

The first section of the book is a comprehensive review of fundamental concepts of meteorology applied to the tropics. The balance of the book is an organically interpreted synopsis of typical weather phenomena (including flying weather) in each of the five principal tropical-equatorial weather spaces of the world based on the fundamentals previously presented.

The book is of interest to anyone concerned with tropical weather conditions. It is of particular value to meteorologists, climatologists, navigational personnel and aviators.

Dials and Flight. By Assen Jordanoff. Harper, New York.

A practical presentation of aircraft instruments telling how they are built, how they function, and how they are serviced. Using a combination of written text and illustrations, a method for which the author is well known, a complicated subject is made clear and understandable. The illustrations include many half-tones, line-drawings, diagrams and charts.

Flight instruments, engine instruments, navigation instruments and automatic pilots are the four parts into which the book is divided. Information is given not only for the panel unit but also for all related items such as tubing and mechanical or electrical linkages.

The book will be of interest to every individual interested in aviation whether military, commercial or private.

Airport Operation and Management. By Charles A. Zweng. Pan American Navigation Service, North Hollywood, Calif.

Intended as a college or school text the author has compiled a vast amount of information on the subject of the operation and management of airports.

Contains regulations, typical examinations by some of the Civil Service Commissions for applicants seeking the position of Airport manager.

The Art of Flight Instruction. By Edward C. Bailly, Jr. Harper, New York.

Based on extensive experience in teaching hundreds of Air Force and private pilots how to fly, the author presents what he considers to be the best methods for successful flight instruction.

Stress is placed on the requirement that instructors should have as much knowledge of teaching as of flying.

This book will be of interest and value to both instructors and students because of its explanation of their common problems.

Who's Who in the AFA

INTRODUCING

Mary E. Gill

SOMEONE once asked Jimmie Doolittle to name the most valuable connection he made in World War II. Now this may be a legend, but the former boss of the 8th Air Force is supposed to have answered "Mary Gill."

There is a lot of evidence to support this tale. Mary Gill was his "Girl Friday" during the trying days in England. When Jimmie came back to his pin-stripes and Mister title, Mary Gill moved to the outer desk and a civilian version of the old job. If you ask Mary what the key to her success is, she'll tell you that it's the ability to take 200 words a minute shorthand and transcribe it at 95. However, those who have watched Mary at work know it's deeper than that. As organizer of the all-girl AFA squadron in New York and guiding spirit of the now nationally famous parties for hospitalized vets at Halloran Hospital, even a casual observer can tell that her holding down one of the most exciting jobs in her profession stems from greater ability than merely taking good dictation.

Mary Gill is a gregarious person. She's at home with people, but is as self-sufficient as a chipmunk. She had to be. She was born fifth in the row in a nine-child family. Her pop was an ornamental ironworker in Pittsburgh. In that kind of a crowd you pulled your piece of the boat.

Because even an industrious workman's skill and a frugal housekeeper's wisdom went only so far, the Gill children stood on their own feet at an early age. Mary graduated from South Hills High School's Commercial Course and went to work immediately in a local advertising agency. Her boss was a huckster named Sam Smith who could dictate faster than most people could just listen, but Mary caught onto his thought trend, and eventually got where she could keep abreast with him. When Sam Smith went to Denver to take care of the Rocky Mountain branch of the firm, he failed to locate any girl in the mile-high city that could take his speed dictation. He wired for Mary, who came west. Smith's job was convention advertising, which in real practice is arranging conventions. Mary's job here was not only taking dictation but doing the thousand details that the business demanded.

Mary left Denver because she didn't like altitude, a darned funny reason for a girl who was destined to take dictation in a B-29 at 30,000 feet. She took a job in Dayton, Ohio, where she was located when the US got into war. Mary figured that Uncle Sam was entitled to one member of every family. Since her brothers and almost all of her sisters were married, it was up to her. Mary enlisted, went through basic, was a personnel interviewer and jawbone Sergeant Major (she was a PFC) before she was shipped over to England with Headquarters 8th Bomber Command at High Wycombe. Her phenomenal typing speed got her the post as Maj. Gen.

Fred L. Anderson's secretary. When 8th Air Force took over, Lt. Gen. Jimmie Doolittle inherited Mary Gill.

There was pressure in those days. Strategic conference went on daily, with up to thirty-five high ranking officers in the room at the same time, talking four hours at a stretch. Taking dictation on this sort of thing, and keeping who said what straight was a real task. Mary did it. She did so many other things that General Doolittle sought a direct commission for her. Unfortunately, there was no mechanics for such a promotion, and the best that the General could get was a Warrant Officership. According to *Stars and Stripes*, there were only two girls in the 8th AF with this rank.

After V-E Day, General Doolittle went to Okinawa where the 8th was supposed to take part in the invasion of Japan. Mary was set to go when the Nips threw in the towel, and that was that. Her last major tour was that famed B-29 trip when General Doolittle made the rounds, lecturing on unification. Mary's office was in the waist gunner's position, and she had to crawl forward on all fours, through the communications tunnel, to take dictation. Mary was discharged in December of 1945, but she stayed around Washington for a couple of days to process Jimmie Doolittle's discharge papers. Then she went home, changed into civvies, and headed back to Jimmie Doolittle's office in Rockefeller Center.



Mary Gill's major complaint is that the day isn't long enough. Now she's adding flying lessons to her already crowded schedule.

THE DAY BILLY DREAMED OF

(Continued from page 19)

sea lanes, and the suppression of enemy sea commerce.

C. The support of occupation forces as required.

D. The seizure of minor enemy shore positions capable of reduction by such landing forces as may be comprised within the fleet organization.

E. Naval reconnaissance, anti-submarine warfare, and protection of shipping. The air aspects of those functions shall be coordinated with the air force, including the development and procurement of aircraft, and air installations located on shore, and use shall be made of Air Force personnel, equipment and facilities in all cases where economy and effectiveness will thereby be increased. Subject to the above provision, the Navy will not be restricted as to types of aircraft maintained and operated for these purposes.

F. The air transport necessary for essential internal administration and for air transport over routes of sole interest to naval forces where the requirements cannot be met by normal air transport facilities.

2. To develop weapons, tactics, technique, organization and equipment of naval combat and service elements, coordinating with the Army and the Air Force in all aspects of joint concern, including those which pertain to amphibious operations.

3. To provide, as directed by proper authority, such missions and detachments for service in foreign countries as may be required to support the national policies and interests of the United States.

4. To maintain the United States Marine Corps whose specific functions are:

A. To provide Marine forces together with supporting air components, for service with the fleet in the seizure or defense of advanced naval bases and for the conduct of limited land operations in connection therewith.

B. To develop, in coordination with the Army and the Air Force those phases of amphibious operations which pertain to the tactics, technique and equipment employed by landing forces.

C. To provide detachments and organizations for service on armed vessels of the Navy.

D. To provide security detachments for protection of naval property at naval stations and bases.

E. To provide, as directed by proper authority, such missions and detachments for service in foreign countries as may be required to support the national policies and interests of the United States.

5. To assist the Army and the Air Force in the accomplishment of their missions, including the provision of common services and supplies as determined by proper authority.

Section IV—Functions of the United States Air Force General

The United States Air Force includes all military aviation forces, both combat and service, not otherwise specifically assigned. It is organized, trained, and equipped primarily for prompt and sustained air offensive and defensive operations. The Air Force is responsible for the preparation of the air forces necessary for the effective prosecution of war except as otherwise assigned, and, in accordance with integrated joint mobilization plans, for the expansion of the peacetime components of the Air Force to meet the needs of war.

Specific Functions of the Air Force

1. To organize, train and equip air forces for:
 - A. Air operations including joint operations.
 - B. Gaining and maintaining general air supremacy.
 - C. Establishing local air superiority where required.

D. The strategic air force of the United States and strategic air reconnaissance.

E. Air lift and support for airborne operations.

F. Air support to land forces and naval forces, including support of occupation forces.

G. Air transport for the armed forces, except as provided by the Navy in accordance with paragraph 1 F, of Section III.

2. To develop weapons, tactics, technique, organization and equipment of air force combat and service elements, coordinating with the Army and Navy on all aspects of joint concern, including those which pertain to amphibious and airborne operations.

3. To provide, as directed by proper authority, such missions and detachments for service in foreign countries as may be required to support the national policies and interests of the United States.

4. To provide the means for coordination of air defense among all services.

5. To assist the Army and Navy in accomplishment of their missions, including the provision of common services and supplies as determined by proper authority.

HARRY S. TRUMAN.

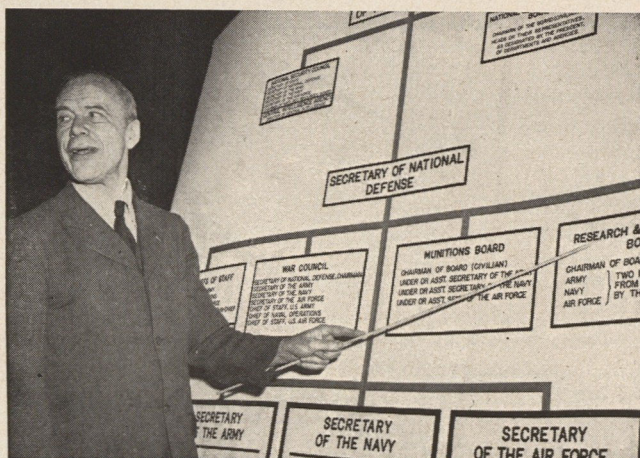
The White House,
July 26, 1947.

U. S. AIR FORCE

(Continued from page 21)

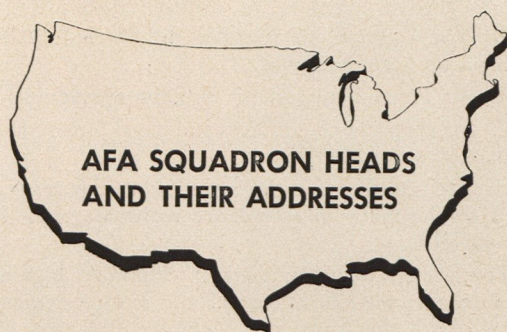
meeting the needs of research and development projects. Operational units will be deployed among bases designed to provide for the security of the approaches to the Western Hemisphere. The Arctic frontier is obviously an important aspect of this defense requirement."

All of which leaves the United States Air Force in a considerably improved position, except for one thing—it is still only one jump ahead of bankruptcy. The method by which the Air Force is allowed to submit its expense account is of little significance if Congress still refuses to pay it. Not only the Air Force, but the aviation industry, upon which the Air Force is dependent both for new designs and airplanes, is threatened with extinction unless Congress sees the light. Nothing can be written into the National Security Act to remedy this situation. Only the will of the people as it is expressed through their selected representatives will help. And unless that will is expressed soon the new USAF is likely to be out of business almost before it's in.



With the aid of a chart former Secretary of War Paterson warms to the subject—unification of course—before House committee.

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AFA NEWS

(Continued from page 35)

Kessler is treasurer. Those desiring further information about the Hudson County Squadron may contact Commander Keane at 54 Astor Place, Jersey City 4.

Announcement of the chartering of the South Jersey AFA Squadron was made on July 16 by Mr. Albert St. Peter, Executive Secretary of the State Wing. This is one of approximately six Squadrons expected from New Jersey by Air Force Day, or shortly after. Officers of the organization are: Ivan F. Peltz, Commander; Donald A. Gerhardt, Vice-Commander; Thos. R. Brew, Vice-Commander; Harry L. Damarest, Secretary. Commander Peltz, who lives at 3716 Drexel Avenue, Merchantsville, will be glad to provide additional information about the Squadron.

Also newly chartered in the AFA-active State of New Jersey is the Montclair Squadron where Richard E. Noyes was elected Commander on June 18. The charter was issued on July 14. Other officers of the Montclair Squadron include: Allan B. Crunden, Jr., Vice-Commander; Richard H. Schieler, Secretary and Treasurer. The organization meets the first Monday of each month and Commander Noyes will be pleased to supply additional information about the Squadron to interested members of the AFA or any former member of the Air Forces. His address is 10 North Mountain Avenue.

Although the charter of the Atlantic City Squadron had not been received by the AFA National Headquarters at press time for the AFA News section, organization work has been completed and Charles Harp has been elected temporary commander pending the election of a full slate of officers. The Atlantic City Squadron will include the counties of Cumberland, Cape May and Atlantic in its membership drive. The organization also participated in the Air Force Day activities at Newark Airport on August 1.

Irving B. Zeichner, Atlantic Highlands attorney, has been designated as District Three Commander of the AFA New Jersey Wing, Executive Secretary Albert St. Peter announces. District Three comprises Monmouth, Ocean and Middlesex counties. Mr. Zeichner served with the Central Interpretation Unit in the Northern Solomons, Bismarck Archipelago, New Guinea and the Philippines campaigns. He also served in the legal advisor's office at Dale Mabry Field, Florida, prior to joining the 12th AAF Photo Intelligence Detachment on Guadalcanal, returning home with the unit after V-J Day. The new District Three Commander is a graduate of the New York University and the Fordham School of Law and is a member of the American Bar Association.

OHIO

Ferd M. Pickens, Commander of the Columbus, Ohio, AFA Squadron was awarded the Gold Cross of Poland at the June meeting of the organization. The medal presentation was made by Col. G. Alef-Bolkowiak, Air Attache of the Polish Embassy in Washington. Commander Pickens served as Chief of the War Crimes Investigations in the European Theater.

The Akron Squadron held a reunion of all former Air Force personnel at the Akron Municipal Airport on June 14. The reunion was planned by "Shorty" Fulton, commander of the Akron Squadron and included free beer and hot dogs, baseball and bull-sessions. An important vital statistic gleaned from the reunion by Commander Fulton was: for an AFA beer bust, you must count on an average of ten bottles of beer per man. Anyhow, that's how it was in Akron.

PENNSYLVANIA

The tenth AFA Squadron to be organized in Pennsylvania

is the organization in Greater Pittsburgh, which was chartered on July 17. And although the Pittsburgh Squadron is young, it joined immediately into the Nationwide celebration of the 40th anniversary of the AAF which is being sponsored by AFA. Major General William E. Kepner was guest of honor at a luncheon given by the Squadron, in cooperation with the Aero Club.

Officers of the Greater Pittsburgh Squadron include: Chandler G. Ketchum, commander; Jack E. Brown, vice-commander; George L. Rafter, Jr., secretary; Henry F. Schantz, Treasurer. The Squadron meets the first Tuesday of each month and further information about the organization may be obtained from Commander Ketchum, 902 Chamber of Commerce Building, Pittsburgh 19.

The air show sponsored by the Blair County AFA Squadron in Altoona, Pa., on July 5 and 6 was a complete success according to first reports received from the Squadron. The air show was planned by the Squadron in order to create general public interest in aviation and to give the people of Blair County their first big show of this type.

In addition to support from the Air Forces, the Squadron also obtained Beverly Howard, international stunt champion, to appear at both days of the show.

Commander John Good reports that the show achieved its purpose and shortly prior to the opening of the event, "public interest in aviation is at a peak never before accorded flying in Blair County." Arnold Love was general chairman of the air show committee.

Military aircraft appearing included four P-80s from Andrews Field, a Mitchell Bomber, a Dakota transport, a Thunderbolt, a Mustang and an Invader. A flight of eighteen North American Texas from Pittsburgh also flew over the audience. The show was rounded out by exhibits and bands. Although an accurate report of the audience size has not been received, an estimated 30,000 persons were expected at the show.

RHODE ISLAND

Just as the Blair County AFA Squadron provided the first air show to be presented in Altoona, Pa., so did members of the Cranston, Rhode Island, Squadron give the residents of their community the opportunity to see the first local air show, July 26-27. The show was presented, according to Eugene Verrier, Squadron commander, as a contribution to the celebration of Air Force Day and to create in the community, an increased interest in the field of Aviation.

Primarily a model exhibition, the show also featured the latest in Army aircraft and other equipment.

The contest was run in two phases. The first meet, a free flight event, was staged at Burlingame Field. In this contest, models powered by tiny gasoline engines were allowed fuel sufficient for fifteen seconds of flight with controls set for gliding over the field. The winning plane then was selected according to the length of time they remain airborne after the fuel is exhausted.

Second phase of the meet was run in two events. One was for the maneuverability and the other for speed. Models in this contest were controlled by cables.

Winners of each event were guests of the Army Air Forces at the Air Force Day show given at Westover Field on August 3.

Charles G. Bailey, Jr., was general chairman of the show. He was assisted by: Gerard A. Bergeron, in charge of gifts; Lloyd G. Bosworth, general arrangements; Raymond A. Fisette, planes; Thomas P. Wallace, posters and membership; James M. Thatcher, publicity; Alfred J. Palumbo, security; Harold Mergerson, tickets and treasurer.

WYOMING

New officers for the Laramie, Wyoming Squadron, were
(Continued on page 49)

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PLANE BONERS

Analyzed by Veteran Pilots

Two pilots were on a scheduled formation flight in P-51s and they received explicit instructions to remain in the local area. Immediately after takeoff, they set out cross country and after about three hours, began looking for their home base. When they were unable to find it, they buzzed some water towers in an attempt to determine their position. The flight leader landed safely at an airport, but the wingman ran into trouble. He found a small municipal airfield and mistook a sod taxi strip for the runway. Upon landing, with a quartering tailwind, the wheels sank into the turf and the airplane flipped over and was demolished.

Comment: These pilots asked for trouble when they violated their clearance. After the violation they made it worse by becoming lost. It is always a good idea to make a pass over any strange field before attempting to land to check the condition of the runways and the wind. Had this been done, a landing could have been made safely. Both pilots are scheduled to meet a flying evaluation board.

A P-47 pilot made an approach to land. While in the traffic pattern the wind changed and the tower advised the pilot to go around. A new pattern was made and the P-47 came in to land. The tower operator saw that the landing gear was not down and called the pilot repeatedly but received no answer. A wheels-up landing was completed and the airplane received major damage.

Comment: Checklists are placed in airplanes to be used. If the checklist had been used this time an expensive wheels-up landing could have been avoided. In addition, the pilot paid no attention to the calls of the tower, did not check the warning lights, and did not retard his throttle to check the horn. Plenty of stupid errors, any one of which could have caused the accident.

An instructor pilot was checking another

pilot on a simulated instrument takeoff in a C-47. A man who was on his first flight as a qualified crew chief was instructed to retract the gear after takeoff. As the plane broke ground, a gust of wind lifted the wing and the engineer retracted the gear. An unusual noise was heard, so the airplane was flown around, then landed. An inspection revealed that the tips of one propeller were bent. The engine and prop had to be replaced.

Comment: The pilot is supposed to fly the airplane and the retraction of the gear is a part of his or the copilot's duty. The crew chief was not briefed about his duties. Another needless accident caused by a premature retraction of the landing gear.

A pilot was given a check ride in an AT-6 and then he took off on a solo flight. After flying twenty minutes, the fuel pressure dropped and the engine cut out. The pilot switched from right to left tank, placed the mixture in full rich and used the wobble pump but the engine did not respond. The pilot made a dead stick landing and the airplane was wrecked.

Comment: An airplane just won't fly without gas. Not only did the pilot fail to check his gas tanks, but he also failed to check the gauges because he did not know where they were. Although the pilot was sadly negligent in his preparation for the flight, his check pilot can also be criticized for pronouncing him capable of soloing the AT-6.

After completing an hour's airwork, a Reserve pilot flying an AT-6 yielded to temptation to do a little buzzing. Flying at a low altitude and following a river, he ran into a three-strand power line. The airplane suffered little damage, but the power line was cut and required costly repairs.

Comment: This pilot was lucky he survived. The penalty for a buzzing accident is usually sudden and violent death. Buzzing never pays.

AFA NEWS

(Continued from page 47)

elected at the June meeting. The Squadron, which was first chartered on December 26, 1946, includes former airmen at the University of Wyoming as well as those in the city of Laramie. The new slate of officers includes: John Bailey, Commander; Gene Brown, Vice-Commander; Robert Millikan, Secretary; and William E. Wood, Jr., Treasurer. For those wanting more information about the Laramie Squadron, contact Treasurer Wood at 411 S. 14th Street.

Life Membership

Life memberships are now available in the AFA, following recent action by the Board of Directors authorizing these special paid-up-for-life memberships for \$100.00.

All AFA members are eligible and invited to join on this basis, reports James D. Landauer, who has been appointed chairman of the life membership drive.

Landauer states that initial letters explaining the program are beginning to go out and that recipients are being asked to pass the word along to other potential life members in the hope that a "chain reaction" will get underway.

The drive chairman explains that the campaign has just started and that it will take time to contact members personally on the program. He expresses the hope that AFAers will understand this problem and not wait for special invitations but take action (if they have a hundred bucks lying around) on the basis of this announcement. Anyone interested in becoming a life member should send the dues in to Chairman Landauer at 501 Madison Avenue, New York City, or direct to AFA Headquarters at 1616 K Street, N.W., Washington, D. C.

PLENTY OF FLAK

(Continued from page 31)

letting the devil take care of the Huns they killed. With this lightening of the plane, we were able to maintain a safe airspeed with a lesser rate of descent. We were still over Germany, but with a strong tailwind favoring us, we knew we could make it into Belgium, if we could avoid further flak areas. All of us realized that a couple more well-placed shots would finish the job of tearing the plane apart.

The next 15 minutes we spent praying and cursing, praying for the sight of

Belgium and cursing the Huns who made us lose precious altitude in evasive action to dodge their unexpected bursts of flak. We were at a lowly 7000 feet, heading for Brussels, when we finally crossed the bomb line.

Brussels was our objective, mainly because we knew that there would be the best medical treatment available for Leitelt and O'Connell. However, number one engine, in addition to smoking, had begun to shoot forth flames, and it was obvious that we could never hope to make Brussels on the one remaining engine. Chuck Mundorff spotted an airfield about five miles directly ahead of us. It was only a short landing strip from which Spitfires were taking off. I could see that one end was blocked off by bomb craters, but it was here or nowhere; so we let down over the field, shooting red flares and calling the tower.

On the final approach, Chuck called over the interphone that this was the "same damn field we bombed about two months ago when the Germans held it!" Ross and I were both struck by the irony of having to sweat out crashing into our own bomb craters, and we laughed—in a rather high-pitched way. We set the wheels down on the very edge of the runway and brought Lou to a brake-burning, screaming halt about fifteen feet from the nearest crater.

There was an ambulance waiting, and by the time we had cut the two engines, the medics were inside the ship getting out Ed. Bob came out under his own locomotion, protesting that he had nothing but a scratch. He almost collapsed under the strain of trying to convince us, and the medics hustled him into the ambulance.

We were all pretty glum during the interrogation. Ed had been unconscious for a half-hour before landing and no one knew just how close to death he might be. As soon as the formalities were over, we raced to the field hospital where he had been given emergency treatment. The medical officer assured us that though Ed's condition was serious, he would live. The wave of relief that ran through us was almost tangible.

Lecherous Lou was a sad-looking sight; she'd given her all that day. As we hauled our equipment out of her guts, we knew from now on she would be a ground-stomping spare-parts depot. It was sad, but she had brought us home from our toughest mission and our last. She had done her job, and we had done ours, and we left her there on the muddy airstrip, a gallant and tired old girl.

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Rendezvous

Gentlemen:

I would like to get in contact with any former members of the 425th Night Fighter Squadron who might have known my brother, Lt. Robert E. English.

He was killed in action in August '44 and I would appreciate hearing from any of his former buddies.

James D. English
R. D. No. 1
Wellsboro, Pa.

Gentlemen:

I would like to hear from anyone who saw my ship shot down over Ludwigshafen, Germany, on December 11, 1944. We were flying squadron lead of the 381st Group, 532nd Group. I am trying to find out how many more 'chutes were seen leaving the ship, if any.

Durward V. Suggs
3800 N. Lincoln Ave.
Altadena, Calif.

Gentlemen:

Any member of the de-activated 583rd Signal Aircraft Warning Battalion who paid for one or more copies of *Pacific Sweep*, a Fifth Fighter Command memorial volume, and who has not received same, please correspond with the Commanding Officer, 315th Composite Wing, APO 929, c/o Postmaster, San Francisco, Attention A-1 Section.

C. E. Taylor
1st Lt. Air Corps
Custodian, "Pacific Sweep."

Gentlemen:

Can you help me locate Corp. Vincent Krupa? My last address for him was Company B, 844th Engineering Aviation Battalion, APO 635, New York.

Richard Hecht
49 Horatio St.
New York 14, N. Y.

Gentlemen:

I would like to reach Capt. Fred "Hoot" Morgan, former Group Matériel Officer of the 347th Fighter Group, last stationed at Plawan, P. I. The writer understands that Capt. Morgan lives somewhere in California. I lost contact with Morgan when I left Plawan to return home, and would like very much to get in touch with him.

James E. Dooley
Former Tech. Inspector
347th Fighter Group
P.O. Box 419
Johnson City, Pa.

Gentlemen:

In 1945, members of the Caterpillar Club voted by an overwhelming majority to have an independent, membership-operated club, and organize

chapters throughout the country. This was done at that time, although chapter organization work has just begun. We know that there are hundreds, perhaps thousands who are eligible for membership, but lack knowledge of the existence of this organization, or just how to go about securing membership applications.

Those who have "bailed out" in an emergency are eligible. They should apply for membership to: Caterpillar Club, Broad Street Bank Building, Trenton, N. J. Each member receives a distinctive pin, as well as the Caterpillar Club magazine, which contains news about the organization and its members. Our principal aim is to promote Safety In Flying.

Leo A. Smith
Acting Secretary.

Gentlemen:

I am seeking information regarding S/Sgt. Frank A. Murphy of Greensburg, Pa., who was a gunner attached to 873rd Squadron of the 498th (VH) Bombardment Group of the 20th Air Force. Returning from a mission over Tokyo on 27 January, 1945 his plane was forced into the sea about 100 miles north of the Bonin Islands. The crew was sighted at sea in life rafts, but no further trace was found. If there are any AFA members who could report having known Frank at Saipan or witnessed the crash, I would appreciate their writing me.

Chandler G. Ketchum
Pittsburgh Squadron, AFA
Babb Insurance
902 Chamber of Commerce Bldg.
Pittsburgh 19, Pa.

Gentlemen:

A pictorial wing history of the 14th Combat Wing (H) of the second Air Division, 8th Air Force has been published for the benefit of all its former members. The following groups, given here with their English locations, were associated with the wing:

491st Bomb Group (H) North Pickenham
44th Bomb Group (H) Shipham
392nd Bomb Group (H) Wendling

This 14th Combat Wing history has been heartily endorsed by General Leon W. Johnson, former Wing Commanding General. The book is priced at three dollars, and copies can be obtained from Newsfoto Publishing Company, San Angelo, Texas. Royalties go to the AAF Aid Society.

N. Jabour
Major, AC, A-1, Hq, AAF
Former S-1 491 Bomn Group
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