

AIR FORCE

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

213570

WHAT'S IN THE AIR OVER JAPAN?

See an AIR FORCE Correspondent's
REPORT FROM THE FAR EAST

Page 11

WARMING UP THE B-36



"I've just made a
young man very
happy"



"WHY this idea didn't dawn on me sooner, I'll never know. My son Jim is a natural for an Air Force career — but it's taken me all summer to think of it!

"Here he's been casting about since graduation, disliking jobs he's looked over, dissatisfied with the one he has now. Just couldn't settle his mind. Seemed to want to move around more, trying his hand at several types of work. You know how far that gets you.

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AIR MAIL

Gentlemen:

Your advocacy of a large standing air force appears to me a cardinal error. One hundred B-36s and 500 P-84s will be mere scrap ten years hence. Trying to be strong all the time is merely an admission of failure to find a true defense. It creates diplomatic distrust, saps the production strength of the country, renders re-equipment expensive and therefore encourages stagnation. The true answer is to concentrate on research and development, expanding three years before the onset, not twenty. The preparation and timing of expansion are crucial.

These are the only serious faults I find in your policy. I wish the AFA every success.

George Henry
E. Finchley, London.

Reader Henry is essentially right; the only problem these days is how to determine whether the three years required for expansion started yesterday, last year or next.

Gentlemen:

Would you please confirm for me that ten B-25s and three B-17s bombed Cebu in the Philippines on 10 April 1942? This mission was headed by Gen. Ralph Royce and flew to the Philippines from Darwin, Australia. The B-25s came from the 13th and 90th Sqs of the 3d Bomb Group, 5th Air Force.

S/Sgt. G. D. Connors
Maxwell Field
Montgomery, Ala.

Official histories of the 13th and 90th Squadrons as well as the 3d Bomb Group disclose the following:

Date of Mission—12 April 1942.

Aircraft participating—Ten B-25s.

B-17s participated in the mission, but did not come from the 3d Bomb Group.

Gentlemen:

On page 24 of the June issue, at the top of the article "Operation Wayside" there is a picture without a caption. It shows three officers studying a map. The one at the right, I believe, is Brig. Gen. Jared V. Crabb. Can you tell me whether or not I am correct on this assumption? He was my CO in the V Bomber Command from Nadub in New Guinea to Luzon in the Philippines.

Bernard F. Bopp
1735 Purdy St.
New York 62, N. Y.

Right as rain. The unlabeled group consisted of three generals, Paul L.

Williams, Elwood Quesada and Jared V. Crabb.

Gentlemen:

I was a member of the 43d Heavy Bombardment Group, 403d Squadron during the war and am interested in acquiring a copy of any unit history that has been published on either the 43d Group or the 5th Bomber Command.

George B. Green
1st Lt. AC-Res
Oshkosh, Wis.

Neither the 43d Bomb Group nor 5th BOMCOM ever put out a unit history according to the Publications Branch of the Adjutant General's office and the Director of Information, Hq. AAF.

Gentlemen:

In "In Reserve," you stated recently that: "Former Flight Officers, Warrant Officers and enlisted personnel of the first three grades with war service may be appointed as second lieutenants without attending Officer Candidate School when their wartime service clearly establishes their fitness."

I served as a staff sergeant with the 8th Air Force and hold that grade in the Enlisted Reserve Corps at the present time.

I am interested in getting a reserve commission but do not know what procedure to follow. Can you provide me with the information?

Edwin R. Lubinbuhl
Syracuse, N. Y.

Gentlemen:

On page 40 of the July issue, I noted that the Air Reserve program is on the way. However, one point is still not clear to me. Can regular army enlisted men qualify for membership in the Air Reserve program? If so, I would like information forwarded to process applications for membership.

John A. Casey
M/Sgt. AC
Washington, D. C.

Air Force Public Information Division provides the following answers for readers Casey and Luginbuhl:

Under the provisions of Circular 101, WD 1947, all personnel who served six months of active service in the Army of the United States or one of its components between 7 December 1941 and 30 June 1947, in either the grade of warrant officer, including flight officer, or one of the first three enlisted grades, who meet the minimum age requirements are eligible to apply for appointment in the Officers Reserve.

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Application must be made in triplicate on WD AGO Form 170 accompanied by original or photostatic copies of honorable discharge certificate, documentary evidence of educational level and complete WD AGO Form 63 or 64 (Physical Examination).

Sergeant Casey's application will have to be submitted through channels; Luginbuhl's goes straight to The Adjutant General. All the necessary forms can be obtained from any Air Force base, or from the Air Adjutant General, The Pentagon, Washington, D. C.

Gentlemen:

I dislike anonymous letters, so you may use my name, if no other is available and place it over the article "Any Old Fort" which appeared in the August issue.

Louis Rezek
Capt. AC-Res
Chicago, Ill.

Gentlemen:

On August 1, 1947, a small formation of obsolete Army aircraft flew over our city. It was interesting and disheartening to note the civilian reaction to this memorable date in aviation history. Many of the people walking on the streets didn't even bother to raise their eyes as the planes flew overhead. Others complained about "those fools endangering the lives of the townspeople." Still others grumbled about the taxpayers' expense in keeping the planes in the air.

It's so easy to forget. I can remember November of 1941 when these taxpayers were a little put out about a small expansion in the Air Corps. During December of the same year, the Air Corps couldn't expand fast enough to suit these same citizens. Now on August 1, 1947, we are again wasting money.

Next "December 7th" we may not be able to muster a "19th Bomb Group" that will be "good enough for long enough." Our "economy minded Congress" may be a little too late with their appropriations. Now is the time to unlimber the pencils and write your congressman. Write them all, both in your state and those you know in all states. Let's not strike our August 1 from the calendar and add another December 7.

L. A. Miller
Lt. NGAC
Sec. Junior Chamber
of Commerce
Phoenix, Ariz.

Mr. Miller is talking to you, bud. How about it? Think what would happen on Capitol Hill if every one of the Air Force Association's 130,000 members wrote at least one letter as Miller suggests.



What the *New* National Guard Means to You . . .

A Message from the President of the United States

WE OWE our existence as a nation to the tradition of service of our citizens. It was an army of citizen soldiers which George Washington led to victory in the American Revolution. At the end of that war, the first Congress asked General Washington to give his views on what the military policy of the new nation should be. This was his answer:

"... every citizen who enjoys the protection of a free government, owes not only a proportion of his property but even of his personal services to the defense of it."

Today the new National Guard gives every man an opportunity to give that personal service to his country and at the same time to advance himself. In National Guard units

all over the country thousands of veterans and other ambitious young men are finding the opportunity to study and learn the things that help them advance in their civilian jobs. They are finding the fellowship that is part and parcel of America. They are participating in a sports and recreation program that keeps them fit. And they are receiving the training that helps keep America strong.

Because of the National Guard's importance to our national defense I have proclaimed September 16th as National Guard Day and have directed that a nationwide recruiting campaign be conducted to fill its ranks.

Harry Truman

You'll find the few hours each week that you spend with your local National Guard unit pleasant and profitable. Pay is based on new Army pay scale. Veterans can obtain same rank held upon discharge. And now young men 17 years old may join the National Guard. For complete information about the National Guard in your community, contact officers of that unit or write the Adjutant General of your state.

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and

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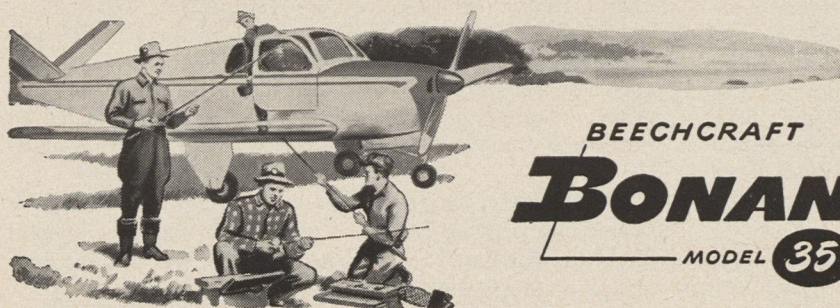
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This Month



Charlotte Knight

CHARLOTTE KNIGHT (who wrote "Report from the Far East," pages 11-19) is the only girl who has seen an atomic explosion from the air. She witnessed the Big Splash of the Baker Day test at Bikini from the Presidential Evaluation plane filled with scientists, Congressmen and Army and Navy brass. How Charlotte managed to be with such fast company we don't quite know but it's a reporter's job to be at the right place at the right time with the right people—and Charlotte Knight is a superb reporter.

A few hours later she was up again, this time in a specially equipped B-29, as the only observer on a spectacular "cloud chasing" flight. On this Radiological Reconnaissance Mission the job was to track the atomic cloud resulting from the explosion. Charlotte carried a portable Geiger counter (a medical officer operated the master counter) and on several occasions during the next few hours she recorded intense radioactivity as the plane flew in and out of the danger area and radioed cloud positions to Admiral Blandy's flagship.

Charlotte missed seeing the Able Day test—but she was one of the first correspondents over Bikini lagoon after the explosion. And a few days later she was riding as the only observer on a remote-controlled hop in one of the B-17 "drones" that had passed directly through the atomic cloud at 24,000 feet on Able Day.

Nor was this Charlotte's first radio-controlled flight. Back in Roswell, New Mexico, during preparations for the Bikini tests, the Air Force had conducted a demonstration of its drones. Of the many correspondents on hand, only two were permitted to go up, so they drew lots. Charlotte was one of the winners—and thus became one of the first two civilians to experience remote-controlled flight.

If all this sounds like we're introducing a hot-shot gal flyer, that's not it at all. Charlotte doesn't fly the things, just rides in 'em, but if the story she's covering happens to concern flying under rather unusual circumstances, you can bet that Charlotte will try it on for size. For example, out at California's Muroc Dry Lake, they said she was the first girl to ride piggy-back in a P-38. And at Boca Raton, Florida, they said she was the first girl to make a blind landing by GCA.

Gals aren't usually around for atomic explosions and remote-controlled flights and piggy-back rides and the like, so naturally the boys have felt a little anxiety along with their admiration. Brig. Gen. Roger Ramey, who commanded the atomic air task group for the Bikini show, was in the crowd when Charlotte took off on the robot hop at Roswell, New Mexico. Several months later when he met her on Kwajalein and heard about her Bikini flights, he said, "Charlotte, when I saw you climb into that drone back in Roswell, I nearly died. I didn't know whether you were one of the bravest people I had ever known or one of the most stupid. Now I know!" Charlotte says the General left no doubt in her mind what he meant—and that it had nothing to do with bravery.

When we told Charlotte we were going to do this little sketch and discussed it with her, she really sounded off. "Seems to me," she said, "you're trying to make me out some sort of female daredevil and I won't have it. Devote your space to the gals who really deserve it, to the WASPS, who flew anything a man could fly under all sorts of conditions and sometimes did it better, and to the Flight Nurses, who went through 'most everything the men went through on the combat fronts."

We know she's sincere when she adds, "Since I don't know enough about planes to know what *can* go wrong with 'em, I guess I have no fear of 'em." But we can't accept that explanation. Not that we're shouting about bravery—in *AIR FORCE* that word seldom creeps into print—but we think Charlotte Knight knows a hell of a lot about airplanes and about this whole military aviation business, and a lot of Air Force men, including technical specialists, think so too.

Charlotte first took up with the Air Force back at Pearl Harbor. *AIR FORCE* Magazine was just getting established and she was assigned to the staff in a civilian capacity, as the publication's only woman writer. The men on the staff wondered what a gal was doing on a man's magazine. The men she interviewed wondered, too, but when her articles appeared they were convinced and, with them, the staff.

Early in the game, Charlotte got interested in the subject of fighter control. She was talking and writing air-ground support at a time when it was not too well appreciated, and she could draw detailed diagrams on radar networks that left the male magazine staff rather dizzy. Then electronics became her specialty. And her articles on radar were sought after by many outside agencies. Next came remote-controlled projectiles. Shortly after V-J Day she was gathering facts at the guided missiles proving ground at Wendover Field, Utah, and at the V-2 range at White Sands, New Mexico. When the atomic bomb tests came along, she did preliminary research in New Mexico and then went to Bikini as Technical Historian of Air Force Task Group 1.5.

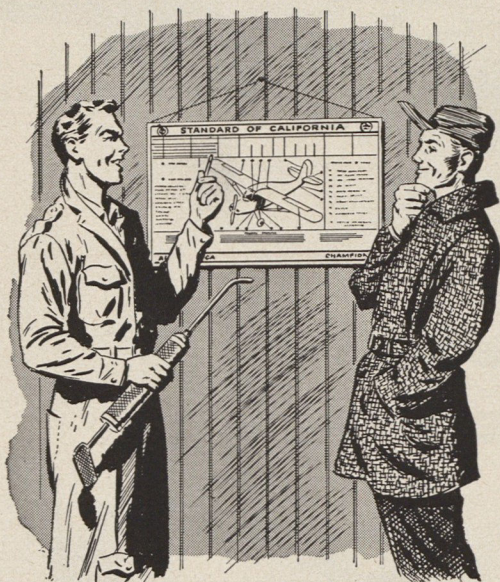
From Bikini Charlotte continued on to the Far East and was there for a year up to her return this summer. Japan was her base but she spent plenty of time in China, Manchuria, Korea, Okinawa and the Philippines. Her tour included an exclusive and hard-to-get interview with Mrs. Douglas MacArthur.

Now back in the States, Charlotte Knight has left the Air Force and is doing free-lance writing. In fact, her "Report from the Far East," featured in this issue, was her first free-lance job after leaving Government service.

Standard of California's **PLANE FAX**



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

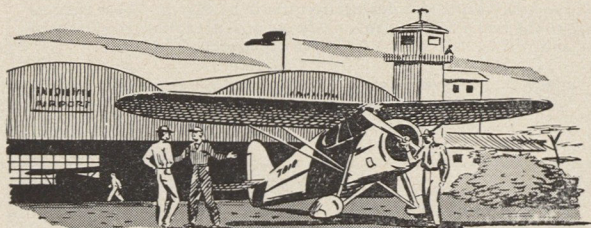
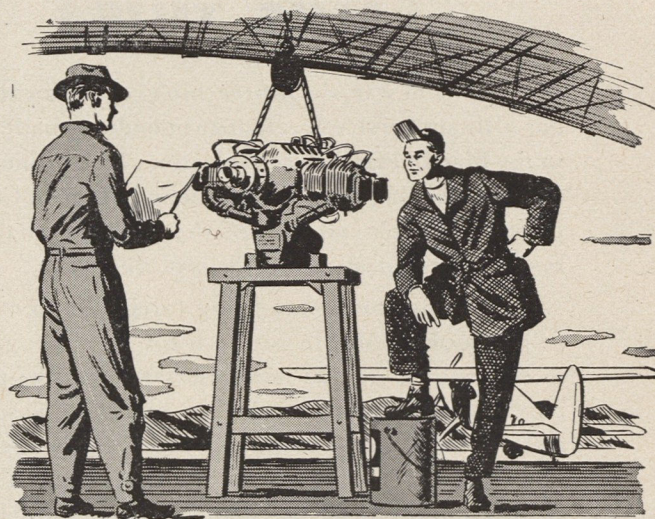


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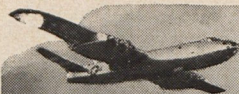
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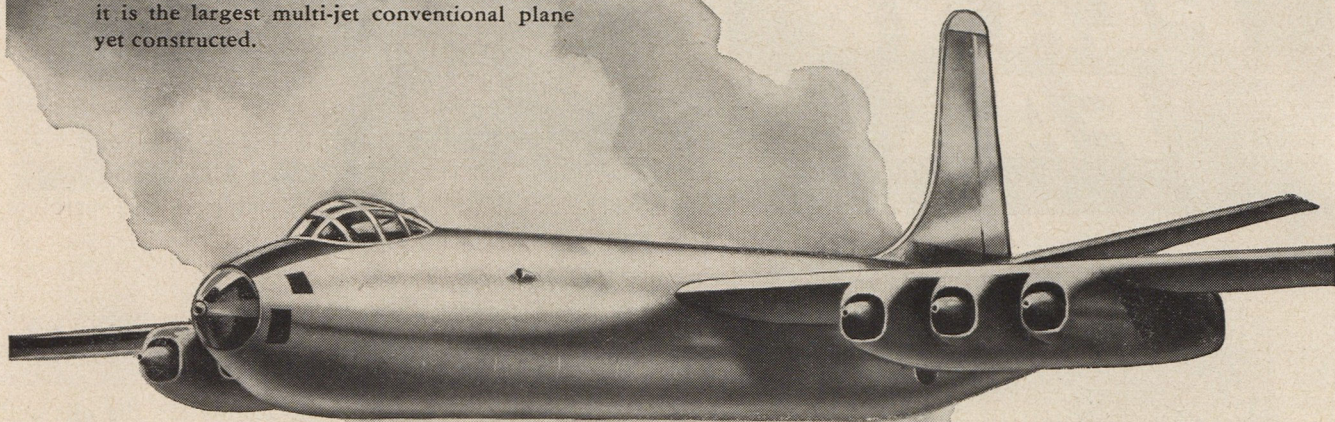
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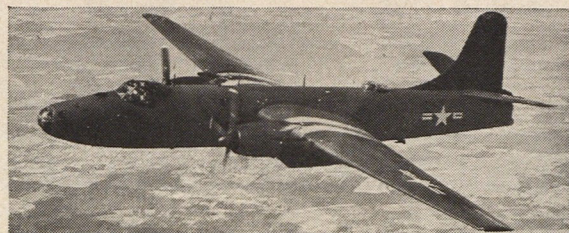
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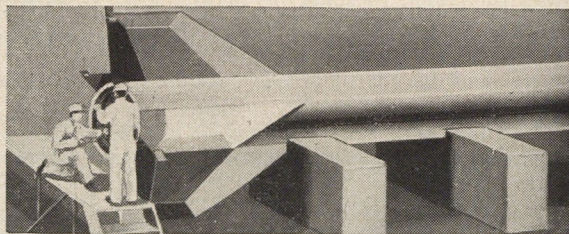
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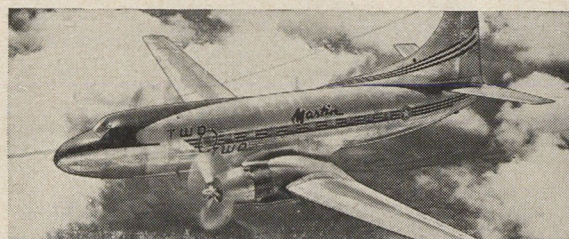
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AIR FORCE

October, 1947

REPORT FROM THE FAR EAST

*Our Pacific air force enjoys family life, finds
occupation duties routine, keeps one eye
open for any threat to peace*



REPORT FROM THE FAR EAST

BY CHARLOTTE KNIGHT

THE two years since aerial victory was won in the Pacific have seen many changes—both in organization of Air Force units and physical appearance of the old battlegrounds.

Veterans of the gruelling island-to-island hops who knew the Pacific *when* would scarcely recognize Okinawa, for instance, currently being billed for prospective recruits and construction workers as the “idyllic garden spot of the Pacific,” or the Stateside houses and beautiful landscaping along Dependents’ Row on Guam. In contrast, Pacific veterans would find their hurriedly constructed bases on New Guinea and the Solomons and on dozens of other islands grown over with kunai grass and long since forgotten.

Gone, for the most part, are the tents and the mud, the makeshift buildings. October of 1947 finds the average Air Force base in the Pacific offering living conditions (if not recreation) almost as good, and in a few cases better, than you’ll find at Stateside installations. On bases the Air Force intends to keep, it has constructed or reconditioned permanent buildings for headquarters, supply shops, and billets. American-type houses for Air Force families are either finished or nearing completion at most bases, and the patter-of-tiny-feet has replaced the whine of machine-gun bullets. Nursery schools and children’s playgrounds have become as much a part of the Pacific scene as repair shops and hangars.

In the air picture, the Far East Air Force reigns supreme. It covers more territory and embraces more air units than any other command in the entire Air Force. In December, 1945, Pacific veterans may recall, FEAF, then under Gen. George C. Kenney, was reorganized, becoming PACUSA (Pacific Air Command, United States Army) after which was named Col. Bill Irvine’s “PACUSAN Dreamboat” which made the

9,500-mile Hawaii-Cairo flight. PACUSA moved from Fort McKinley, P. I. to Tokyo in May, 1946 and General Kenney, who returned to the States, was succeeded by his able, battle-hardened SW Pacific associate, Lt. Gen. Ennis C. Whitehead.

PACUSA had under it all tactical and service air units from Hawaii to Korea, inclusive. Then in January 1947 the 7th Air Force was assigned to the US Pacific Command, Oahu, and PACUSA became Far East Air Forces again, with this present roster of attached organizations:

5th Air Force; Hq., Nogoya, Japan; Maj. Gen. K. B. Wolfe, commanding.

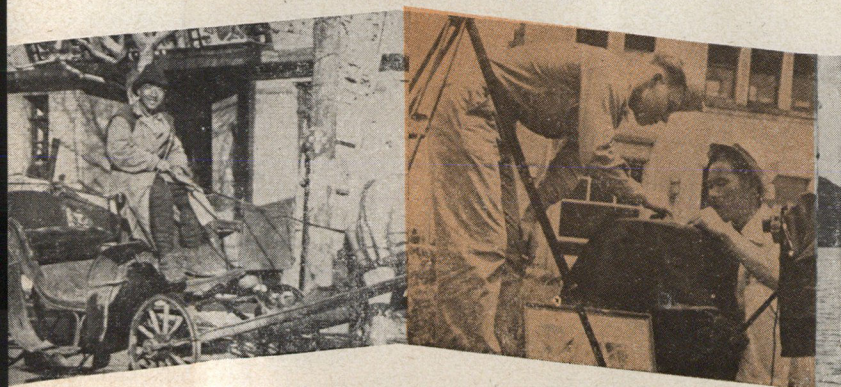
First Air Division; Hq., Okinawa; Maj. Gen. Albert F. Hegenberger, commanding.

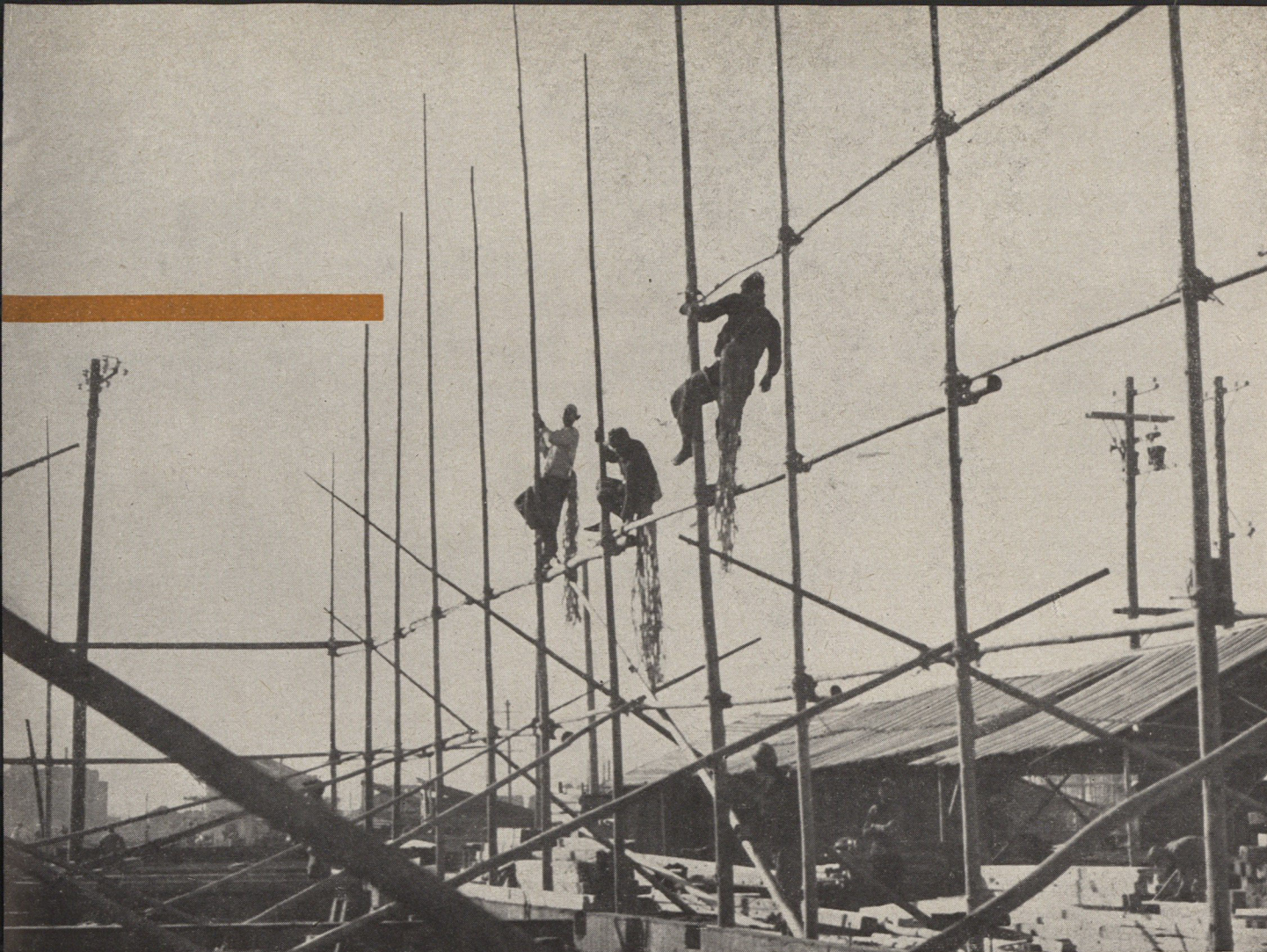
20th Air Force; Hq., Guam; Maj. Gen. Francis H. Griswold, commanding.



Pacific's ranking airman is Lt. Gen. Ennis Whitehead, commanding the FEAF in Tokyo.

When the Russians departed from Manchuria one of the few things they left behind was this Stormovik monument in Changchun erected quickly after VJ-Day in honor of Red contribution to the defeat of Japan. There are several other similar statues in same area.





Housing for American dependents is considered by the Air Force as one of its priority projects in occupied Japan. Here Japanese labor works from crude oriental type scaffolding to build modern American home. Casualties from spills are reported light.

13th Air Force; Hq., Clark Field, Luzon, P. I.; Maj. Gen. Eugene L. Eubank, commanding.

FEAMCOM (Far East Air Matériel Command); Hq., Fuchu, Japan; Brig. Gen. F. M. Hopkins, Jr., commanding.

A quick swing around the major Pacific bases gives the picture in brief:

Philippines: We've abandoned the air strips on Leyte and have concentrated our remaining air units on Luzon. Famous Fort McKinley near Manila was 13th Air Force headquarters until late this summer, when we gave up the Fort and moved headquarters to Clark Field. Clark also has a B-29 outfit, the 313th Bomb Wing, which in wartime operated out of the Marianas in the Superfortress raids against Japan, and flew both of the atom-bombing missions. The wing is now commanded by Brig. Gen. George W. Mundy.

Okinawa: To say the place is different is an understatement. There are still serious shortages—water and power and supplies—but “The Rock” is beginning to take on a civilized look. Quonset quarters are far from being as comfortable as the average base in Honshu, the plumbing misfires every now and then, and many huts are inadequately heated for Okie's cold, damp winters. But the clubs are fair, and the many American girls (civilians) working here for the First Air Division tend to brighten up the landscape. Roads are greatly improved. GI beaches are excellent. So is deep-sea fishing.

The First Air Division, formed from units of the 8th Air Force which General Doolittle brought to the Pacific is basing its bombers at Kadena and its fighters at Yontan. Naha is the center of ATC and Troop Carrier activities.

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REPORT FROM THE FAR EAST JAPAN

The role of a defeated people. Japanese women are employed by the Air Force to keep American runways clean for ever vigilant B-29s. At Yokota air base about 100 women work all day with grass brooms at this task.

THE greatest peacetime air demonstration ever staged by American planes in a foreign country took place over the Tokyo area just two months ago on Air Force Day. More than 400 aircraft from Lt. Gen. Ennis C. Whitehead's Far East Air Forces, including B-29s and jet-propelled P-80s, flew over the very areas the Air Force had so systematically levelled two years before.

It was more than just a show. To the thousands of Occupation-Force Americans who watched the skies on Air Force Day, those American planes overhead actually *meant* that "air power is peace power."

The 5th Air Force, under Maj. Gen. K. B. Wolfe, is the Occupation Air Force. General MacArthur has given it the specific mission of "supporting the Allied occupation of Japan." For the book this means, or at least originally meant, "surveillance and patrol," the idea being to make sure the Japanese didn't get out of hand. Actually, as everyone now knows, the occupation of Japan has been about the most

peaceful one on record—anywhere. The danger of any aggressive action on the part of the Nipponese, for a rather long time to come at any rate, is practically nil. However, as the Japanese problem has diminished, the Russian threat has grown and there is scarcely anyone in Japan at the moment so ostrich-like as not to be aware of it.

The four Japanese home islands—Hokkaido, Honshu, Kyushu, Shikoku—now represent the westernmost flank of our own wide Pacific postwar frontier. Therefore, in terms of broad strategy, in "policing" Japan we are actually protecting our new front yard.

A look at the map will show the strategic importance of strong air units in these Far Pacific isles. Place the pivot end of a compass on Japan and describe an arc using as a radius the *present* range of our B-29 bombers. It becomes startlingly apparent that, if an emergency ever arose, our present Pacific bases would find us within striking range of some 800,000,000 of the world's populace.



By the same token, the map will also reveal the extreme vulnerability of this same area to attack from a potential aggressor—*unless* there are adequate defenses. To the immediate north of Hokkaido lie Sakhalin and the Kurile Islands (given to the Soviet Union at Yalta). Russian possession of these islands (where, it is reliably reported, feverish construction of military and naval bases is going on, chiefly with slave labor) virtually makes the Sea of Okhotsk a Russian lake, with Hokkaido the only area on the fringe not under Soviet control. It also puts Red Air Force planes within a few minutes' flying time of US air bases on Japan. Fighter pilots based at Chitose, chief Hokkaido airfield, figure they'd get a good three minutes' warning in which to scramble before Soviet planes were upon them if they chose to attack. It is not entirely in jest that they call themselves the "Corregidor Kids."

It is no accident, either, that to meet this "threat," however potential, General Wolfe has assigned his crack 49th Fighter Group to Hokkaido. The "famous 49th"—one of the oldest groups in the Pacific—has a dramatic record. During the war the 49th rolled up a total of 678 confirmed victories over Japanese planes—forty of which were scored by its top ace, Dick Bong. It is an understatement to say that the group's *esprit* is terrific. And it is only fair to acknowledge that this is due in substantial part to the inspired leadership of its commander, Lt. Col. Clay Tice, "The kind of man," his boys say, "you'd follow even to Hokkaido!"

Colonel Tice doesn't have to needle his men to keep them alert; the proximity of Russian bases is enough to do the trick. Several times last winter, for instance, severe storms in the immediate Chitose area prevented our fighters from taking off on their usual "interceptor missions." On these very occasions "unidentified" aircraft (using the mountain routes to shield their radar approach) would appear at different altitudes and would stay in the area sometimes for several hours at a stretch. To a seasoned combat man like Tice, this sort of thing spells "radar reconnaissance" of our Hokkaido warning net.

But to get back to the map. Also extremely vulnerable are our units in South Korea, merely a few miles from Russian-occupied territory. Unless we are prepared, a concentrated air effort on the part of the USSR could quickly neutralize Korea and swing to Japan. We must assume in any strategic planning that Japanese bases might have to serve only for delaying action. We would then have only Okinawa remaining on the Far Pacific flank. Despite Okinawa's potential strength, it is not sound military thinking to depend too heavily upon an isolated island base many hundred of miles from nearest supply sources. Loss or neutralization of Okinawa would leave us back on Guam, which is neither a happy nor reassuring thought.

Greatly oversimplified, that's the general problem and one of the chief reasons for continued emphasis on maintaining combat efficiency in our Far East air units. As it is now, we are a great thorn in the side of the USSR's own Pacific flank and as long as we stay that way, perhaps the Soviet won't get too many ideas about launching any offensives in this region. A strong peacetime air force in this theater is something like a vaccination against disease and like all preventive medicine costs a lot less than the cure.

Meanwhile, the 5th Air Force has its special problems—shore guard, effective control of shipping and general policing of the skies over Japan and Korea. It must be able to bring its maximum strength to bear anywhere in the Japanese area on extremely short notice. Realizing this, the 5th was one of

(Continued on page 47)

Six miles from Tachikawa Army Air Base, the 317th Troop Carrier Group has reconstructed "the finest golf course west of San Francisco." Men of 317th were reluctant to let Jap girls caddy until they learned that Japanese had long used girls instead of boys.



Sans guns, P-80 Shooting Stars are employed in Japan for recon work. Here three jet pilots stand in front of their planes at the 5th Air Force's Yokota Air Base. After eleven months of reconstruction, Yokota is now the largest Air Force base in Japan.



REPORT FROM THE FAR EAST

CHINA

In the two years since V-J, Air Force flyers in the land of the dragon have experienced a real life scenario that would be the envy of the comic strips: A civil war raging throughout the land, flights to places like the fabulous cave city of Yenan, an Air Force crew held captive by the Russians, unarmed transports being shot at—these and more, all set against the traditional oriental background of mystery, intrigue and danger.

With the dissolution of the Marshall Mission last February, Air Force operations in China dropped to a minimum. Most of the Air Force men, with the exception of a few remaining crews now attached to the American Embassy in Nanking or to AGRS (American Graves Registration Service), were

worst terrain; and it meant landing on hopelessly inadequate runways or dodging exploding shells on take-offs.

The squadron's primary job was to provide over-all air support to the peace mission of special Presidential Envoy Gen. George C. Marshall. Although most of its flying was over civil war zones where the fighting was heavy, the 332d's own role was strictly noncombat. Its planes and its crews went forth unarmed; they had to, for the Marshall Mission in China was a nonparticipating neutral mediation group—and both the Chinese Communist and Nationalist armies respected it as such. Air Force planes, bearing the American flag prominently painted on wings and fuselage, were the only planes in North China which could fly across the fighting fronts without being fired upon. And even this theoretical immunity was not always a positive guarantee against trigger-happy soldiers who, when in doubt, found it more practicable to shoot first and establish the neutrality of an aircraft later.

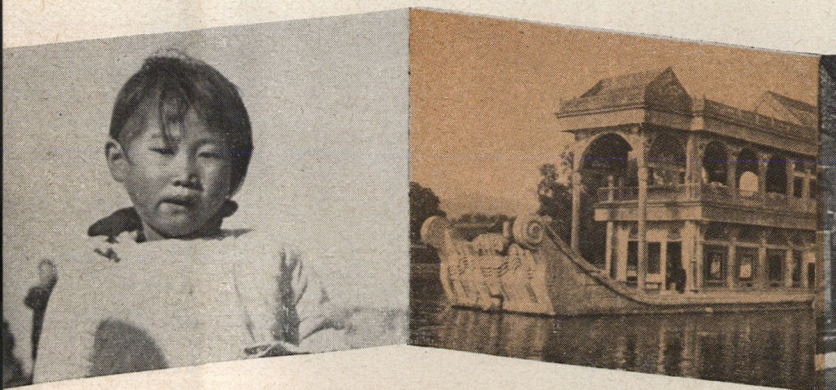
Aerial support for the Marshall Mission consisted primarily of passenger and cargo transport between the Mission's Executive Headquarters at Peiping and its thirty-six Field Teams scattered throughout North China and Manchuria. Because railway and other lines of communication were cut by both warring sides, surface travel between the zones of the two opposing factions was out of the question. Consequently, the field or "truce" teams, each consisting of American, Nationalist and Communist members, were almost completely dependent upon the planes of the 332d Troop

Typical scene in Manchuria along Russian line of evacuation. Here miles of former Japanese barracks have been completely stripped of everything of value. Only brick chimneys and walls were left. USAF activity in Manchuria is now limited to graves registration.

home by midsummer of this year. But the year and a half between V-J Day and the dissolution of the Marshall Mission was one of the most interesting and one of the most unobserved chapters in the history of the Air Force. It's essentially the story of the 332d Troop Carrier Squadron.

The 332d was the first troop carrier unit into China and the longest to remain. It performed *all* of the AAF's tactical flying in the China Theater from V-J Day to last spring, under combat conditions that were anything but "simulated." This meant flying patched-up, war-weary transports which should have seen the salvage heap a couple of years ago; it meant flying them with an almost total absence of weather information and navigational aids over some of the world's

When the 332nd's airplanes were grounded, US peace teams moved about as best they could. Since the Communists had burned the bridges across this particular river it was necessary to make the crossing on a makeshift raft. Note the American flag on the jeep.





The 332nd was first troop carrier unit into China and the longest to remain. It did all the Air Force tactical flying in China from VJ-Day to last spring. For the most part it flew war-weary C-47s, but it sported a few newer C-46s like one loading above.

Carrier Squadron for carrying personnel, supplies and mail across rapidly changing battle lines.

No combat participants, either Nationalist or Communist, were permitted on these neutral aircraft and a careful watch was maintained over all cargo to make certain no war matériel of any kind was being smuggled to the front via American planes. The only passengers carried from Peiping north were bona fide members of one of the three branches (American, Nationalist or Communist) of Executive Headquarters and fully accredited correspondents. Because of the nature of this unique military mission, however, it was not at all unusual to see both Nationalists and Communists sitting placidly side by side in the same plane.

A sort of jack-of-all-squadrons, the 332d was on call at all

times for special and emergency assignments all over China. This could mean dropping cease-fire orders over the battle lines, delivering team supplies by parachute when runways were heavily shelled or completely inundated by floods (as was the case on several occasions), aerial evacuation of wounded truce team members, rescue of others in danger, operation of a regular Peiping-Nanking-Shanghai shuttle service, or flying VIP missions, such as the Pauley Reparations party which the squadron flew all over Manchuria.

Next on the squadron's priority list to flights for Executive Headquarters came missions (which are still continuing) for the Army Graves Registration Service. The 332d flies AGRS teams to all parts of China, Manchuria, Indo-China

(Continued on page 49)



KOREA

REPORT FROM THE FAR EAST



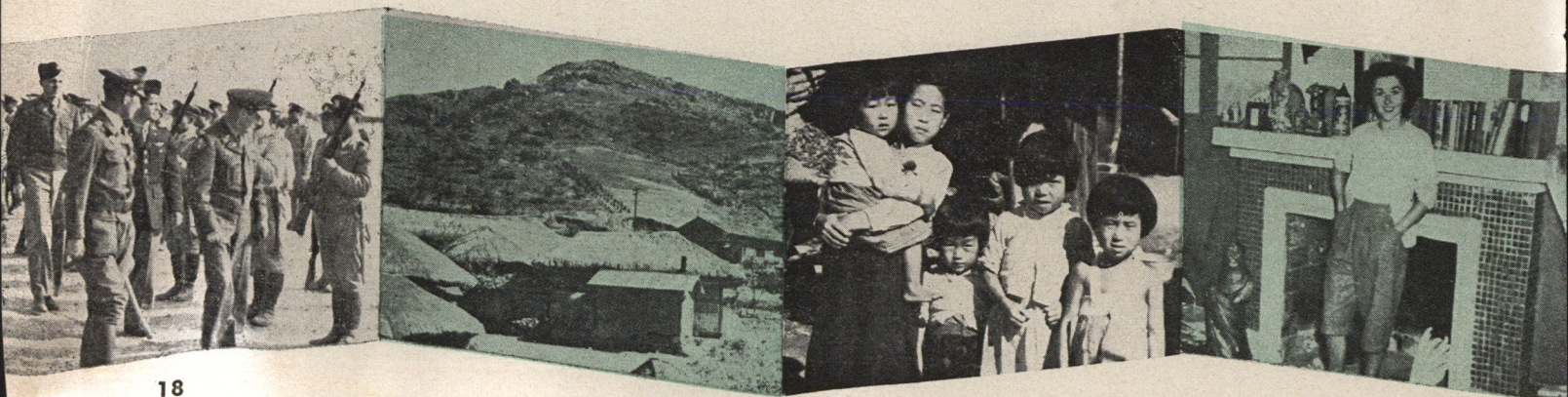
In Korea Air Force personnel know it behooves them to keep in fighting trim. Here, P-51 Mustangs from 475th Fighter Group at Kimpo stage a simulated strafing attack along snow-covered Korean road. Some pedestrians ducked, others didn't.

SIXTEEN MILES west of Seoul, Korea's capital, and thirty-five miles south of the 38th parallel, frequently referred to of late as "our most dangerous boundary" is Kimpo airfield, the farthest-flung tactical outpost in the US Air Force.

Aerial guardians of all American-occupied Korea (that zone south of the 38th parallel) are the few remaining units of the 308th Bomb Wing, known to Southwest Pacific veterans as the air task force which spearheaded the long island-to-island sweep from New Guinea to Okinawa. Here in this primitive "hermit kingdom" far north of the steaming jungles of Dobadura where the wing was first activated in the grim days of early 1943, the current mission of "surveillance and patrol" is far less exciting than was wartime action against

the Jap, but perhaps no less important to the peace of this turbulent Far East.

Korea is generally recognized as one of the Orient's potential "trouble spots," and Col. Leland S. Stranathan, Kimpo's CO, keeps his planes in a state of continual preparedness for any of the many emergencies that might arise. Although his mission is principally to provide the tactical air support for the military government in South Korea, no one at Kimpo can be unmindful of the fact that this American base is but a few minutes' flying time from Soviet air bases on the other side of the 38th parallel—the "iron curtain" which sharply divides US and USSR zones of Korean occupation. Even the most conservative militarists acknowledge the potential



threat and realize that in the event trouble were to develop between the US and the Soviet Union, our air base at Kimpo would certainly have a high priority on the attack list. And Kimpo is far more vulnerable than were Clark and Nichols Field in the Philippines on December 8, 1941.

Korea itself is a problem, and to understand it you must look back over the centuries. Korean invasions and occupations have come and gone from the time the Kitans swarmed down from Manchuria in the Eleventh Century, through the Thirteenth Century occupations of Genghis Khan's Mongolian hordes, to various Japanese invasions from 1592 down to 1910 when this small but strategically important buffer state was annexed outright by Japan. It is small wonder that the Koreans are impatient for complete independence. But the US is pledged by the Cairo declaration of 1943 and by the Moscow Decision of 1945 to lead Korea along the path toward democratic government and to launch her as a free nation "in due course." This takes time. Meanwhile, Korea is a "liberated" rather than a "conquered" nation, and its proud and individualistic people, relieved for the first time in forty years from the oppressive yoke of Japanese rule, are naturally resentful against any other occupation, even though it be American.

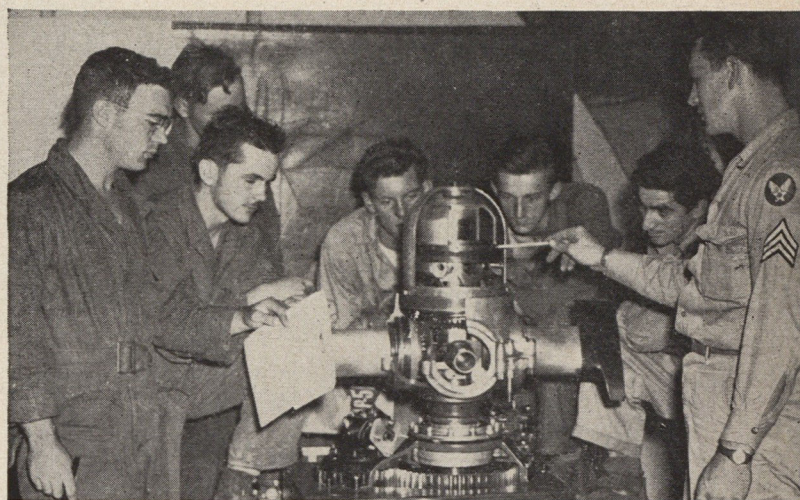
Capitalizing on the internal unrest, on the general confusion and economic ills which currently beset this state, extreme left-wing factions, largely Communist-inspired and sponsored, present an ever-growing threat to the military government in South Korea. Not infrequently, Communist-born rumors involve the Air Force. Here is a typical example: Because of the food shortage in Korea last year, it became necessary for military government officials to carry out a rice collection program in which a certain percentage of each farmer's crop was placed in a common pool to be redistributed on an equitable basis. Communist elements fought the rice collection program and when Kimpo air base, in common with other Far East Air Force units, began night training flights, Korean Reds spread the word that the Americans were using their planes to fly Korean rice out of the country under cover of darkness. Thousands of people believed it.

Kimpo's airmen boast, "You name it, we'll do it." And they do. When railroad strikes make it impossible to send personnel or supplies to remote troop stations by train, the 46th Troop Carrier Squadron does the job with C-46s and C-47s. This troop-carrier squadron, by the way, has been operating a small but extremely important military courier "Korean airline" since V-J. Two distinct airlines from Kimpo, one to Fusan and the other to Saishu, with local stops en route at bases where American soldiers are stationed, carry

It's not the Rose Room of the Palace Hotel, but at Kimpo Air Base it looks pretty good. Men of Kimpo built this EM club from whatever was handy, including an old parachute. The morale problem at this distant outpost is reported as practically non-existent.



On the US side of the 38th parallel Air Force men go cheerfully about the task of building modern homes for their dependents in spite of the fact that they will be living but a few miles from what has been referred to of late as "our most dangerous boundary."



As soon as bases were established in Japan and Korea following end of the war, training classes for 5th Air Force mechanics were resumed. Throughout the two years of occupation, American commanders have taken care to keep men abreast of technical progress.

an average of 800 passengers and 100,000 pounds of supplies per month. Each of the airlines flies twenty-four flights monthly. The passengers are usually American soldiers on troop movement or on leave, and the bulk of the freight is food, mail and medical supplies.

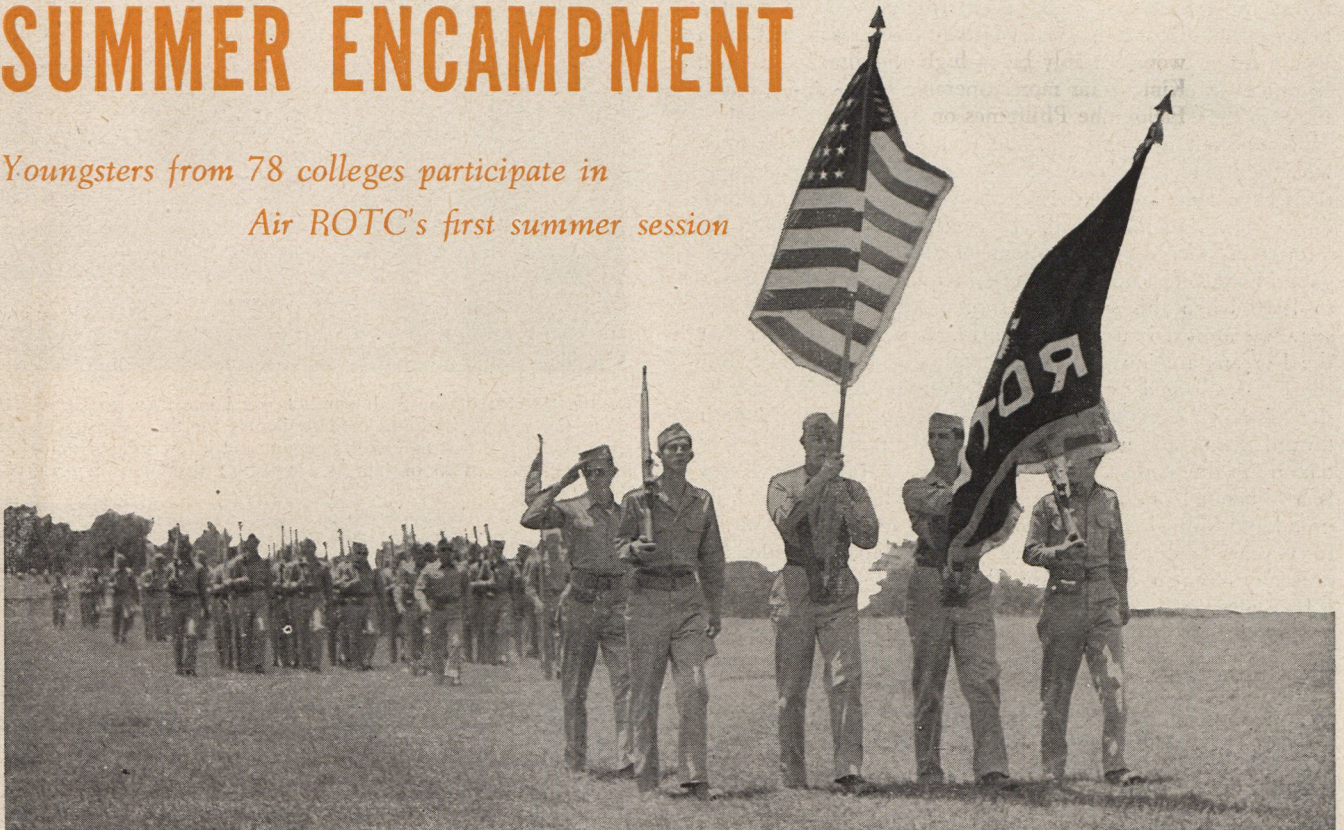
During the serious flood and later the cholera epidemic a year ago, the troop-carrier squadron carried doctors and scores of cases of cholera vaccine to infested areas, and sprayed DDT over Kimpo, Ascom City, Young-dung-po and Seoul. When floods completely isolated many areas in South Korea, leaving American troops stationed in those zones solely dependent upon C-47 "drops" for all their supplies, the squadron dropped tons of food to the stranded soldiers.

(Continued on page 47)



SUMMER ENCAMPMENT

*Youngsters from 78 colleges participate in
Air ROTC's first summer session*



Still one of the finest disciplinary exercises is the time-honored close order drill. Here ROTC students pass in review at the encampment at Keesler Field. In all, students were given 240 hours of training during six-week session.



The social side of a soldier's training was not neglected. At Keesler Field, the Special Service Officer and the Biloxi, Mississippi chapter of the Red Cross collaborated in sponsoring Saturday night dances. Cups contain Coca-Cola, lemonade.

EXCEPT for a brief period before the war, the Air Force has never had a Reserve Officers Training Corps of its own. Last year, when schools opened for the fall semester it got one. Under the technical supervision of the Air Defense Command, 78 colleges and universities added a two-year air course to their ROTC curriculums to be taken as an elective upon the conclusion of two years of regular ROTC work. This year eighteen additional colleges went a step further. They inaugurated air courses of four full years' duration. Completion of four years in any of these 96 institutions is worth a commission as a second lieutenant in the Reserve.

This summer the first Air ROTC encampment in history brought out a total of 2400 students. Camps were set up at eight bases from Stewart Field, New York, to March Field, California. In keeping with ROTC tradition, students spent a lot of their time during the six weeks' session cleaning rifles, shining brass and marching. But in addition to these self-disciplinary "studies" they were given the opportunity of putting to practical application the theory they had learned in school the year before. In all, they spent a total of 240 hours under instruction, the biggest single chunk of which was allocated to the specialties the men expect to study in their final years of ROTC and to follow in their careers as officers in the Reserve. There were eight such specialties—four technical and four nontechnical.

In none of the courses did camp commanders attempt to turn out finished products. They were satisfied to send their charges back to school this fall with a healthy respect for the problems and scope of the job they had selected. In this regard, they were eminently successful.



Things haven't changed a bit. One of the first things ROTC Cadets had to do was draw a rifle and clean it and then clean it again. This careful aiming student was assigned to Randolph Field camp.

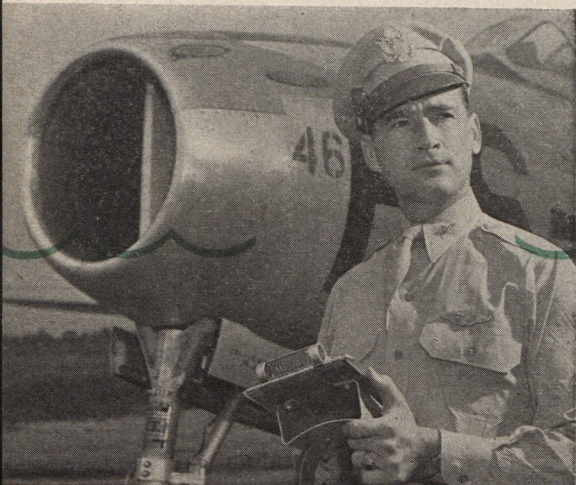


At March Field, Riverside, Cal., cadets of 4th Air Force area inspect a P-80 of 1st Fighter Group. Mechanic courses were for familiarization only. Men weren't expected to become overnight experts.



No, it isn't the infantry. It's a group of ROTC cadets on bivouac at the 11th Air Force encampment at Langley Field, Va. That's the sergeant showing the guy how to pound a stake. Or did you guess?

I DITCHED THE THUNDERJET



First American pilot to water-land a jet aircraft and swim away safely discusses the experience and technique for the benefit of future dunkees

BY MAJOR WILLARD J. WEBB

Major Willard J. Webb, ace CBI fighter pilot, currently chief of AMC's flight operations section at Republic, tells his unique experience.

Maj. Willard J. Webb, now assigned as the Air Force's test pilot at Republic Aviation Corporation, is a veteran of the CBI. During his fourteen months overseas he was awarded the Silver Star, the Distinguished Flying Cross with two clusters, and the Air Medal with two clusters. He has eight Jap planes to his credit and three probables. He did acceptance tests on the P-47B and has flown every type of American fighter plane and six Nip types.

THERE was no tech manual on how to ditch a jet plane. There were no pilots to give you the inside dope on the subject. The Air Force could provide detailed instructions for ditching its conventional type aircraft but this country's record on jet ditchings was—"Two emergency water landings by jet types; no survivors." In fact, up to recently there was no report of a successful jet ditching operation by any country, including England and Germany, with all their jet experience. I say "up to recently" because I happen to be the first guy lucky enough to swim away from a jet water landing.

It was a fresh experience for me. Even with considerable over-water time in fighters during the war, I had never landed a plane on anything wetter than a concrete runway after a slight drizzle. I was perfectly happy with this background. I didn't look forward to the first time—especially in a jet.

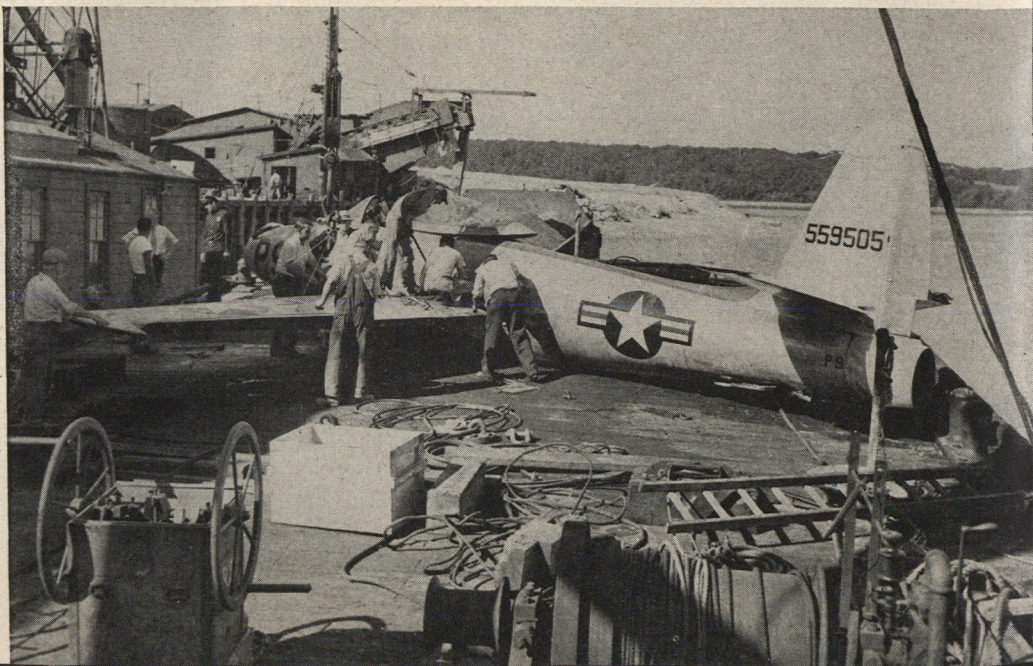
It's my job to make acceptance test flights of Republic's brand-new P-84 Thunderjet, in volume production and ready for service as a standard jet

fighter for the Air Force. The service testing of the Thunderjet is under way at Muroc Army Air Base in California, but as each plane comes off the line it is test-flown first by Republic personnel, then it is turned over to our office for Army acceptance. Usually my flights last about an hour and consist of trying out the airplane for characteristics and specifications performance.

The policy on all such flights is to try to stay always within sight of the field. But that's a tough job. Early this summer, for example, I was assigned to fly a P-84 from New York City to Philadelphia. It took just *seven minutes*. So, when we were up for an hour on a test flight, we would have to stick to tight turns if we wanted to guarantee landing at Republic's airport in an emergency. Of course, the higher we fly, the more time we have to get back home. And we've had the Thunderjet up above 40,000 feet regularly, which gives us something of a toboggan to come down on.

On June 30, I was flying a P-84 over the north shore of Long Island on a routine acceptance test. I had been up almost the required time and was at about 9000 feet when "the fire went out." That is to say, the engine cut out and, instead of the black smoke which is characteristic of the engine, only

Major Webb's Republic Thunderjet after it was raised from the waters of Long Island Sound. Despite the inadvertent dunking, the airframe sustained no major damage other than a crushed pectoral fin, the point at which the aircraft actually made contact with water.





"I came in on approach as close to formula as possible and set her down, tail low, flaps down, with the wings in the same attitude as though the main gear were down and locked.—This meant that the first contact with the water was made aft of the wing and below the tail." Composite picture shows where the water line would be compared to a normal gear-down landing.

thin wisps of vapor trailed from the nozzle in the ship's tail. I was in radio contact with Republic Field and immediately told them what had happened. Then I started looking for a place to go. The spot over which the plane was flying, Cold Spring Harbor, is about twelve air miles from the airport, so that was out of the question. Next thing, then, was to go down and take a look at the string of beaches which line up along the Sound.

Making as wide a circle as was possible under the circumstances, with not even enough jet flame to toast a marshmallow, I got down to where the shore line was more clearly visible and, for a while at least, I thought maybe some of my problems were solvable. Two beaches looked long enough and wide enough and, I hoped, soft enough. Meanwhile, I notified Republic's tower what I had in mind.

But at 1000 feet, the situation stopped being normal. I began to make out objects on the beach. Either they would be very unhappy or they would make me very unhappy if I joined their select company—or both. Some of the objects looked like big, sharp rocks and some of them looked like people. At any rate, the desire to land there left me.

It was a little late to think of "going over the side." Obviously the best thing—the only thing—to do was to sit down on the water, as close to shore as possible and hope that a man with a boat would come and get me. I saw a couple of fishing boats and a lighthouse and headed in their direction.

The nose of a Thunderjet consists of a wide open hole surrounded by aluminum. The hole serves as the mouth of two channels for the air which courses through to the engine, there to be heated up some and tossed out the nozzle at the tail, which also is a good sized opening. But that same hole in the nose could take in water as well as air. And with the nose down on a landing, I could just imagine it swallowing sea water like a drowning man, only in greater quantities.

I figured the best thing to do was to try a normal landing—and hope. Wheels up, but with the airplane in the same attitude as if I were coming in at an airport. This, of course, is different from the standard ditching attitude, tail low.

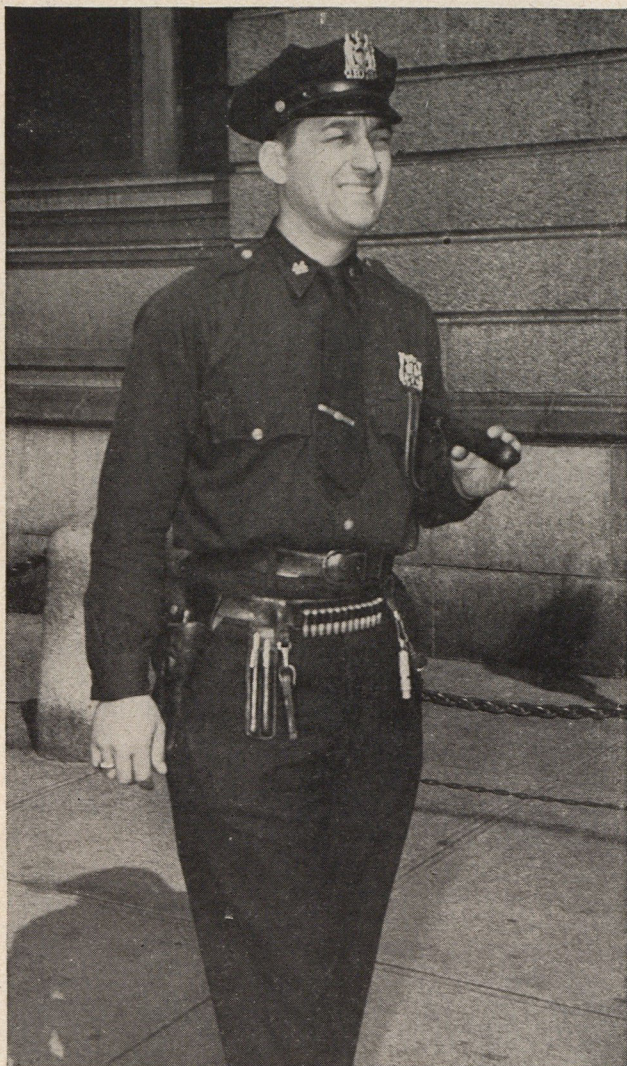
The Thunderjet is not a slow airplane. Its best climbing

speed is a hundred miles an hour faster than the normal cruising speed of today's four-engine transports. And its best landing speed is between 110 and 120 miles an hour—with power. Without power you may go up slower but you're likely to come down a lot faster. I came in on approach as close to formula as possible and set her down, tail low, flaps down, with the wing in the same attitude as though the main gear were down and locked, ready to land on the wheels and then to push the nose wheel down when the time came. This meant that first contact with the water was made aft of the wings, right at and below the tail section and, as the ship skidded along the water, more and more of it gradually touched down until the wings themselves rested on the surface. Slowly, but not too slowly, the P-84 came to a halt.

On the way down, I had slid the canopy back so that I would be ready to get out of there and away before the plane sucked me down with it. And we had no sooner come to a halt before I was out of the seat and swimming as fast and as far as I could, away from what I was sure would seem like a tidal wave when the Thunderjet started down. I got about twenty-five feet away before I turned around. The P-84 was still floating.

I didn't believe it myself. But for a good forty-five seconds, that baby lay there, wings awash, tail peeking above the surf. Then she took one more drink, sighed a little and disappeared. In a short time one of the fishermen I had seen from the air putt-putted his little boat over to me and took me in to shore. I reported in to the office and that was it.

There are some "little" things which helped. The fuel tanks in the wings, having been drained in the early part of the flight, were empty. This gave buoyancy to the wings. The nose-high landing prevented the fuselage from filling up with water. If the nostrils had been in the wings, the result might have been different. The ruggedness of the Thunderjet prevented any tearing up when we hit. As a matter of fact, if it hadn't been salt water, all or a major part of the plane might have been salvaged. It was taken out of the water two days later looking, on the outside at least, almost as pretty as it looked before the ditching operation.



New York patrolman Bernard London manned a 15th AF B-24 waist gun when flak crushed his hand over Austria. Rehabilitation at Pawling fixed it well enough to get him through police department's rigid physical examination.



"Buddy" Chernow is back at his post as district circulation manager for Long Island's *Newsday*. His back was broken in an Eighth Air Force operational crack-up, but Pawling rehabilitation returned him to normal activity.

THE PAWLING STORY

*One of the healthiest clubs
in the land is made up of men with artificial
legs and broken backs*

GORDON had never hung up in a lady's ear before, but he was about to now. "Listen, Miss," he said with no attempt to mask his irritation, "you can tell your newspaper I ain't got no story. All I got right now is a bowling tournament to win and I sure as hell ain't gonna win it standing here talking to you." Gordon wasn't usually the abrupt type, but by now he had told his "story" to at least a half dozen newspapers and he was getting tired of it. So he hung up—gently—and ambled back to the bowling alley where the opposition, 15th Air Force veterans, had piled up a ten-point lead. He picked up his favorite ball and pitched as neat a strike as you ever saw. The people in the gallery would have had to watch closely to notice that one of his legs was GI.

Gordon is typical of the graduates of the Air Force's Rehabilitation Center which functioned during the war at Pawling, New York. Now, two years after the war, he and other vets like Bud Chernow, Herbert Friedman and Dominick Acramone have found their places in the social and economic scheme of things and are busier than hell catching up on careers that the war interrupted.

Several months ago a couple of Pawling alumni met by chance in the Manhattan office of Doctor Hobart H. Todd, wartime director of the Pawling center. For about half an hour they swapped the usual postwar accounts of mutual buddies. Then one of them got an idea. Why not ask Doc Todd if he knew what had become of some of the gang, and maybe they could all get together somewhere over a brew. The Doc knew where several guys were and they in turn knew where several more were, so the party was called.

The first meeting early last spring was held in a New York bar and grill. It was strictly for beer and laughs, and there was plenty of both. It was so successful that the men decided to do it again a couple of months later.

The second session was even more successful than the first, but, by now, some members of the club had begun to think of doing something more with their time than drinking beer and singing. As Sgt. Herbert Friedman, a graduate of St. Johns University who holds an LL.B., and L.M., and a B.B.A. put it, "How about passing on some of the things we learned at Pawling to the thousands of civilians who get themselves banged up every year and have no Pawling to go to?" He himself learned how to write, after smashing his hand, by tracing squares first and then circles and large printed letters and finally script. Now he can write well enough to do an accountant's job.

To date the idea hasn't had time to fully mature, but Friedman and some of the other men are working on it. They have found out, for example, that our mechanized civilization exacts a toll of 350,000 "permanently" disabled civilians a year. That's seven civilians for every soldier that was injured during the war in the same period. The Pawling Club thinks maybe it can do something about that word "permanently." And if they enter into the project with the same determination they exhibited in overcoming their own handicaps, something *will* be done.



The first two meetings of the Pawling Club were strictly for beer and laughs. At one of them Jimmy Doolittle, above, led the singing. But now the club is looking for more serious ways to expend its energies. At the next meeting they will discuss ways and means of disseminating "rehabilitation tips" to civilians who have suffered injuries similar to their own.



Dominick Arcamone is back at his dispatcher's desk at a concrete company after riding a 15th AF B-24 ball turret. "Arky" took a 20mm cannon hit which cost him a leg. After Pawling, the loss doesn't seem to have slowed him down.



Herbert Friedman was a B-25 radio operator-gunner with 13th AF when a gun explosion shattered his right hand. For an accountant, this looked like professional curtains, but Herb learned to use his left at Pawling; does OK now.

AIR FORCE



Enterprising photographer in San Antonio donated \$1000 to AAF Aid Society for privilege of taking this shot of 15000 men at Lakeland Field, Texas. Photo was made during Saturday drill period. No duty time was lost; the AAF incurred no expenses.



San Francisco's celebration lasted two days. Climax was challenging address by The Old Man, above. Unique feature was AAF window display in 21 stores.

It was the biggest show since Nagasaki. In Berlin, New York, Washington, St. Louis, Los Angeles and Tokyo, planes rose in great numbers to attest the power of the Air Force. In Baltimore, Milwaukee, Dallas and San Francisco, USAF leaders stood with pride before large gatherings and told of revolutionary advances being made in all fields of aviation. All were agreed. Air Force Day, 1947, officially sponsored from coast to coast by the AFA was a huge success.

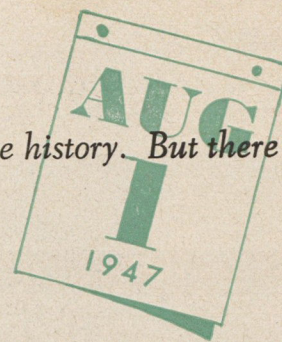
But no one knew better than these air veterans that there was no parallel between the Air Force of Nagasaki days and the Air Force of August 1, 1947. For every bomber that rose to pass in the birthday review there were two trainers. For every word of encouragement offered by the Generals, there were several ominous warnings. The spirit and enthusiasm of the occasion couldn't hide the truth. The Air Force wasn't what it should be. There was only one consolation. The low point had been reached and passed. There was some hope that on the forty-first birthday, things might be better.



"The spirit was there, but . . ." In N.Y. the Air Force could only send a few AT-6s and AT-11s over the Empire State Tower.

DAY, 1947

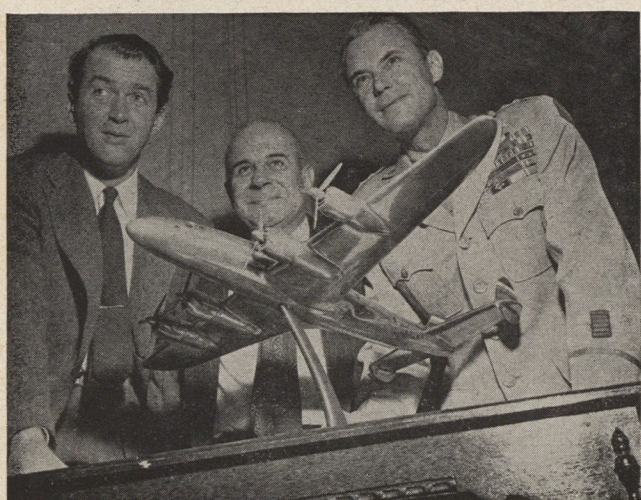
It was the biggest birthday party in Air Force history. But there was a greater display of spirit than there was of strength



Highlight of Air Force Day observance in Tokyo was aerial review of more than 450 planes, some of which are shown flying over color guard. B-29s were from 8th Air Force in Texas.



Berlin demonstration was less massive than Tokyo's, but nonetheless interesting. Here American officers and Russian guests watch a small flight of Douglas C-47s pass over Tempelhof Airport.



The Jimmies Stewart and Doolittle and Lt. Gen. Hoyt Vandenberg pose behind model of Constellation at Wings Club, N. Y.



The Honorable W. Stuart Symington, Assistant Secretary of War for Air, and General Carl Spaatz were among distinguished guests who packed the Statler hotel ballroom at AFA dinner in Washington.

ANDREWS FIELD



Flight of seven B-29s landed at Andrews Field, Maryland, after record-breaking one-stop flight from Tokyo accomplished in slightly

over 31 hours and 24 minutes. Eighth plane with a 13-man all-Texas crew limped in late, planted Texas flag on runway.



Los Angeles AFA Squadron No. 1 invited 12 patients from Birmingham Hospital to special luncheon at Baltimore Hotel. They were entertained by Janis Paige, "Miss Air Force Association of 1947."



During full-day program at Baltimore, Gen. Joseph T. McNarney presented Distinguished Flying Cross to 1st Lt. Donald D. Sharps. 325th Glider and 82nd Airborne units took part in earlier rites.



John O. Pastore, Governor of Rhode Island, right foreground, and John C. A. Watkins, left, commemorated those who died in service with wreath placed in front of P-51 displayed on Providence Mall.



Air strength in Cleveland, like New York, was conspicuous by its absence. In spite of elaborate program planned by Cleveland's AFA unit, only 18 AT-6s and 4 A-26s could be put in air at once.



It was "anything goes" in Worcester, Massachusetts, when a flight of planes arrived at Municipal Airport from 1st Air Force in New York. 15000 enthusiasts of all ages swarmed over latest type ships.



One of the nation's sharpest parades was staged in San Antonio by personnel of several neighboring bases. Honor Guard from 82nd Airborne, above, were only troops that marched; rest rode trucks.



Woonsocket and North Smithfield, R. I. AFA Squadrons awarded prizes to youngsters building best model of a military plane during Air Force Week. Entries were exhibited in store window.

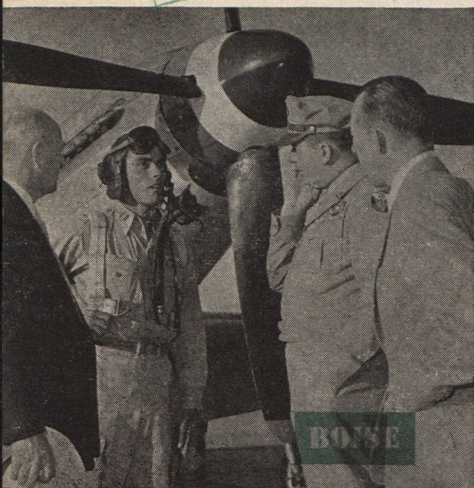
OCTOBER, 1947



Banquet at Penn-Harris Hotel in Harrisburg, Pa., was attended by ballroom full of dignitaries including Governor James Duff, Maj. Gens. B. W. Chidlaw, T. F. Hanley, E. J. Stackpole, Col. Cochran.

**AUG
1**
1947

AIR FORCE DAY 1947 *Continued*



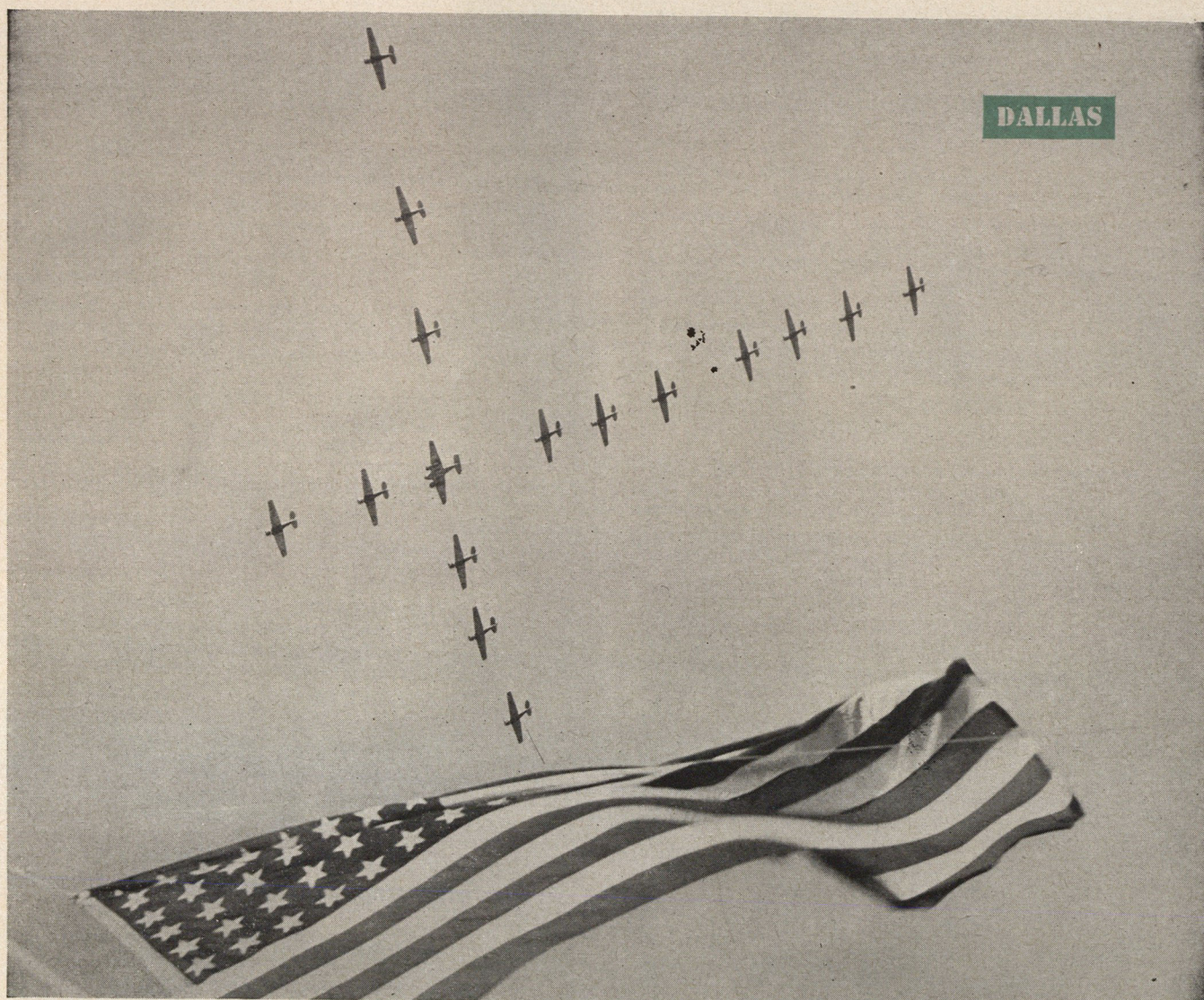
Capt. Bill Coburn (helmet) broke Frisco-Boise air record. He is congratulated by Idaho's Gov. C. A. Robins, Gen. W. Hale, AFA's W. York.



Selfridge Field, near Detroit, celebrated with a huge Air Force Birthday cake large enough to be shared by each of its nearly 2000 officers and men.

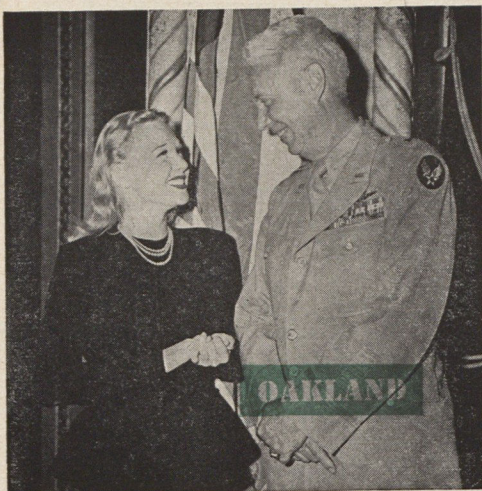


Denver AFA Sqdn. set up display booth at Lowry Field. From left, N. A. Ferguson, AFA leader, and Cols. A. J. Heintz and J. Byerle, Nat. Guard.



Love Field, Dallas, Texas, was the site of one of the day's most unique ceremonies. At six AM a flight of reserve planes appeared over Dawn Memorial services at the field in the form of a cross.

As choir sang sacred songs in tribute to air heroes, the lead ship dropped flowers over American flag. In the evening Jacqueline Cochran and Maj. Gen. C. E. LeMay were honored guests at banquet.



RKO Starlet Marion Carr added a little sparkle to the festivities at Oakland, California. Here she is greeted by Brig. Gen. Ned Schram, 4th AF.



As did the governors of many other states, New Jersey's Gov. C. K. Barton wrote an official proclamation declaring August first Air Force Day.

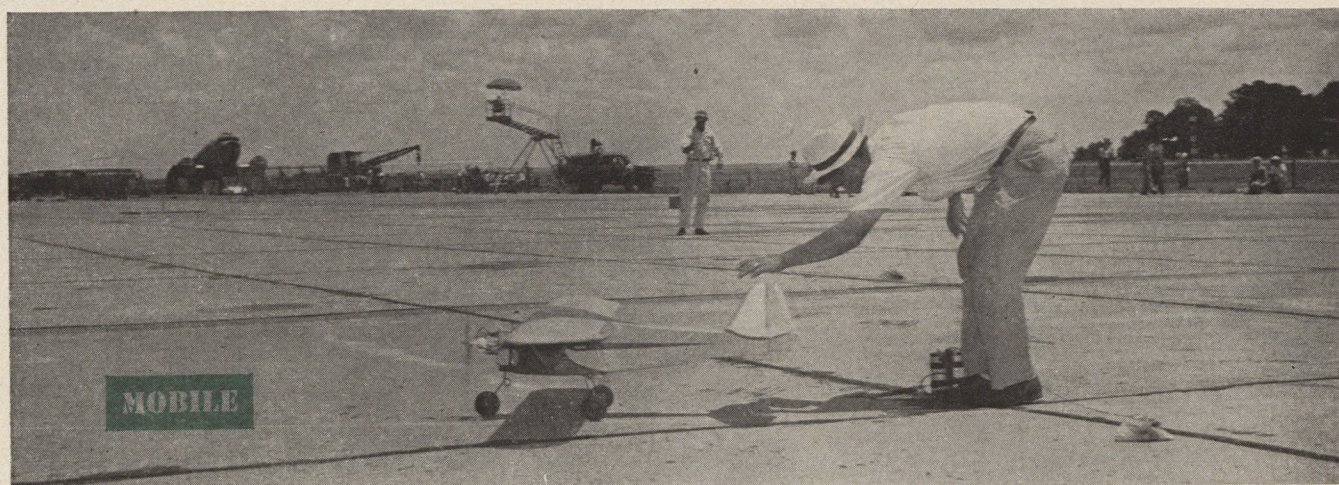


In Milwaukee, Maj. Gen. Emmett O'Donnel charged US displayed "immaturity" in hasty demobilization. Mitchell portrait was unveiled.



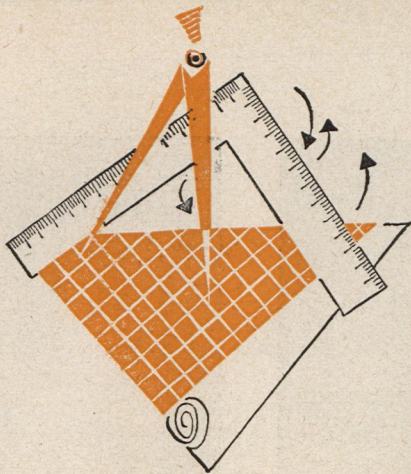
More than 25,000 spectators at Mitchel Field, L. I., watched paratroopers of the 82nd Airborne Division simulate a combat jump from Fairchild C-82 Packets. During five-hour show Major Howard

"Beacon" Hively flew P-80 from Mitchel to Washington in 24 minutes, 53 seconds, establishing a new record. A N.Y. television station broadcast take-off and landing in same half-hour program.



Mobile AFA Squadron in conjunction with local Exchange Club gave \$1500 worth of prizes for best model airplane. Dean S. Wright, above, got the runner-up cup. Contest was watched by 30,000 en-

thusiastic spectators. Banquet in the evening was attended by Maj. Gen. Orville Anderson, Commandant of the Air War College, Maxwell Field, and by 400 other business, civic and military leaders.



tech topics

New L-plane aileron and swivel gear headline this month's technical progress

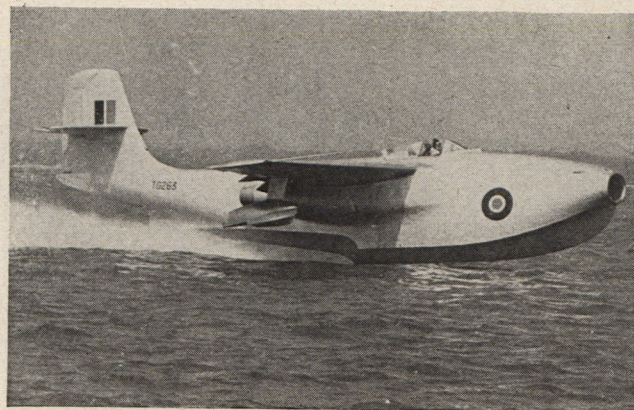
Latest in Ls

The XL-15, the newest in the Air Force's improved line of liaison aircraft, has completed its test flights at Boeing Aircraft Company's Wichita, Kansas plant. No handsomer than the ducklings that preceded it, the new L-type incorporates many of the "I wish it had" characteristics which wartime liaison pilots desired in their *grasshoppers*.

A bit more expensive and complex than the L-4s and L-5s, the L-15 provides the maximum in visibility by using a bathtub-like gondola with plastic windows 360 degrees around, a transparent top canopy and full-vision rear view. The tailgroup, which usually blocks off hind vision, is supported on a single boom which points slightly upward. The empennage consists of a T elevator-stabilizer unit, with end-mounted underslung twin rudders.

The landing gear is generally conventional, but the legs are short-coupled. Oversized tires are used to enable the craft to operate from muddy and unprepared fields. The ship uses a full-span flap and the "retractable" aileron system, not unlike the type used on the P-61.

Powered by a 125 hp Lycoming engine, the XL-15 has already proved that it can clear a 50-foot obstacle from 600 feet in normal take-off. Landing speed is 35 mph, cruising, 100. Flaps down, it can hover indefinitely at 50 mph.



First successful jet-powered flying boat, the Sanders-Roe SR/A1 completed initial test flights at the Isle of Wight, England. Essentially a marine fighter, it is armed with four 20mm cannon.

The new L is an all-metal structure, with a span of 40 feet, over-all length of 36 feet 2.9 inches. Gross weight is 2052 pounds. It can be used on floats and skis, or on the Brodie gear for trapeze launching or landing. With the propeller removed, the XL-15 can be towed at 165 mph as a glider.

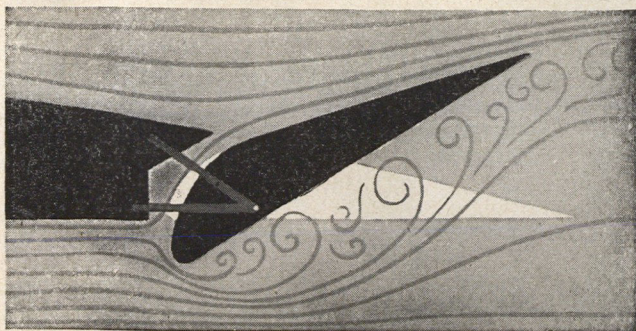
Why of Those Small Wings

A recent announcement on the licensing by the CAA of Glenn L. Martin's 202 transport brings to mind the original criticism of the airplane, circulated when the original artist's conception of the airplane became current. The thin, high aspect ratio wing gave rise to the story that the new twin-engined intermediate range domestic transport was "a low-wing version of the B-26 medium bomber."

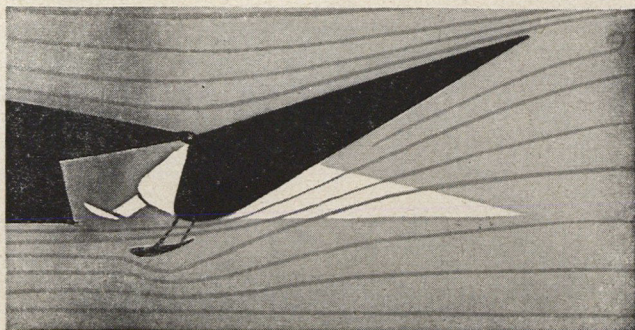
To the casual observer, the 202 design did look a bit short on lifting surface. However, the use of one of the newer aerodynamic improvements made the use of large amounts of wing surface unnecessary. The device is known as the van Zelm aileron. Its general function is to increase the control efficiency of ailerons, thereby requiring a smaller section of the trailing edge for the lateral control. This enables the designer to devote the major portion of the wing to the flap surface, which, in turn, permits a generally smaller wing to be lofted for a particular airframe.

The van Zelm aileron, invented by Willem van Zelm, head of Martin's New Design Section, consists of a roughly wedge-sectioned airfoil, hinged at its upper corner. A fixed slat, not unlike the wingslots on the PT-19, is installed in-

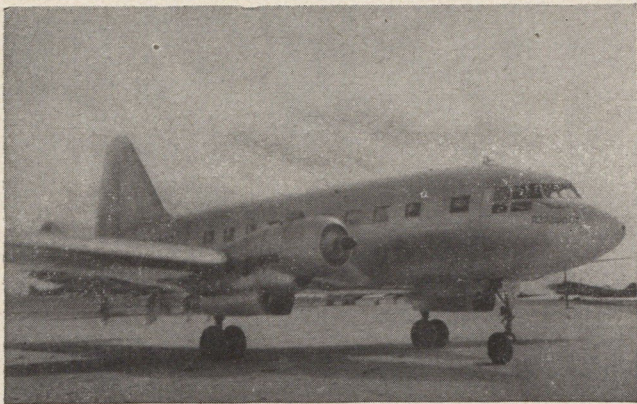
NEW AILERON DESIGN



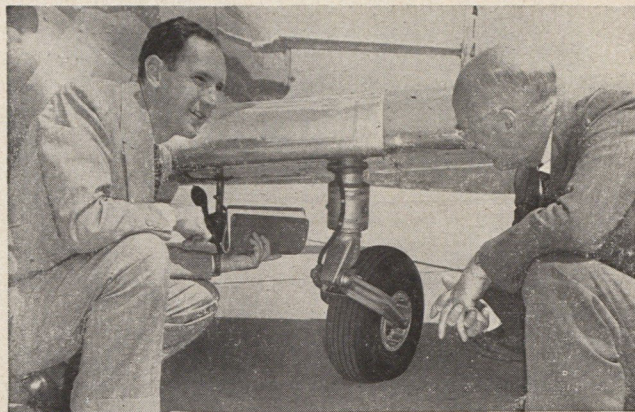
Among the improvements in Martin's new 202 transport is the van Zelm aileron, a control system which eliminates lower surface turbulence characteristic of conventional types shown above.



Airflow diagram of van Zelm aileron, showing how slat emerges when aileron is up. This directs airflow over the lower surface, increasing the aerodynamic effectiveness and reducing required area.



Latest in Soviet transports, the Ilyushin-12 is a 31-place twin-engined type, powered by Shvetsov fan-cooled radials. Craft was designed by builder of the wartime Stormovik attack bomber.



Roger S. Firestone of Firestone Aircraft explains his version of the castering landing gear to father of the swivel-gear development program, CAA's John Geisse. This is on an Ercoupe.

verted, on the lower leading edge of the aileron. When the aileron is in a neutral position, the slat or auxiliary airfoil fits into a cut-out in the trailing edge of the main airfoil.

When the conventional Frise-type aileron is deflected upward, the projection of its leading edge below the wing tends to produce considerable turbulence behind the aileron, which results in sharp decrease in control effectiveness.

The van Zelm aileron's auxiliary slat directs the air onto the lower surface of the aileron in smooth, laminar flow. A triangular hinge seal is stripped between the aileron and wing, which not only prevents the leakage of air behind the aileron nose when it is in a raised position, but also prevents the formation of ice within the aileron slot.

The only actual connection between the 202 and the famed B-26 medium bomber is the fact that the van Zelm aileron was originally developed to improve the Marauder's landing characteristics. However, the new control came along late in the production series, and with only a few planes left in the contract, the major change was not justified.

Several auxiliary advantages are claimed for the new system, including greater rigidity, as the hinge-line is at the wing surface outside the aileron contour, and the control's torque box nose is not cut at any place. Better balance is achieved through the elimination of the torque box carry-over structure. The structure is simpler and cheaper to produce.

Latest in Pickups

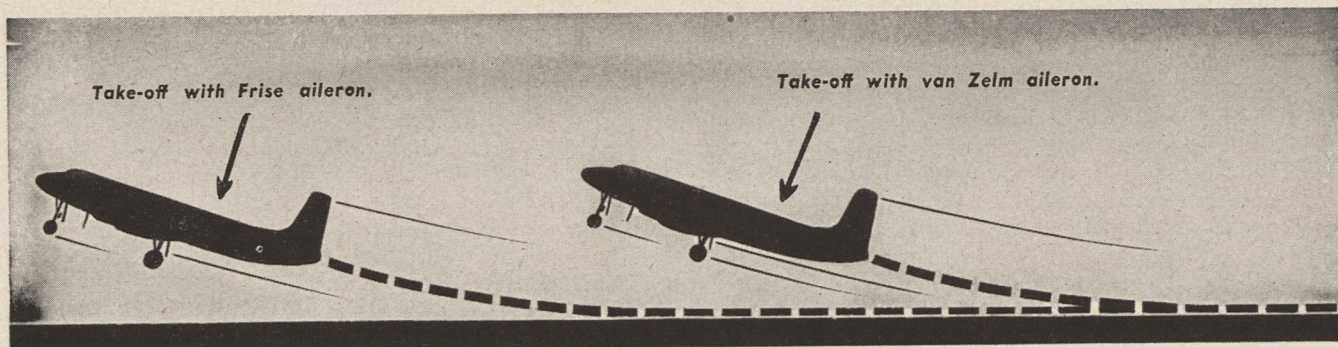
One of the major problems in flight research is getting accurate recorded reports on aircraft instrument readings. In

most instances, the amount of torque on the average dial's pointer is so slight that hitching any form of pickup would affect their reading accuracy. Two of the major instrument builders have developed devices to solve this research problem. One is the Kollsman Instrument Division of Square D, which has developed the Synchrotel, and electro-mechanical pickup, which can be attached directly to the instrument's pointer. The only moving part of the instrument weighs but a 25th of an ounce, and may be mounted in jeweled bearings, thus it can be positioned by the feeblest possible torque.

Fairchild Camera and Instrument Corporation has produced an instrument which can pick up the reading of any standard instrument, and transmit an electric interpretation of the reading without direct physical connection. Known as the No Torque Pickup, it is installed in place of the instrument's covering glass window. A small permanent magnet is then attached to the instrument's indicator shaft. Thus, there is no actual mechanical connection between the instrument and the pickup. As the permanent magnet rotates with the moving needle, a reading is possible by means of the phase of the magnetic couple between the stationary magnetic field of the pointer magnet and the rotating field of the instrument. A piezo-electric crystal is used to convert this couple into electrical voltage. The phase angle of this voltage is then a function of the position of the indicator pointer.

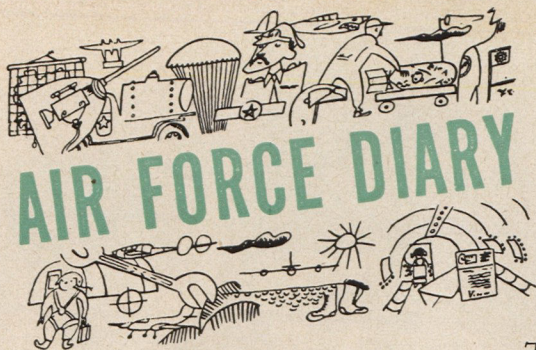
More Castering Wheels

Still another possible solution to the nation's airport dilemma
(Continued on page 43)



Because of increased control effectiveness of the van Zelm aileron, a shorter surface can be used on the Martin 202. This leaves more of the trailing edge for wing flap, which in turn pro-

duces faster take-off on the new transport. The van Zelm aileron was originally developed to improve landing and take-off characteristics of the B-26 medium bomber, the Martin Marauder.



HENDERSON

"The former enemy airfield is now in operation."

That was the official version. This is what happened.

October 1942: By now the war was nearly a year old. It had been a year of retreats and evacuations and grim resolutions. The AAF was still young and woefully unprepared. It was still flying P-40s and B-17s without tail guns. In England you could tell there was something in the air. We were getting ready for the invasion of North Africa. There was something in the air at Henderson Field on Guadalcanal too—the smell of dead Japs, lying where the Marines had left them. There was that, and then there was the wail of the never-idle air raid siren.

THE quick black of the tropic night settled down among the palm groves of Guadalcanal and a great yellow bomber's moon rose out of the quiet sea, pouring its amber light along the runway of Henderson Field, down through the tops of the swaying palms, stealing up the crude, angular lines of the control tower.

Two young men, their figures vague and shadowy in the odd half-light, leaned over the railing which enclosed the platform of the tower and peered down from their perch, now into the dispersal areas, now over the runway, now out to sea. A field telephone jangled harshly. One of the men reached out, automatically without turning his head, and took the telephone.

"Henderson Tower."

A thin metallic warning crackled through the instrument.

"Bogies coming. Direction southeast. Stand by for Condition Red."

"Roger."

The tower operator who put down the phone was tall and stripped to the waist, and a blond fuzz struggled to form a beard on his face. He turned to his companion, and, as though picking up an interrupted conversation, said:

"All right, Dog Face, you can quit pining for Lamour. Tojo's little boys are coming over to play. On with the receiver, and let's keep posted on the slant-eyed spooks."

The other operator, small and dark, reached for his headset. A loud speaker sputtered and through it came a distinct monotone:

"One Victor Two Three calling Henderson Field."

"Sold American!" the blond boy sang out as he grabbed a mike and flipped a switch. He went on in a monotone, "Henderson to One Victor Two Three. Go ahead."

"Search flight coming to you two minutes out. Request landing instructions, please."

"Come in and circle the field. You may have to go out again; Charlie is headed down the slot. Stand by and we'll give you the dope."

"Roger!"

He put the mike aside. The other boy turned to him and said, "These binocs don't help worth a damn in this light. Can't see a sign of the bogies yet."

"Can't see 'em?" shouted the blond one, snatching the binoculars from his companion's hand. "F'rissakes, who ya think you are? Superman? You couldn't see 'em in this light if they were right overhead. What's the matter with you. buckin' for Section Eight?"

"It's the sweatin' them out gives me the jitters, I guess," the dark one said. "Just plain scares the hell out of me."



AACS showers at Henderson Field. A refueling pump jacked water pressure in airtight drums up to 30 pounds, which appeared to deliver a satisfactory stream to nozzle and customer.

"You and me both. Those bombs whistlin' and crashin' around don't make like lullabies, son. A guy who says he doesn't get the shakes is a Grade-A snow artist."

The other laughed. "If every one of these raids takes a year off your life, brother, have a look at the walkin' dead."

"Yeah, those foxhole prayers of ours must be payin' off. Otherwise we'd be SOL."

The loud speaker broke in, blaring, "Bogies closing in fast from southeast. Two flights of three medium bombers each. Condition is red."

The blond, fuzzy-faced kid became all business. "Give 'em those lights," he said, jerking his head toward the field. "Hit the foxhole and leave the door open. I'll bring in this rubberneck flight and do a power dive right after you."

His companion looked at him, not moving. "Relax,

TOWER

BY CAPT. J. E. ROBERTS AND S/SGT. JOHN R. DUNN

Army Airways Communication System

junior," he said. "Let's both bring 'em in."

"OK, but you don't have to say here on Condition Red, you know."

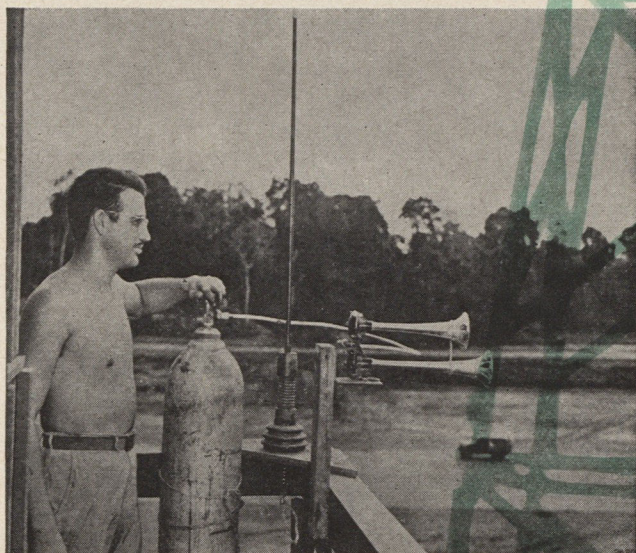
"Save it. Here go the lights."

The signal flare lifted and faded in the pale night, and with it came a raucous cacophony of old auto horns, gongs, clanging brake drums, and harsh voices. Over in the tent area, the lights went out as if turned off by a single switch.

Now the moon had the field to herself. The incoming search flight was overhead, its planes circling the landing strip.

On the ground, planes began warming up for the scheduled interception, their slipstreams churning clouds of dust.

By now the Bogies were overdue.



The field siren at Henderson was made of a horn stripped from an abandoned Jap auto. Power came from a high pressure tank.

In the tower, five speakers blared at top volume. The blond boy, his fingers clicking at switches, carried on a half dozen conversations, while his companion, pointing a directional-beam gun into the sky, signalled with green flashes to the planes coming in from the search flight.

From one speaker, "Bogies now orbiting. Direction south southeast."

Suddenly the noise quieted down in the tower, and then from below, new noises were added to the roaring of the planes—noises from the tent area where the men were shouting, gibing, catcalling and whistling, like kids in a neighborhood movie on Saturday afternoon. Something like the kids, the men in the tent area were catcalling partly at the Japs, partly because their own movie had been called off for the raid.

The two tower operators were tense. The blond fingered the controls of the speakers, and the other played with the signal light. From time to time they grinned uneasily.

"You know," said the dark one, "this place really does have the old South Seas romantic atmosphere. At least in the moonlight it does. What a night to pitch a bit of woo. . . . Anything new on the Bogies?"

"Nope. That flight of bombers we sent out early this evening is due back pretty soon or we could watch the little son-of-heaven's fireworks from the dugout."

"Yeah, from our nice, comfy little foxhole. Cozy like a sewer."

"Sewer? I've seen you whip in there, son, like it was Shangri-la. Oh, oh, there goes the searchlight over behind the mounted battery. Hear any motors?"

Soon they both could hear a peculiar, desynchronized motor sound—"Washing-machine Charlie." Then, as the noise seemed to be coming from directly overhead, six searchlights stabbed into the sky and converged on one plane high above.

"Let's see what the anti-aircraft boys can do tonight," said the blond, looking up at the plane. "Last time they had Charlie hitchhiking to hell in nothing flat. Oh, oh. Sticks away! Hit the deck!"

As they dropped flat they could hear the shrieking whistle of the bombs, then a thudding roar as one struck, and boom, boom, as others hit. The bombs whistled and blasted, and each brief pause between sticks was filled in with echoes reverberating far out over the jungle.

The blond boy raised his head. "You know what they remind me of? A big Douglas fir being felled. You hear that wind-splitting whish speed up as the branches whip through the air, and then—boom! She hits the ground. Timber-r-r-r!"

With a ba-loom that the men could feel press against them, a big one struck near by. The tower seemed to lift, then it dropped and swayed and trembled. "Boy! That was close," said the blond, "but you see what I mean."

"Fir trees, he says. Those damned things sound to me just like a fast freight high-balling over a crossing back home in Kansas. Listen and you'll get it—that kind of trembling roar."

Another bomb hit close by.

"Bing, bam! Thank you, ma'am! That last baby jarred my bridgework. You OK?"

"Roger. Let's take a look and see if he's using his good eye tonight."

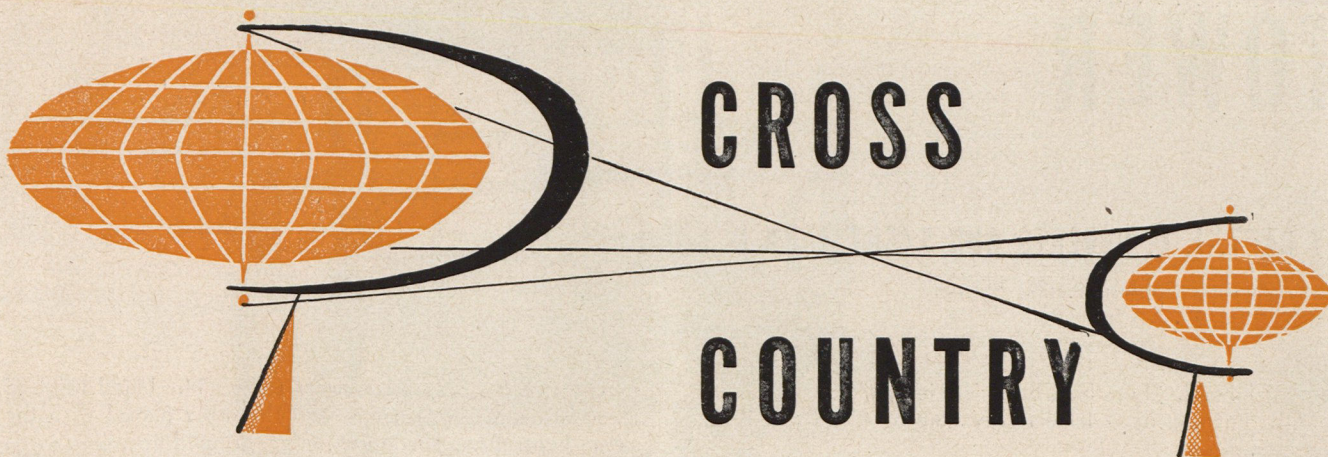
They got up and looked from the platform over the moonlit field. "Set 'em up in the other alley," said one. "He didn't even hit the hospital area this time."

"Every time we get a bombing, I hope he lays an egg near our tent. We'd sure get a swell start on a new foxhole. Save us a lot of digging."

"Boy-oy, the ack-ack boys are hotter than a two-buck pistol tonight. Look at them bounce Charlie around. See him slip that one. Bet he got a fanny full of that burst."

(Continued on page 41)

"Not frag bombs—beavers did it." Henderson tower before dismantling



ANG-ACR Notes

Qualified officers of the Air Corps Reserve will be eligible to put in their flying time on National Guard equipment, upon being attached to a specific Guard unit according to a recent announcement made by Maj. Gen. Butler B. Miltonberger, Chief of the National Guard Bureau. Under this invitation however, preference will be given to officers who have been appointed to the National Guard, and have applied for Federal National Guard Commissions.

To qualify for National Guard flying, reserves must hold an Organized Reserve Commission, with an effective Command Pilot, Senior Pilot or Pilot rating, and must be qualified for flying within the last six months. They must also have orders attaching them to a specific guard unit for flying duty. These orders can be issued by a Reserve Base Unit Commander at the request of ANG unit commanders. Reserve officers will not receive pay for NG flying, as only Federally recognized guardsmen will collect for drill and training periods.

Another for the Dreamboat

The famed B-29 Pacusan Dreamboat has added another international record to her already distinguished list. Flown by a crew under the command of Lt. Col. Olbert F. Lassiter, the veteran of the transpolar Hawaii-Cairo flight celebrated Air Force Day by hanging up a new world's 10,000 kilometer speed record. The Dreamboat rounded the 2500 kilometer course between Patterson Field, Dayton, Ohio and Benson, Arizona four times in twenty-two hours and twenty-seven minutes, averaging 277 mph for the 6213 mile run. This flight bettered the mark established by Rossi and Emont in France in 1939 by almost ten hours.

Last Skymaster

A colorful chapter in aviation history closed last month, as the last of the Douglas C-54s rolled off the line at Santa Monica. The tail-end ship, No. 1242, was delivered to South African Airways. Of that number, 1163 were built for military purposes and seventy-nine for postwar commercial use. At present, there are seven Skymasters for every other four-engined transport in existence.

The prototype DC-4 was first flown in 1939, a triple-tailed transport, built for United Air Lines. As a matter of fact, this original craft was sold to Japan and is supposed to have been the ancestor of several four-engined types attempted by the Japanese.

During the war, Skymasters served as prime movers for both ATC and NATS. They hung up a record of 79,642 ocean crossings, only three of which were unsuccessful. One was ditched, the other two are still unexplained. They acted as personal aircraft to such personages as Generals Eisen-

hower and MacArthur, Winston Churchill and the late President Roosevelt. President Truman used a C-54 until his new DC-6, the Spirit of Independence, came into executive use. While the production of DC-4s has been halted, Douglas service engineers predict that on the basis of their attrition figures, there will be Skymasters still in service a decade hence.

Probably the most memorable C-54 operation was the transfer of two full divisions of occupation troops from Okinawa to Japan. Two hundred and fifty Skymasters made 1400 trips of five hours without a single mishap, taking off at only five minute intervals.

ADC Takes CAP

Lt. Gen. George E. Stratemeyer, Commanding General of the Air Defense Command, has announced that the Civil Air Patrol, formerly operated directly under Air Force Headquarters, has been placed under ADC's administrative command. According to General Carl Spaatz, this change is in line with a reorganization program designed to centralize civilian components, as well as other auxiliary and co-operating groups. The transfer will not affect the policies or activities of CAP, whose principal peacetime activity is the training of American youth in fundamental aeronautics.

Operation Combine

The latest in air force techniques and development in tactical air co-operation with ground units will be displayed



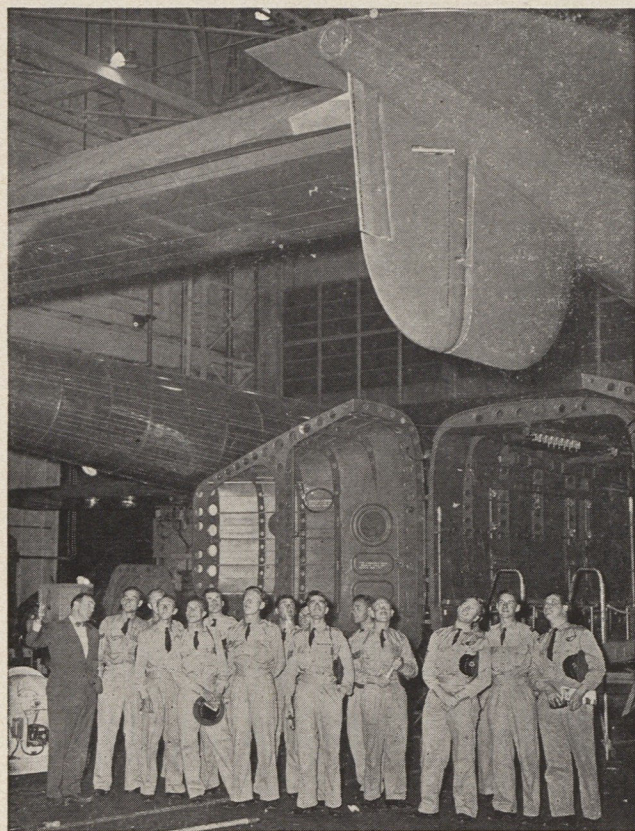
Members of the President's temporary air policy board sit down to their first meeting. Seated, (l-r) G. P. Baker, Thomas K. Finletter, A. D. Whiteside. Standing, Palmer Hoyt and Henry Ford II.

for thousands of service school students in a thirty-one day maneuver to be held at Lawson Field, Fort Benning, Georgia, during October. The exercises are designed to show the role of tactical co-operation on a large scale and will be patterned after this spring's Operation Wayside, during which 2000 US and foreign students observed a joint demonstration held under the sponsorship of Tactical Air Command's 9th AF.

Five classes will be run through during the month of exercises, where the students will observe reconnaissance, attend intelligence lectures, visit planning conferences, inspect equipment and tour advanced headquarters. This will be followed by a tactical demonstration employing fighters, light and medium bombers, jet reconnaissance aircraft and troop carrying planes and gliders.

Disabled Vets Study Mechanics

Nearly a thousand disabled veterans are learning to be aviation mechanics under the provisions of the Vocational Re-



Crews of the RAF Avro Lincoln bombers which flew to the US to participate in the Air Force Day celebration, inspect the C-82 Pack-Train production line at the Fairchild plant at Hagerstown, Md.

habilitation Act, according to the Veterans Administration. Under the provision of Public Law 16, these men with service-connected disabilities are eligible for education and training in order to restore their employability. According to a representative survey of 229,000 handicapped ex-servicemen and women, it was determined that as of May 1st, 327 were enrolled in on-the-job training, 327 in trade and industrial schools and the remaining 243 in engineering schools and in universities.

Considering the active nature of aviation as a profession, this number is considered much higher than was originally anticipated by Veterans Administration statisticians.

Higher Levels

Military flights at altitudes of 40,000 to 50,000 feet were

predicted at a three-day symposium on high-altitude flying held recently by Boeing Aircraft Company in Seattle. The group also indicated that future commercial flights would take place at the five-mile level. N. D. Showalter, chief of Boeing's flight section, in describing the joint Boeing-Air Force high altitude testing program, indicated that sustained operations at the nine-mile altitude were practicable with equipment currently in pre-production stage, and might be a reality in the near future.

Last Day

While the war emergency period has not yet been officially called to an end, July 25th, 1947, has been declared the final day which may be counted by military personnel as service during World War II in the matter of establishing eligibility under various veterans benefits. These include training, rehabilitation and loan guarantee. Military service benefits from that date on will be considered at a lower rate.

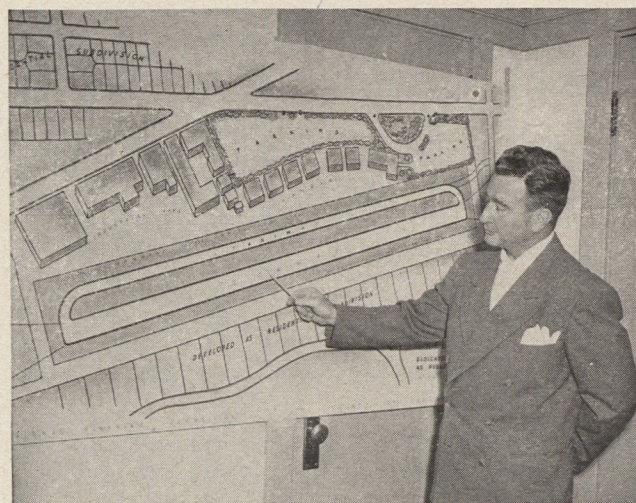
Reserve Medics to AAF School

Twenty Medical Corps Reserve Officers will attend a ninety-day course at the Air Force School of Aviation Medicine at Randolph Field, starting early in October. Graduates will be designated as Air Force Medical Examiners. The course stresses fundamentals of aviation medicine as well as the special physical examination for flying personnel.

Eligible for the twelve-week course are Medical Reserve Officers under forty years of age, who are physically qualified for flying and who hold an efficiency rating of 4.0 or better. Officers currently designated as flight surgeons and aviation medical examiners will not be accepted for training. Applications can be secured from Personnel Section, Office of the Surgeon General, Washington 25, D. C.

First B-46 Tests Complete

Phase one flight testing of the Consolidated-Vultee XB-46 jet-propelled bomber has been completed at Muroc Army Air Base. This work by company personnel consisted of fourteen flights totalling twenty-three hours. From here the craft will be turned over to the Air Force for Phase Two tests, conducted to determine military requirement compliance. The new craft is powered by four Allison-built GE J-35 axial flow engines, installed two to a nacelle. Mechanical refinements include all-pneumatic system for actuating landing gear, bomb bay doors and brakes, and a fighter-type jettisonable canopy. The XB-46 also uses the new-theory fuel gage that measures mass instead of volume.



Los Angeles Regional Planning Commissioner Wm. J. Fox explains his "backyard airport" which will provide cheaper ground facilities. His plan calls for a national network of these two-way airstrips.



with respect to the fact that the bond issue and the new Constitution would appear on the same ballot, the committee has faith in

the collapse of plans for a holiday slated to start yesterday as a breathing pause before the strenuous work of the General

terious explosion Hall last night mile area. Joseph 'Walt

will undoubtedly to all citizens. The of this group of from the civic org lower the

CALIFORNIA

Two new Squadrons were chartered in the AFA-active State of California in July. First, was the San Diego Squadron, which now meets the fourth Tuesday of each month. Officers of the Squadron are: Griffith P. Williams, Commander; Ralph E. Bayer, vice-commander; Leroy G. Atkinson, secretary; Edward R. Buckman, treasurer. For further information about the Squadron, drop a line to the San Diego Squadron, Air Force Association, Suite 21, 1747 Fifth Ave., San Diego 1.

The second Squadron in Los Angeles was also chartered. The latest Los Angeles Squadron is commanded by Mr. James O. McReynolds. The vice-commander is A. Schuyler Dunning. Edwin R. Ridgway is secretary-treasurer. For further information about this Squadron contact Mr. McReynolds at Coulters, Los Angeles 36.

Squadron No. 1 is the other Squadron in Los Angeles. This Squadron is under the command of Mr. Al Carty, 1431 South Vermont St.

At the organization meeting of East Bay Squadron in Oakland July 1, Frank Flynn emphasized the opportunities existing in the East Bay area for Squadron activities. He also called attention to the urgent need for a virile Air Reserve Training program and support of the Air National Guard.

John Felton Turner, California Wing Commander, said that unless the training programs of Air Forces personnel are expanded and the AAF brought completely up to date, both as to personnel, and research and equipment, we run the serious risk of inviting disaster in the event of war.

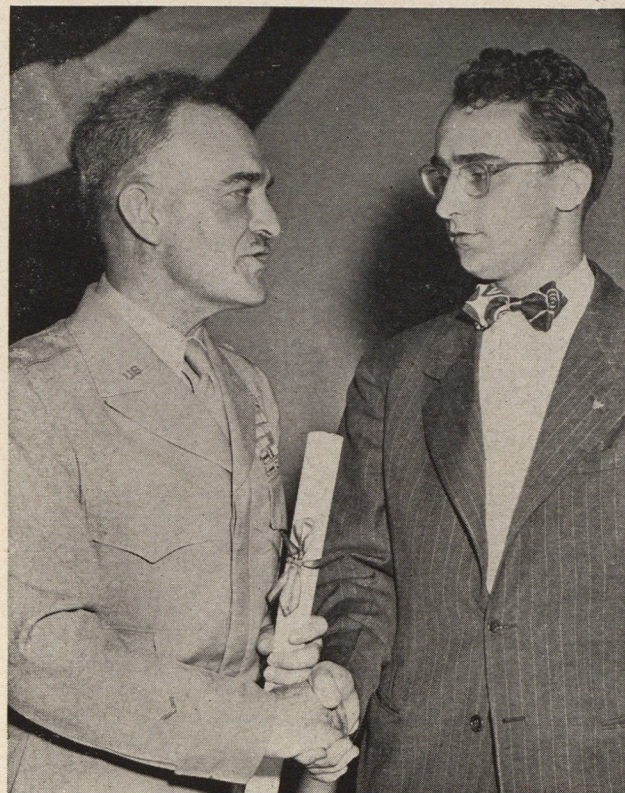
Reiland Quinn recalled his experiences as an Intelligence NCO in the 7th Air Force, flying from island to island. He urged that a strong Squadron be established in this area, and that the activities of the organization be participated in by a large number of AAF veterans.

INDIANA

Covering a lot of territory in Indiana is the Tri-County Squadron with headquarters located in Bedford. Officers of this organization include: William C. Edwards, Commander; Eddie Jones, vice-commander; Robert Chandler, secretary; William H. Harrison, treasurer. Those in the Bedford area desiring further information about the Squadron may contact Commander Edwards, at 2017 O Street, Bedford.

NEW JERSEY

The sixth new Squadron from the State of New Jersey to be chartered during the week preceding Air Force Day, August 1st, was at Atlantic City, where thirty-two charter members elected Arthur P. Schalick, Jr., as commander. The new Squadron was officially chartered on July 29. Other officers of the organization include: John T. Stinson, Jr., vice-commander; Maurice J. Ojserkis, secretary; Domenic A.



Maj. Gen. William E. Kepner, chief of the Technical Training Command, presents the AFA charter to Chandler G. Ketchum, commander of new Pittsburgh Squadron at their Air Force Day luncheon.



Commanding officer of the Yokota Army Air Base in Japan, Col. James R. Gunn Jr. boasts 83% AFA membership at his base following recent drive for membership at this occupation outpost.

...day for a mys- \$4,950; Herman Cozcewith and Sons, department for six consecutive been under treatment for ner-
 n which rocked City Company, Inc., \$5,650 and Donald days.
 shaking a quarter. Contracting Company, \$7,091. The general order read in part: Mrs. Geibel was last seen by son
 Although the hide on "Each patrolman and superior officer

Fieni, treasurer. AFAers living in the Atlantic City area may contact Secretary Ojserkis at 5701 Atlantic Ave., Atlantic City.

NORTH CAROLINA

The recently activated Squadron in Winston-Salem was announced on August 5, by Squadron Commander, Robert S. Northington. Other officers include: Paul N. Montague, vice-commander (Mr. Montague was acting wing commander for the State and was instrumental in setting up the present wing organization); Patrick Huff, secretary; Norman Stockton, Jr., treasurer. For further information about the Squadron contact the commander at PO Box 2720, Winston-Salem.

OHIO

The Cleveland First Squadron, organized on January 14, 1947 and chartered on March 6, has announced the election of the following slate of permanent officers: Gene A. Hall, commander; James W. MacKenzie, vice-commander; Joseph F. Sperr, secretary; and Robert McKay, treasurer. The Squadron is at present in the process of building a strong AFA organization in Cleveland and asks that former Air Force personnel contact the commander at 12319 Phillips Avenue, Cleveland 8.

The other AFA Squadron is the Cuyahoga Founders Squadron of which Erwin H. Cooper is commander.

The AFA Convention State for 1947 has added another Squadron. This time it's Toledo. The Squadron, which meets the first Tuesday of each month, is under the command of William F. Kroll. James M. Horn is vice-commander; Edward S. Janis is secretary and William L. Wagner is treasurer. Former Air Force personnel and AFA members in the Toledo area who are not now affiliated with a Squadron are requested to contact Secretary Janis at 1501 Adams at 15th St., Toledo 2.

PENNSYLVANIA

Mr. J. B. Whittaker, Camp Hill, Pennsylvania, has been named commander of the Pennsylvania AFA Wing to replace Mr. William R. Day, of Philadelphia, the first commander and AFA organizer for the State.

A native of Hollidaysburg, Whittaker served as a lieutenant colonel in the Air Force during the war. He received his commission on graduation from the Advanced Bombardier School at Victorville, California. Early in 1943, he went overseas with the 392nd Bomb Group, became the group bombardier, later was promoted to Second Division Bombardier of the Eighth Air Force and finally became Eighth Air Force Bombardier before returning to the United States. In the United States, he served on the A-1 staff in Headquarters, AAF, Washington, D. C.

A charter was granted to the Drexel AFA Squadron at Philadelphia on August 6. This Squadron was actually organized on April 14, but for the past six months, this organization has maintained an active program and through a mis-

understanding by the National Headquarters the actual chartering was delayed. The organizer and first commander of the Drexel Squadron was Jacob B. Paperman. In a recent election of officers, Benjamin Ostrofsky was named commander. The Squadron meets the last Wednesday of each month.

TEXAS

Joining the roll-call of Texas cities where successful AFA Squadrons are active is Lubbock where a charter was granted to forty-seven members on August 5. Officers of the Lubbock Squadron are: Clay E. Thompson, Jr., commander; Roger L. Kuykendall, vice-commander; Joseph B. Johnson, secretary; L. D. Whiteley, treasurer. Texans in the Lubbock region may obtain additional information about the Squadron from the Commander at 2312 16th St.

WASHINGTON

The recently formed Seattle Squadron has announced its election of permanent officers: E. Robert Haag, commander; W. A. Wells, vice-commander; Billy Mattice, secretary and treasurer; Wesley Wilber, Oliver E. Kearns, and Edward Jordan, councilmen. The Squadron's address is PO Box 2037, and the officer to contact for information, Billy Mattice.

JAPAN

The termination of the recent drive for membership in the Air Force Association at this air base, the largest installation in the Fifth Air Force's far-flung eastern aerial frontier, found these squadrons sharing top place with 100 percent membership. The 8th Bomb Squadron, commanded by Major John J. Ruettgers of Los Angeles, California; the 6th Photographic Technical Squadron, commanded by Major Jack Neubert of Knoxville, Tennessee, and the 82nd Reconnaissance Squadron Photo (Jet-propelled), commanded by Captain Heath Bottomly, of Helena, Montana, were the Squadrons who paced the field to its final average of 83 percent by turning in 100 percent quotas for their organizations. In addition, Section 1 of the Rescue Boat Detachment attached to the 3rd Emergency Rescue Squadron, stationed at this base, turned in 100 percent for their unit. This section is commanded by Captain Arthur Blondin of Manchester, New Hampshire.

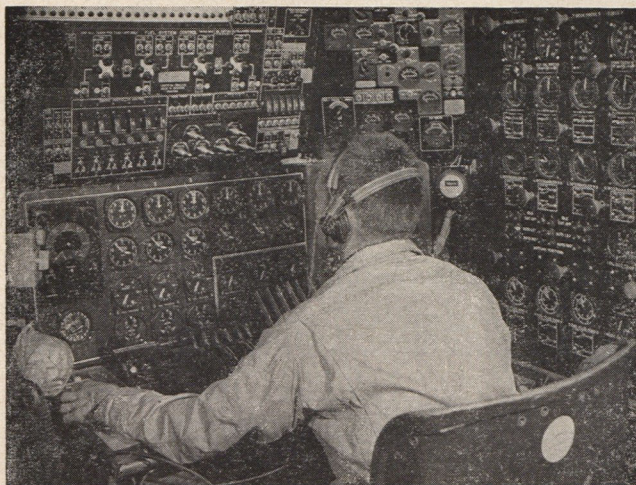
The over-all effort put forth by the Base was spurred by Colonel James R. Gunn, Jr., Base Commander, of Jacksonville, Florida, and was directed by Captain Guy N. Blair of Athens, Tennessee, Public Information Officer.

A keen spirit of competition was also initiated by the squadron commanders as the membership drive went into its final phases. Daily reports and comments from different squadrons kept a razor edge rivalry between each outfit to see which one would finish with top honors. On June 30 all reports were turned in and a four-way tie was established among the forementioned units.



THE B-36 GADGET BOX

Pilots of the 139-ton Convair B-36 have their hands full flying the giant, so flight engineers get most of the dials

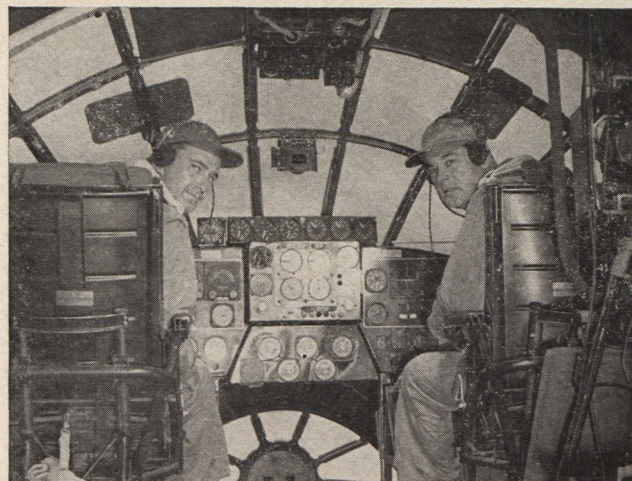


Flight engineer's position is another matter. All known power plant instruments and controls are present, multiplied by six. To these are added controls for cooling system required by cowled-in pusher arrangement of the 6 3000 hp radial engines.

As aircraft increase in size and complexity the job of "watching the airplane" comes closer to being a full-time function for two men—pilot and co-pilot. This means that more and more of the actual mechanical job of flying the plane has to be "subcontracted" among the crew.

Largest and most complex of the Air Force's production models is the Convair B-36, the 139-ton, six-engine, global bomber. The major subcontractor in the B-36 crew is, of course, the flight engineer. This job, which came into military prominence with the B-29, takes on new stature in the B-36.

While the pilot panel in this giant contains the essential instruments for flight, the power plant instrumentation has been removed to a private office aft of the cockpit. Here the flight engineer sits isolated from the problems of flight and navigation, tending to his specialized task of husbanding

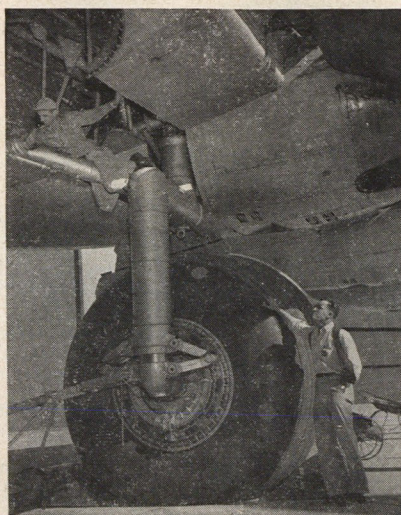


Inside view of pilot's "office" on the YB-36. Chief test pilot "Eric" Erickson (left) and co-pilot Gus Green use the simplest possible set of instruments to concentrate attention on the actual movements and behavior of this global-type bombing plane.

power and fuel on the six-unit 18,000 hp power plant. His panel contains six copies of virtually every instrument and control used for engines, plus some added controls for the air intake system which cools the pusher-set radials.

Now that both X and Y designations have been shed from the B-36, the production version reveals several major changes resulting from alterations to the outer contour. Most obvious is the new bubble-type canopy for the pilot's office, giving the flight crew 360 degree azimuth vision.

Another major alteration is in the landing gear. The 110-inch main wheels have been replaced by four-wheel trucks, containing 56-inch standard shoes. This arrangement has several prime advantages: First, it saves 2600 lbs of weight; second, it proves safer in case of tire failure on take-off or landing. The third advantage is a reduction in the pressure per sq. in. tire contacting ground.



Another major alteration in production-type B-36 is in the landing gear. The 110-inch single tire (left) is supplanted by a 4-wheel truck carrying standard 56-inch wheels. This not only saves 2600 lbs in weight but is operationally safer in case of blowouts.



HENDERSON TOWER

(Continued from page 35)

"You ain't beating ya gums, son. One more Charlie will miss some Geisha necking. If that hit's confirmed, it costs me just five bucks even. I bet that noisy AA corporal a fin that they wouldn't get a hit the next time they had a target. I won't even get to help drink up the fin. We won't get any beer around this place unless we make it."

A faint, imperative voice from a loudspeaker broke into their talk. "One Victor Four Three calling Henderson Tower. One Victor Four Three calling Henderson Tower. Go ahead, Henderson."

"Henderson calling One Victor Four Three. Henderson calling One Victor Four Three. You are S5, R5. Go ahead."

The light-haired kid listened awhile, and turned.

"Hey, quick, junior, alert the crash crew! Tell them to stand by for a crash landing on the strip. Get an ambulance there. Two unidentified planes, too huh? A couple of Charlies pulling a sneak!"

The other operator dove to a phone while his companion went on talking with the men in the air.

"How much gas does your lowest plane have left?"

"Plenty. A couple of hours. How about landing instructions?"

"Hold everything. Circle the field until we identify the strangers. A P-38's going upstairs right now to look 'em over. Calling Four Victor Six Six. Calling Four Victor Six Six. Take off when ready, from the mountains to the sea."

From the P-38, "Roger, thank you."

The 38 roared down the strip, lifted and then zoomed upward, climbing almost vertically. The two men could see the strange planes, and the P-38 hanging on its props, rising toward them high in the moonlit sky. The boys listened to the pilot over the loudspeaker: "Four Victor Six Six calling Henderson. Two medium Jap bombers. And I'm right behind them. Closing in now. Here we go. Tally ho."

Other planes in the air came in over the loudspeaker. "Take 'em apart, boy! Teach the little bastards to sneak in without a ticket!"

Other messages were received and the blond boy, answering one, said "Plane with wounded, land on the strip. Mountains to the sea."

"Roger; wilco."

"Which one is it this time, Gracie Allen again?"

"Nope, Butterfingers this time. She's got no more landing gear than a bathtub."

Another plane cut in over the speaker, "Tell him to stick his feet out the bomb bay and run like hell."

"Crash on the strip from the mountains to the sea. Good luck to you."

"Hate to do this. Butterfingers is gonna rip her Sunday panties. Embarrass the lady. Well, here we come."

Another speaker blared: "Six Peter One Two calling Henderson Tower."

"Henderson calling Six Peter One Two. Go ahead."

"Military transport coming in with general officers aboard. Request immediate landing instructions."

"Can y'beat that," the operator muttered, after flipping the turn-off switch on the microphone. "Those office boys bothering us at a time like this!"

He switched back in. "Sheer off and backtrack on your course a few minutes. Then come in again for instructions. Combat traffic over field."

"Roger," came the meek reply.

Both men leaned over the railing of the control tower and watched as the plane with the wounded hit the mat. As it touched the ground with the dirt spraying up alongside it like water around a speedboat, the ambulance, crash trucks and jeeps roared across the runways. The propellers splintered

(Continued on page 43)

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Yes, Air Force Diary is your book. Its 111 articles all were written by members of the AAF between Pearl Harbor and V-J Day. First published in AIR FORCE Magazine when it was the Official Service Journal of the AAF, these articles cover all phases of air force activity and all theaters of operation. Now these classic personal experience yarns have been brought together in this 492-page "family album" compiled and edited by James H. Straubel, wartime and present editor of AIR FORCE. All royalties from the sales of the book go to the Army Air Forces Aid Society. Here's what the critics think about it:

New York Times: "The impact of this book is terrific."

Cleveland News: "Unquestionably the best of the books about the recent global air war."

Philadelphia Inquirer: "AAF veterans will love this book."

Tulsa World: "Every line of it carries the stamp of authenticity."

Indianapolis Star: "Each page breathes with real, live unvarnished realism."

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in the AFA

INTRODUCING

Thomas J. McHale

CLAMPING his bulldog-like jaws about a ragged cigar butt and plumping his sturdy bottom on a corner of his littered desk, Thomas J. McHale declared, "Why, hell, yes, it's a beautiful mornin'!"

Everyone else in town thought it was a stinking morning. By 10 a.m., the mercury stood at 101. There was no wind. The air had a moist, stifling quality but to Thomas J. McHale of Dallas, Texas, it was the beginning of a swell day, just as every other morning in his forty-four years.

A happy bullnecked assault on life is McHale's prime characteristic. As he tears about Dallas, running his various missions as advertising director of the Chamber of Commerce magazine, he personifies an optimistic, positive approach to the problem of getting along in the world.

It isn't known whether McHale was born with these qualities or acquired them through some thirty-five years of buying his own bread. Whatever the reason, he undoubtedly needed his king-size sense of humor while huckstering his way through the advertising world from Iowa to Texas, via the Sioux City Journal, Chicago Tribune, Advertising Feature Service Agency, Akron Beacon Journal, Erie Times, Canton Repository, Youngstown Vindicator, Chicago Journal of Commerce, South Bend News Times, Moline Dispatch, Indianapolis News, Pittsburgh Press, Nashville Banner, Milwaukee Journal, *et al.*

While hanging a piece of 1941 mistletoe in his Houston living room Mac heard about Pearl Harbor. He put down the greenery, picked up his cigar and ambled down to the local recruiting office. It took him several months to convince the local colonels that a gentleman of McHale's vintage was needed at the front. In early 1942, though, his baggy seersucker gave way to GI khaki. He was somewhat disappointed to discover then that all trails led, not to Europe or the Pacific, but to Fort Sam Houston. Mac frankly admits that it was his intention to stay close to the Ground Forces, thinking this his best chance for combat.

"I'd heard that the Air Forces had no place for us old folks," he reminisces.

It was at Fort Sam Houston, however, that his school learnin' at Morningside College and the University of Chicago

Law School caught up with him. He established such a high GCT rating that the authorities summarily kicked him into the AAF. Between deep knee bends at Keesler Field, where he took basic, he collapsed against a bulletin board and through sweat-fogged eyes read a poopsheet dealing with the glories of aerial gunnery, age limit—none. The next shipment Harlingen-ward found McHale aboard. Sporting his new wings a few months later, the Texas Twister flew them into the office of his CO to announce himself ready for action. Ten months following, his trigger-finger was as tough as a Coney Island hotdog and his desire to aim a 50 at something besides a cactus plant had reached hurricane proportions. Figuring out an "angle," Mac called in his best pal, T/Sgt. Bob Todd of New Orleans, and together they decided that what aerial gunnery schools needed was more accurate dope

from the combat air forces. They pointed out to a colonel that by the time combat data filtered back to Texas, it read like the second chapter in *Riders of the Purple Sage*. The colonel agreed and sent Todd to England for a firsthand account of a gunner's needs when the chips are down. Todd was lost on his first mission. The ever-present smile left McHale's sunburned face when he heard about it. He walked out on a class of students and took the nearest shortcut to headquarters.

"You heard about Bob Todd, didn't you, Colonel?"

The colonel nodded.

"Well, there's only one thing we can do about it, sir."

The colonel nodded again. He sent McHale overseas.

After crew training at Salt Lake, Texas, Mac went over as a casual, soon after finding his niche with the 412th Squadron of the 95th Bom-

bardment Group, 8th Air Force. For nineteen flak-punctuated missions, Mac was there at a waist gun, his gray-specked hair standing almost straight up as he sprinkled the skies with lead. Hamburg—his plane was the only one to return. Essen—limping low toward home on one good engine. Ludwigs-haven—Brunswick—and fifteen more. His number flipped over on Mission 20. This was the first Berlin raid. With his ship shot to hell, Mac joined his buddies in the bail over the side. He landed right side up in a ploughed field during a snowstorm. Hiding out that night in a barn, he was captured.

(Continued on page 45)



Thomas J. McHale

HENDERSON TOWER

(Continued from page 41)

into the air. The battered plane finally scraped to a halt, and before the emergency vehicles could reach it the crew members piled out.

"Guess this baby won't be a blazer, thank God! Call the strip and see what the score is."

The dark-haired operator plugged in on the command post party line, waited, then broke in: "What's the tale on those last two landings? Yeah? Swell!"

Another interruption: "Six Peter One Two calling Henderson Tower. On my way back to you. Have you landing instructions for us?"

"Come in and circle the field, but don't land until you get the green light." The boy at the transmitter turned to the other: "Guess we'd better get the rest of the technical unit in first. Let the brass hats wait."

"OK, I'll green light 'em. The strip is clear now. Tell 'em to land there." He took up the signal gun, pointed it at the leading plane of the flight coming in and flashed the green landing beam. The planes came in, almost nose to rudder.

The blond young man was still complaining about the generals. "Now we can green light the big shots. With this important stuff out of the way we can roll out the red carpet for 'em too. Too bad we don't have an eighty-piece band." He told the transport to follow the bombers in.

"Wonder how the Lightning is doing with the gate-crash- ing Charlies?"

"Don't worry about that baby. Those P-38s are bad news to anyone who has the bad luck to tangle with 'em. He'll make a good Jap out of a live Jap, wait and see. I'll call the message center and find out what they've heard."

On the phone, "Hello, Harry, any message from that 38?"

"On his way in. Just talked to the AA command post and they say one of the Bogies is down in the drink. The 38 got him in two bursts. No enemy craft now, so we're waiting for 'em to declare Condition Green. Wait up! Here it comes. OK. Condition Green!"

"Thanks, boy," and the young man on the tower hung up, turned to his friend, and said, "Time for lights, bub. All clear."

He recharged his signal pistols, and, brandishing them like a cowboy star riding into town, he shot them into the air. This time the flares were green, and they were faint in the white moonlight. Lights began to wink all over the area.

In the tower the tension was over.

"Hey," yelled a man from the foot of the tower, "those frag bombs damn near chopped down this thing."

"Not frag bombs. The beavers did it." The dark young man tossed a canteen to his companion. "Here, have some horse medicine."

TECH TOPICS

(Continued from page 33)

ma was presented to the industry recently, when the Civil Aeronautics Authority approved the castering-type cross-wind landing gear developed for tricycle type aircraft by the aircraft Division of Firestone. The new gear, perfected under a CAA development contract, is the simplest setup offered thus far. It incorporates a rubber torsional conical disc assembly with the rubber spring landing gear to enable the wheel to caster. The torsional restraint to swiveling or castering of the wheel is the result of the twisting of the rubber spring when installed, to elastically force the wheel into a straight ahead position. A second set of rubber springs forces return when the wheel swings in the opposite direction.

The castering landing gear was developed under the di-

(Continued on page 45)



Pin Money: 50¢

There was a time when Air Force Association emblems were at a premium. Because of serious wartime metal shortages, the manufacturers couldn't get them to us, and we in turn couldn't get them to AFA members. There weren't even enough to go around once. It was an embarrassing situation, but happily the crisis has passed. We now have a good healthy stock of our distinctive wings-and-circled-star emblems. There's enough for everybody to have several if they're wanted.

So if you've lost your original, or if you want one or two extras for your sports jacket or your overcoat, you can obtain them merely by writing to the Air Force Association, 1616 K Street, Northwest, Washington 6, D. C. Enclose fifty cents for each pin.

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We now have on hand a shipment of safety clasp type pins designed especially for women members. Same size, same price as the regular screw clasp pin. If you prefer this model please indicate in your letter.

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Book Reviews

The Story of the 390th Bomb Group. Edited by Maj. Albert E. Milliken. *The Story of the 390th Bomb Group, Inc.*, Kingston, N. Y.

Since the war's end, an almost unending flow of unit biographies have moved across this publication's review desk. Most of them have been done in glorified high school annual style. Some few of them have exhibited a certain professional flare. But by far the most imposing history, in size if nothing more, is the story of the 390th. It contains close to 500 folio pages, and includes a section of color reproductions.

Written primarily for members of the famed 8th Air Force heavy bomb group, it details the unit's history from inception



The J-tailed B-17s of 390th Bombardment Group salvo through the overcast somewhere over Hitler's "Festung Europa." Picture is from *The Story of the 390th*, taken by group's own photographic crew.

at Geiger Field in April of 1943 to departure from England early in the summer of 1945.

Essentially, it is a unit history—containing pictures of equipment and personnel and accounts of the outfit's operation against the enemy. However, this book is so amazingly thorough that one can feel a sense of kinship with its members merely by reading the text and enjoying the artwork.

There are several things that are unique about the 390th memoirs. One is the amount of space devoted to the neighboring towns of Framlingham and Parham, which form a welcome contrast to the weighty study of attack against the continental enemy. However, this tends only to lighten the crackling sound of the target names whose labels are now

military history—Fulda, Mainz, Hamm, Cologne, Bonn and Munster.

There are lists, and most of them are not exciting reading, but they have meaning to those who lived under the 390th's motto of *Sur le Nez*; there are lists of citations, decorations, escapees and evaders. There are lists of the honored dead.

As a matter of bulk divisions, most of the space in this work is devoted to pictures of people. With few exceptions, virtually everyone that served in the outfit appears somewhere, either in a group, a crew or at work. Upper ranks are shown individually. To that extent, it is a monument to memory.

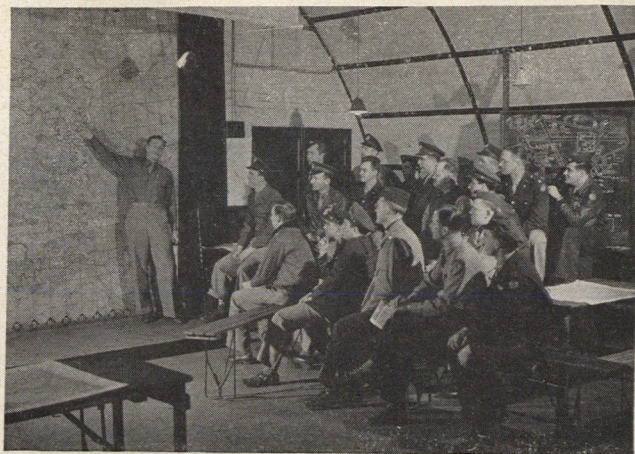
Reviewing this book requires some consideration as to the author's target. This work was made not as a book to be read but as a set of memories to be preserved.



Base defense detail, standing pre-dawn guard over B-17s at 390th's hardstands at Parham, England. These men handled not only local ground defense but also local anti-aircraft batteries.

In this sense, it is as complete as any similar work ever produced. It even includes the pubs and the pets and a few kind comments by one of the neighboring girls. While the work may be of secondary interest to the rest of the reading world, it's top stuff to the men whose years and sweat made the 390th a colorful and important part of the heavy bomber's impact on military history.

It's a good job, worthy of the men whose efforts it recorded.



Captain Carl Machemer informs S-2 and administrative interrogators on the details of day's operations. Typical picture from chapter devoted to the Intelligence Unit in the 390th memorial volume.

TECH TOPICS

(Continued from page 43)

rection of the CAA, to enable aircraft to make cross-wind landing with a minimum of pilot skill. In flight tests, the Ercoupe, in which the new Firestone gear was proof-run, landed in a 90-degree 35mph cross-wind and indicated highly satisfactory control characteristics. The over-all weight increase over the conventional gear was only two pounds

Prop Wash

Kopper Aeromatic Propeller has been approved for a new batch of personal aircraft. Their model F-200 was ATCed for the 165 Stinson and the Piper Supercruiser on floats, while their model 220 was OKed for the 175 Rangers on the Fairchild F-24 and the Grumman Widgeon.

Hamilton Standard Propeller Division turned out the first four-bladed reversibles in history. The new propellers are similar to those used on P-51s with the exception of the reversing feature. They are part of a lot of eighty, built for Trans-Canada Air Lines' Douglas DC-4M-2s, standard C-54 airframes powered by Rolls-Royce Merlin engines.

New Stop Nut

A resilient, tough plastic—Du Pont nylon—has been successfully adapted as the self-locking element of stop nut fasteners. The nylon, bonded within the metal nut, grips the threads of the inserted bolt so tightly that it cannot loosen. Use of nylon as the locking element eliminates faults common to old-style fasteners according to the two manufacturers, Elastic Stop Nut and the Nylok Corporation.

Army-Navy specifications have previously limited removal and re-use of lock-nuts to fifteen times. Tests of many times this number of removals showed that the nylon nut required a torque that is only a few inch-pounds under that used to remove it the first time.

Among the other advantages of nylon over previously used materials is its ability to withstand moisture, varying degrees of temperature, gasoline and oil, fungus, age and wear. Engineering reports show nylon also has a higher degree of resiliency than any other locking medium now in use.

New Slide Rule Simplifies Computation

A new Deci. Log Log Slide Rule, that simplifies computation, is announced by Pickett & Eckel, Inc., Chicago. The scales, on the front of the rule, are so arranged that only one setting of the hairline gives with each result its square root, cube root and logarithm. The Log Log Scale on the back is expanded for greater accuracy, and arranged to give these five readings with each setting of the hairline: 1) decimal fraction to 4 and 5 figures, 2) its reciprocal to 4 and 5 figures, 3) logarithm, 4) cologarithm, 5) natural logarithm to base. The scales read from one ten billionth to ten billion, and give decimal point location. A simple legend tells which scale to read when raising to powers. The slide rule is made of magnesium alloy with plastic surface bearing permanent, expanded, easy-to-read washable scales. Size is 12½ x 2½ x 3/16".

WHO'S WHO IN THE AFA

(Continued from page 42)

The German officer didn't like American tech sergeants who grinned at him, so he slugged Mac where he talks. Mac spat out the nibbling-end of a molar and kept on laughing. Fellows who knew him during those fourteen months in prison camp say that McHale's steady high spirits were a shot in the arm for all who knew him. From Magdeburg to Frank-

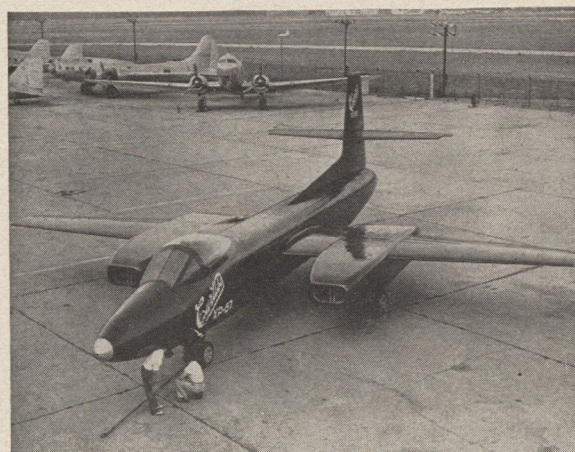
fort, Heydekrug, Memel, Schweinmunde, Keifheide, Gross-tychow, Altengrabow, Annaberg, Wittenberg, Torgau and, finally, across the lines to freedom at Bitterfield, Mac was working overtime to keep 'em happy. He led in organizing a camp sports program and in staging an international prisoners' boxing tournament.

But as a POW, Tom McHale was best known as an editor. His *Barbed Wire News* was quite possibly among history's most popular newspapers. He painstakingly forefingered it out once a month on an antiquated Swiss typewriter bearing English letters. The various camp commanders grudgingly allotted him a single sheet of third-grade paper. "Staff artists" hand-lettered in the headlines and masthead. Each issue, complete with editorial, Red Cross announcements, sports news and personality sketches, went up on the Kriege bulletin board. Before it came down, its contents had been eagerly digested by as many as 3000 news-hungry "subscribers." Incidentally, his favorite story was a feature on a new 106-hole latrine. During those last hysterical weeks when the Jerries, with their prisoners, were on the lam just a hop ahead of the Russians, Mac carefully carried his file of *Barbed Wire News* back issues, sewed inside his overcoat lining. Today, they're among his most prized possessions.

Weary from walking and slightly perforated in arrears by the bayonet points of a group of blood-hungry German marines whom they'd met, Mac and his bedraggled comrades were in full accord when their guards marched them through the lines to surrender to an advance American ground forces unit.

As a national director of the Air Force Association and the recently elected commander of Dallas' largest American Legion Post, Tom McHale in the fall of 1947 is going all-out in keeping his part of the country aware of the pressing need for continued strength in the air. He slips air power plugs into practically all of his business conferences and, without time-and-a-half for overtime, he devotes a large portion of his after-dinner hours to meeting with veterans' organizations.

"Hell, yes," he repeats, "it's a beautiful mornin'—but it wouldn't have been so pretty without the Army Air Forces and it may get cloudy again if we go to sleep at the controls."



Most Powerful fighter plane ever built, the four-jet Curtiss-Wright XP-87 incorporates the latest in de-icing equipment for all-weather operation. At present the ship is being dismantled at the Curtiss factory in Columbus and readied for shipment by truck to Muroc Army Air Base in California where it will undergo routine test flights.

REPORT FROM THE FAR EAST

(Continued from page 13)

Iwo Jima: Rescue and Very Long Range Reconnaissance outfits make up the chief Air Force units on this now peaceful island of flag-raising fame.

Guam: 20th Air Force had a good start on decent housing and on some of the finest clubs west of March Field, when one of the Pacific's worst typhoons came along and all but levelled the place just a year ago. Harmon Field was among the spots hardest hit, with damage running into millions. By now most of the quarters have been rebuilt and—what with better than average recreational facilities and social life—Guam stacks up as one of the best places in the Pacific to be stationed. Here the 20th has several B-29 outfits and some fighter units. Neighboring Saipan and Tinian are inactive.

Japan: Except for those assigned to ATC, AACS or the weather stations, Air Force personnel in Japan either belong to FEAF headquarters in Tokyo or—as the great majority do—to the 5th Air Force.

The 5th is headquartered in Nogoya, on the main island of Honshu, the most heavily bombed city in all Japan. From the rubble in the very heart of this once great industrial center has arisen, Phoenix-like, a modern and beautiful American compound for Air Force families. The settlers claim they wouldn't trade it for any other spot in the Pacific. Unlike Tokyo, which is largely GHQ, Nogoya is an Air Force town; in fact, it is the only major city in Japan where the AAF really runs the show.

Permission to bring one's family is still being prorated on the length of overseas service, but if the EM or officer is eligible, he can now be fairly certain of getting a house. Early in the occupation construction was begun on a series of modern American-type villages. The Japanese government, as a part of reparations, was obliged to furnish both materials and workmen, and as a result of primitive construction methods, the job took months longer than was anticipated. But housing projects finally are nearing completion all over the Empire and families can now get off the boat and be driven to brand-new American-type homes in compact communities complete with commissary, school, gasoline station and movie. Homes are completely furnished, down to and including silverware, dishes and kitchen utensils. Depending upon the size of his family, a man can draw from two to five servants including cook, maid and houseboy whose salaries are paid by the Japanese government.

Social life is good in Nogoya and Tokyo, with movies, concerts, stage shows and formal dances every week. And with hundreds of civilian girls working for the Air Force in both these cities, the boys claim an upswing in morale.

China: Now that the Marshall mission, together with most American units, has withdrawn from China, our Air Force operations there are nowhere near as extensive as they were this spring. The chief Air Force program at the moment is the instruction and supervisory aid given—at the request of the Chinese—by Air Force members of our Military Advisory Group in China (nicknamed MAGIC) to the Chinese Air Force. MAGIC, a tentative five-year program which was not affected by the decision to withdraw our forces from China, has its headquarters in Nanking where Brig. Gen. Charles Thomas heads the Air Division. The Air Force has "teams" of officers and enlisted men serving with the Chinese Air Forces at bases withdrawn from war areas, at technical schools in Chengtu, at flying schools such as the one at Hangchow, and at the Air Staff College in Nanking.

Our flying in China now is limited to missions for American Graves Registration Service and for the American Embassy and to emergency flights. Some of these hops made newspaper headlines last spring when families of American consular officials were quickly evacuated from areas in Man-

churia in danger of Communist seizure. And it was our pilots who brought the two assistant American military attachés accused by the Communists of espionage—Rigg and Collins—out of Harbin, Manchuria, following their eight weeks' imprisonment there.

It is impossible to generalize on living conditions for Air Force men assigned to China. Wherever it has been possible, families have been brought in and accommodations range from Quonset huts near airfields to modern apartments in Nanking or Shanghai.

Korea: Here the Air Force has taken over Kimpo Army Air Base and though it was the best-developed Japanese airfield in Korea, it must be admitted that Kimpo is a far cry from a Mitchel or Hamilton Field. But for every GI who gripes about the rugged life at this remote outpost, there are many more who stoutly maintain that this is one of the best bases in the Pacific. These defenders point out the importance of the base and the mission of their outfit, the excitement of sitting on the proverbial keg of dynamite and the resulting *esprit* which, they claim, is often found wanting in the more "lush" stations. And Kimpoites will point to the rugged beauty around them, the green hills, the thatched huts and the intriguing atmosphere of the ancient Orient.

The job itself has not been so pretty. Because Korea enjoys a liberated rather than defeated position, US forces can make no "demands" on the local government (as can be done in Japan) either for supplies, labor—or cooperation. Consequently, most of the construction materials, scarce at best, have had to be brought all the way from Japan. Critical areas went unpaved for weeks simply because there was no asphalt to be obtained, and many units were without water for considerable periods either for lack of pipe to carry the water or power to pump it. However, dependents' houses—Quonset huts and brick buildings—for 100 families are almost finished, new mess halls are up, and officers' and enlisted men's clubs have some furnishings.

Such is the physical picture of the AAF in the Far East. Operations and responsibilities are considered on pages 14 to '9. Even so, the report is still incomplete. Still unanswered is the all-important question, "What happens now?" With its "policing" mission admittedly nearing an end, will the Air Force withdraw to Okinawa and Guam? Or will we openly admit that we now consider our bases in the Far East defensive "outposts" and strengthen them accordingly until such time as we are obliged by treaty to get out? Answers to these posers, of course, are not within the purview of the US Air Force. In a matter of this political import, the Air Force can only follow instructions. But sooner or later Congress and the State Department may have to face the issue. And it might well be that the security of our country will hinge on their decision.



Imperial directive has legalized fishing in moat surrounding Hirohito's palace in Tokyo. Capt. M. S. Sturgis tries his luck.

JAPAN

(Continued from page 15)

the first air forces to streamline its organization, eliminating separate commands and establishing "Composite Wings" which are actually self-sufficient "aerial task forces" containing fighter, bomber, reconnaissance, service, engineering, matériel, communications and other units necessary to keep a tactical outfit in combat readiness.

At present, two major Composite Wings are represented in Japan: the 314th Wing (which has under it both the 49th and 35th Fighter Groups) with headquarters at Johnson



Maj. Gen. K. N. Wolfe (center) 5th Air Force CG gives his OK on American type home just finished in Tokyo for AAF family.

Field, forty miles from Tokyo; and the 35th, located at Fukuoka on the southernmost Japanese isle of Kyushu.

The assignment of P-80 jets to Japan now gives the 5th units as modern as any in the States. This past May brought another strategic innovation, when the first of the "rotating" B-29 squadrons, loaned by Brig. Gen. Roger M. Ramey's 8th Air Force, arrived in Japan for thirty days' temporary duty. This is a continuing project which has worked so well these past few months in the Far East that it has since been adopted for the ETO. The plan is that every very heavy bombardment squadron in our domestic Strategic Air Command shall have at least one month's intensive training overseas to familiarize its members (including ground crews) with local conditions, specific problems, etc. As one squadron leaves the runway for the return trip to 8th Air Force Headquarters in Fort Worth, Texas, the replacement squadron is already over Tokyo ready to land. Not one day's training is lost.

Base for these operations, which include very-long-range simulated bombing missions using latest tactics and equipment, is Yokota. After eleven months of reconstruction, Yokota is the largest air base in Japan. A few miles away are two other important 5th Air Force stations in the Tokyo area—Johnson Field, Wing Headquarters, and Tachikawa, base for the 317th Troop Carrier Group. In Japan's "deep south," the 5th operates Itami, Itazuke, Ashiya and Konoye, plus several satellite strips.

Much has been accomplished with our Air Force in Japan—against odds the people back home will never really appreciate. The low ebb was passed early in 1946 and since that time the struggle to gain strength has been long and hard. The entire effort is definitely on the upswing as we complete the second year of occupation. Of the many problems that remain, the lack of highly trained technical personnel—particularly in the field of communications—is perhaps the greatest. But the Far East air frontier can only be as strong as its domestic reserve—both military and industrial—and that problem must be licked in the States, particularly in Washington, before it can be licked in the Far East.

KOREA

(Continued from page 19)

American ground forces in South Korea, with their inadequate numbers, might well consider their position insecure were they not fully aware they could call on 5th Air Force units for immediate assistance. This they have done, as a matter of fact, on at least one notable occasion. An SOS came from the town of Kwangju just before the first V-J Day anniversary. At virtually the eleventh hour, the American ground force commander in that area learned that a leftist riot had been organized and scheduled for the morning of the celebration. Perpetrators of the move were planning to use the V-J anniversary as the springboard for an armed march upon the local jail where they would attempt to release by force Communist political prisoners being held there. Advance intelligence indicated the planned coup to be of such proportions that the infantry commander, who had but a "handful of troops" in the entire town, greatly feared his inability to quell the predicted mob. With a liaison pilot who was flying back to Kimpo he sent a hastily scribbled long-hand note to Col. Ashley Packard, CO of the Bomb Wing's 475th Fighter Group, the gist of which seemed to be "For God's sake, send me an air mission in the morning!"

Observers report that Hollywood couldn't have improved on the action next morning. The mob materialized according to plan and began its march upon the jail, filling the streets with angry rioters. Ground soldiers realized more than ever the hopelessness of their position. And then, at precisely the right psychological moment ("Timing was perfect," said the infantry CO) screaming P-38s from Kimpo appeared overhead. They swooped down on the streets,



Cpl. Joe Salvo and Lt. Francis Roth smile after landing C-47 with 13 bullet holes in it picked up on Manchurian flight.

buzzed the crowds, generally gave the populace quite a fright. Not a shot was fired from the planes but the riot ceased as suddenly as it had started and the mob dispersed and fled. That is the last "incident" reported from that town. Koreans remember well the aerial victories which brought their own former conqueror to her knees and they have a very healthy respect for American air power.

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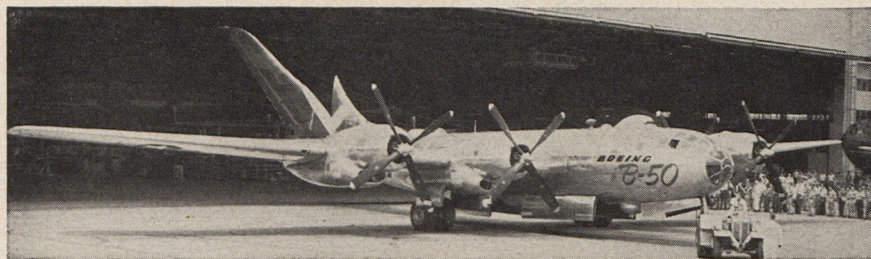
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PLANE BONERS

Analyzed by Veteran Pilots

A pilot of an A-26 touched down about
halfway down a 4600-foot runway,
skidded off the end, and smashed into
a concrete wall. The pilot did not
use the emergency air brake or try
to retract the landing gear. He also
left the airplane with all the switches
in the ON position. Although gaso-
line seeped out on the ground, it did
not ignite.

*Comment: The pilot's first mistake was
not using the first third of the run-
way. This error was followed in
close succession by three more: not
using the emergency air brake, fail-
ing to retract the landing gear, and
leaving the switches ON. Very poor
judgment on the part of the pilot.*

A pilot of a P-51 was cleared to land.
As he put the gear down, he moved
the handle with such force that it
was broken and the gear did not go
into the DOWN and LOCKED po-
sition. The pilot did not check the
gear, warning light, hydraulic pres-
sure, or heed the warning horn. A
belly landing resulted.

*Comment: An utter disregard for safety
checks resulted in this expensive
crash. Pilots must take all possible
precautions if needless accidents are
to be averted.*

A pilot and passenger on a CFR flight
in an AT-6 encountered rain. The
pilot descended and began dodging
the heaviest rain showers. In the
middle of a turn, the left wing struck
a tree. The pilot instructed the pas-
senger to bail out. However, the
passenger looked at the altimeter and
did not jump. The flight was com-
pleted successfully with only minor
damage to the airplane.

*Comment: Never enter IFR weather
on a CFR clearance. Fortunately the
passenger had the presence of mind
to check the altitude before jumping.
Had the passenger followed the
pilot's instructions, a fatality prob-*

*ably would have resulted. Dodging
weather at low altitude is an open in-
vitation to the undertaker.*

A pilot of a P-47 returned from a night
mission and prepared to land. His
first approach was high and fast, so
he went around. On the go around,
the pilot landed 100 feet short with-
out the aid of landing lights, and the
landing gear was torn off the airplane.

*Comment: Landing lights were installed
to assist pilots in making safe night
landings. Use them.*

A pilot of a C-46 lined up for takeoff
and the copilot told the engineer how
to operate the landing gear lever. He
instructed the engineer to raise the
gear upon receiving a verbal and hand
signal. After takeoff power was at-
tained, the pilot yelled "OK" and the
engineer retracted the gear. The air-
plane slid to a stop on its belly, suf-
fering major damage.

*Comment: This seems to be another
case of inadequate briefing. Pilots
should be sure there is no possibility
of a misunderstanding when they rely
upon other crew members for per-
forming important jobs in flying the
airplane.*

A pilot of a C-45 was on a night flight.
Upon arriving at destination, the
radio transmitter was too weak to
make contact with the tower. When
he turned on the landing lights, all of
the lights in the airplane went out.
He lowered the landing gear by the
emergency system, but shortly after
touch-down the landing gear col-
lapsed. Investigation revealed that
the generators had been in the OFF
position for the entire flight. The
pilot did not have a flashlight aboard
and did not use the checklist.

*Comment: GENERATORS ON is part
of the checklist. Use the checklist at
all times and save yourself grief.
You can't remember everything.*

CHINA

(Continued from page 17)

and Formosa in the continuing search for the bodies of missing American airmen, a task that will probably not be completed until 1948. Most dramatic of these missions have been the flights this past year to the wild, mountainous Lolo country of West China where, it has been rumored, five B-24 crew members whose plane came down in 1942 are still alive, held captive by savage tribesmen.

There were many old-timers in the 332d who found that by comparison with present conditions there was actually a lot to be said for flying during the war. For one thing, the many weather stations then operated by the Air Force made possible some reasonably reliable forecasts. After war's end and the demobilization which followed, these stations were inactivated. Today the Army has in operation only three weather units in all China and these are in the cities only—Nanking, Peiping and Shanghai. As for all the rest of this enormous country, pilots have to rely on wishful thinking.

During the period shortly after the war there was a great tendency for pilots flying Manchurian runs to use railroad tracks to lead them into a city. This was fine except when they picked on the wrong railroad, as did Lt. Francis Roth, Jr. on a flight out of Mukden.

"We were heading north Changchun, and we encountered a strong tail wind," says Roth. "And—well, all railroads look pretty much alike and I guess we got the wrong set. Anyway, we came into this city which we took to be Changchun (I think now it must have been Harbin where we were not expected) and just as we started to land, people started shooting at us. They fired thirteen bullets into our ship. One came in through the cockpit and put a hole through the thigh of our crew chief, Corp. Joseph Salvo, and another one wounded our radio operator, S/Sgt. O. H. McKim. Both main gas tanks were hit, also our landing gear. Fortunately among the passengers were an Army medical officer and a Navy surgeon who immediately gave the boys first aid. Salvo kept beefing all the time about not being able to get the Purple Heart because the war was over. 'Tough,' we kept telling him. Needless to say, we left town in a hell of a hurry. It was the very first flight for my crew. They had just arrived in China and weren't even on flying status yet. I must say they got broken in right away."

So did Lt. Thomas Manning's crew on the pioneer flight for the Marshall peace teams in early 1946. Executive Headquarters in Peiping sent Manning and his crew on a reconnaissance mission up to Chihfeng to see if the field would be suitable for future supply landings. When they landed they were met, not by Chinese soldiers as they had expected, but by Russians. (It was not known that there were any Russians in this area at that time.) When the crew wanted to leave, the Russians wouldn't let them.

There was no radio contact with the home base at Peiping, but the crew knew that when they didn't return as scheduled, the 332d would start looking for them. They stayed in their plane next day and when the search plane appeared overhead, they made contact with it by plane-to-plane radio. They warned the pilot not to land, explained they were being held.

"It's not that we were being held prisoners, you understand," the crew said later. "It's just that we were not allowed to leave!" The boys could walk around as they wished—as long as a guard with a tommy gun was by their side. The Russians proved expansive hosts and laid before the crew

probably the finest food they'd had in China. They also kept them drunk on excellent vodka. "We couldn't have left Chihfeng if we'd wanted to," one member explained. "We were too drunk—and were very deliberately kept that way. As soon as our vodka glasses were emptied, they would be instantly refilled. 'Drink!' they would say. It was more than a polite invitation; it was an order, and with a tommy gun close by, we didn't argue."

On the third day the 332d flew a plane over and dropped a bundle of clothes. Later, other planes came and eventually arrangements were made to communicate with the Russians by radio. Permission was obtained for an intermediary to go to Chihfeng and talk it over. The boys do not yet know the nature of the diplomatic hocus-pocus that transpired, but a week later they were released. They claim it was days before they sobered up.

And there was the Chining evacuation, when the 332d literally "stopped the war" for eight hours. This was just a year ago. The fighting had become so intense it was no longer practical for truce team members to stay on and try to make "peace." Excerpts from official radio messages from the American team to Executive Headquarters tell the story more vividly than any other account could:

September 10: ALL HELL HAS BROKEN LOOSE AGAIN WITH SHELLS BREAKING OVER OUR COMPOUND. MACHINE-GUN PELLETS HITTING ALL AROUND US. . . . ALL AREAS SEVERELY BOMBED AND STRAFED AT 0800 BY SIX PLANES. . . . URGENT: LT. CLARKE WOUNDED BY MACHINE-GUN BULLET WHILE IN HIS ROOM. SITUATION VERY SERIOUS.

Later: HAVE NO MORPHINE SYRETTES. NO POSSIBLE CHANCE FOR AIRDROP. . . . WE HAVE BEEN SHOWERED WITH MACHINE GUNS, MORTARS, SEVENTY-FIVES, SHELLS AND SHRAPNELS SINCE 0700. . . . HAVE ALL AMERICAN MEMBERS CROUCHED BEHIND LOW BRICK WALLS IN RADIO ROOM.

September 12: BATTLE SO ENGAGED I CONSIDER IT IMPOSSIBLE TO EFFECT EVACUATION. IT APPEARS TEAM WILL HAVE TO KEEP ON TAKING IT UNTIL PRESENT BUSINESS COMPLETED. . . . MACHINE-GUN FIRE ON COMPOUND IS SUCH THAT PRUDENCE KEEPS US ON FLOOR.

Still later: EVACUATION STILL IMPOSSIBLE. NOT A CHANCE TO CROSS COMPOUND. GOVERNMENT TROOPS NOW ADVANCING ENTRANCE EAST WALL AND WE CAUGHT IN CROSS FIRE. CANNED GOODS ARE OUR REVETMENT.

Finally, many days and many radiograms later, both Communists and Nationalists agreed to a complete cessation of firing and to all flights by hostile aircraft in the Chining area for a period long enough to remove mines from the airfield, get team members to the strip and the American planes in and out. Of course, things could go wrong after take-off and pilots were warned that if the windsock was not on staff over the airfield house they should under no circumstances attempt to land. But when two C-47s of the 332d arrived at Chining at 1630 on the afternoon of September 14 carrying rescue team liaison officers from Nationalist and Communist branches of Executive Headquarters, they found the windsock on staff and grateful team members of all three branches anxiously waiting on the runway. The sick and wounded were quickly lifted into the planes, the other passengers came aboard, the planes took off—and the briefly interrupted war took up where it left off.

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Rendezvous

Gentlemen:

Will you kindly post the following announcement:

The 398th Bombardment Group will hold its first reunion from October 31 to November 2, 1947 at the Alex Johnson Hotel in Rapid City, South Dakota. All former group members, their wives and families are urged to attend. For further information, write the Reunion Committee, Box 971, Rapid City, S. D.

Carl J. Strickrott
Chairman,
Englewood, Colorado.

Gentlemen:

Thanks for the swell magazine. It is every bit as good as its wartime predecessor. Just now I am interested in the Rendezvous department. I'm looking for any member who may have pictures of the Isle of Capri. For two years I have searched in vain for pictures of this beautiful isle. Please let me know what you have and the price you want for reproductions. Black and white or color, makes no difference.

L. Wagman Jr.
2314½ South 16th St.
Omaha, Neb.

Gentlemen:

A history of the 14th Combat Wing (H), of the Second Division, Eighth Air Force has been published, illustrating and describing the members and operations of the Wing and the individual B-24 Bomb Groups assigned to the Wing during their operations in the ETO. These groups were:

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

A copy of this Wing and Group history is available to all former members of this organization. Just drop a line to Newsfoto Publishing Company, San Antonio, Texas, with a three dollar remittance. Royalties from this book are given to the Air Forces Aid Society.

N. Jabbour
Maj. Air Corps
Office, Assistant Chief Air Staff
Headquarters, Air Force

Gentlemen:

My son, Major William C. Jones, C.O., 98 B. Group, 345th Bomber Squadron, AAF Middle East, 1941-43 was killed on 13 June, 1943.

It has been impossible for me to obtain any information from the War Department regarding members of his squadron.

Would it be possible for you to publish a request for members of his outfit to contact me. I am most anxious to contact some of my son's former comrades in arms.

Henry C. Jones
Manchester Federal Savings
and Loan Association.
45 Market St.
Manchester, N. H.

Gentlemen:

I would like to do a little souvenir swapping with some fellow-ghoul from the ETO. I have a Samurai sword in perfect condition plus a 7.7mm Jap rifle with bayonet, still in its original anti-rust preservative as it was taken from the arsenal at Takuna Shima. Will swap for short German 7.9 Karabiner or similar weapon in operative shape. Would also consider swapping for Springfield 1903 in top shape or what have you. What am I offered?

W. Stevens
Room 812 CBS Building
485 Madison Ave., New York 22
New York.

Gentlemen:

Am trying to contact S/Sgt. Sakai Ishihara who was one of the AAF interpreters that accompanied the disarming expedition that did the cleaning up of the northern Ryukyus during the big blow of September, 1945. Sak came from Salt Lake City or thereabouts. He served in Headquarters FEAF at Fort William McKinley in Manila and he was later attached to Headquarters Fear Advon in Tokyo.

Wm. S. Friedman
41-02 Vernon Blvd.
Long Island City (1)
New York, N. Y.

Gentlemen:

I'm looking for some of the personnel who worked on the original "Ivory Soap" project. Specifically, I'm trying to locate examples of the use of the helicopters which were carried aboard the Floating Depots in actual salvage operations.

As far as the writer is concerned, there are no practical examples. However he is subject to being convinced otherwise.

Anybody have any concrete information concerning the actual use of these R-4 helicopters in true wartime operation?

Andrew Davey
c/o Air Force
485 Madison Ave.
New York, 22, N. Y.



If you can catch a leprechaun...

A **leprechaun**, according to Irish legend, is a dwarf who keeps a pot of gold hidden away.

If you can catch a leprechaun, your troubles are over.

Because he keeps his gold just for ransom money. If you catch him, he'll quickly tell you where his gold is, so you'll let him go.

The best place to look for a leprechaun is in the woods. They're green, and only about nine inches tall, so you'll have to—

Or maybe you don't believe in leprechauns.

Maybe it would be more practical to just keep working for your money. But you can learn one good lesson from these little fellows. A small pot of gold put to one side is a great help when trouble catches you.

And there's a much faster and easier way to get

your pot of gold than by catching leprechauns. You can buy U. S. Savings Bonds through an *automatic* purchase plan.

If you're employed you can sign up for the Payroll Savings Plan. If you have a bank account you can sign up for the Bond-A-Month Plan. Either way, your pot of gold just saves itself, painlessly and automatically.

And your money increases one third every ten years. That would make a leprechaun turn even greener with envy.

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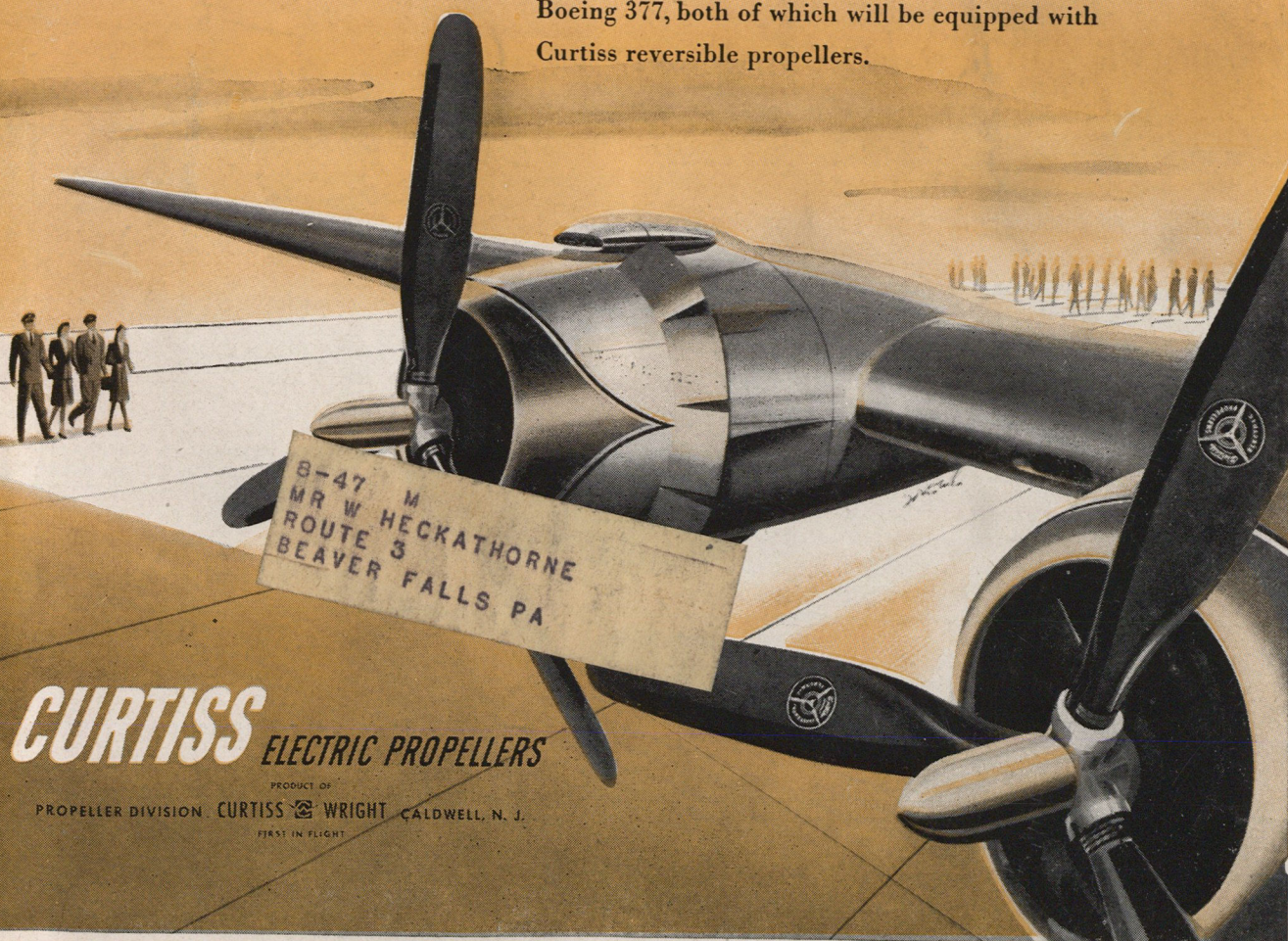
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Two great names make propeller history



- Two great names, American Airlines and Curtiss Propellers, join in introducing new comfort and safety to air travel. American's recent inauguration of DC-6 service between New York and Chicago marked the *first scheduled airline use of reversible propellers.*
- Reverse thrust means *smooth, air-cushioned landing, effective landing on wet or icy runways, backing or maneuvering without ground assistance, reduced brake and tire wear . . .* outstanding results of Curtiss propeller pioneering. The first of American's postwar fleet, the DC-6 will be followed by the Convair 240 and the Boeing 377, both of which will be equipped with Curtiss reversible propellers.



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