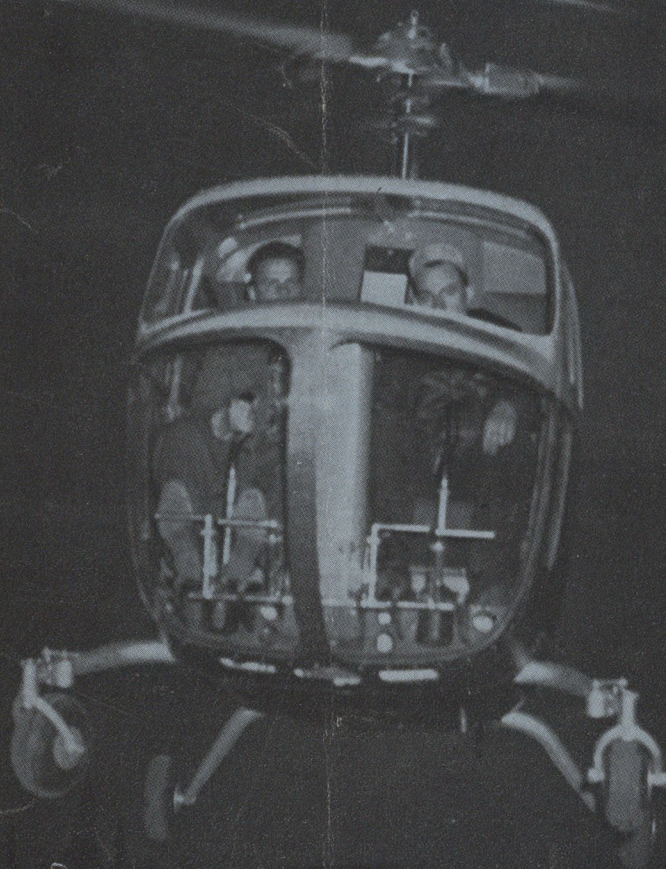




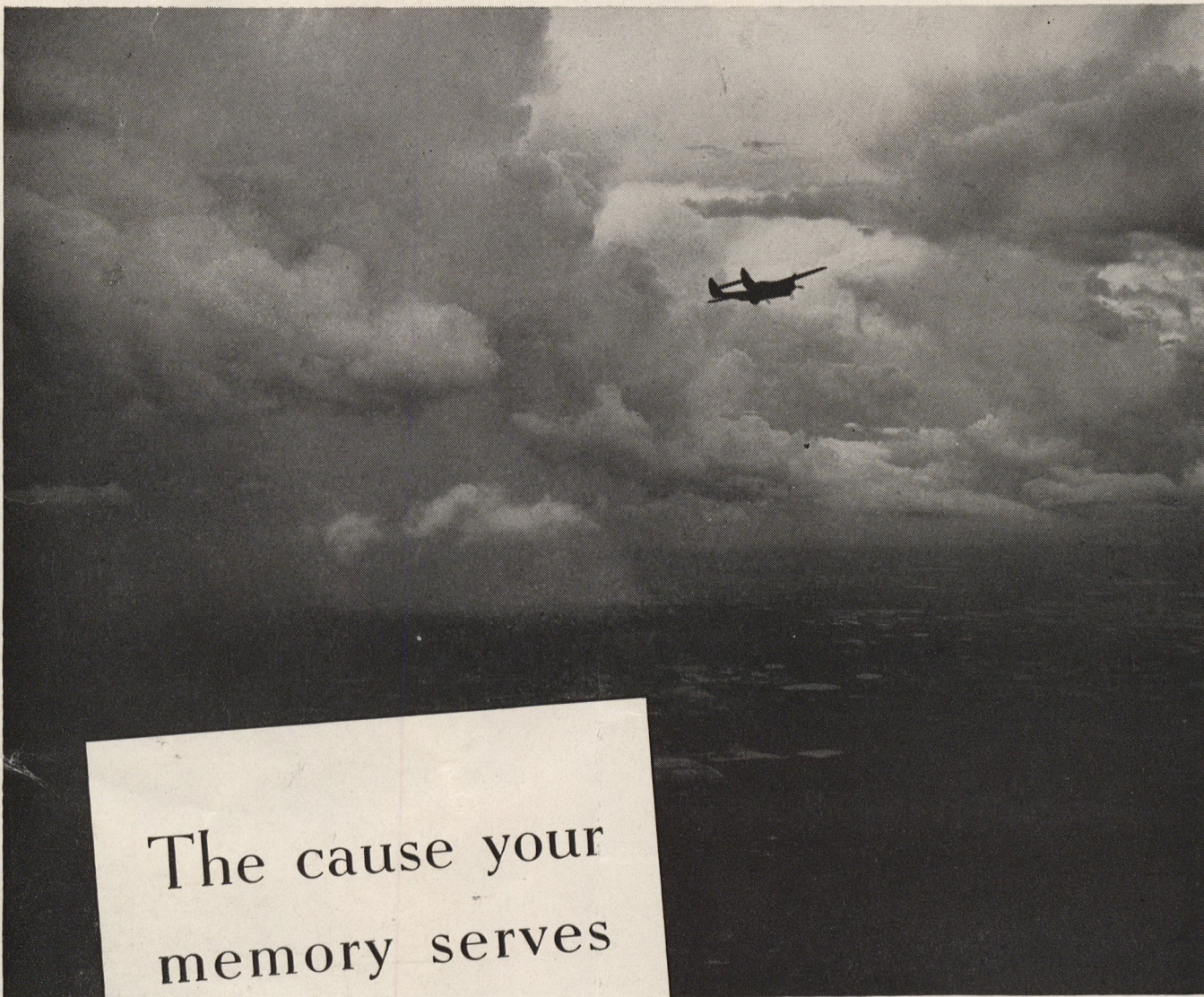
AIR FORCE

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

ANNUAL CONVENTION ISSUE



BELL'S NIGHT-FLYING HELICOPTER



The cause your memory serves

You who served in either or both of two great world conflicts know too well that "weakness cannot co-operate . . . it can only beg"—that in two tragic trials your country won victory only through valiant effort and the sacrifice of men who might today be living if we had acted wisely in their time.

Armistice Day, 1947, serves to remind us all that the future *must* bring solid attainment in world peace. To do its part in building order, your nation must sustain its leadership in the moral and physical rehabilitation of the world. It can succeed in doing so only if it preserves the

strength with which it holds the attention and respect of other nations.

The finest in research, development, and equipment is not enough to keep your Air Force equal to its part in this vital mission. It must continue to get the kind of men who, by their initiative, intelligence and imagination, form the living sinews of our hope for tomorrow.

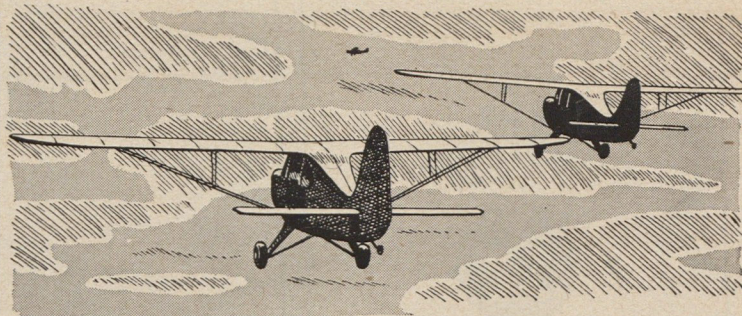
You know these needs in true perspective. You can help to meet them by advising young men you know to serve their country now by enlisting in the U. S. Air Force.

U. S. ARMY AND AIR FORCE RECRUITING SERVICE

YOUR ARMY AND AIR FORCE SERVE THE NATION AND MANKIND IN WAR AND PEACE

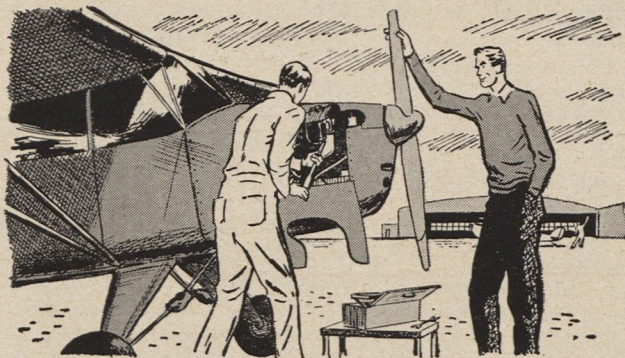
Standard of California's

PLANE FAX



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

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Accurate accounting, financial integrity and low maintenance costs are three essentials of sound fixed-base operations. That's why many operators depend on RPM Aviation Oil to increase time between engine overhauls. For example the detergent in "RPM" cuts down engine upkeep costs by keeping pistons, ring grooves and crankcases cleaner and rings free.

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Time for a Check-up?



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AIR FORCE SUBSCRIPTION

CHECK THE DATE OF EX-
PIRATION ON YOUR AFA
MEMBERSHIP CARD

Planes, guns and AFA memberships need checking. Maybe it's time to haul four bucks out of your pocket and make sure you stay with the air force "gang" and with AIR FORCE Magazine for another year.

IF DUES ARE DUE
SEND FOUR BUCKS TO:

Air Force Association
1616 K Street, N.W.
Washington 6, D. C.

AIR MAIL



Gentlemen:

I respectfully beg to inform you about a very request of mine. Reading one of your official journals AIR FORCE before some months, I have found your great offer "Aviation Books" among which was also my favorite: "Rockets," written by Dr. Robert Goddard (an unusual book by the foremost rocket authority, with forecasts on rockets for research and travel—Ed.).

I am now eighteen and go still to school to Nuremberg. I am very interested in science and technics. Since my first schoollyears I looked up to the stars and dreamed of getting up to them. Later I connected my idea with practicing of chemistry, physics and with reading books of astronomy and so on, I searched for the problems of the surrounding areas. The shocks I got during this war, when I heard of the apparent suddenly gained progress in form of the V-2 or some later the Atomic Bomb, you can imagine as I hope. But my seeking during this time was only a helpless attempt. By the inability of the Nazis we German knew about all our achievements—without some rumors—far less than any other foreign nation. And now, after this damned time of isolationism we also again can get nothing about this things if we don't get it from the US, Great Britain, or other foreign countries. And so I should like to get the book from you! Today it may never be forbidden to exchange scientific research among the peoples on this earth. You also know what it means to have the interest, the ideas for such problematical things and to be sentenced to pure looking on. But over all there is one great question: the payment. I have no dollars and I am not allowed to send you any money, not to tell of our helpless poor situation here in Germany.

Hoping for a favourable reply at your earliest convenience, I am

Yours respectfully,
Horst Schmele
(13a) Nurnberg
Reichenbergerstrasse 6
Germany, US Zone

Dear Horst:

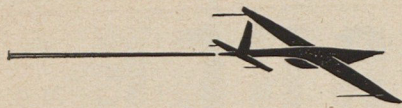
The book you asked for is being

sent under separate cover. Since you "have no dollars" you may consider it a gift with our sincere wish that it will serve you well in your "seeking." But we ask you to accept the book with the full responsibility that goes with it. It is good to seek, and it is good to keep your eyes on the stars. It is good, that is, if you pledge yourself to use the knowledge you attain for the benefit of mankind. If you're not willing to accept this trust, then you have no right to books of this sort—no right to seek. None of us have. In the past the people of your country have not distinguished themselves in fulfilling such responsibilities. Twice in the last twenty-five years they have brought ruin to themselves and suffering to the entire world by the misuse of technical knowledge and skill. Look around you, Horst. Look around your home in Nurnberg. There is no better example anywhere of the end result of the warped and twisted application of science. This sort of application by your people forced others and finally our people to apply science in the same manner. That too was the "exchange" of scientific research though not the kind of exchange you refer to. It can go either way, Horst.

And yet, of course, Nurnberg is not of your doing, and we do not mean to hold over your head the crimes of your elders. Perhaps you are worthy, Horst, where your elders weren't. If this is true, and if it is true of your comrades, then it is possible to look forward to a new era in which a true society of nations will grow and prosper and benefit equally from the discoveries of science. If not—well, if not, Horst, none of us need worry about the free exchange of scientific research among the peoples of the earth, for as surely as Nurnberg lies in ruins today, so will the whole world lie after another conflict. This is our test, Horst. None of us are angels, and we don't preach as a rule, but we couldn't help passing these few words along with the book.

Gentlemen:

I'd like to comment briefly on the new grades for enlisted men in the US Air Force article in the September issue.



If the new USAF wants to attract men I should think they would avoid starting their EM out as sixth class anythings. Today a man who works his way up through four grades is called a Sergeant, which goes trippingly on the tongue, but according to the new system he would be by this time only a third class Airman—and who wants to be branded as third class, not to mention sixth class!

Joseph W. Hazell, Jr.
Harvard University
Cambridge, 38, Mass.

Gentlemen:

William Stroop, Secretary of the Ohio State University Squadron, lost his life in an airplane accident returning from the Cleveland Air Races.

Our Squadron thought perhaps the news of his death might be conveyed to some of his former "buddies" through our magazine, and that they might join with us in our sorrow in the loss of a very fine friend and Air Force brother.

The Ohio State Squadron sent a large floral piece to his funeral in the name of the AFA, expressing our sentiments to his family and as a token to "Bill" from his "buddies."

Thomas Morningstar, Treas.
OSU Squadron

Gentlemen:

I have been trying, so far without success, to obtain photographs taken in and around Rome, Gerignola, Bari, and Foggia, Italy.

Robert L. Henbest
312 E. Water Street
Elmira, New York

Some of you 12th or 15th vets should be able to help out here.

Gentlemen:

I was attached to the 331st Sq., 94th Group (H) and have been endeavoring to find out whether or not there was ever a group history published about this outfit. Could you do everything possible with your contacts in Washington to find out?

Bill Geier
412 Chapman Street
Irvington, N. J.

Our "contacts" report that they have no record of such a history.

An Average Guy with an eye to the *Future*

Going Places in the New National Guard Today

Join thousands of alert young men in the *new* National Guard, earn \$1.25 per hour up in your spare time. Prepare for a better civilian job! Enjoy modern athletic facilities! Fly in the latest planes or use modern ground equipment!

Veterans can probably obtain rank held upon discharge. And now, young men 17 years old may join the National Guard.

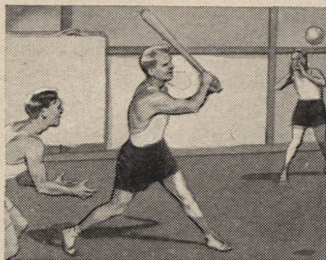
For further information, contact your local National Guard unit or write to the Adjutant General of your state.



He's a veteran of World War II, served overseas 2 years, came out as a buck sergeant. Thought his outfit was the best in the service.



Married, has one child, a steady job with good pay. Rents now, plans to buy a home later. Extra National Guard pay helps budget.



Likes sports, plays on National Guard indoor baseball and basketball teams. Studies in spare time to further chances in business life.



Wife likes dancing. They get a sitter, go to most National Guard dances. Evening costs little. They enjoy "getting out" with friends.



Employer is old Guardsman, has agreed to let him go to summer camp where he gets full pay and allowances. He has a regular vacation, too.

Here's how the National Guard Helps You

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Fellowship ★ Training
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your community's unit of the

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This Month

The Convention

To the 1502 AFA members who attended the first annual convention in Columbus, Ohio, on September 15th and 16th, this issue of AIR FORCE will be a souvenir of a great experience. To the remaining 125,000 who couldn't make it, it will be a news report. To both groups the November number will, we hope, serve as a useful and permanent chronicle of what is surely the most important event to date in AFA's short span.

We don't present it as a complete report. Only a book could do that. There isn't room, for example, to pass along all the sidelights. Take the little six-year-old who listened patiently to her father explain how the Kamakazi bomb in the Air Force convention exhibit was used by the Japs during the war. When he was through she looked up at him and said questioning, "But Daddy, that doesn't make sense." The father, a man with a GI discharge button and a GI leg, gritted his teeth visibly, took the little girl by the hand and limped away. "You're right," he said, "it doesn't."

But that wasn't part of the convention. Neither was the jig danced by the janitor of the convention hall when the convention was over and the hall was left undemolished. "Most orderly and business-like convention I ever seen," he smiled. What we have tried to do in this issue is report the "business" of which the janitor spoke.

Remember: this is a special, once-a-year issue. Next month we'll be back with our regular coverage of aviation and Air Force activities.

More Presspower

We feel like a plane must feel when it gets a new set of higher horsepower engines. Beginning this issue we are being printed on high-speed two-color rotary presses—about the best magazine presses you'll find anywhere. There's nothing wrong with the old flat-bed presses except that we outgrew them as AFA membership mounted. For a few months we'll have to settle for paper stock that's slightly different from what we've been used to, but by the first of the year our shipment will come in and we'll be back with the same sort of stock we've had in the past. Meanwhile, our new presspower should help speed up delivery of copies to our readers.

VOL. 30, NO. 11

NOVEMBER, 1947

AIR FORCE

THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION

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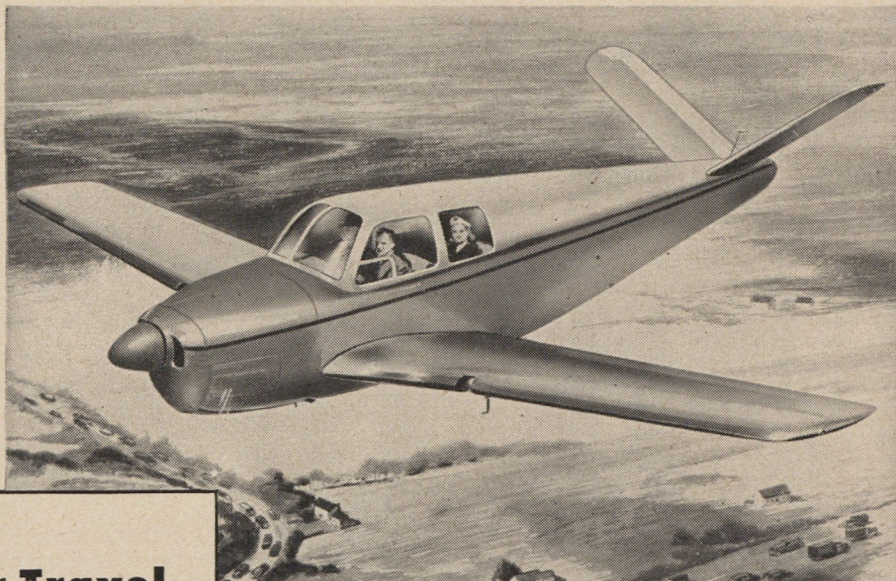
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Top Speed, 184 mph
Cruising Speed, 172 mph
Range, 750 miles

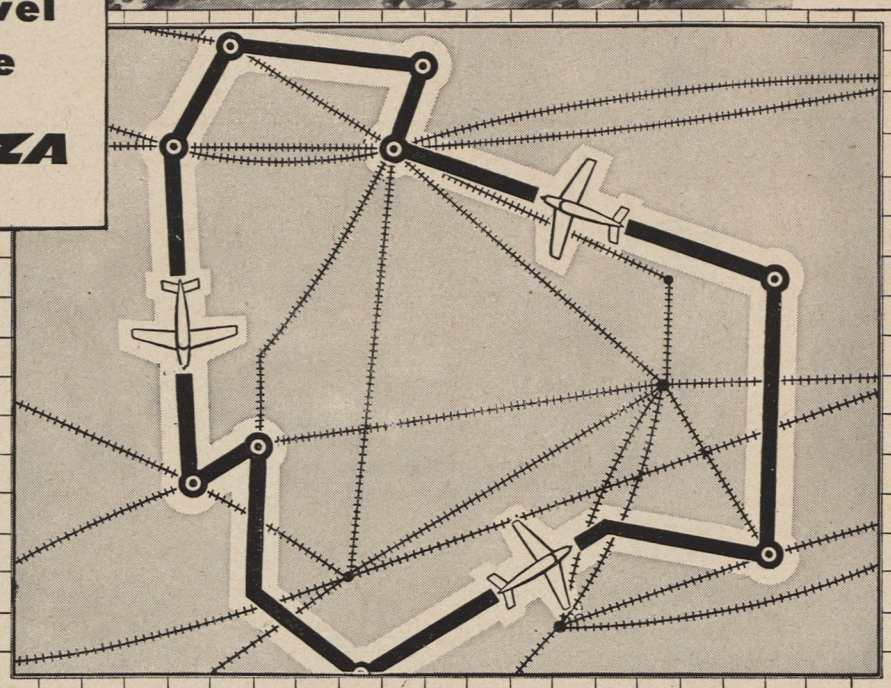


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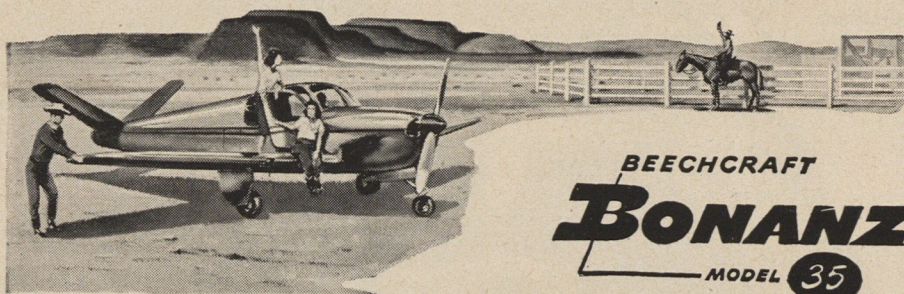
their travel patterns, speeding up service, increasing the number of personal contacts, and exploring new business opportunities.

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portation methods. Cut that figure by two-thirds. That's what this comfortable, *quiet*, economical business plane can do for you.

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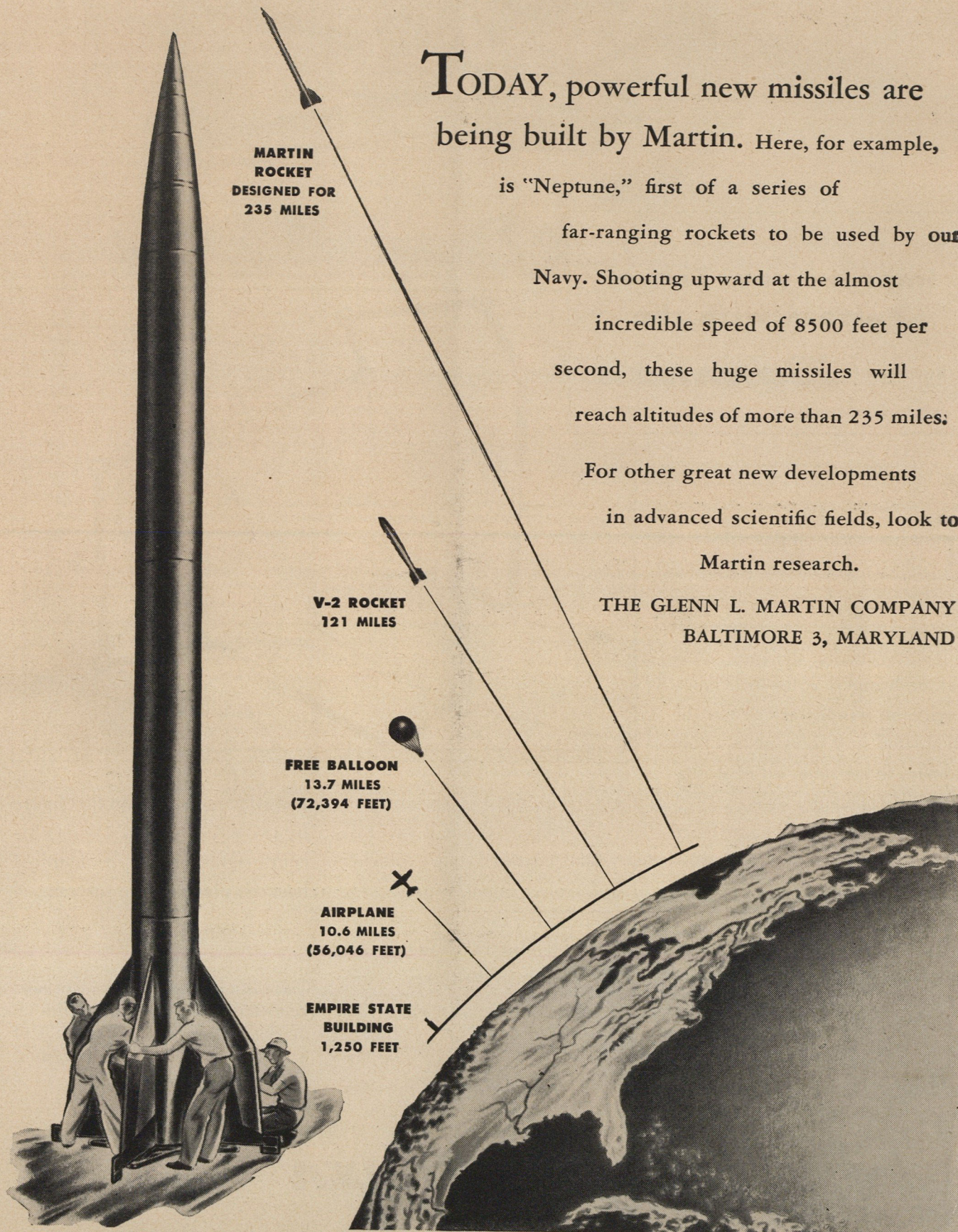
is "Neptune," first of a series of

far-ranging rockets to be used by our Navy. Shooting upward at the almost incredible speed of 8500 feet per second, these huge missiles will reach altitudes of more than 235 miles;

For other great new developments

in advanced scientific fields, look to Martin research.

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BALTIMORE 3, MARYLAND



A high-angle, black and white photograph of a large crowd of people, mostly men in suits and some in military uniforms, gathered around a large banner. The banner is held up by several people and features the text 'WELCOME' at the top, a central emblem with a star and wings, and 'MEMBERS' at the bottom. The crowd is dense, and the perspective is from above, looking down on the gathering.

WELCOME
MEMBERS

AIR FORCE

NOVEMBER 1947

CONVENTION REPORT

CONVENTION REPORT

I THE BIG SHOW: **t set a fast pace**

They had come from all over the country, from big towns and little towns in every state of the union. They had taken a couple of days off from work and had paid their own way to this Ohio city to see what the Air Force Association was all about. Most of them came as delegates representing Wings and Squad-

rons of the Association; others just represented themselves as members of the outfit.

You couldn't tell from looking at them whether they had handled a machine gun or a pencil in the war but whatever they had handled it had been for the Air Force. You couldn't tell what kind of job they were

holding in peace. When they signed up for their hotel rooms they jotted down Mister as if they had never been called Private or Colonel and there was no way of knowing what they had been called.

Mingling with them in the lobby of the Neil House, the convention headquarters, were men in uniform who still answered to such titles, men who wore the shoulder patches of almost every numbered Air Force. When stars showed up on the shoulder straps of the uniforms you knew the brass had arrived after being greeted by the crowds that had gathered at the airport to see the war famous in airmen and airplanes.

Altogether, 1502 of them registered for the convention.

Columbus was well prepared. The heart of the city was decked out in multi-colored finery, from the huge AFA emblem topping the dome of the state capitol to the flags and banners that lined the main thoroughfares. In the Statehouse Square opposite convention headquarters, loud speakers blared out Air Force tunes and boogie-woogie. Here an Air Force exhibit, complete from a frail BT-1 trainer to a sinister looking German V-2 bomb, drew crowds by the thousands night and day. Townspeople stood four abreast for blocks to walk through a B-29, clipped of wings and engines, that stood naked and weary in the street off the Square. All eyes turned skyward when a squadron of P-80 jets from Selfridge Field roared overhead.

The lobby of the Neil House was a jumbled mass of men. Here large blackboards invited them to communicate with members of their wartime outfits. The invitation was eagerly accepted. Four blackboards were filled with their scrawling chalk messages: "Big 9th AF reunion tonight at 8:30" . . . "376th BG!!! Ploesti!!! Room 847" . . . "Former POW of Bulgaria call Room 1223" . . . "451st BG Come on Up! Room 357" . . . Anybody here from 315th Wg (VH)? Call Room 1019." . . .



Cash registers began humming at the registration desk early Sunday afternoon. They came by bus, rail and air. They wore business suits and sports jackets; fedoras and straw hats. In all, 1502 of them came to Columbus to have their say about air power,

CONVENTION REPORT



Opening of convention was signaled by parade of Air Force band. In reviewing stands were Ohio's Governor Herbert, AFA's Jimmy Doolittle, Willis Fitch and Richard Wolfe and a group of ranking USAF officers.

In the hotel rooms they met and shook hands and poured drinks and talked it over, the war and the planes and the jobs and the women. And they talked about air power, or the lack of it, and about the Air Force Association. In Memorial Hall, a few blocks down the street, where convention business sessions were held each morning and each afternoon, they heard reports on Association activities of the past year, argued and adopted a Statement of Policy for the organization, argued and adopted resolutions, elected officers and directors, and listened to Air Force leaders discuss the peacetime Air Force. At the Neil House, at luncheon and dinner meetings, they gathered each day to meet old friends and make new friends, enjoy far better than average convention food, and hear talks by men like Jackson and Symington and Eisenhower and Spaatz and Kenney.

Most of them admitted they had never attended a convention of any

kind before. All were noticeably impressed by this display of mass enthusiasm in the AFA program. Only by meeting together could they see and feel the combined strength of the organization—strength that far exceeded anything they had imagined. And when they had completed their business and their reunions they moved out of Columbus, Ohio, as rapidly as they had moved in. The first annual convention of the Air Force Association was over. It had been outstanding in several respects.

A group of war veterans in convention had not asked for a single personal benefit. They had the normal problems—rising high prices, a tightening up of job opportunities, lack of adequate housing and all the rest. If veterans in general had a squawk, they had a squawk. And in the hotel rooms they had their serious laughs over the “peace—it’s wonderful” theme. But when it came to Association business, with an oppor-

tunity to propose anything they wanted to, they didn’t waste time and effort on the economics of being a veteran. They didn’t get together to discuss what the nation owed them, as veterans, but what they, as veterans, still owed the nation. It was probably the first veterans’ convention where there was no discussion of special privileges.

A group of war veterans in convention had not tried to solve all the ills of the world. They were cognizant of the Communist menace and the inflation menace, of world government problems and labor-management problems. They had their own beliefs and were free to advance them. In their Statement of Policy they expressed their support of the United Nations organization, their denunciation of Communism, their support of relief and rehabilitation activities. But if they were crusaders, they confined their crusading to air power.

(Continued on page 10)

CONVENTION REPORT

THE BIG SHOW: continued

A group of war veterans in convention had not played tin soldier. They were committed to support the Air Force and for this reason alone had every right to feel more closely allied to the military than other veterans' organizations. Military uniforms were all around them. Yet, there was no urge to become a quasi-military outfit, no urge to adopt uniforms or military ceremony for the organization, no urge to parade (the 106-piece US Air Force band did march admirably through the streets of the city, and brass stood in review, but that's all the marching that was done at the convention). On the convention floor they even gave serious thought to dispensing with titles such as Commander, for local and state heads, and Squadron and Wing as unit designations. They decided to retain this nomenclature but from the discussion that developed it was evident they thought of such terms in that strange, almost unbelievable way, so apparent in wartime, as Air Force titles rather than "military" titles, as if there were a difference. And in their Statement of Policy they said, "We speak not as military men laying strategic plans, but as citizens from all walks of life and from all sections of the country who have had a relatively brief but unforgettable experience in the military service, who now cherish the role of civilian and hope it is never again interrupted."

A group of war veterans in convention had not ripped the town apart. As former Air Force men, with an international reputation for tearing things wide open, they were getting together for the first time since the war, and reunions were on every side. Bottles were within easy reach but there was a surprising lack of over-indulgence. The girls of Columbus were aerodynamically sound,



ANNUAL DUES NOW \$4

Delegates at the first annual convention voted unanimously to raise the annual dues of the AFA to \$4, effective immediately, in recognition of the substantial increases in costs that have taken place since the fee of \$3 was fixed two years ago.

friendly and plentiful, but the hotel room get-togethers were strikingly masculine. The men didn't drop water-filled paper bags out of hotel windows or bother Columbus citizens with water squirters or electric-shock canes or ride horses into hotel lobbies. After it was all over Mayor Rhodes of Columbus reported, "It's been the most orderly convention we've ever had. Not a single complaint has been received by a city department, or have we heard of one hotel complaint." The AFA hadn't come to Columbus just to have a time. The reasons were many.

This was more than just another convention. To understand it you had to think back over the past year and a half. The Air Force Association had been founded on air power, both civilian and military, for world peace, for national security, for national prosperity. All the usual reasons for forming a veterans' organization had been submerged or completely ignored. In this eighteen-month organization period the AFA had concentrated on building up its own strength so it could be in a position to help bolster the strength of the civilian and military air establishment and the strength of the nation. The AFA had been formed, as most organizations are formed, by a small group of men. These men had created a temporary panel of officers and directors, established general aims and purposes, formulated the broad program of the Association. Meanwhile, a network of local units had sprung up around the country. Local strength had developed. It would take a meeting of national and local leaders to pass on specific policy and take specific action, elect permanent officers and directors, ratify or amend or disapprove action already underway, to decentralize the AFA government, achieve the exchange of ideas so vital to any program of this kind. For these reasons and many more the men had come to Columbus.

This convention signalled the real start of the Air Force Association. As representatives of the largest veterans' organization to come out of World War II, the men had a responsibility to the nation. The disturbing world situation, the weakened Air Force, the dying aircraft industry all contributed to this responsibility.



With a bashfulness unique among autograph seekers, Johnny Hayes of Columbus stands by while comedian Joe E. Brown makes with the pen and a smile.



Dick Wolfe, who was given scroll for his efforts in making convention a success, is shown here welcoming Gen. G. C. Kenney, head of SAC, to Columbus.

CONVENTION REPORT



Lace was here, twice as big as life, more seductive than ever, in the lobby of the Neil House. So was her creator, AFA booster Milton Caniff. In a convention program note Lace prophesied that there would be "more supercharged hangar breezing, and fuel and water injection than Columbus has ever seen." She wasn't very far wrong.

These sobering facts outweighed horseplay and added a serious note to Auld Lang Syne.

Reported elsewhere in this issue are the Statement of Policy adopted, the supplementary resolutions passed, the new officers and directors, the convention messages by AFA leaders and the convention addresses by national figures and Air Force commanders. Other convention highlights follow.

Membership Dues

The increase in annual dues to \$4 (see page 10) was the only convention action that necessitated a change in the Constitution. In explaining the Board's strong recommendation of this increase, Jimmy Doolittle said, "The dollar is now worth a little over two-thirds of what it was two years ago. To get the same amount of money to work with that we were getting when we had \$3 dues, which proved inadequate, we would require \$4.50. However, by economies we feel that \$4 will be adequate." He pointed out that other veterans' organizations with quality magazines and similar organizational activities have annual dues equal to or greater than \$4.

Merger

The convention went on record against any merger between the AFA and other veterans' organizations. It rejected a proposal by the Michigan Wing that an effort be made to merge the AFA and "the various civilian offshoots of the US Air Force having common aims and purposes." Principal objections: that the AFA had a unique function among veterans' groups; that if members of other organizations were interested in the AFA's aims and objectives "they will want to join our organization without a merger."

Military Rank

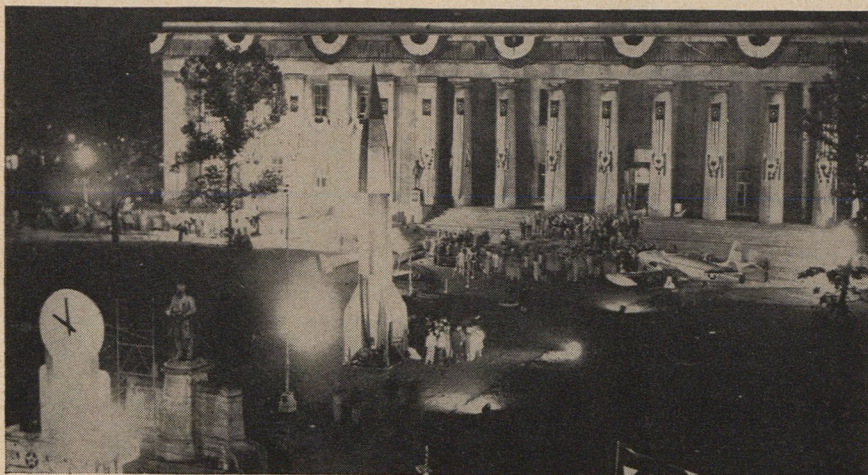
Convention discussion revealed the determination of members that former military rank should have no place in the affairs of the Association. Members were told that the Board desired, whenever possible, equal representation among ex-officers and ex-enlisted men in AFA leadership. AFA Secretary Julian Rosenthal, himself a former PFC,

(Continued on page 12)

CONVENTION REPORT



General Ike swaps stories with Jimmy Doolittle and Ted Curtis at Monday banquet. Curtis retired this year as AFA's first VP to become member of Board of Directors. During the first year he gave both time and money to get AFA on the road.



One of the highlights of the Convention as far as the people of Columbus were concerned was the Air Force mobile display set up on the State House grounds across street from AFA headquarters. V-2s, P-80s, Zekes, Kamikazes were featured.



Banquet halls on both Monday and Tuesday were filled to overflowing. Latecomers ate on mezzanine outside. Huge number of distinguished guests made it necessary to rotate dinner places at speakers' table (rear) though table accommodated forty.

THE BIG SHOW *continued*

explained that all references to former military rank of members had been eliminated from *AIR FORCE Magazine* and from other material published by the AFA. John Caldwell, delegate from the Westchester (N. Y.) Squadron, seemed to express prevailing opinion when he said, "Our squadron wants to avoid any semblance of an officer-dominated Association; former officers and enlisted men want to be known as civilians."

Advisory Committee

To bring state leaders in closer touch with AFA officers and directors an advisory committee of all Wing Commanders was established on the proposal of the Alabama Wing. President Lanphier strongly supported the action.

War Dead

Tom McHale, Texas delegate, quoted reports that thousands of Air Force dead would soon be returned to this country from overseas and urged the Association to see that proper military burials were provided. The proposal received unanimous approval and McHale was appointed chairman of a committee to direct this program.

Membership

In his report to the convention Doolittle explained that the AFA had four types of membership: Regular Members, limited to men and women who have served with or been attached to the Air Force as military personnel and who have been honorably discharged from the military service; Associate Members, limited to those still on active duty with the Air Force; Life Members, those members who have paid up their dues for life at a cost of \$100; and Patron Members, those not eligible for AFA membership but who have contributed substantially to the welfare of the Association.

Doolittle added: "In membership a great deal of consideration has been given to including Air Force civilians; contract pilots who flew with the Air Force, largely in the Air Transport Command; the WASPS, who did a magnificent job; inspectors in depots and factories; people in the NACA operations, analysis

CONVENTION REPORT

people and other civilians who served with the Army Air Force. The subject has been studied carefully and to date it has been decided that no one who was not in Army uniform of the US Army Air Force and wore the Air Force patch would be eligible for regular membership."

National Headquarters

Doolittle reported that AFA national headquarters in Washington had increased its staff from one person to thirty people in less than two years, but pointed out that another veterans' organization of similar size had a headquarters staff of forty people, and still another, smaller in size, had eighty people on its headquarters staff. In congratulating Executive Director Willis Fitch and his staff, Doolittle said, "This over-worked group handles about 1000 pieces of mail per day and some 5000 changes of address per month, and has done a magnificent job in the face of serious handicaps."

Service

Doolittle reported that the principal criticism of the AFA that had come to his attention and to the attention of the Board of Directors was related to the servicing of members with Association materials. He said, "Part of that failure was the fault of our staff. Part of it is the fault of our members. The staff is endeavoring to correct its deficiencies as quickly as it can. Those deficiencies have been largely the result of a shortage of funds and a shortage of staff. The staff is working as hard as it can and has gradually been straightening out the problem. We feel that in thirty days we will be in much better shape. But you have got to help. There are frequent moves on the part of members without immediate notification of such moves to headquarters. Added problems are the improper addresses and illegibility on application blanks."

AFA Song

Introduced at the convention, the "Air Force Association Squadron Song" (music by David C. Moore, words by Willis S. Fitch) was featured by the Air Force band and sung by delegates.

(Continued on page 14)

THE FIRST YEAR

By JAMES H. DOOLITTLE

Chairman of the Board, AFA

The Air Force Association is now the largest veterans' organization to come out of World War II. As of noon the first day of the convention our official membership total was 126,148, and we are growing steadily. We are a truly national activity, with wing organizations functioning in forty-five states and with 152 operating squadrons in 140 different cities.

We have our large squadrons. One of the oldest and best managed is operating in Baltimore, Maryland, under the direction of John Mitchell and Marshall Boone; Baltimore's monthly meetings usually are attended by 250 to 300 enthusiastic members. The Dallas, Texas squadron numbers 600 paid members and Rex Lentz, who is primarily responsible for its development, expects 1000 by Christmas. The largest squadron of all is in Milwaukee, Wisconsin, where 882 members attended a single meeting.

But size alone is not a true measure of strength. In Montana, with perhaps one one-hundredth the number of Air Force people to draw upon compared to some of the more heavily populated states, Tom Campbell has established five widely scattered squadrons. And high up in the mountain region of West Virginia, in the town of Beckley, with a population of only 12,000, our AFA squadron does not have more than seventy-five members. But on Air Force Day this year the show they put on in Beckley was so good the city fathers declared a half holiday and closed the stores and schools.

During the first year of operation at national AFA headquarters we tried to keep our activities broad and general in scope. As self-appointed ex-officio officers, we did not wish to indicate that the will of the organization was the will of the small group of people that made up the Board of Directors. We awaited the convention at Columbus to get your specific ideas. But we *did* work to educate our members and the public at large on the necessity for a strong Air Force and a strong aircraft and air transport industry. We fought unceasingly for unification; no agency did more than the AFA to achieve a co-equal and autonomous Air Force. We worked also for an adequate, well-financed Air Reserve and Air National Guard program. We promoted youth interest in aviation, and established an award for the outstanding Air ROTC student in each college with an Air ROTC unit. We were the official sponsors of Air Force Day, and were commended for our national efforts by the Commanding General of the Air Force.

Such is our story after little more than eighteen months of operation. We know we have made many mistakes, and mean to correct them, and we know that our job has only just begun. We must fight harder than ever for a strong Air Force, a healthy aircraft industry, a sound research and development program, an active Air Reserve and Air National Guard program. We must increase our own organization and financing drives. We must expand our activities. Only then can we make our maximum contribution to national security and world peace.

From the President's Report to the AFA convention.

CONVENTION REPORT

THE BIG SHOW: *continued*

Greetings

From his home in California General of the Army H. H. Arnold sent greetings to the convention along with his message on air power (see page 23) and explained that he was unable to attend on advice of the "medicos." Greetings from the State of Ohio were conveyed in the address of welcome from Governor Thomas J. Herbert, an AFA member who was prominent at convention functions. A radiogram from Tokyo expressed "CAVU and salutations" from the AFA's Tokyo Squadron. A similar message from Hawaiian members expressed "greetings and best wishes" from the Honolulu Squadron now being formed. From Washington came a telegram of congratulations from headquarters of the National Guard Bureau.

Recognition

The convention adopted unanimously a resolution submitted by the California Wing which paid tribute to the Officers and Directors who "caused the Air Force Association to be activated." Listing each Officer and Director by name, it cited the "great progress" made by the AFA under their direction.

Jimmy Doolittle was presented with a richly ornamented scroll in recognition of his "unique contributions" to the Association while giving "unstintingly of his talents, time and resources to the creation of organization."

Richard S. Wolfe, AFA member of Columbus, was presented with a similar scroll as a token of "high commendation and sincere thanks" for his services as "the Chairman of the Committee on Arrangements and host extraordinary" to the convention.

Joe E. Brown, screen and stage star, was presented with an inscribed bracelet by the Association in recognition of his outstanding morale building services with troops overseas during the war.

Next Convention

As provided in the Constitution, the time and place of the next annual convention of the Air Force Association will be determined by the Board of Directors.

THE NEW LEADERS:

One thing in common

There is no way of "typing" AFA's newly elected group of officers. Their personal interests and military backgrounds are as divergent as those of the 126,148 Association members they represent. Three out of seven of them started the last war as buck privates. One of the group wound up as a Lieutenant General. Some of them flew, some of them didn't. Now that the war is over, one of them earns his living cavorting as coach up and down a football field. Another cavorts up and down Wall Street.

But heterogeneous as they are, there is one thing that gives them common purpose: a steadfast faith in air power.

JIMMY DOOLITTLE, CHAIRMAN OF THE BOARD: After having served more than a year as AFA's temporary President, there isn't a great deal about Jimmy that Association members haven't discovered for themselves.

They know, for example, that in the last year he has probably spent considerably more time on AFA problems than he would care to admit to his boss—and they are duly appreciative. They know, too, of his record as a "fightin' man," and they hold his achievements in admiration. But there are some things in Doolittle's past that aren't common knowledge.

Doolittle was born in Alameda, California, in December 1896. He completed his secondary education in Los Angeles and then entered the University of California at Berkeley. Here he won the intercollegiate middleweight boxing championship. Unfortunately though, he was called to a more important bout—against the Germans—before he could complete his schooling. In October 1917, he enlisted as a flying cadet in the Signal Reserve and in March of the following year was commissioned. During

The AFA Directors

The men whose names appear below were elected to the Board of Directors at the Columbus convention. Personality sketches of the group will be published in forthcoming issues of *AIR FORCE*.

Roy F. Atwood,	New York, N. Y.
John P. Biehn,	Columbus, Ohio
John Marshall Boone,	Baltimore, Maryland
George H. Brett,	Winter Park, Florida
Thomas D. Campbell,	Hardin, Montana
Sam Clammer,	Tulsa, Oklahoma
Everett R. Cook,	Memphis, Tennessee
Edward P. Curtis,	Rochester, N. Y.
Burton E. Donaghy,	New York, N. Y.
James H. Doolittle,	New York, N. Y.
W. Deering Howe,	New York, N. Y.
G. Stuart Kenney,	Chicago, Illinois
Thomas J. McHale,	Dallas, Texas
J. Henry Pool,	Wilkes-Barre, Pa.
Robert Proctor,	Boston, Mass.
Sol. A. Rosenblatt,	New York, N. Y.
Howard A. Rusk,	Scarsdale, N. Y.
Forrest Vosler,	Syracuse, N. Y.
Jack L. Warner,	Hollywood, Calif.
Albert J. Weatherhead,	Cleveland, Ohio
Lowell P. Weicker,	New York, N. Y.
C. V. Whitney,	New York, N. Y.
John Hay Whitney,	New York, N. Y.



C. R. Smith, Chairman of the Board of American Airlines, is AFA's new 3rd Vice President. A native Texan, he has been in aviation since 1928.

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his military career he hung up the following achievements: He was the first man to fly across the US in less than 25 hours; he won the Schneider Cup Race in 1925; he was the first man to do the hazardous outside loop; first to take off and fly a set course and then land without seeing the ground; finally, he was first to fly over 300 miles per hour in a land plane.

In 1930 he retired from the Army and became Manager of Aviation for Shell Oil. Doolittle was recalled to active duty in 1940. As a Lieutenant Colonel he led the famous Tokyo raid in April 1942 for which he received the Congressional Medal of Honor. He later commanded the 12th and 15th and 8th Air Forces.

On January 5, 1946, he retired from active duty with the US Army and returned to Shell as Vice President of Shell Union Oil Corp.

TOM LANPHIER, PRESIDENT: A special "profile" of the new AFA President is featured on page 17.

JIMMY STEWART, 1ST VICE PRESIDENT: Loose-jointed, slow-smiling, quick-witted Jimmy Stewart was perhaps the first top screen star to enter the service prior to World War II. In

March 1941 he was inducted as a private and sent to Moffett Field, below San Francisco, as drill sergeant.

He did the job as best as he could but his heart was in flying. At first he wanted to get into cadet training but they told him he was ineligible. Was there any other way to get his wings? Yes, if he had a certain number of private flying hours, he could get them but that "certain number," even though he already had his private license, was rather an astronomical figure. Stewart didn't care. After drill periods he went into nearby Palo Alto and took advance instruction at his own expense. In the late fall of 1941, he was given his wings and commissioned and sent off to serve as an instructor and later as commander of a B-24 group overseas.

Stewart was born in Indiana, Pennsylvania. In his early school years at Mercersburg, Pa., he played some football but found generally that his six feet two showed off to better advantage on the track. His first public appearance was made at Princeton in 1929 where, as a member of the Triangle Club, he played an accordion solo in the school's annual musical.

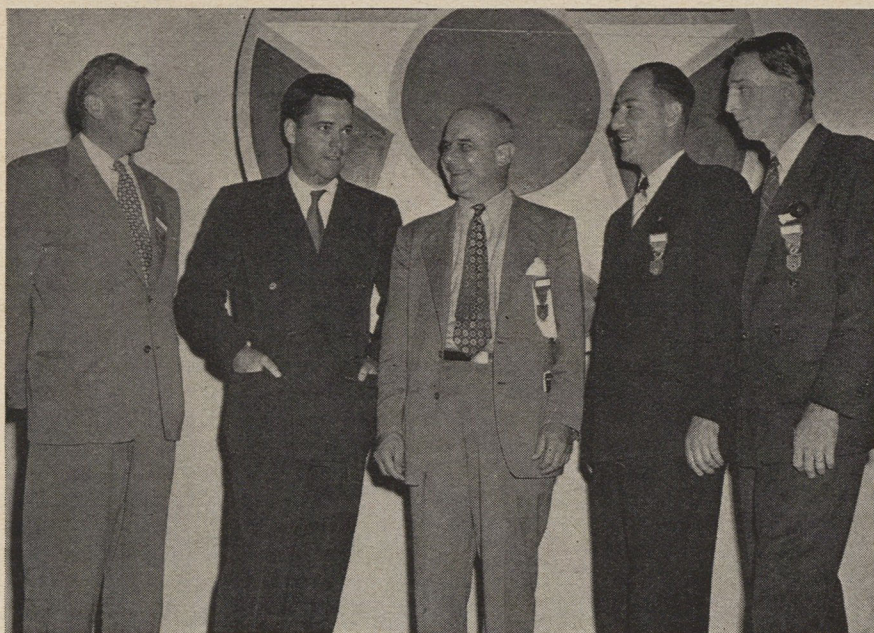
He doesn't remember the occasion with any particular relish.

MERYLL M. FROST, 2ND VICE PRESIDENT: Frost is a native of Wellesley, Mass. He entered Dartmouth in 1940 and two years later won honorable mention as an All-America halfback. At the completion of his junior season, he entered the Air Force as a private. In 1943 he was assigned to the ETO as aerial gunner.

On his fourth mission Frost's plane cracked up and in the crash the bomb load exploded. The plane was destroyed and he was miserably burned. The next 18 months of his life were spent in Army hospitals but in July of 1946 he was given his medical discharge. Back at Dartmouth, he was elected captain of the football team. After graduation he was appointed to the Dartmouth football coaching staff. Off season he works as the Assistant Executive Director of the Bay State Society for the Crippled and Handicapped.

C. R. SMITH, 3RD VICE PRESIDENT: Known throughout the aviation industry today as "C. R.," this native of Texas has been connected with air

(Continued on page 16)



Five of the seven new AFA officers stood a not-too-strict inspection on stage of the Convention Hall immediately after the election. From left: G. W. Hobbs, Treasurer; T. G. Lanphier, President; J. H. Doolittle, Chairman of Board; J. B. Rosenthal, Secretary; and M. M. Frost, 2nd Vice President. Term is for one year.



James Stewart of Hollywood was unanimous choice for 1st Vice President. On location at election time, he flew to Columbus to accept the new office.

CONVENTION REPORT

THE NEW LEADERS: *continued*

transport since he was 29. At that time, 1928, he was Treasurer of an air mail line called Texas Air Transport. Shortly thereafter, TAT was brought within the framework of a larger organization, Southern Air Transport. Smith served here as Treasurer and then Vice President.

The next step in his career took him to American Airways. Smith became Vice President of this company in June 1931. In May 1934, American Airlines was formed to succeed American Airways and he became President of the new company.

Smith left the presidency of American Airlines April 15, 1942, to serve in the Air Force as Chief of Staff and Deputy Commander to Lt. Gen. Harold L. George, head of the Army's Air Transport Command. He relinquished his Army post on June 1, 1945, to become American Airlines' Board Chairman.

JULIAN B. ROSENTHAL, SECRETARY: Uncle Sam got the new AFA Secretary into the Air Force at the last moment. Julian, a successful New York lawyer, was inducted on April 7, 1944, just one day before men with children (Julian has two), became exempt. After finishing basic training at Keesler, Pvt. Rosenthal was assigned to Wright Field where he became a contract writer in the Procurement Branch of Materiel Command.

Discharged in September 1945, Rosenthal returned to his New York law office in the RCA Building. One of the first things he undertook as a civilian was the drafting of the AFA constitution. He was also instrumental in drawing up the new AFA Statement of Policy.

G. WARFIELD HOBBS, III, TREASURER: Gus is a man with a garden in Connecticut and a bank in New York. A native of Baltimore, Md., he attended the Baltimore City College and John Hopkins University. In 1928 he joined the organization of the National City Bank of New York and his entire business career has been with this outfit. He is now a Vice President of the City Bank Farmers Trust Company.

Early in 1942, Gus found himself a 2nd Lieutenant with the Air Transport Command. He served with the same unit throughout the war, and was discharged in December 1945.

THE MISSION:

Eleven policy targets

For a year and half, ever since its formation, the Air Force Association had been without a comprehensive Statement of Policy, or platform. The temporary officers and directors had drawn up general aims and purposes, and on certain issues like Unification they had taken a stand, but specific policy had to wait until representatives of the entire organization could meet and pass judgment. For a year and a half members had expressed themselves, by voice and by letter, to members of the Board and to National Headquarters, on what they believed the Association should believe in. Now the time had come to establish the AFA platform.

The Resolutions Committee, headed by Julian Rosenthal of New York, was ready. Its carefully prepared, 3000-word Statement of Policy attempted to present a cross-section of the thinking of the membership. On

the final day of the convention the Statement produced the liveliest discussion of the meeting.

When the discussion was over the recommendations of the Resolutions Committee had stood up. After minor changes, the Statement of Policy was adopted by unanimous vote. It speaks for itself, as follows:

STATEMENT OF POLICY

Introduction

Two years after the end of World War II we present a statement of policy that does not assume the inevitability of World War III, but frankly acknowledges it to be more than a possibility unless this nation awakens from its post-war slumber regarding military preparedness.

We speak not as military men laying strategic plans, but as citizens from all walks of life and from all



With a smile as broad as his predecessor's, Tom Lanphier of Boise, Idaho (right), accepts the AFA reins from former President Jimmy Doolittle. One of Lanphier's first self-designated assignments will be to borrow a P-51 and visit each state that has a Wing Hqs. at least once before the year is out—"If I can swing it."

CONVENTION REPORT

sections of the country who have had a relatively brief but unforgettable experience in the military service, who now cherish the role of civilian and hope it is never again interrupted.

We have banded together as the Air Force Association with this in common—a steadfast belief in a strong United States as the best insurance for world peace, and in Air Power as the key to our strength. And although this first national convention marks only the beginning of our movement, we already can lay claim to being the largest veterans organization to come out of World War II.

In concentrating on Air Power and national security in our statement of policy we do not mean to imply a lack of interest in general issues of the day. For example, we believe the United Nations to be the most important instrument for the maintenance of world peace, and want it strengthened by a world police force. With regard to atomic energy, we believe the United States should retain its knowledge in this field and continue to stockpile the atomic bomb, while expanding peacetime employment of atomic energy. We are not looking for enemies but we would be blind if we did not recognize a potential enemy when we saw one. We disavow the spread of Communism and deny membership in our organization to Communist party members. And on internal matters, such as rehabilitation, we pledge our help and support to all worthy programs, and to relief work such as that carried out by the Army Air Forces Aid Society. But the fact remains that we are concentrating our present efforts on matters relating specifically to Air Power in our national defense system.

In our support of Air Power as Peace Power, we call for the expenditure of vast sums over and above those currently allocated to the Air Force. This prompts us to remind the public at large that we too are taxpayers and are as interested as anyone in minimizing the tax burden. But we also are sold on life insurance. While recognizing that peacetime Air Power is expensive, we know that wartime Air Power is far more costly. We believe that Air

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TOM LANPHIER

New President is 31-year-old

Newspaperman, Former Fighter Pilot

It was the final business session of the convention and the new officers and directors had just been elected. They came up to the platform and sat facing the convention crowd in Columbus' Memorial Hall. Jimmy Doolittle called Tom Lanphier to the speakers' rostrum to introduce him as the new President of the Air Force Association. He made the announcement, turned to Tom, flashed a big, broad smile and said, "It's all yours, Junior!"

Tom Lanphier at thirty-one was younger than the men who had directed the Association during its first year, and younger than most of the officers and directors who would serve with him during the year ahead. But at thirty-one he was about the same age, maybe a little older than the average member of the Association. He was World War II and the AFA was predominantly a World War II outfit. Jimmy Doolittle and the rest of the directors liked it that way. So did the convention delegates.

Tom began his acceptance speech with a tribute to the officers and directors who had brought the Association through a tough organizational year to the strong position that was realized at Columbus. He threw his Junior title back at the directors when he joked, "I don't think I'm young enough to do the job you did." He called for a standing acclamation to Jimmy Doolittle and the delegates were with him all way.

I can imagine that just about anybody in this hall is as qualified as I am to be standing up here in my place today.

Tom said it with sincerity, but the delegates had already heard men like Doolittle and Ted Curtis say they considered Tom Lanphier the outstanding candidate for the Presidency, and report that he had "ably demonstrated his qualifications to handle the business of the Association."

As managing editor of the *Daily Statesman* in Boise, Tom is the operating head of the largest newspaper in Idaho. It's an executive position and a working newspaperman's job combined, heavy with responsibility. And it's a natural spot for the leader of an organization devoted to public service and deeply interested in public opinion. He has held down the job since leaving the Air Force in October of 1945. He often works the night shift on the paper, getting out the morning edition, and does everything from page makeup to writing editorials. (Tom calls Boise his home and lives there with his wife and their two daughters, one aged three; the other a year-and-a-half.)

I'm in the position of being a complete stranger to most of you. Most of you don't know me from Adam.

The men who work with him today and those who served with him in war know Tom Lanphier as a guy you don't forget easily. There's a lot of dynamite in him. They know him as a hard worker with a brilliant mind, a winning personality and a fine sense of humor and an urge to push through red tape and get things done. And they like the way he navigates with people—over a straight-from-the-shoulder course.

I have been flying airplanes for a little (Continued on page 45)

CONVENTION REPORT

THE MISSION: *continued*

Power is one expense we cannot afford to skimp. It is the price of security and the price of peace.

With these thoughts in mind, we present the following statement of policy of the Air Force Association:

National Security

We are gravely concerned over our country's critically-weak military policy in relation to the strong foreign policy it is obligated to support.

We do not believe that our present foreign policy and present air policy can exist side by side without courting national disaster. One or the other must change.

As soldiers we learned through hard experience that the Air Force is our first line of defense. As veterans we have learned with regret and shame that our Air Force is now woefully unprepared for this role. We come to one of two conclusions: Either the great mass of the people do not feel the necessity for an Air Force capable of defending them in an emergency, or, the people are not

fully aware of the facts.

Therefore, we call upon the Department of State to report to the American people in the frankest possible terms, stating the full responsibilities of the Air Force in supporting our present foreign policy and hemisphere defense. We call upon the Air Force to reply to this report, stating in detail how nearly it is capable of carrying out these responsibilities on the basis of present and projected strength. We call upon the press and radio of the nation to give these reports the widest dissemination.

Meanwhile, we can only deplore our country's undefended position and urge the allocation of sufficient funds to maintain an Air Force of at least 400,000 officers and men and 225,000 civilians, comprising 70 combat groups with supporting establishments and services, augmented by a well-trained civilian component of 78 groups on immediate call. We demand an adequate number of groups specially trained and specially equipped for atomic bomb operations. We ask for well-equipped

bases of operation under air commanders at strategic points between any potential enemy and our homeland.

Action approved: Appropriate letters to the Secretary of State and the Commanding General, Army Air Forces.

Unification

We commend the belated but still welcome action by the Congress in authorizing the wartime-proved reorganization of the military to more nearly meet the requirements of national defense.

However, we consider this legislation as only the first hesitant move to improve an outmoded system. Despite the provision for an autonomous Air Force, the compromises necessary to effect its passage failed to recognize the relative importance of air power in our military structure and dissipated our aerial potential by failing to give the Air Force control over all land-based aircraft.

We pledge our cooperation in getting Unification underway in the belief that through a natural process



Without the state banners it would be difficult to identify this as a veterans' convention. The paper hats, the whistles,

the horseplay were missing. But the attentive expressions here are evidence that there was no lack of interest.

CONVENTION REPORT

of evolution recognition will be given the fact that still greater economy and efficiency and power can be attained through one Air Force.

Therefore, we also pledge constant scrutiny of Unification and call upon the Congress for continued study and review of the Unification measure, with modernization and increased efficiency the basic aim.

Reserve Strength

To back up the Air Force in Being, we demand a better organized and financed reserve program than is evident at the moment. We who help form this reserve are generally disappointed in the results of cut-backs from the original Air Force program as recommended, and we urge immediate reconsideration of that program. We believe that the Air National Guard—Air Reserve relationship should be examined in terms of a united effort. We find little or no incentive for enlisted veterans of the Air Force to participate in the Enlisted Air Reserve program; we urge greater recognition of and personal benefits for these reservists.

Therefore, we call for an Air Reserve Committee of the AFA to study this entire effort and make specific recommendations for its improvement.

Action approved: Appointment of a committee as proposed.

The New Air Force

We expect the new United States Air Force to be a streamlined organization on both administrative and operational levels, breaking from Army tradition wherever tradition compromises efficiency. We look forward to individual advancements based entirely on responsibility and merit, to improved classification procedures, to greater incentives for civilian specialists, and to numerous other changes.

We recognize that the Air Force must first concentrate on attaining greater group strength and that complete reorganization of the Air Force must necessarily be accomplished gradually and with minimum disruption to the overall military establishment. We welcome the interim period to study actual needs based on our collective experience.

(Continued on page 20)

FAITH IN AIR POWER

By **GENERAL CARL A. SPAATZ**

Chief of Staff, United States Air Force

The United States Air Force is proud of the Air Force Association. The Association is the channel through which the people of the United States may be led to have faith in the Air Power which is theirs.

We must not be limited in our concept of what really constitutes Air Power. General Arnold, in his Third Report to the Secretary of War, defined Air Power as the "total aviation activity—civilian and military, commercial and private, potential as well as existing." The phrase "total aviation activity" is all-inclusive—the trained air personnel; the aircraft industries; and the air-conscious public.

The third component, public support, is as essential to effective Air Power as industries, airplanes and airmen. Public support determines the rate of translation into action of the airman's faith—the conviction that ability to control the air is essential to victory in the time of war, and equally essential to prevent war in time of peace.

Many of us can remember the famine years when this faith was limited to the profession. Years of struggle, at times impatient, were to pass before the potentials of the airplane were recognized, before adequate means were provided to develop the strategic capacities necessary to control the air. The public was unaware of the possibilities. The true concept of Air Power had not yet been demonstrated in operations.

There was, nevertheless, outside support of measures to develop the strategic use of airplanes as a means to control the air. That support came from individuals, including former pilots and observers who served in World War I. They were not organized. They spread the doctrine by individualistic efforts.

From that experience between the wars we learned the value of organization of true believers within a democracy, in which public opinion is the final term of reference. Hence the formation of the Air Force Association, led by the fighting airman, General Doolittle.

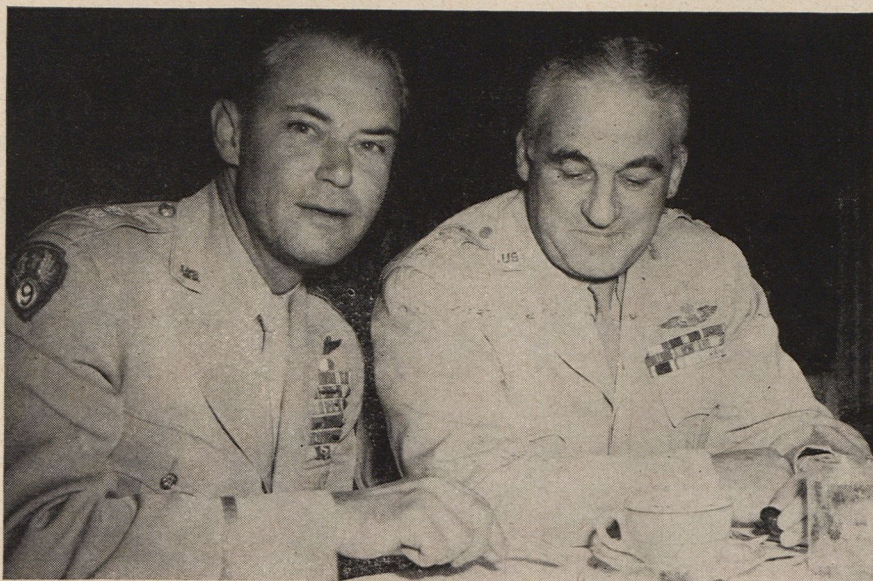
On you, mostly veterans of World War II, falls the mantle for promotion of the faith. You know, at first hand, the penalty paid by Germany and Japan for their failure to control the air over their own territories. You know the inevitable outcome of any failure to control the air over our own country. Your role is to spread faith in Air Power as an essential means to prevent war, not only for the United States, but for all civilization.

The Air Force Association has a major responsibility to the people of the country. They will depend upon you for the proper expression of the doctrine of Air Power. No other organization can more appropriately assume this function.

I can assure you that the United States Air Force in its new official status, co-equal with the land and sea forces, looks to your organization as a major link with the people of the United States through which it will be possible to insure that the roots of Air Power are firmly established and maintained.

From General Spaatz' address to the AFA convention.

CONVENTION REPORT



General (now with four stars) Hoyt S. Vandenberg (left) goes into a convention huddle with Lt. Gen. Nathan Twining, newly named head of the Alaskan Department.

THE MISSION: *continued*

Therefore, we call for establishment of an AFA Committee on Air Force Reorganization to review this subject, and for open discussion on this subject by the membership in the pages of our official journal, to the end that specific recommendations be prepared and submitted to the Air Force for consideration.

Action approved: Appointment of Committee as proposed.

Research and Development

We consider the current status of aviation research and development a crime against the American people. Despite the advent of atomic power, jet and rocket propulsion, and guided missiles—with their many ramifications—the current approach toward Air Force research appropriations virtually implies a complete lack of understanding of the era in transportation and military science that is at hand.

Many of us saw at close range the slim margin by which German scientists and technicians lost the recent war. We thought the people and the Congress understood. We wonder now if they realize the world-wide race that is in progress to fashion the new and almost unbelievable instruments of the future.

We commend the general inter-

est in atomic energy, but caution against harboring atomic illusions at the expense of other projects. The cutbacks already suffered in the Air Force research and development program cannot be measured in dollars. Neither can a solution be recommended on a dollar basis, despite the desire for national economy and balanced budgets.

It is not enough to urge the Air Force to continue its unceasing research program. The problem is beyond the Air Force. The need, especially with regard to the development of guided missiles, is for a program comparable in scope to the wartime Manhattan Project, a program that is recognized as an emergency measure justifying huge appropriations dwarfing anything now in force, a program coordinating federal, industrial and educational efforts. Therefore, we call for the establishment of a citizens committee, selected by the President of The United States to examine the aviation research and development program, especially guided missiles, and empowered, as were the directors of the Manhattan Project, to proceed unhindered toward their objectives and fortified with an open-end appropriation supplementing Air Force funds.

Action Approved: Appointment

of a Research Committee to initiate action as proposed.

Aircraft Production

We believe the desperate plight of the aircraft industry is a national tragedy. Its enforced retrenchment, due chiefly to lack of Air Force funds, threatens our security as much as any single event.

To the many criticisms of the 800-plane procurement program of the Air Force during fiscal year 1948, as provided by Congress, we add our strong denunciation. We urge immediate restoration of the Air Force's original request for 3000 planes in that period, and we stress adoption of the industry's recommended five-year planning program.

Meanwhile, as the Air Force attempts to apportion its meager funds, the temptation may be strong to restrict production to only a few plants, but we urge that every possible effort be made to spread Air Force orders among a maximum number of companies and retain the initiative and competition which have paid off so handsomely.

Air Transport

In war we learned of the need for close cooperation between the Air Force and the commercial airlines. In peace we believe such association should include financial and engineering assistance by the Air Force to help sustain an air transport system immediately available for service in an emergency. We urge a free exchange of ideas, and equipment if desirable, on such vital matters as all-weather flying. And we encourage action to have all first class mail carried by air.

We deplore the lack of progress in developing planes specifically designed for air freight hauling, while commending the few pioneer manufacturers in this field. Realizing that this important project demands government funds, we urge approval of a supplementary budget specifically to cover development costs of radically new plane types in an effort to achieve radically reduced ton-mileage costs for long, medium and short hauls. Such development, we believe, can revolutionize air transport and be of great importance to national security.

Action Approved: Appointment

CONVENTION REPORT



The Air Force isn't normally a marching outfit, but at conventions the hometown folks expect and enjoy parades, so

at Columbus they were obliged with a short, snappy review of the Air Force band brought in from Washington for event.

of a Committee to study the matter of new transport-type designs.

Private Flying

In recognizing the importance of the vast reservoir of private flyers and their importance to the Air Force, we urge continued expansion of our airport system to meet the greatly expanded needs of private flying. Also, we believe that in all government action taken with regard to aviation, especially by CAB and other regulatory agencies, that the needs of private aviation be given fair, impartial consideration.

Education and Training

In urging a new emphasis on military and aviation education and training, we support the principle of Universal Military Training as a necessary part of the defense structure of our country, but we emphasize that twelve months of compulsory military indoctrination is not always adequate for the Air Force, which demands longer periods of instruction for skilled technicians.

In aviation education we stress the need for aviation courses in our high schools and colleges and urge the United States Office of Education to stimulate such a program on a national scale. We call for sufficient Air Force funds to maintain

the Civil Air Patrol and the Air Scout programs.

In educating the public to aviation, we strongly encourage newspapers and magazines to have Aviation Editors on their staffs, we call upon the Air Force to adopt a frank attitude in its dealings with the public, and we pledge increased AFA activity in public relations.

Current Legislation

We consider it a primary responsibility of the AFA to keep fully apprised of all legislation dealing with national security, especially as it concerns Air Power. We recommend that national headquarters of the AFA furnish regular summaries of legislative action on Air Force matters to all squadrons. We urge all squadrons to study these reports carefully, make necessary recommendations to their Congressmen.

We call attention to the following:

1. The National Security Training Act of 1947; a bill requiring all men between the ages of eighteen and twenty to undergo a period of training which will fit them to contribute to the protection of the nation in time of emergencies. *We believe this to be the most important piece of national security legislation now pending. Its immediate enactment is demanded.*

2. H.R. 3051; a bill repealing the profit-limitation of the Vinson-Trammell Act relating to the construction of vessels and aircraft. *We believe the Vinson-Trammell Act is discriminatory against aircraft manufacturers and detrimental to the Air Force procurement program. We recommend early adoption of H.R. 3051.*

3. S. 1196 and H.R. 4143; identical bills providing for more effective operation and expansion of the Reserve Officers Training Corps. *We support this proposal and recommend its immediate enactment into law.*

4. S. 1174; a bill providing for inactive duty training pay for the Organized Reserve Corps and the establishment of uniform standards for all inactive duty training pay for all Reserve components of the Armed Forces. *We believe strongly that the immediate passage of this legislation is prerequisite to the organization of an efficient and well organized Reserve Program.*

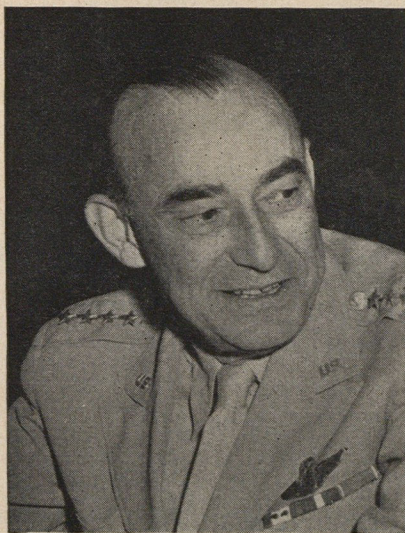
5. H.R. 1366; a bill contemplating the establishment of a uniform method of procurement for all the services. *We consider that any step toward greater standardization is a step toward greater efficiency and economy. We therefore recommend its immediate adoption.*

(Continued on page 22)

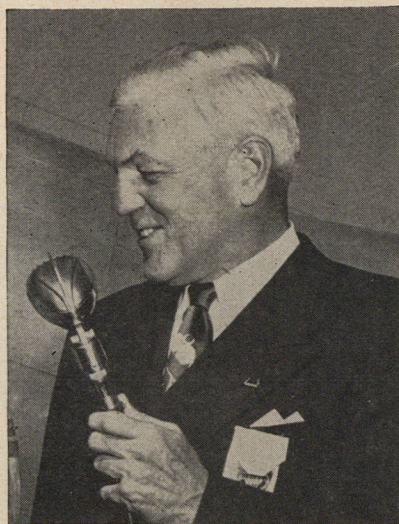
CONVENTION REPORT



General Carl A. Spaatz, now Chief of Staff of the USAF, told convention that promoting faith in air power was one of Air Force Association's "major responsibilities." "No other organization," he said, "can more appropriately assume this function."



General J. T. McNarney came to convention just prior to assuming his new duties as CG of Air Materiel Command.



Ohio's Governor Thomas J. Herbert was on hand at Columbus airport to welcome distinguished guests as they arrived.

THE MISSION: *continued*

6. S. 903 and H.R. 2575; identical bills "to amend the Articles of War, to improve the administration of military justice, to provide for more effective appellate review and to insure the equalization of sentences." *We recommend the adoption of this legislation.*

Planning

We condemn the present year-to-year planning, forced upon the military establishment by year-to-year Congressional appropriations, as an outmoded, hand-to-mouth system that is inefficient, ineffective and wasteful. This system has already resulted in the serious disruption or complete abandonment of many vitally important Air Force programs. The waste is especially apparent in research and development projects.

We urge the adoption by the Army, Navy and Air Force of a perpetual five-year plan of organization and procurement which covers fully all phases of activity within the military establishment.

We urge also the establishment by the Congress of an adequate minimum yearly appropriation to be guaranteed over each of the successive five-year periods, regardless of political administration, so that programs and projects may be begun with reasonable assurance that funds will be available to carry them through to a logical conclusion.

RESOLUTIONS

The following resolutions were submitted by delegates to the Resolutions Committee and were approved on the floor of the convention:

Medical Requirements

The ability of Air Power to succeed as Peace Power is dependent among other things upon the adequacy of the medical care provided in the Air Force. Experience has clearly proven that there are medical problems peculiar to the Air Force alone. Alongside these specific problems there are medical services and practices which are common to the medical care of the civilian population and the Army and Navy.

Due recognition of the spirit of unification of the Armed Forces de-

CONVENTION REPORT

mands that there should be coordination of the medical services which will recognize the problems common to all and respect those specific to each. Congress has prescribed by law the responsibility of the Surgeon General of the Army to the Secretary of War and the Surgeon General of the Navy to the Secretary of Navy. The establishment of the Air Force makes it imperative that the Secretary of Air have the benefit of equal advice and guidance upon all matters pertaining to the health and medical care of the Air Force.

The members of the Air Force Association have a clear understanding of the interrelation of civilian and military problem in total war. They recognize that the maintenance of civilian and military health are dependent upon careful study and planning. It is therefore gratifying to note the recent report of the Presidential Committee on Governmental Medical Services which was presented to the President of the United States. The authorization of a complete study and investigation of the overall medical requirements of the Armed Forces will lead to greatly improved medical attention for the men and women in uniform.

With these thoughts in mind, it is **RESOLVED** that letters be sent to the following:

1. The President of the United States be respectfully urged to continue the study and investigation of the medical and health requirements of the Armed Forces as recommended by the President's Committee for the Study of Governmental Medical Service.

2. The Secretary of Defense be respectfully urged to take such action as necessary to provide the Secretary for Air with a medical officer who shall have equal status, rank and authority to that currently enjoyed by the Surgeon General of the Army and the Surgeon General of the Navy, this medical officer to advise the Secretary of Air on all matters pertaining to the medical care and health of the Air Force.

3. The Secretary of Defense be respectfully urged to appoint a committee of physicians chosen from the civilian medical groups and from the Armed Forces to

LET'S FACE FACTS

By **GENERAL OF THE ARMY H. H. ARNOLD**

It is one of the fine compensations to men who have sweated out a great ordeal together that thereafter they meet on common ground, speak the same language, know the bonds of kinship. Out of the Air Force Association's first national convention will undoubtedly come constructive, well-balanced results—with no veto power to nullify them.

I confidently expect that one of those results will be the renewal of your resolution to keep our country vigorously aroused to the urgent importance of air power. It is easy to understand the indifference that "fogs in" so many of our people after an abnormal effort such as we have just known. We can all sympathize with that "tired feeling." But this time we cannot—we *dare* not—stand by and let apathy again run its disastrous course. This time those of us who know what the score is *must* keep America awake. That, as I see it, is your No. 1 responsibility.

I suppose every writer, politician, clergyman, and newspaperman for the past hundred years has referred to his own particular period as "the most crucial time in our history." Doubtless many of them were right. Today we *know* the problems we are facing are not flights of oratory. Our crossroads are *not* mirages. In our time the "handwriting on the wall" is so plain that everyone "who runs may read."

One very simple but startling interpretation is this: the airman has made the world too small for anything less than permanent peace; and permanent peace means that men everywhere must be guaranteed the right to think and act as free men. Does that seem an overwhelmingly large order? Nevertheless, it is inevitable; as inevitable, indeed, as World Government itself. And it is at this *real* crossroads of destiny that America finds herself hurtled into a position of world leadership—this country to which millions of desperate people are looking as their one hope for lasting peace.

We must not disappoint them, nor ourselves. We must face facts, and gird ourselves realistically for this very solemn responsibility. To do this, we must not only keep abreast of air progress, we must anticipate it and outpace it. As a group of airmen you know first hand what control of the skies means; your intimate, many-sided air experience leads each one of you to know that Air Power does factually mean Balance of Power. That is only the "ABC" of common sense and realism. And, while our day-to-day pattern does change with incredible swiftness, it is reasonably safe to assume the realm of the air will be the all-important area for years to come.

That being the case, I sincerely hope you take from your meeting at Columbus the stimulus of new ideas, the encouragement and the emboldening you will know from the sense of strength born of unity of purpose, and the firm and courageous renewing of your determination that America *shall* have what America *must* have, if she is to maintain her present world leadership—the strongest pair of wings in the skies!

From General Arnold's message to the AFA convention.

CONVENTION REPORT

THE MISSION: *continued*

study and collaborate with the National Defense Council on all matters pertaining to medical care and health problems as related to National Defense.

Submitted by Dr. Howard A. Rusk, delegate from New York.

Disabled Veterans

It is RESOLVED that National Headquarters AFA urge each squadron to appoint a committee of one or more, charged with the responsibility of looking into the care and welfare of all disabled and hospitalized Air Force veterans for the purpose of assuring that such veterans are receiving the best possible care available within their respective areas.

Submitted by California Wing.

AFA Banner

It is RESOLVED that a banner be adopted as the official design for identifying member squadrons of the Air Force Association, and that a committee be appointed by the President of the Association to select the banner to be adopted.

Submitted by Cuyahoga Founder Squadron, Cleveland, Ohio.

Officers and Directors

WHEREAS, on January 24, 1946, a group of patriotic citizens, having banded together for the purpose of helping to insure the nation's security and the world's peace, caused the AFA to be activated, and

WHEREAS, pending this first national convention, the affairs of the Air Force Association have been directed by the officers and directors, and

WHEREAS, great progress has been made by the Association as attested by the 126,148 men and women who have subscribed to its principles and the extension of an organization program into every state and

WHEREAS, these undertakings have furthered the guarantee of world peace, increased public understanding of Air Power, enhanced public regard for the Air Force and preserved the traditions of service:

Therefore, be it RESOLVED by the AFA that cordial thanks be extended to the officers and directors for their contribution to the principles to which the Association is pledged.

Submitted by California Wing.

THE REUNIONS:

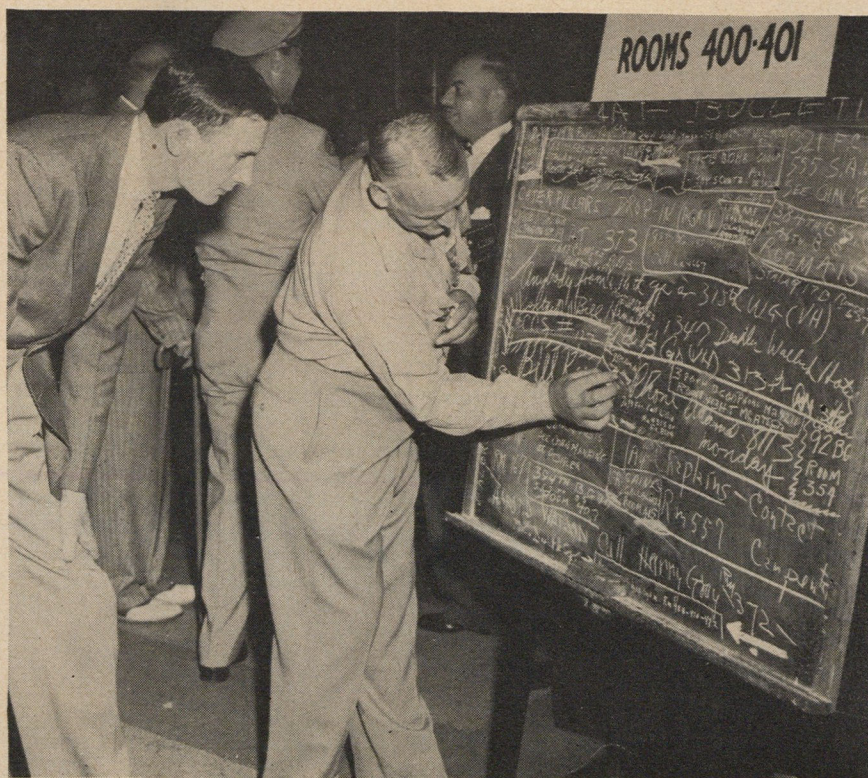
a long time between drinks

There were dozens of "conventions" within the convention. These were held, for the most part, in two-room hotel suites, after hours of the big meeting. The order of business: swapping stories, tipping bottles, singing songs. Voice and elbow muscles got stiff workouts but these conventioners seldom invaded the streets of Columbus, didn't bother with horseplay. They were too busy upstairs talking things over, both past and present.

For the big convention, the men at Columbus represented AFA Squadrons and Wings in all parts of the country. They sat with their local units in the business sessions. They conducted their business by

Squadrons. But for the smaller "conventions" they ganged up on the basis of wartime assignments, for these were the reunions of the various numbered Air Forces, Bomb Groups, Fighter Squadrons, POW outfits, and what have you.

They got together for their reunions through the medium of large bulletin boards in the lobby of convention headquarters. On these they scribbled announcements. "Come up to Room 345 and meet the gang from Umpheenth Group signed Joe Schmaltz." By convention's end the blackboards were so filled you couldn't force through another chalk mark. It provided backing for that "Keep the Gang Together" theme.



Blackboards set up in the lobby of the Neil House served as medium for conferees to locate one another. Writing space was at a premium from Sunday afternoon on.

CONVENTION REPORT



Corregidor captives Walter Oosting and Regina Reynolds met for first time since war at convention.



Proud veterans of the South Pacific's 13th Air Force raise their banner high above the empty beer glasses in Monday evening bout.



Ike and Don Gentile swap yarns. Aces F. Gabreski, B. Johnson, D. Schilling, H. Zemke were also there.



In a position they never assumed during the war (on their knees), veterans of the 5th Air Force pose for official reunion photo.

CONVENTION REPORT

THE REUNIONS: *continued*



Pilgrim ship and hexagon mark this as reunion of 6th Air Force. What was lacking in numbers was made up in spirit.



"And there I was . . ." and you know the rest. B-29 men of 20th Air Force rally around their wartime boss, Curt LeMay.



Men of Claire Chennault's famed Flying Tiger Air Force, the 14th, exchange greetings in Neil House get-together.



During the war it was "one damned island after another" for men of 7th. At Columbus it was one damned beer ditto.

CONVENTION REPORT

THE JOB AHEAD

By TOM LANPHIER

President, Air Force Association

If you were at the convention you heard me say what I thought about stepping into a job that has been held by Jimmy Doolittle. To repeat: It's a tough assignment, especially when that job is the presidency of the Air Force Association. I need your help, and the help of many others like you, to swing it.

Up to the time of the convention the development of the AFA was necessarily in the hands of the small group of men to whom we owe our very existence. These men had no way of knowing, and no direct way of utilizing, the general interest and capabilities of the Association's thousands of members. In true democratic fashion they deliberately kept the AFA program broad and general in scope, and waited for specific policy and specific action to come from the members themselves at this first national meeting.

The Columbus convention came through. It gave us a definite, workable platform. This Statement of Policy, universally acclaimed at the convention, now must be supported by strong action, locally and nationally. We must fight for what we believe.

And the convention revealed this—that the time had come when the government of the Association could and should be taken over by the members at large, on Wing and Squadron levels. As each AFA activity was discussed, and action projected, numbers of men asked for National, Wing and Squadron assignments so they could follow through. I propose to take full advantage of this willingness to serve.

My first job has been to divide up Association work for the next year through committee assignments. Up to now, with few exceptions, AFA committees have been perfunctory appointments. From here on in they become the guts of the entire outfit—guiding and controlling the Association.

I am asking men to serve on committees dealing with specific items in our Statement of Policy, with membership, finance, administration and legislation activities. In naming committees (to be announced in the next issue of AIR FORCE) I am making sure that all sections of the country are represented. And I don't care who a man was in war—combat or non-combat, officer or enlisted—or what position he holds in peace, just so he is qualified.

We have a lot of kinks to work out of our operation. We've got to figure out what makes one squadron tick and another bog down, and pass along constructive suggestions to all who find the going tough. The problem of financing wing and squadron activities and raising money in general can be licked. It has been licked in a number of cities, and we'll pass along the word on these successful operations. We have developed a plan by which we believe Wings and Squadrons can raise funds for themselves while strengthening our national financial structure.

There is a lot of hard work ahead but the things we believe in are well worth the time and effort demanded. Our objective is to drive home the importance of air power in maintaining the peace. I have great confidence in our ability to do that thoroughly, and I pledge the best that's in me to help accomplish it.



Blind Jimmy Osborn, adopted by the 9th Air Force, was youngest "delegate" at meeting.



Largest reunion of any of the numbered Air Forces was claimed by loud-singing 9th.

CONVENTION REPORT

THE SPEAKERS:

On air force symposium

Civilian and military leaders who addressed the AFA convention provided an outstanding symposium on the role of air power in maintaining the peace and insuring national security. Space limitations prevent reprinting the talks in full. Some pertinent quotes appear here.

"Air superiority to prevent war . . ."

ROBERT H. JACKSON

Associate Justice, United States Supreme Court

I do not believe that another war is imminent. In no country do the people want a war, and in no country would the masses support measures which they could recognize as causes of war. To be specific, I am satisfied that the Soviet Union is not in a position, economically, militarily or politically, to commence a war with us at the present time and that her leaders well know it. . . . We of the United States recognize that nothing we could possibly gain by another war would begin to equal what we certainly would lose. . . .

"Yet, we cannot fail to recognize disappointing and disillusioning facts. . . . The world never was vexed by more unsettled, and seemingly insoluble, war-provoking problems. . . . In a situation so tense with competition and struggle, a slight fumble on either side might provide the 'incident' that would precipitate an unwanted war. . . .

"No one could dislike and deplore huge military budgets more than I do, or have less belief that war will ever solve the problems of the world. But considering the condition of the world we live in, it would be suicidal to let down our defenses. No matter how much one hates war, if he has seen what defeat in our time means, he will demand such a degree of preparedness as will leave not one chance in a

million that our land could ever be laid open to conquest or devastation.

" . . . We learned at Nurnberg from the testimony of Albert Speer, Minister of Production, that three German factories were working at full speed in 1944 on production of two newly-invented gasses which produced 'most frightful results' which no known respirator would protect against. But these gasses were never used. 'All of the reasonable militarists,' he testified in answer to my questions, 'turned the gas warfare down as being utterly insane because, considering your superiority in the air, it would merely mean that the unprotected German cities would suffer the most tremendous catastrophe in no time.'

"This frank enemy testimony that it was our air superiority that spared all the Allied troops, including the Soviet, the horrors of gas and chemical warfare, was the most unanswerable argument I have ever heard for an American air force second to none. Of course, civilization demands that we continue at every opportunity to develop more humane, modern and practicable rules of warfare, so long as we cannot be sure that war will come no more.

"If decisive air superiority can prevent gas warfare, I do not see why an unquestioned air superiority, in view of its modern possibilities, may not be equally effective to prevent any war."

"The minimum is a 70-Group Force . . ."

W. STUART SYMINGTON

Secretary of the Air Force

Under General Doolittle's able leadership this organization has made a significant contribution to the end that our air power shall not be tried and found wanting. . . .

"The size of the military estab-

ment in time of peace, even in the time of a 'cold' war, is of necessity a compromise, for several reasons.

"In the first place, we must plan and be prepared to meet any sudden emergency which requires utilization of the forces and weapons of war we now possess. At the same time, however, we must plan and prepare for the provision of forces and types of weapons that would be required in any possible war some years hence, when national technological and scientific achievement have made obsolete all our present weapons.

"More than that, we must face the constant compromise between what military authority considers necessary on the basis of maximum security and what is finally decided as the minimum requirement on the basis of a calculated risk.

"This must be the case, because the maintenance year after year of Armed Forces certain to be adequate in any emergency would be such a constant drain upon the American economy as to destroy the American way of life just as surely as would conquest from without.

"There is a reasonable minimum, however, below which we cannot go



Justice Robert H. Jackson

CONVENTION REPORT

without not only gravely jeopardizing our national security, but also abdicating our world leadership.

"In arriving at this reasonable minimum, we must also seek a judicious balance between the three components of the Armed Forces. Air, sea and land forces are mutually supporting and mutually interdependent. Without attempting to achieve the Air Force requirements at the expense of the other services, it is still necessary to estimate the Air requirements in terms of the job to be done.

"The lowest figure which the Air Force believes it can set, and which has not yet been accomplished, is for a 70-Group Force, in instant readiness.

"This requires an overall strength of approximately 400,000 officers and men. The estimate is based upon two primary considerations. One is the need for such strength in being as will provide such defenses, and such capacity for retaliatory long-range destructive assault as will deter any potential aggressor from risking the consequences of war with the US. The other is the requirement for an adequate foundation to greatly expand

the Air Force, which of course would be necessary in case of war."

"Our first defense is air defense . . ."

GEN. DWIGHT D. EISENHOWER

Chief of Staff, United States Army

"The creation of the United States Air Force as an independent entity recognizes the special capabilities of air power; the creation of the Air Force Association recognizes aviation problems that require specialized—and organized—civilian assistance toward their solution. In this group we have a wealth of military and civilian talent that will devote itself to our defense needs, even as it keeps always in view the potential usefulness of the airplane in bringing the world closer together in purpose as well as in time. . . .

"The machine that has given men speed beyond all previous imagination, that has made him almost independent of geography, provided him also a vehicle for the transport of unlimited destruction. Against

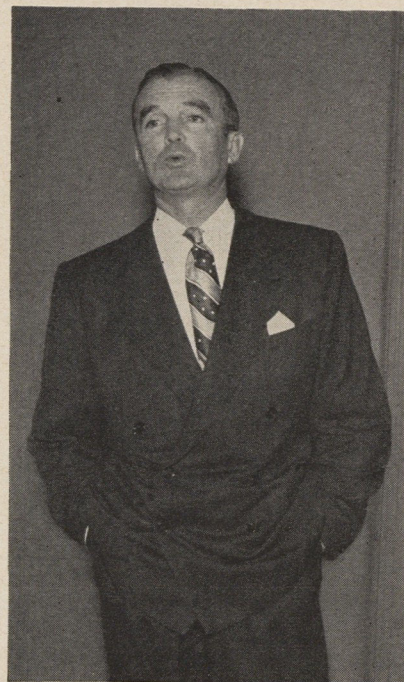
such threat, our first defense is air defense. But no real security resides in a second-best Air Force. Either ours shall be equal to any test a possible aggressor might impose or, under attack, it will cease to be.

"Such air power, at the command of America, is no threat to any nation or to world peace. When power is combined with a political philosophy of aggression and human enslavement, men are fearful; but men take heart when power backs up a social philosophy rooted in respect for human dignity and international peace. In all the free world, men would breathe more easily, work more earnestly in the present, plan more confidently for the future, if they were assured that the United States would continue first in the air, as strong and staunch in the maintenance of a just peace as it was mighty and forceful in the pursuit of unconditional victory. . . .

"Beyond an Air Force in being, equipped and manned for possible emergency, we must also have the producing plant to maintain it at the required level in numbers and design. We need research facilities to keep it technically proficient. We
(Continued on page 30)

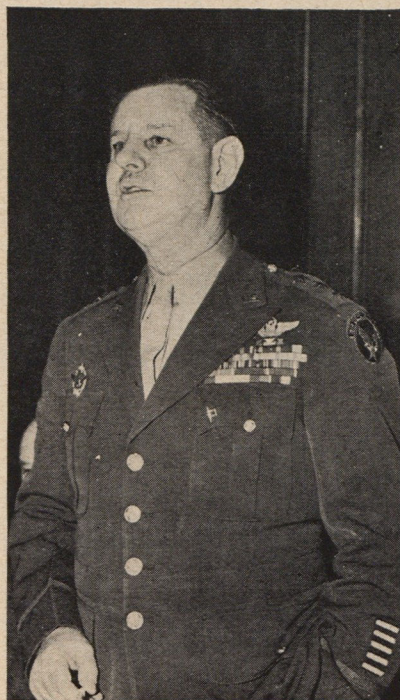


General of the Army Dwight D. Eisenhower



Secretary W. Stuart Symington

CONVENTION REPORT



Lt. Gen. George E. Stratemeyer

THE SPEAKERS: *continued*

must possess bases essential to its operation as well as an intelligence organization to alert it to every pertinent development in the world. In particular we must find ways of assuring the aircraft industry a continued healthy life because our international position in the immediate future may well be measured by its existence and productive capacity. By constant progress in our air industry we can enrich human living. . . .

"In a formula for universal peace and justice, there is one essential ingredient which we of the United States can supply—a steady resolution to devote ourselves untiringly to the pursuit of yet greater human mastery of the air. . . ."

"Within your membership you possess the knowledge, the skill, the imagination and the initiative to make of the airways wider avenues and of the plane a more efficient instrument for man's use. With these attributes come an imposing challenge and a weighty responsibility. The challenge—to maintain American air strength, both civil and military, first and pre-eminent in the world. The responsibility—to demonstrate to the outside world air achievement dedicated to the enrichment of man-



General George C. Kenney

kind. Your acceptance of the challenge and responsibility will be an index to America's future and the world's peace."

"World War II Is out of date . . ."

GEN. GEORGE C. KENNEY
CG, Strategic Air Command

"**M**ilitary men are often accused of preparing for the last war instead of the next one. Unfortunately in the past it has sometimes been true. . . . We can't afford to make such mistakes today. The rate of technical development of weapons of warfare is now so rapid and the effect of changes in technique so far reaching that it has become fatal to the national security to lag behind in development or in thought. We must think in terms of *modern* war. World War II is not modern; it is out of date. For our future security, we must look *forward* from the past and its lessons, not *back* to the past. . . .

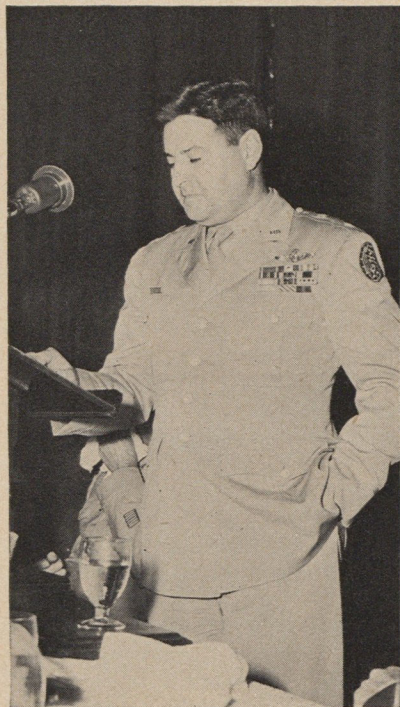
"This is the atomic age. The age of speeds hitherto undreamed of. The age of the rocket, the guided

missile, biological warfare, radio active clouds, of weapons of mass destruction surpassing those ever before employed. I would like to say that such weapons will be outlawed by international agreement, that moral reasons will prevent their use in warfare. The history of war affords little hope that an aggressor striving for a knockout blow, or nations fighting for their beliefs or their lives, will be restricted in their conduct of the war by moral factors. It has not been morality but expediency that has governed the use of new weapons. . . .

"There are already known weapons of mass destruction more deadly and far cheaper than the atomic bomb which can be quickly produced. There are aircraft in the hands of potential enemies which can carry these weapons to this country. Whether we like it or not, the laboratories of the world are burning the midnight oil these days while the scientists, the physicists and the engineers search for newer, more destructive weapons of war. . . .

"As the initial blow will come from the air and be delivered by air power the answer must be for us to maintain our air power strong enough to deter any possible enemy

CONVENTION REPORT



Lt. Gen. Curtis E. LeMay

from attacking us. The crook does not try to rob a bank that is adequately guarded."

"A reservoir of Air Reservists . . ."

LT. GEN. GEO. E. STRATEMEYER
CG, Air Defense Command

The Air Reserve now has a total of over one hundred and fifty activated TO&E Reserve units. These units are combat type and range from Wing Headquarters for Heavy Bomber, Fighter and Troop Carrier Wings, down to and including squadrons for each. At the present time, the majority of Reserve units have a complement of officers, but no enlisted men or equipment. It is our desire to increase these units to include a full complement of officers and a cadre of key enlisted men, and finally to include a full complement of officers and enlisted men together with essential equipment required for training and initial mobilization. One of the difficulties we have encountered is the inability to obtain sufficient enlisted personnel. If the necessary personnel

can be obtained, we hope to train the maximum number of full strength TO&E units next summer. . . .

"Today there are over one and a half million officers and enlisted men of the Air Force back in civil life. They are the people we need so badly to create that reservoir of ready Air Reservists which is so vital. Each of you knows at least one or more of these people personally. Go out and contact them and ask them to join the Air National Guard or the Air Reserve."

"The war of technology goes on . . ."

LT. GEN. CURTIS E. LEMAY
CG, US Air Force in Europe

The war of technology has to go on all the time—even in the years of nominal peace. The only way to ensure national security is to exploit to the fullest, in years of peace as well as in wartime, whatever capacity the nation has for improving the tools and methods of warfare, and to take whatever steps can be taken to increase and strengthen this capacity. . . .

"The program of research and development has to be planned for several years ahead. The Air Force program is actually drawn up for a period of five years from the present, and is continually modernized from year to year as new ideas and new discoveries become available to us. The nation must be willing to support a long-term program of research and development on a stable basis. The job cannot be done by spurts and jumps. . . .

"The possibility of using nuclear energy to propel aircraft is one that has excited our imagination ever since we first learned that atomic power can be released and controlled in large quantities. Less than a year after the atomic bombs were dropped on Japan the Air Force, in cooperation with the Manhattan Engineering District, set up a project to explore this possibility. As our studies have progressed during the past year, it has become clear that a nuclear-powered aircraft is not essentially beyond attainment. There are many problems to solve and many months and years of hard

work ahead of us, but it is our present belief that we shall eventually have available an aircraft engine which needs no chemical fuels to run it. We are also confident that such a nuclear engine, when we get it, will open up new fields of performances and range for our aircraft—will, in fact, free the air power of the United States from severe limitations that are set by the limited energy content of present-day fuels.

"I wish I could say with assurance that we are already so far ahead of possible enemy nations in our technical knowledge that there is no danger of our being outstripped in the foreseeable future. Unfortunately, this is not the case. During the war, we elected to place our emphasis on the production of air weapons that were already developed, at the expense of continuing and expanding research and development of new weapons. This decision, as we look back on it, can be defended—for we did win the war using the aircraft that were well on their way to production in 1941. However, we have to recognize that in some fields of air warfare we were lagging behind at the end of the war, and we have to face the fact that a major effort is required if we are to secure and maintain supremacy in the tools and methods of air warfare. We see reason to take some pride in the progress that has been made since VJ day; on the other hand, we see nothing but danger in relaxing the effort and resting on our oars. . . .

"We military people have understood for a long time that we must look to the civilian experts to supply us with improved weapons; however, it is only recently that we have recognized how much we can get from the civilian leaders by taking them into our confidence, discussing our problems with them, and asking them to help us think out the solutions. In the past, we have struggled with the problems alone and have turned to the civilian expert only after we had arrived at our best solution and needed him to produce the gadgets. The last war taught us that this procedure is out of date, that the military, the scientists and industry have to work together, in full confidence and

(Continued on page 48)



The Goodyear GA-2 Amphibian

Editor's Note: On these pages we introduce a new AIR FORCE department, and a fresh approach to magazine reviews of new aircraft. We supplant the usual comments of an editor with facts and opinions gleaned from AFA's vast pool of aeronautical knowledge. Here's how it works:

When a new plane comes along we select a Squadron to test it. The Squadron chooses a Test Team from the qualified pilots, maintenance men and technicians in its ranks. We bring team and plane together at a convenient airport for test flights and inspections. Then we interrogate the team and compile the findings.

This first report is a test of the Test, so to speak. We hope readers will participate in this department by sending us their comments.

The Test Team

The Westchester Squadron provided a six-man team. Two pilots: A. Wesley Cable, former 8th Air Force flight commander, and Andrew Burochnock, former 13th Air Force pilot and operations officer. Two maintenance men: Paul Bourquin, former 8th Air Force engineering officer, and Hugh M. Pierce, former training command flight engineer. Two technicians: Warren D. Glaser, former radar officer, and John H. Caldwell, former radar technician, both ex-8th Air Force.

The Aircraft

The GA-2 is one of the fleet of fourteen three-place amphibians built by the Goodyear Aircraft Corp. as part of a long range-exploration program to determine consumer requirements in the amphibian field. (The plane was delivered to the Westchester County Airport and demonstrated by Neil Fulton, Chief Pilot for the Atlantic Aviation Corp., representing Goodyear in the New York area. Fulton is a former B-29 commander, and is an AFA member.)

A flush high-wing monoplane, the GA-2 is powered by a 150 hp Franklin engine, de-rated to 145 hp by the attachment of a suction cooling fan system. Cruising range is 300 miles. It has a wingspan of 36 ft and an overall length of 26 ft. Standing height is 9 ft 4 in.

The boat itself is an all-metal hull with a flat-side single-step contour. The hull deck is reinforced to provide a full-length walkway.

Wing is of conventional all-metal construction, covered in fabric, with the exception of the ailerons which are metal-skinned. The only other fabric-covered surface is the rudder. Engine is mounted pusher fashion on a single pylon, supported by V-brace struts on either side. A fan-disc is mounted ahead of the Aeromatic propeller. Landing gear is electrically operated and tucks the wheel into the wing root. The strut moves straight up and back on a worm ar-

rangement, retracting into a covered well in the side of the fuselage.

Tail wheel is retractable and fully swiveled. A water rudder pulls into the bottom of the air rudder. Tip floats are of rugged construction: main stampings of medium heavy sheet riveted together, side skin and bottom supported by four stiffeners. The wing is fitted with a fixed slot.

The three-place cockpit provides two seats side-by-side, plus a passenger seat directly behind. To the pilot's left is a large sliding window. The door to his right is quite large for a three-place job. Dual wheel controls are provided. Conventional toe breaks are used for the hydraulic disc breaking system. Instrumentation is conventional.

The Findings

All tests were made with the airplane loaded to its gross weight of 2200 lbs. (Empty weight: 1450 lbs)



Pilots from Westchester AFA Squadron, Andrew Burochnock and A. Wesley Cable, check the cockpit with Neil Fulton representing Atlantic Aviation.

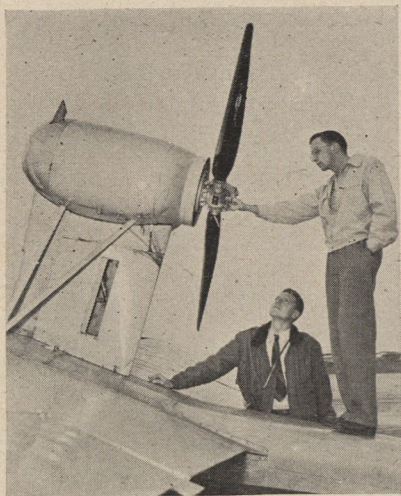


Hugh M. Pierce checks landing gear on the GA-2, noting how neatly the wheel will fit into wing root as the strut moves upward and to the rear.



Briefing session before the flight. Neil Fulton of Atlantic Aviation (extreme left) goes over the plane with the team.

(L to R) John H. Caldwell, Hugh M. Pierce, Paul A. Bourquin, Warren D. Glaser, A. Wesley Cable and Andrew Burochonock.



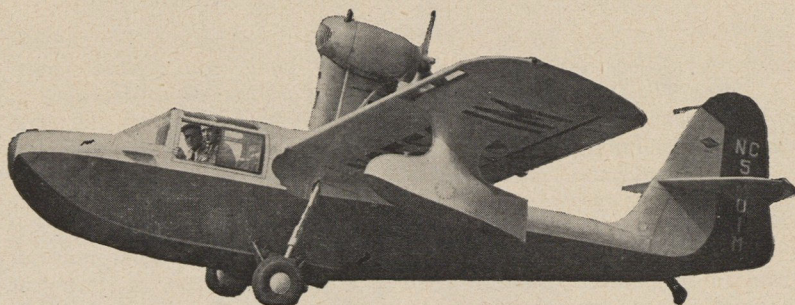
Circuit inspection. Hugh Pierce and Paul Bourquin (on the hull) check the propeller and cooling fan on the opposed six 145 hp Franklin engine.

Poor visibility on the water made possible only land takeoffs and landings.

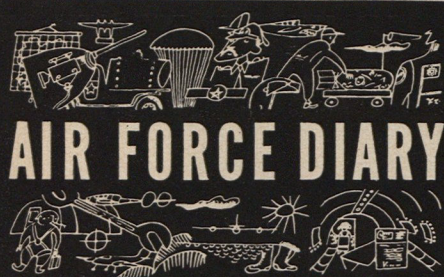
Taxiing characteristics appeared normal; control even at fast speeds appeared quite accurate. On ground, the wheel tread was eight feet. The take off run measured about 700 ft

in still air, or 11 seconds timed (by pre-checked Kelbert Chronograph). In the water, it would have been about 1350 ft and 16 seconds.

The GA-2 climbed at 650 ft per minute, substantiating the claim
(Continued on page 47)



Profile of the Goodyear GA-2 Amphibian. Note fixed wing slots.



By Lt. Bert Stiles

Illustrated by T/Sgt. Don Brockell

"When I grabbed the stick I grabbed the trigger too . . ."

The score for November, 1944 was pretty close. The Japs kicked the 14th Air Force out of its last air base in Kwaansi Province in China, but on the other hand, our B-29s had begun their pulverization of Tokyo from Saipan. In Europe the Nazis warned that systematic destruction of England by new V-2s was about to be launched. But while they were boasting we sent

3000 planes on a strike over the Hamburg-Meresburg-Harberg area. The A-26 had just made its debut with the Ninth Tactical Air Force in France. It was a crisp late fall, turning winter. . . .

The overcast was five miles or ten miles thick, and it started at the ground. So the bombers didn't go. We were supposed to shoot up a

certain railroad siding down near Munich where there were supposed to be oil cars.

There was much mud on the field, and much on my windshield before I got off the ground. The visibility was lousy. We almost ran into a Stirling.

The clouds broke up when we hit the coast and we went up. There were strings of 51s and 47s in back

of us and on the sides and probably up ahead.

The relay station came in with, "There are bandits operating in the Cologne area." All bandits are in the Luftwaffe.

There was a high overcast at maybe 22,000 and no low clouds. The ground looked peaceful, but it probably wasn't. We flew over the line somewhere just south of Aachen.

Somebody called in two planes up at two o'clock high.

Somebody else called in four planes at two-thirty high.

They were coming right for us. I flicked up all the switches and got ready to drop my tanks and turn into them shooting.

In two seconds, I'll break, I decided. I shook with anticipation. I guess it was that.

"Little fat friends," somebody sang out.

"They're Jugs," somebody else said, relievedly. P-47s, he meant.

They swung off maybe a mile out, showing that big slice-of-orange wing and went off to look for something else.

There was sweat on my hands and sweat on my legs and everywhere else.

We were fanned out in battle formation. We were looking around.

"Bogies at nine o'clock," somebody called in. Bogies are unknowns.

Somebody called them louder.

"They're 109s."

I flicked the switches on again. There was a bunch of planes up high at nine o'clock.

"We turned the wrong way," somebody said.

They were at three, not nine.

Twenty or forty of them slid through. Green flight climbed on the tail-end man. He climbed up. They out-climbed him. He did a half-roll. They watched. He went into a shallow turning dive, and the one and three man pulled up his tail and clobbered the hell out of him. (I got all this later.)

"He bailed out," somebody yelled.

"Eeeeeeeeyow!!!!!!"

Our flight did five or ten more turns and saw lots of 51s.

"We'll go down here," Red leader called in. "We haven't got enough gas to go all the way."

So we started down and we started looking. We flew over some hills and some trees and some towns and some railroads and we finally saw a town and a railroad in some hills that must have pleased Red leader.

And we went down. We went down in a woozy spiral, and we strung out. We clipped in over the spruce tops doing 400.

I was flying on my element leader. I went where he went. Once we went almost the same place. I slid under his tail, and over the top of a church steeple with twelve inches to spare.

It was Germany and it was pretty and peaceful and we didn't see anything to shoot.

We skimmed over a hill and there was a train. We didn't shoot it either; we were already past.

We racked into a 90-degree bank

top story got a burst of tracers and then we were past again.

We went round and round. There were enough 51s to shot up ten towns that size. Somebody got the engines on the first pass. There were two trains and we shot the hell out of them.

There was an oil tank, I guess. It had black smoke and it burned nice. Several others things burned and blew up.

Then somebody went in. The whole works blew when he first hit the ground, and the engine went shooting up over a hill into the trees.

There were two kids and a bike out in the middle of a street watching. Some people somewhere were shooting flak at us.

I saved one burst till I was really down on the train and saw somebody else had already burned out that car. I horsed back and made it over the hill with an inch or two to spare, went into my turn.

There was a guy down there about ten feet off the end of my wing, shooting a double-barreled shotgun at my element leader. He didn't give a damn. When we came back he was gone, prudently.

Then everybody was gone. I was all alone in the haze dusting over hill tops, looking for somebody, looking for anybody.

Then I saw a ship.

"This is Red leader, I'm going up," came over the radio.

There was a guy going up, so I went up too. Then there was another guy.

I checked my tail and there were two jokers right on it. I broke left. Little friends.

We went up. We went way up and everybody joined in.

"Where's White four?" came over the radio.

"I think he got it back there in the town." There was sorrow in his voice.

"I'm up here in Red flight," I said.

I cut my throttle back and put down flaps and faded back to White four position.

I flew in close and thumbed my nose at the element leader.

So we flew home. And nothing else happened to us. But plenty was going on. Everybody else was still down there talking loud and incoherently, jamming up the radio.

"Don't shoot me, I'm your leader," somebody else said.

"TS," somebody consoled him.

"I'm out of oil," the same guy said. "I'm out of everything."

We waited. (Continued on page 47)

Situation Normal

In case you've forgotten, this is what it was like to ride a Mustang to Munich and back in 1944

"Drop tanks in 15 seconds, White flight." That was us. I let mine go in about three and was tied for last.

We went into a screaming turn to the right. I jacked up the rpms to the firewall and gave it full throttle.

There were 51s all over the sky in a big swirl.

I kept swiveling. 51s on my tail. 51s at every hour on the clock.

and got into string and went back around. Everybody was there. I lined up on a hunk of train and flicked on my gun switch . . . then I kicked into a turn and jerked back on the stick when a 51 moved in, in front of me.

When I grabbed the stick I grabbed the trigger too. The 51 didn't get it, for some reason, but a big old two-story house did. The

tech topics

Radical jet fighters, bombers, helicopters and cargo planes feature month's tech progress

The Front Cover

The first helicopter to rate CAA approval for night flying is the Bell 47-B (see front cover). Flight tests revealed that lighting requirements for helicopters differ little from those of conventional aircraft. The night-flying copter carries the conventional red and green navigation lights attached to the sides of the cabin; a white light is appended to the end of the tailboom; a 250 candlepower seal beam headlight is set in the nose.

New Military Aircraft

Among new tactical prototypes now undergoing preliminary tests for the Air Force is Boeing's XB-47, a six-jet bomber with revolutionary swept back wings.

About the same size as the B-17 but classed as a medium bomber, the XB-47 is reported capable of 630 mph plus. It incorporates many new engineering fashions, most apparent of which is the Busemann airfoil planform featuring the swept-back delta-shaped configuration of wing and tail designed to lay behind the shock waves generated at the speed of sound.

To de-cumber the super-thin high-speed wing, the main legs of the landing gear are arranged in tandem within the fuselage. The plane is steadied by a set of outrigger wheels which retract into the main engine nacelles.

The placement of the power plants is equally radical. Two power packages are suspended from under the wing about a third of the way out from the fuselage, with a single-unit nacelle about a third of the way in from the tip.

Pictures of the XB-47 reveal a set of nine angulated vents on either side of the fuselage, directly over the rear wheel well. In the absence of official announcement, there has been considerable speculation among experts as to their function. The most plausible theory is that a battery of Jato units have been installed to furnish burst power either for take-off or additional speed in case of air attack. Internal installation of such a system would indicate that some form of short-interval continuous power is available for other than take-off purposes. It seems logical that if the auxiliary power system were to be used solely for getting off

ground, provision for jettisoning the extra weight would be provided.

XP-87: From its Columbus, Ohio, plant Curtiss-Wright shipped the XP-87 to Muroc for initial flights. This new jet is the most powerful fighter plane to date, a two-place mid-wing monoplane powered by four Westinghouse axial flow engines. The new craft appears to be an extension of the night-fighter set-up developed during the war and embodied in such aircraft as the De-Havilland Mosquito. This arrangement called for a swift, highly maneuverable aircraft in which the pilot flew the airplane pursuit fashion while the other crewman concentrated on the radar screen.

The XP-87 has a span of about sixty feet and is reported to have a top speed of about 600 mph. Its mass power output is as great as that of the wartime B-29.

XP-86: North American's newest single-engined fighter, the XP-86 started tests at Muroc. This far, no actual data has been released on the new craft, but official photos released by the Air Force indicate that the new fighter uses the Busemann swept-back airfoil planform as does the XB-47. This design is reported to be capable of 650 mph loaded.

XB-49: Northrop finally rolled out the XB-49, the jet-powered version of its flying wing. Generally similar to the B-35 in airframe design, the plane is powered by eight Allison-built GE-J-35 units, and is supposed to be more than 100 mph faster than the propeller model flying wing.



Top view of the new Boeing XB-47 Stratojet. Note how the swept-back Busemann motif is used not only in wing but also in tail and inboard engine supports. The span is 116 feet. Despite its Superfort dimensions, its crew comprises only three men.

Roto Wing Progress

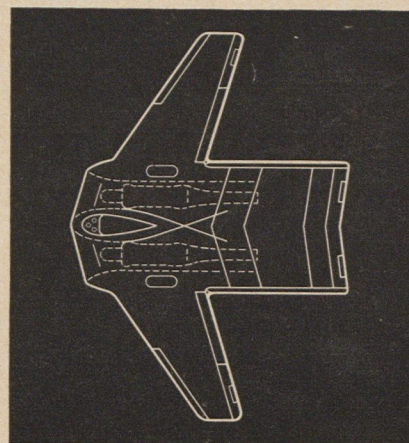
The first helicopter ever built in Canada, the S. G. Mark VI, is undergoing preliminary test flights at Dorval Airport near Montreal. While the new machine appears externally little different from the traditional single-disc tail-rotor type, it contains enough variations to warrant careful examination. It is a four-bladed fully-flapping single-rotor machine, with an anti-torque propeller. It carries a pilot and two passengers and has a range of 150 miles.

The S. G. Mark VI was built for Intercity Airlines of Montreal to satisfy the peculiar operating conditions of Canada, where ease of maintenance and operation are requisite. Its fuselage is of welded steel tubing

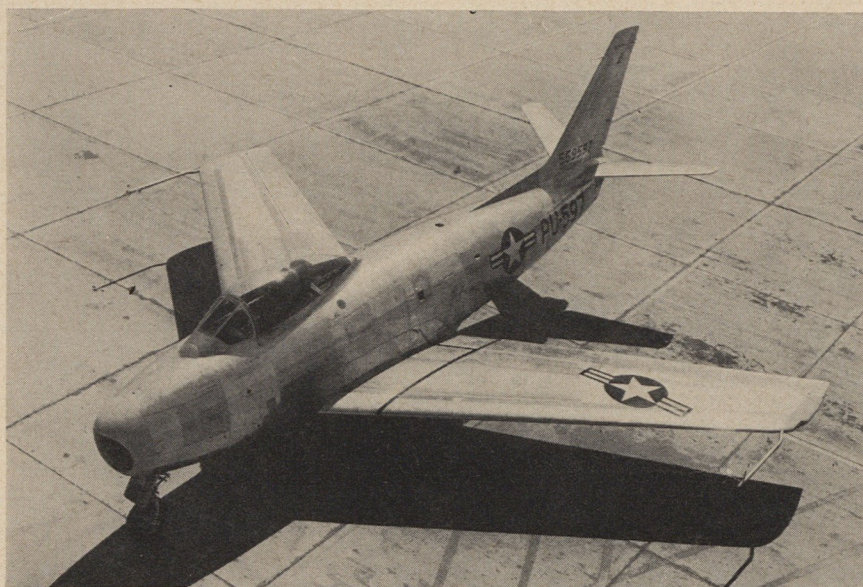
with a set of cooling fins which allows it to run cool even when the machine is hovering at 95 degrees outside temperature and a humidity of close to 100 per cent.

The test flights so far indicate that the craft has unusual freedom from vibration and stick shake and a good power reserve while hovering.

The S. G. Mark VI has several unique features. It is the first helicopter to be designed to a specific set of conditions. Intercity Airlines of Canada surveyed the field of existing commercial helicopters and decided that none of them suited their particular requirements. They then engaged the team of Bernard W. Szytzyer and Selma Gottlieb of New York to design a machine to answer their needs. The latter mem-



Top view of Burnelli's proposed twin-jet for Reserve and National Guard use, which employs the lifting fuselage principle and boundary layer control.



Like the XB-47, North American's new XP-86 uses the swept-back supersonic planform. Wing employs a laminar flow curve. While no data has been released on this latest Air Force fighter, some experts predict it will top existing pursuit plane speeds.

with the usual cowling over the power section and fabric covering over the rest of the machine. The final configuration will be equipped with a tricycle landing gear with steerable nose wheel and long-stroke shock absorbers on the main legs. In the prototype, a conventional gear was used.

The craft is powered with a 178 hp opposed six Franklin engine situated aft of the pylon for better cooling and easier maintenance. The transmission is comprised of one set of bevel gears and a single planetary unit, driving the main shaft. It is provided with a separate lubricating system employing a special high-pressure gear oil. Further, it is fitted

with a set of cooling fins which allows it to run cool even when the machine is hovering at 95 degrees outside temperature and a humidity of close to 100 per cent.

By the application of stringent shop housekeeping, the New York engineering team kept the building time of the prototype to only 20,000 man hours and the construction cost to about \$60,000, a record low. This was achieved without any simplification in primary structure.

The ship has excellent performance for its comparatively low power. Top speed is 105 mph, cruising at 85. Normal range was calculated at 120 miles with about 700 pounds of

useful load. It climbs to a 13,000 foot service ceiling at 850 feet per minute.

AIR FORCE COPTERS: The Air Force has accepted the first R5F, a rearranged version of its conventional Sikorsky model. The new job still is powered by a 450 hp Pratt and Whitney engine, but it carries a pilot and three passengers as compared with a two-place setup. Its cruising speed is 85 mph. Range is 245 miles. The craft is to be used for air rescue and ambulance duty.

Air Materiel Command has indicated the acceptance of the largest single-rotor military helicopter on record, the Bell XR-12. The new design is a modification of the commercial Model 42, the experimental five-place machine developed by Bell for a commercial market. The main difference between the military and civil versions appears to be the addition of military equipment and the use of a 550 hp Pratt and Whitney engine, instead of the 450 used in the commercial machine.

The XR-12 is a single-disc machine using a two-blade main rotor and dynamic balancing bar, with a tail-rotor. The main rotor system is forty-seven and one-half feet in diameter. Its tricycle landing gear can be changed to pneumatic floats with little trouble. Also, it can be converted to carry a rescue hatch and hoists for air-sea rescue.

Top speed on the XR-12 is calculated at 105 mph. The 5803 pound machine has a useful load of 1630. Thus weighted, it has a service ceiling of 13,000 feet. Vertical climb rate is 450 feet per minute.

In the meantime, AMC announced
(Continued on page 38)

tech topics

continued

that its engineers and those of Prewitt Aircraft Company of Wallingford, Pa., were investigating the phenomenal performance claims made for the Flettner 282 helicopter. This craft was captured from the Germans after VE Day. The machine is a twin-rotor type whose blades intermesh. The discs are at a 24 degree angle to one another. The right rotor revolves clockwise, the left counter-clockwise, as viewed by the pilot.

The Germans claimed first-rate maneuverability for the 282 plus a total elimination of torque. According to their records the ship has been flown in heavy rains, wind storms and blind flying conditions.

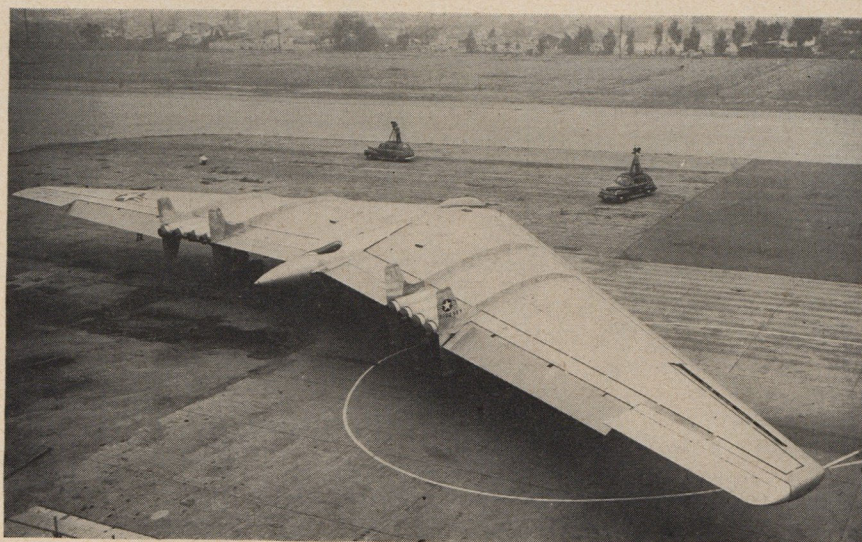
Design Proposal

Distribution of jet fighter aircraft to Reserve and National Guard units has imposed two new problems on operations personnel. One is that the fast landing characteristics of these planes make many of them too hot for weekend pilots to handle safely. This same characteristic limits many of the jets to Class Four airports, not always available to these secondary military units.

As a solution, Vincent Burnelli, designer of the lifting fuselage, has proposed a small twin-jet fighter which uses the aerodynamic body, thereby delivering the usual advantages of the all-lift structure. The ship as currently designed uses the air bled from the boundary layer to feed the engine. This, according to the designer, eliminates the conventional wide air intakes and their accompanying aerodynamics problems.

The withdrawal of the boundary layer (the static layer of air that lies adjacent to the airplane's skin), is achieved by means of a slot located in the wing's upper surface, close to the trailing edge. The suction effect of the ejecting exhaust gases from the two engines is supposed to draw large volumes of boundary layer air into these slots. This not only eliminates the need for venturi air intakes but also reduces the skin drag caused by boundary layer resistance.

The lifting fuselage, outer panels



Largest and most powerful jet airplane, Northrop XB-49 is generally similar in airframe to conventionally powered B-35 Flying Wing. Its battery of eight axial turbojets gives the giant bomber about a third more top speed than propeller type ship.

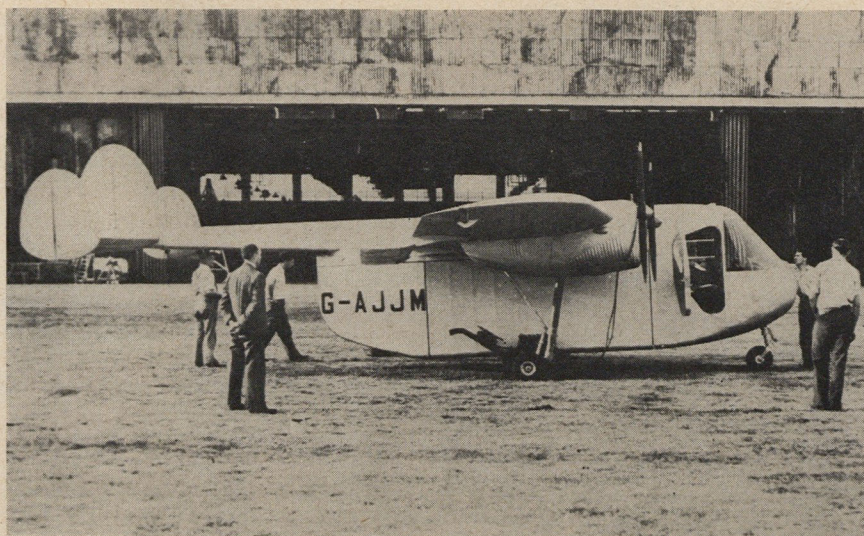
and elevated tail unit all use the 30 degree Busemann type Delta-configuration. This overall lift pattern results in a lower wing loading than in conventional jet airframes. Preliminary tests and calculations indicate that, despite a top speed of well over 600 mph, the *loaded* landing speed predicted to be only 73.8 mph. The figure, in actual operation should be even lower, as aircraft seldom if ever land fully loaded.

Cargo Aircraft

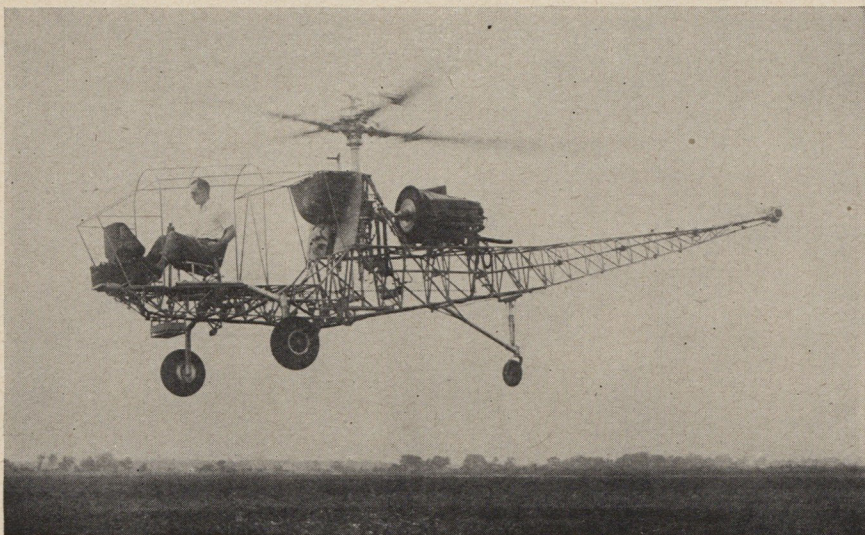
Two fresh approaches to the air cargo problem came to light this month. Curtiss-Wright unveiled the

full-scale mock-up of the CW-32 Skytruck, a four-engined 100,000 pound transport designed from the ground up for cargo operation. The new design has a general configuration reminiscent of the single-tailed cargo-version B-24s but is considerably larger, having a span of 130 feet and a length of eighty-nine.

The cargo cabin is sixty-one feet long. The fuselage is rectangular, the available space being seven feet high and nine feet across. Loading is facilitated by hinging the fuselage on top, so that the entire tail end of the fuselage can be raised to 90 degrees of the fuselage by means of a



Miles Aircraft of England presents a new approach to the cargo problem in the M-68. The center hold can be removed from the tailboom, fitted with wheels and a tow bar and towed to its ground destination. Rear fairing can be used to streamline cabin.



Pilot Henry Eagle completes primary test flights on the S. G. Mark VI three place helicopter, developed for bush flying for Intercity Airlines of Montreal. Powered by a 178 hp Franklin, it is built for easy maintenance. Finished ship will be fully cowed.

built-in hydraulic jack system. This places a section forty-eight feet long at unobstructed truck height.

The Skytruck can handle sixteen tons of freight on a coast-to-coast run at 300 mph. For military transport purposes, it can take a 31,000 pound 155 mm long rifle or a seven and a half ton truck.

Power is provided by four Pratt and Whitney R-2800 hp engines, swinging three-bladed reversible propellers. The main landing gear legs carry double tired trucks. The steerable nosewheel is also dual-wheeled.

Miles Aircraft of England has come up with a new approach to

their air cargo problem in the M-68, or Merchantman. The M-68 consists roughly of a cockpit, a tailboom that runs from the enclosed crew compartment to the triple tail, and a wing which supports the four 110 hp Cirrus Minor four-in-line engines, and contains the main legs of the double-truck landing gear. The steerable nosewheel is under the cockpit compartment. Behind the cockpit is a detachable square-sectioned container, four and a half feet across and ten feet long, which can be fitted with wheels and a towing bar. The setup ends with a fairing.

In operation, the cargo container

can be loaded at the factory and towed to the airport behind any motor vehicle. There it is run into position and attached to the cockpit and boom, while the streamlining is appended to the end. After landing, the wheels are attached and the container delivered.

The fairing is then fastened to the cockpit and the craft can take off for return flight. The M-68 can handle 1600 lbs of cargo at 130 mph.

Personal Aircraft

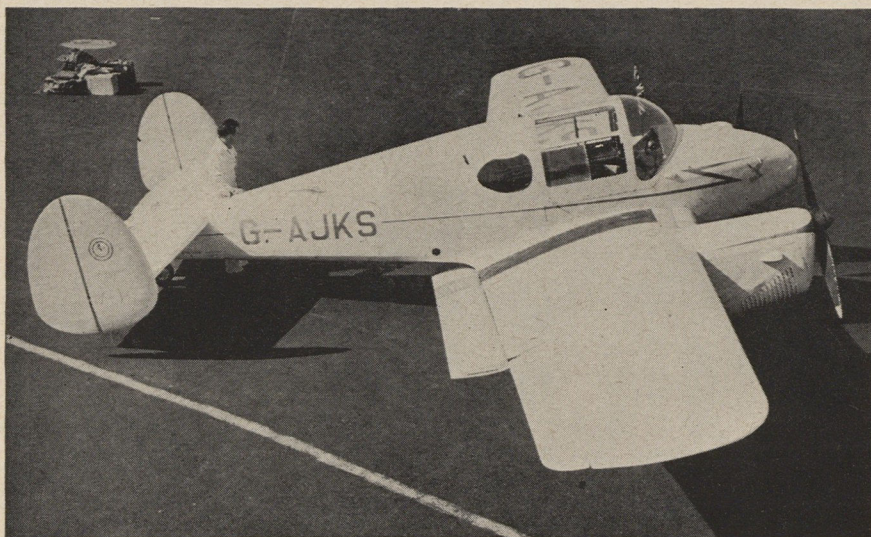
In line with their "push export" policy, Great Britain has sent a fresh invader into the American personal airplane field in the form of the new Miles Gemeni, a four-place twin-engined personal transport. The plane came across the Atlantic on an escort carrier and was flown from its deck off the Newfoundland coast. It is currently touring the US and Canada, flown by Sq. Ldr. Jimmy Nelson, Denver-born RAF Ace formerly of the Eagle Squadron.

The Gemeni is a slick, all-wood low-wing airframe. Its four-place cabin is unusually comfortable, even in the rear seat. No larger than most single-engined four-place aircraft, its span is 36 feet 2 inches, its overall length 22 feet 3 inches.

The demonstrator now on tour is powered by four-in-line 100 hp Blackburn Cirrus Minor engines, swinging two-bladed fixed-pitch wooden propellers. The version which Miles hopes to export will be fitted with 125 hp Continental engines and aeromatic constant speed propellers.

One of the major features of the Gemeni is the Miles auxiliary airfoil, an underslung flap arrangement with a 30 degree range. The ailerons are interconnected with the flap, so that they droop when the flap is lowered. This turns the ailerons into an auxiliary flap without disturbing its control function. Other features include one-piece wide vision plastic windshield, jettisonable cabin top and the crashproof tanks developed for wartime Miles trainers.

In flight, the Gemeni indicated a top speed of 147 and a cruising indication of 131 over a timed course. In a five mile wind it broke ground in 200 yards and cleared a fifty foot obstacle in 440. However, the remarkable features were its 35 mph stalling speed and its first-rate single-engined performance. At cruising speeds, one engine can be cut, and the plane will continue flying a straight line without the use of controls or of trim tabs.



Top view of the British Miles Gemeni, four place twin-engined personal transport, now on demonstration tour in the US. The manufacturer hopes to sell the craft in the US fitted with American engines, propellers, radio, instruments and accessories.

Ingenuity Acres

At Roswell the housing problem was solved by a sympathetic CO, and a little time and elbow grease



These are some of the 44 buildings left idle from days when Roswell Field had a strength of 8000, which were converted into "apartments" for men with families.



At Ingenuity Acres, small fry and their pets have plenty of room to move around and grow. Scrubbed faces and fresh clothes were special concession to photographer.

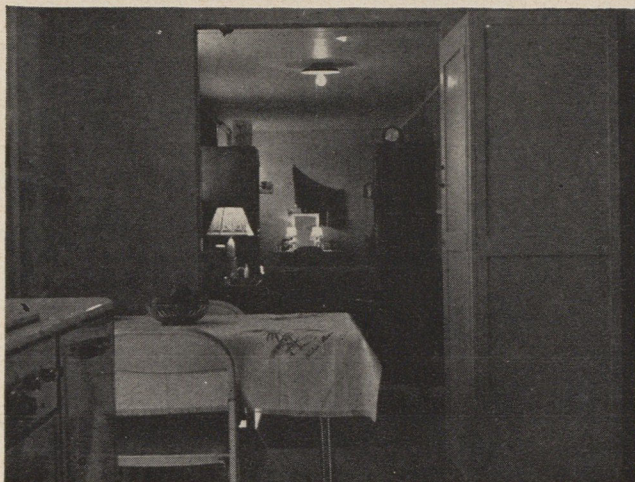
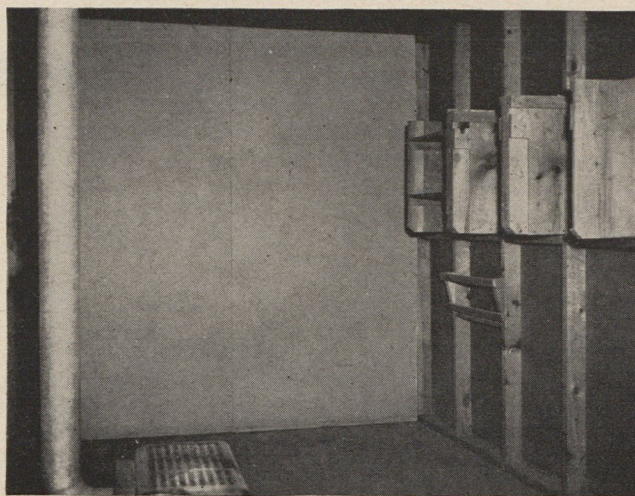
When the 509th Bomb Group, now of the 8th Air Force, was seeking volunteers to participate in the Bikini A-bomb tests a year and a half ago, one of the "come-ons" was an official promise to do everything possible to have housing ready and available to family men when the outfit returned to Roswell, New Mexico.

The promise, like the bomb, went up in smoke. When the men returned to the States there simply were no houses. Realizing that the situation was as radioactive as the water in Bikini Lagoon, Colonel William H. "Butch" Blanchard, CO of the field, whose heart takes up a goodly portion of his 250 pound frame, hurriedly called a meeting of a number of the station's key enlisted personnel. What to do? Somebody had an idea. Why not "confiscate" the leftover wooden barracks which were standing idle from the days when the base had housed a peak of some 8000 soldiers—confiscate them and convert them for family use. The men could do it in their spare time.

What about regulations? The Colonel decided not to look them up. His only caution to the men was that no money could be allotted by the base—it had to be an unofficial project all the way.

That was all the EMs wanted to know. What happened in the short period of time that followed is pictured on these pages. The area is known as Ingenuity Acres. Altogether, 44 buildings have been transformed into homes for 142 families. Some of the modern conveniences like private bathrooms are lacking, but this small inconvenience means little to families that would otherwise be homeless.

Eventually the residents of Ingenuity Acres will move into permanent, brick, stone and timber homes now abuilding. Until then they will go on humming that old tune "just a little room or two will more than do . . ." and be happy with what they've got.



Deserted by war-time GIs, Roswell barracks looked like this (top) before the renovation. "After" photo below.



Colonel Butch Blanchard (center) gives Roswell EM the nod to go ahead on Acres at their own time and own expense.



Kitchen space and equipment aren't everything a young bride dreams of, but it will do until permanent housing is ready.

CROSS

COUNTRY



New Lineup

The independent Air Force started taking its autonomous shape on the top side last month. W. Stuart Symington became Secretary of the new Department of the Air Force. General Carl A. Spaatz went in as Chief of Staff of the new United States Air Force. Arthur S. Barrows, former President of Sears, Roebuck and Company, became Under Secretary of the Air Force. Cornelius Vanderbilt Whitney, veteran of both World Wars and an AFA member, and Eugene M. Zuckert, former special assistant to the Secretary of War for Air, became Assistant Secretaries of the Air Force.

These changes were followed almost immediately by a streamlining of the Air Force, by topside promotions and several notable reassignments. Lt. Gen. Hoyt S. Vandenberg, hitherto Deputy Chief of Staff and Deputy Commanding General, was promoted to four-star General and appointed to the new office of Vice Chief of Staff in the USAF.

Maj. Gen. Lauris Norstad, Director of Plans and Operations of the Army General Staff, was promoted to Lieutenant General. He will become Deputy Chief of Staff for Operations USAF as soon as General Eisenhower can release him.

To the critical transpolar frontier the Air Force assigned Lt. Gen. Nathan F. Twining, until then Commanding General of the Materiel Command, as Commanding General, Alaskan Department. Maj. Gen. Curtis Lemay was promoted to Lieutenant General and assigned to Germany as Commanding General US Air Forces in Europe. He had been deputy Chief of Staff for Research and Development.

General Joseph T. McNarney, senior Air Force member of the Military Staff of the United Nations, took over as Commanding General of the Air Materiel Command. He was succeeded at UN by Maj. Gen. Hubert R. Harmon who was Commanding General, the Caribbean Command.

Other major changes included: Maj. Gen. Idwal H. Edwards, Assis-

tant Chief of Air Staff for Personnel, to a parallel post as Deputy Chief of Staff for Personnel and Administration; he was promoted to Lieutenant General. Maj. Gen. Howard A. Craig, Chief of the Alaskan Department, was appointed Deputy Chief of Staff for Materiel, and was also promoted one grade. Single-grade promotions without change in station went to Maj. Gen. Benjamin W. Chidlaw, Deputy Commander, Air Materiel Command; Maj. Gen. Elwood P. Quesada, Commanding General, Tactical Air Command; Maj. Gen. Edwin W. Rawlings, the Air Comptroller, and to Brig. Gen. Joseph H. Atkinson, Commanding General, Alaskan Air Command.

Brig. Gen. Franklin O. Carroll, Director of Research and Development at Air Materiel Command, was promoted to Major General; Col. John B. Montgomery, Executive to the Secretary of the Air Force, got his first star. A similar promotion went to Col. Horace A. Shepard, Director of Procurement and Industrial Planning, Air Materiel Command.

The object of much of this re-

organization is to de-centralize responsibility and ease the burden on the Chief of Staff, USAF. The major change is the elimination of the five Assistant Chiefs of Staff for Personnel, Intelligence, Operations and Training, Materiel, and Plans, replacing them with three Deputies for Personnel and Administration, Operations, and Materiel. The most significant change is in Operations, which will be headed by General Norstad. Intelligence, Training and Requirements, Plans and Operations, and Air Communications will be under his command, as well as the new Guided Missiles Branch. On the same level with the three Deputies will be the Air Comptroller.

One of the key posts in the Air Force establishment went to a civilian for the first time in Air Force history. Stephen F. Leo, a veteran newspaperman and recently Deputy Director of Information, Army Air Forces, was appointed Director of Public Relations, Department of the Air Force.

Before the war, while employed by the Guy P. Gannet newspaper chain in Maine, Leo was loaned at



General Carl Spaatz looks on as Justice Stanley Reed administers the oath of office to Assistant Secretaries of the Air Force Eugene Zuckert and Cornelius V. Whitney, and Undersecretary of the Air Force Arthur S. Barrows, shown with his hand on Bible.



Brig. Gen. D. F. Fritch, commander of Scott Field, Ill., presents a silver loving cup to Miss Carol Gerstenecker, winner of the local beauty contest and the title Miss Scott Field. She will compete for the national title, "The All Armed Forces Girl."

various times for service with state and federal agencies. He entered the AAF as a Private and rose to the rank of Captain, and served in the Southwest Pacific and the CBI. He is an AFA member.

Maj. Gen. Emmett O'Donnell, Jr., who was Director of Information, Army Air Forces, became Director of Air Information, United States Air Force.

Paradrop Battery

The second important step in the joint Ground Force-Air Materiel Command testing program on the parachute delivery of heavy weapons was completed at Fort Bragg, N. C., when an Air Force Fairchild C-82 Packet dropped a 105 howitzer and a jeep at the same time.

The demonstration was held for members of the Army Ground Force's Board No. 1. Both the jeep and the howitzer were mounted on

wooden platforms and loaded into the Packet, jeep first, howitzer after, the latter's muzzle pointing toward the plane's tail.

Both platforms were mounted on a roller-floor arrangement to assure easy removal of the load, and both carried their own floatation, the howitzer carrying two 96-foot parachutes, the jeep but one. The two platforms were extracted from the hold by 16-foot ribbon-type pilot chutes, which drew the howitzer out from under the tailbooms. Static lanyards attached to the main packs opened the parachutes. The same procedure was followed with the jeep. The ribbon pilot parachute was ejected by means of a device called a "mouse trap" which was attached to the side of the fuselage. When tripped, it would not only open the chute pack but eject it from the cabin.

Both the 440 lb howitzer and the ton and a half jeep landed ready

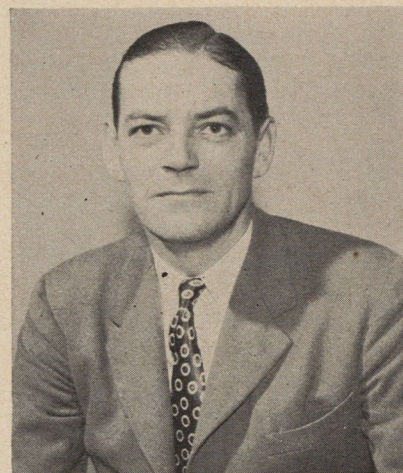
for immediate use. The tie-down system which fastened the loads to the platform used the parachute-type quick releases to effect rapid mobilization of the equipment.

Guard Units Recognized

The air arm of the Virginia National Guard has been granted official Federal recognition, according to an announcement made by Maj. Gen. Kenneth F. Cramer, Chief of the National Guard Bureau. Three units comprise the Virginia Air National Guard, the 149th Fighter Squadron, the Utility Flight of the 149th Fighter Squadron and Fighter Detachment C of the 213th Air Service Group.

State Chart

Pennsylvania's Aeronautics Commission tried a new form of state activity when it issued the first comprehensive air chart ever issued by an individual state. The chart is drawn to the standard scale established for federally-issued sectional charts, and contains all the standard features, such as radio ranges, elevation in color, railways, streams and highways. In addition, it shows several features which do not appear on standard sectionals. These include the 726 air markers which are displayed in the commonwealth,



Stephen F. Leo, newly appointed Public Relations Chief, Department of Air.

which are not indicated on any other map, as well as the 152 forest fire towers, which make good check landmarks. About 75 communities not previously marked appear on the Pennsylvania chart. These sections are furnished free to all owners of certified aircraft in the state and are available through the state bureau of publications in Harrisburg.

CALIFORNIA

The East Bay Squadron, with headquarters at Oakland, obtained its official charter on September 22. But this squadron has been organized for approximately six months and although it had not yet been chartered on Air Force Day, still pitched in and had an excellent observance in Oakland. Officers of the East Bay Squadron are: George D. Mantell, Commander; James F. McNeill, Vice Commander; Francis C. Rogers, Secretary; Jerome F. Tebbs, Treasurer. Commander Mantell welcomes all former Air Force men in the East Bay area to join the Squadron. Mantell's address is 2807 Windsor Drive, Alameda. Meetings are the third Wednesday of each month.

The Los Angeles Squadron No. 1 named its permanent officers at the August meeting. They are Leo Coutt, Commander; Miss Rae Gersco, Secretary; Earl Ewins, Treasurer. Miss Gersco will provide full information about the Squadron to interested former Air Force men. Her address is 3071 Leeward Ave., Los Angeles 5. The Squadron meets on the first Thursday of each month.

INDIANA

Organizational activity in Indiana centered around Evansville, where on September 22 a squadron of sixty-nine members was officially chartered. Officers of the squadron include: Oliver K. Loer, Commander; Lawrence J. Parker, Jr., Vice Commander; Charles C. Huppert, Secretary; Henry B. Brooks, Treasurer. Secretary Huppert, who lives at 825 South Elliott St., Evansville 13, will be pleased to answer inquiries about his squadron to interested Air Force men. Meetings are held on the first Thursday of each month.

IOWA

Out in the midwest, the Keokuk Squadron was chartered on August 29 and now meets the third Thursday of each month. Officers of this new organization are: Irwin R. Lindner, Commander; Orval C. Oliver, Vice Commander; Charles F. Bowles, Secretary; John C. Strohmaier, Treasurer. For further information about the squadron, Commander Lindner has invited inquiries at the Municipal Airport in Keokuk.

KENTUCKY

The Covington Squadron, now six months old, held its first election of permanent officers at its August meeting. The new slate includes: Arthur A. Bingham, Commander;



Henry L. Cross, Vice Commander; Charles D. Walker, Secretary; Clifford L. Norton, Treasurer. The squadron meets the last Friday of each month and Commander Bingham asks other former Air Force men in the area who are interested in becoming active in the organization to contact him at 3714 Glenn Ave., Covington.

MARYLAND

In listing the Commander and other officers of the Baltimore WAC Squadron in the September issue of AIR FORCE, Miss L. M. Gardner was erroneously listed instead of the present Commander, Miss Hilda D. McCann, who was elected 'way back in July. Other officers of this all-WAC Squadron are: Muriel J. Miller, Vice Commander; Mary McCubbin, secretary; Gertrude Patterson, Treasurer. Miss McCann has an interesting and active program worked out for the WAC Squadron and requests that all former Air Force WACs in the Baltimore area contact her at 2523 E. Biddle St., Baltimore 13.

NEW JERSEY

Ninth squadron to be established in New Jersey was at New Brunswick. Here, on August 21, Peter Modushi was elected Commander. Other officers are: John P. Deren, Vice Commander; James A. Doeler, Secretary; Joseph H. Bonchesji, Treasurer. The squadron meets on the first Tuesday and third Thursday of each month and all former Air Force men in the New Brunswick area are invited to contact Secretary Doeler at 162 Hillside Ave., South River, for more information about the organization.

NEW YORK

The newest squadron to be organized in the State of New York is right in Wing Commander Casey

Jones' back-yard—at his Academy of Aeronautics. Chartered on September 23, the new squadron has forty-two members. Officers of the Academy Squadron are: Charles H. Wagner, Commander; Kenneth W. Hartje, Vice Commander; Harry A. Gebhard, Secretary; Robert Bowen, Treasurer. For those desiring further information, drop a note to: Jack V. Casamassa, Academy of Aeronautics, LaGuardia Field, New York City, N. Y.

Presentations of American Defense and Victory Medals were made to eligible Air Force men living in Brooklyn under special arrangements with the Army Recruiting Service. The ceremony, at which former Air Force men received their Defense and Victory Medals, was sponsored as part of a regular meeting of Brooklyn Squadron No. 1.

The first election of permanent officers for the Westchester County Squadron No. 1 resulted in the following slate: John H. Caldwell, Commander; Wesley Cable, Vice Commander; John Harmon, Secretary; John R. Brooks, Treasurer. This squadron meets in the Little Theater of the White Plains County Center at 8:15 P.M. on the second Wednesday of each month. Commander Caldwell will be glad to provide additional information to those interested. He lives at 101 Hartsdale Road, Hartsdale, N. Y.

NORTH CAROLINA

The activation of a new squadron in Durham was announced last month by Walter P. Budd, Jr., who was elected Commander. Other officers are: John C. Alexander, Vice Commander; Roswell W. Hamlett, Secretary; and Jesse F. Murray, Treasurer. Commander Budd may be reached at 1025 Lakewood Ave. in Durham for further information.

Permanent officers were elected for the Hickory Squadron, which was chartered on May 14. The new slate includes: Paul Rudisill, Commander; Carl Brooks, Jr., Vice Commander; Robert Bowles, Secretary; and Albert Allran, Treasurer. For those in Hickory who are interested in taking an active part in the squadron, Commander Rudisill may be contacted at the Piedmont Wagon Co., in Hickory.

OHIO

B. E. Fulton, District Commander of the AFA, reports that the AFA Squadron in Akron has received six

(Continued on page 46)

TOM LANPHIER (Continued from page 17)

more than eighteen years. In fact, I learned to fly in Army planes—illegally, of course.

Tom picked up the flying habit at the tender age of fourteen. It happened at Selfridge Field, Michigan. He was brought up on Army posts. His father was Regular Army back then, a West Pointer, Class of 1914. (Thomas G. Lanphier, Sr., now a Deputy Administrator for the Veterans Administration, resigned his commission in 1928, was called back in World War II and served as a Colonel in G-2). Tom was born in Panama City, got his high-schooling in Detroit, his college degree in California, at Stanford, class of 1937. But the longest stretch of Army post life was in the Detroit area, while his father commanded the First Pursuit group at Selfridge. There Tom induced a young Air Corps lieutenant to teach him to fly, in Army trainers. He was just fourteen when he soloed.

Former fighter pilots in the audience got an extra kick out of the fact that one of their fraternity—which they think of as an Air Force minority group—had been elected to the Presidency. And veterans of Tom's wartime outfit, the 13th Air Force, got the same sort of bang out of it, for the 13th was the smallest of all the combat Air Forces.

Tom joined the Air Force in 1941 and received his wings a month before Pearl Harbor, at the Stockton Army Air Base in California. A month after the Jap attack he was in the South Pacific as a front line fighter pilot.

We have learned in the last few years how essential it is that we work for strong air power and a strong air defense. They may be our salvation in this very unhappy world of the moment.

He learned his air power first hand, did most of his combat flying out of Henderson Field on Guadalcanal. He once flew twenty-four escort missions in a single month from Guadalcanal to Munda, a 400-mile round trip that was quite an effort back then. He led a flight of fighters that knocked down eight Jap Zeros off Poporang Island, then sank a Jap destroyer with machine gun and cannon fire on the way back home. All in all, he racked up more than 100 combat missions in fighters, shot down seven Jap planes, destroyed many more on the ground.

On April 18, 1943, Tom flew one

of the most famous fighter missions of the war. Naval intelligence had broken the Jap code and had learned that Admiral Isoroku Yamamoto, commander-in-chief of the Imperial Japanese Navy, was to make a flying inspection trip in the Solomons area. Tom was in the flight of fighters assigned to intercept that trip. His personal mission: to take care of the Admiral. Intelligence had reported the exact minute Yamamoto was due to arrive at Bougainville. The Admiral was punctual. So was Tom. He dove in and got the Admiral's bomber and with it the man who was reported to have boasted that the Japs would dictate peace terms in the White House. In the same pass, Lt. Rex Barber dove in and knocked off the second bomber in the Jap party. Tom and Barber were jumped by the Admiral's fighter escort of six Zeros, got three of the six in the getaway. Details of the mission were never announced until the end of the Pacific war. Tom's brother, Charles, a Marine fighter pilot in the South Pacific, was a captive of the Japs and the War Department feared that if Tom were identified with the Yamamoto mission his brother's life would be taken in retaliation. After the Jap surrender it was learned that Charles was one of eighty-seven American fliers held captive at Rabaul and had died of starvation in 1944.

Tom told the convention he felt he had stepped into a difficult job. The delegates knew it. He might have told them of another tough one—the assignment they gave him after his return to the States in '43 after a year and a half of combat.

During the end of his South Pacific tour he had flown P-38s continually, was one of the plane's biggest boosters and had plenty of proof it was superior to the Jap fighters. The Air Force was having trouble selling the P-38 to its new pilots. General Arnold called for Tom Lanphier. "Go around the country," the General said, "and show these boys what the P-38 can do, and tell them about combat." Few instructors were receptive to that sort of thing. At one training field the officer-in-charge introduced him to an audience of trainees saying, "And now we're going to hear Captain Lanphier tell us how he won the war." Tom accepted the challenge. He talked about the plane rather than its pilot, brought a guy named Lanphier into the con-

versation only to illustrate some damn fool mistake this guy Lanphier had made. It didn't take him long to win his audience or the officer-in-charge, who later apologized for his lousy crack. On this special three-month assignment, Tom spoke and demonstrated at some fifty flying schools and sold the P-38 wherever he went.

I will need a lot of help on this job. You have legalized a program today that is going to take a great deal of work by a large number of people. Every Wing Commander is going to be in advisory capacity, through me, to the Board of Directors and Officers of this Association.

He has always been a believer in swapping ideas and in benefiting from the experience of others. He saw it work in the Air Force. After his P-38 demonstrations, to the end of the war, he served as Director of Operations and Training for the 2nd Air Force, with a training wing that turned out 1800 fighter pilots to all theaters of war. To check on the progress of some of these pilots and get suggestions from combat leaders for improving fighter training, he went to England in 1944. There he flew combat with several fighter groups, took turns in P-47s, P-51s and P-38s.

I propose before the year is out, if I can possibly swing it, to visit every state that has a wing at least once, and I may be able to borrow a P-51 to swing it.

Tom has kept his hand in the cockpit ever since that solo at Selfridge. Today he is Squadron Leader of the 190th Fighter Squadron, Idaho Air National Guard, a P-51 outfit. Tom flew a Mustang to Columbus and went on to New York in it immediately following the convention.

We have reached the point where we have got to spread out. I would like to get this drive started today.

In New York Tom wasted no time getting his program under way. He reviewed Association records of the past year and brought himself up to date on the organization; he formulated plans for membership and financing drives; and he began selecting his committees. In the South Pacific he learned that the only way to solve a problem is by "aggressive action." Tom Lanphier has stepped into the Presidency of World War II's largest veterans' organization with the same thought in mind.

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AFA NEWS (Continued from page 44)

airplanes from the First Air Force for use in reserve training. Assignment of the planes ends a year-long fight by ex-Air Force personnel for the equipment to allow them to continue their training. The six planes are AT-6s.

PENNSYLVANIA

In Pennsylvania, second ranking state for number of chartered AFA Squadrons, a new organization was activated in Mifflin County, on August 15. Randall Leopold was elected Squadron Commander; Harvey J. Hostetler, Vice Commander; Robert L. Stever, Secretary; and William F. Lager, Jr., Treasurer. All former Air Force men interested in joining the Squadron are invited to contact Secretary Stever at the Mifflin County Airport, Reedsville.

RHODE ISLAND

August seems to have been election month in Rhode Island. During this month the Providence Squadron and the Rhode Island State Wing both elected new officers.

First the Wing election, which was attended by representatives from the Providence, Woonsocket, North Smithfield, Newport, and Cranston Squadrons, elected William D. F. Morrisson as Commander. He replaced John C. A. Watkins, who was appointed by former National President Jimmy Doolittle to organize the AFA in Rhode Island, and who, as a temporary officer, did an outstanding job of representing AFA in his state during the difficult first year of its existence.

Other state officers are: Marcel Lefebvre, Vice Commander, from North Smithfield; Robert Wood, Deputy Vice Commander, from Newport; Joseph Boucher, Treasurer, from Woonsocket; C. Champ-lin Starr, Secretary, from Cranston.

The Providence Squadron, which was originally chartered on December 30, 1946, named the following news officers: Winsor O. Coleman, Commander; William D. F. Morrisson, Secretary; Philip Simonds, Treasurer. Those in the Providence area interested in joining the Squadron may secure additional information from Commander Coleman at 69 Point St., Providence.

WASHINGTON

The Seattle Squadron, originally chartered on April 25, 1947, announces the election of its first slate of permanent officers. They are: E. Robert Haag, Commander; W. A. Wells, Vice Commander; Billy Mat-

tice, Secretary-Treasurer. Air Force men in the Seattle area may learn more by contacting Billy Mattice at P. O. Box 2037.

WASHINGTON, D. C.

The most apparent things are sometimes easiest to overlook. This is the only explanation we have for the fact that the Washington, D. C., squadron of AFA, right under the nose of National Headquarters, was omitted from the squadron list which appeared in the September AIR FORCE. It was plain oversight, and sincere apologies are hereby extended to Bob Jones, the D. C. Squadron Commander.

By way of activities, the District Squadron has had several good meetings, and in November will hold a smoker and get-together at the Anderson House, home of the first patriotic military organization in the United States, to hear former Colonel John Allison, now Assistant Secretary of Commerce for Air.

Those in the area of Washington are invited to become members of the local Squadron by dropping a note to Robert C. Jones, The Jones Co., Metropolitan Bank Bldg., Washington, D. C.

WEST VIRGINIA

The West Virginia Wing, originally established on June under the direction of Brig. Gen. Charles R. Fox, Adjutant General of the state, has elected permanent officers. New state Commander is James K. Thomas, Asst. Attorney General of the state. James K. McLaughlin, Commanding Officer of the 167th Fighter Squadron, West Virginia Air National Guard, formerly of the 8th Air Force, was elected Vice Wing Commander; William A. Long, formerly of the Air Force Training Command, was named Secretary. Treasurer is Emmerson R. Carson.

Meanwhile, the squadron at Beckley goes ahead full steam. The organization has now undertaken the support of an airport bond issue which is necessary for the construction of landing facilities at Beckley. The squadron has been allowed two members on the community's general airport committee. The squadron also voted to support and to appoint a committee to investigate the needs and care being given to Air Force veterans at a local sanitarium. The members plan to buy radios, memberships in the AFA and other gifts for patients there. To carry out their community program, meetings are held twice monthly.

SITUATION NORMAL

(Continued from page 35)

"I'm OK," he said a minute later. "I'll make it OK."

We relaxed. He bailed out ten seconds later, maybe in Germany, maybe in France.

"Look at them barrage balloons."

"The lousy bastards. . . ."

There was no telling what was going on. Somebody hit something, somebody got hit.

"I'm hit." Chaos on the radio.

"You got him."

"EEEEEEEowowow!"

France was pretty. We let down to get under the front of clouds coming up. I did three rolls going down.

Four hundred thousand men were moving up along a line from the Dutch Coast to Switzerland. A couple of trains were lying back there, dead and smashed. A little village was shot up, scared and still there.

I sat still, then I did another roll, then I looked down at the soft green world. There wasn't any sense to it all.

This is war, I thought. This is war in the air.

THE GOODYEAR GA-2 AMPHIBIAN (Continued from page 33)

made for it by the manufacturer. It also did the level cruising speed of 100 at 75% of power and appeared to do the 125 top speed wide open without too much trouble. Stall characteristics were easy and pleasant, generally resembling that of a PT-19.

Wes would have liked more adequate instrumentation, particularly a sensitive altimeter, and would have changed the position of the microphone rack. As it is presently located on the dash panel, the pilot has to reach a considerable distance for it. Warren Glaser thought the radio set might have been centered for easy use from both seats.

Hugh Pierce seemed particularly pleased with the engine installation. He thought the simple peel-away cowling handy and practical for maintenance.

Paul Bourquin thought the system for sump drainages was novel and very handy. Instead of having to do this routine function from the wells, these bleeds can be opened for drainage at the side of the hull. He found passenger vision through the pilot and copilot windows fair, but didn't

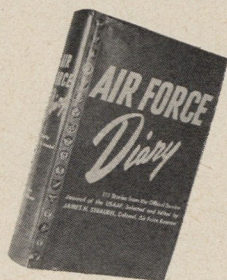
like the limited view from the rear. (Wheel-wells on either side of the passenger seat prevent installation of lateral windows in this position.)

Wes Cable liked the ease with which passengers could get in and out of the cabin and suggested that women particularly would appreciate this feature. Andy Burochnock, after some exploring in the back seat, found the guard for the control cable ran between the passenger's legs—a nuisance he wished could be avoided. Warren Glaser asked for a coat rack in the rear of the plane. All members of the team admired the plane's clean lines, the interior quiet—lacking in many amphibians—and the low vibration level of the interior cabin.

General conclusion: the GA-2 is easy to fly and maintain. In most respects it handles like a landplane—a rare compliment to an amphibian—and this outweighs the fact that it is a three-place, and not a four-place, airplane. As it stands, the GA-2 is a neat package. But the 300-mile range limits its usefulness. If range could be extended, its appeal would be doubled.

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THE SPEAKERS: (Continued from page 31)

mutual respect, each member of the team making whatever contribution he can to every phase of the problem, if we are to use the nation's resources of knowledge and intelligence most effectively."

"Assistance in an emergency . . ."

HOWARD C. DAVIDSON

Director, Air Force Aid Society

"As the emergency relief organization of the Air Force, the Air Force Aid Society operates through the chain of command of the Air Force and in closest harmony with it.

"Our assistance is carried on through non-interest bearing loans and grants to those in need. After a proper investigation, it is determined whether or not the case comes within our charter. If it does, a loan or an outright grant is made depending upon the financial condition of the person needing help. If it is such that repayment of a loan would work undue hardship, a grant is made. Assistance is given for cases of emergency only. An emergency is interpreted as 'relief from a condition that arises suddenly, is unforeseen and urgent.' . . .

"During the past year we furnished relief for about 5000 applicants, amounting to about \$320,000. Of this, \$125,000 was for hospital and medical care; \$90,000 was for food, clothing and shelter; \$105,000 was for dependents' travel, death and other family needs.

"We cannot make loans to buy houses, businesses, automobiles, furniture, etc. Many persons conceive the idea of consolidating all their debts by borrowing the money from us to pay them off. This we cannot let them do. Generally speaking, if the money obtained from the Aid Society will enrich the recipient, it cannot be advanced.

"We can and do help personnel with the cost of hospitalization of dependents in civilian hospitals where the soldier is not able to stand the full cost and many calls are made on us for loans to tide a family over because of the non-receipt of pay or allowances. Also, the rapid and frequent movement of personnel back and forth across the country has caused many men to call on us for help. One of the most useful forms of aid given by the Aid Society is scholarship loans and

grants to children of Air Force personnel for a college education or vocational training. . . .

"The Aid Society is now ready to extend its services to the units of the Air Reserve and Air National Guard. As soon as these units have been organized and become stabilized throughout the United States, Aid Society Sections and Chapters will be established in them so that the personnel of these components may share in these benefits."

"The Air Force depends on recruits . . ."

BRIG. GEN. DEAN C. STROTHER

Chief, Military Personnel Div., USAF

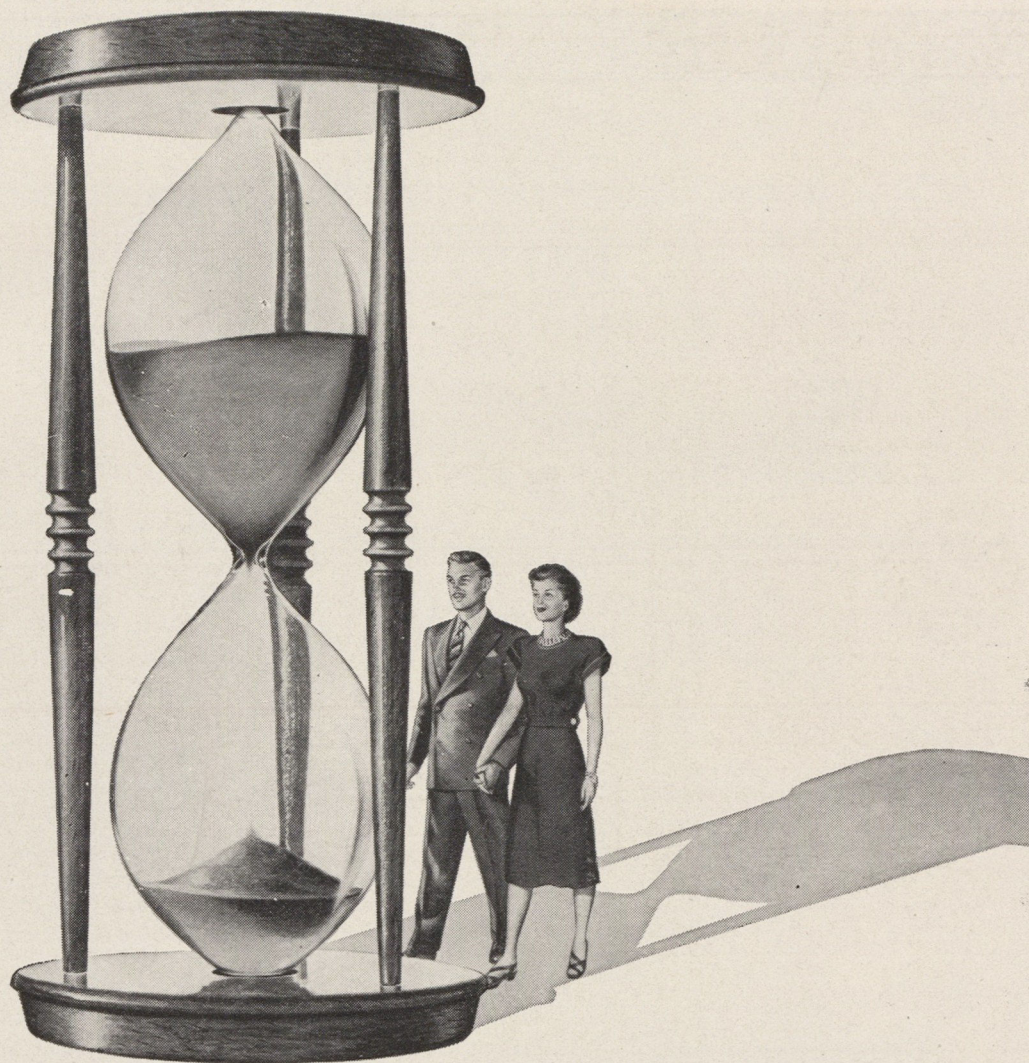
"To meet our troop basic requirement, the Air Force must average 9000 enlistments of qualified personnel a month between now and the end of the fiscal year. This is a large order and an aggressive program has been launched, as most of you are aware, through wide radio, magazine, newspaper coverage. . . .

"We feel that there are two definite steps that we as interested Air Force men and citizens can take in helping the Air Force to recruit the quality and numbers of men that are essential to an Air Force in being. In the first place, we believe it absolutely essential to rebuild the prestige of the American soldier in the eyes of the public. Marked progress has been made along this line since the hectic months of demobilization after VJ Day; however, there is still a long way to go. The second step is a basic familiarity with our recruiting program, in order that this information may be passed on to interested young men.

"The requirement of personnel procurement is a vital and continuing one, and must be adapted to current conditions. The very existence of an Air Force in being depends on an adequate procurement program."

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Cover—Bell Aircraft; Page 7—Ohio State Journal; Page 8—Columbus Citizen; Pages 9-11—Ohio State Journal, Columbus Citizen; Page 12—Press Association, Ohio State Journal; Page 14—Press Association; Page 15—Ohio State Journal; Page 16—Press Association; Pages 18-28—Ohio State Journal, Columbus Citizen, Columbus Dispatch; Page 29—Wide World, USAF, Ohio State Journal; Page 30—Acme; Page 31—Ohio State Journal; Pages 32-33—Ross-Pix; Page 36—Boeing; Page 37—North American; Page 38—Northrop, British Combine; Page 39—S. G. Eng., Ross-Pix; Pages 40-41—AAF; Pages 42—Acme; Page 44—Boss.



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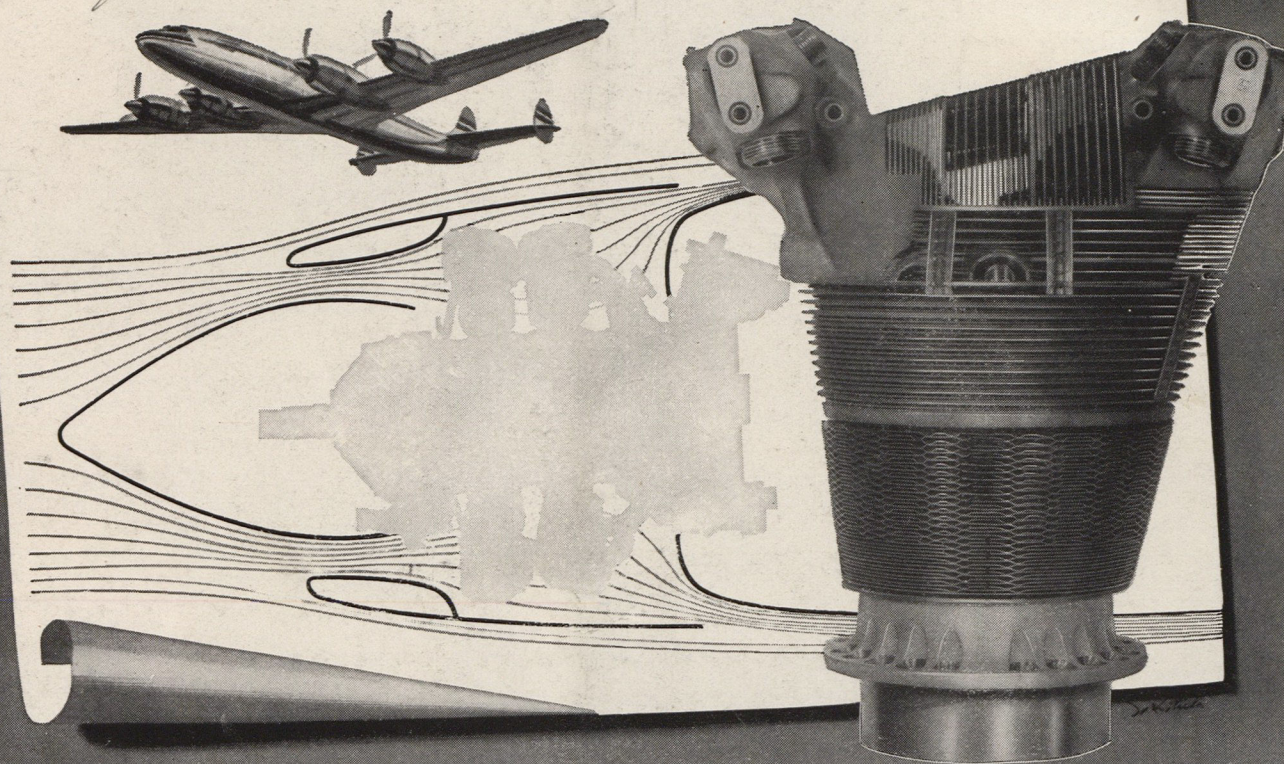
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