

# AIR FORCE

THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION, NOVEMBER, 1948



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MAN OF THE YEAR



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RECIPROCATING ENGINES				
For Engines Up To	Input Voltage	Weight	Type No.	
1000 cu. in. disp.	12 V. DC	18 lbs.	397	
1000 cu. in. disp.	24 V. DC	19 lbs.	756	
3350 cu. in. disp.	12 V. DC	27 lbs.	36E03	
3350 cu. in. disp.	24 V. DC	27 lbs.	36E00	
4360 cu. in. disp.	24 V. DC	26.75 lbs.	1550*	
4360 cu. in. disp.	115/208, 3 phase, 400 cycle	25.50 lbs.	15E48*	
*For engine jaw to crankshaft ratio of 3:1.				
JET ENGINES				
Starter Nominal	H.P. Peak	Input Voltage	Weight	Type No.
10	13	24 V. DC	27.75 lbs.	1498
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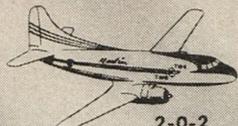
XB-48  
SIX-JET BOMBER



P4M-1  
MERCATOR



AM-1  
MAULER



2-O-2  
TRANSPORT



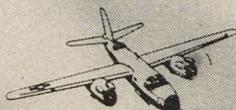
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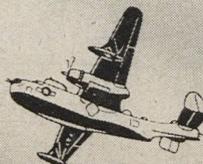
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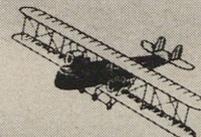
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BM-1



MB-2

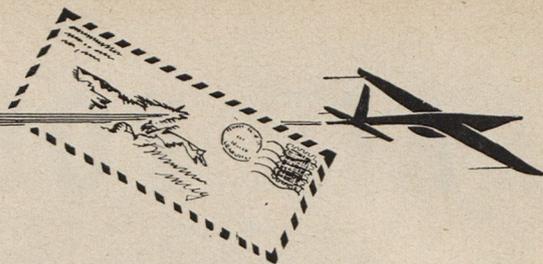
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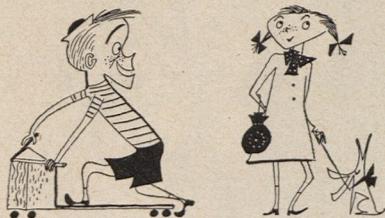


# AIR MAIL



## Prodigy

**Gentlemen:** I am 11 years old. My dad was in the AAF. I know a lot about airplanes and I want to say this: In your October 1948 issue on page 44, you say



that there are Shooting Stars in front of the Vampires. They are Thunder-jets. Don Sproule Imperial, Calif.

• *You're right, but you're far too young to be so familiar with Vampires.*—ED.

## Progenitor

**Gentlemen:** True enough, one year's autonomy for Air Force is worth popping buttons off all our vests. But why does our journal in "The Year's New Planes" (September 1948) insist that the tandem F-80 is something new in the aircraft family? As a production model it may well be. However, it's been kicking around for three years as a TF-80. Personnel at Lemoore and Palmdale, Calif., saw a similar prototype in the spring of 1945. Disbelievers are welcome to search the files of the 4th Air Force Clipper of this period for a photo of this aircraft. Perhaps Lockheed introduced this model in '48 but the 4th AF fathered its progenitor three years ago.

Judson Chase  
331st AFBURT

• *1948 is the year the Air Force accepted the TF-80.*—ED.

## B-29 in Reserve

**Gentlemen:** In your September issue, in the article "Airpower in the Cold War," there appears on page 27 a photo of the forward section of a B-29. This picture is in error due to the fact that the cut is reversed showing the flight engineer's window, the two radio antennae, and what appears to be the number two engine, but is actually engine number three—all on the left hand side of the aircraft. An inspection of the Superfort will prove that all this is in contrast to the entire fleet of B-29s we have here at this base.

S/Sgt. Howard T. Anderson et al  
Merced, Calif.

• *The picture was reversed because, in the esthetic opinion of our art director,*

*it was far worse to have the plane flying off the page than to have the antennae on the wrong side.*—ED.

## Gooney Bird Record

**Gentlemen:** For some time now numerous claims from various bases have been made concerning high monthly flying time on C-47s. These claims vary between 175 hours to 190 hours, which we smugly admit is a lot of flying time for one month. Now let me tell one! During the month of July 1948, the 11th Troop Carrier Sq., 60th Troop Carrier Gp., stationed at Kaufbeuren, Germany, and operating from Wiesbaden AFB on the airlift to Berlin, averaged 195:42 per assigned aircraft. This, in spite of the fact that one, awaiting a wing change due to corrosion, only flew 39:05. Seven of our untiring "Gooney Birds" flew over 200 hours and old AF-32-100593 flew 265:10. Still better, one C-47, AF-43-15045, now attached to the 10th Troop Carrier Sq. on the same run flew 276:55 in that same month. Hope this stops C-47 claims for some time to come.

Maj. Mason A. Dula  
Wiesbaden, Germany

## Welcome Home

**Gentlemen:** I just recently finished a few days' visit to our National Capitol and your home city, Washington. I never gave it a thought to look you up



until I noticed the address on the masthead. And then I could have sat down on the floor. Wouldn't it be a good idea to publish an invitation to AFA members to make a special effort to visit our headquarters?

Maxwell A. Cottrell  
Charleston, W. Va.

• *Ok, but we're warning you—you'll be lost in the confusion.*—ED.

## Definite Interest

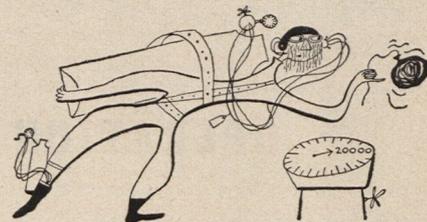
**Gentlemen:** I would like to thank you for the space you devoted to the article written by William S. Friedman "The Situation in Reverse" in your July issue. As you can understand, we here in Flight Test are not only glad that we were the first to reverse all four propellers simultaneously in flight, but we are more desirous of further exploring and de-

veloping this theory to prove that high altitude multi-engine aircraft can descend safely at rates up to 10,000 feet per minute or more, during emergency or procedure let-downs. Your magazine has definitely created an interest throughout the industry.

Herbert O. Fisher  
Chief Test Pilot  
Curtiss-Wright Corp.

## Counting by Twos

**Gentlemen:** How many letters did you receive correcting a misprint in the AIR FORCE DIARY article "Phyllis Had the Stuff" (October 1948)? It read "I man-



aged to put the ship in a steep dive and leveled out at 20,000 feet. At this altitude, everyone could keep going without oxygen." Perhaps everyone except me. I'm sure the author intended it to read "10,000 feet."

Richard K. Mailheau  
Avalon, Calif.

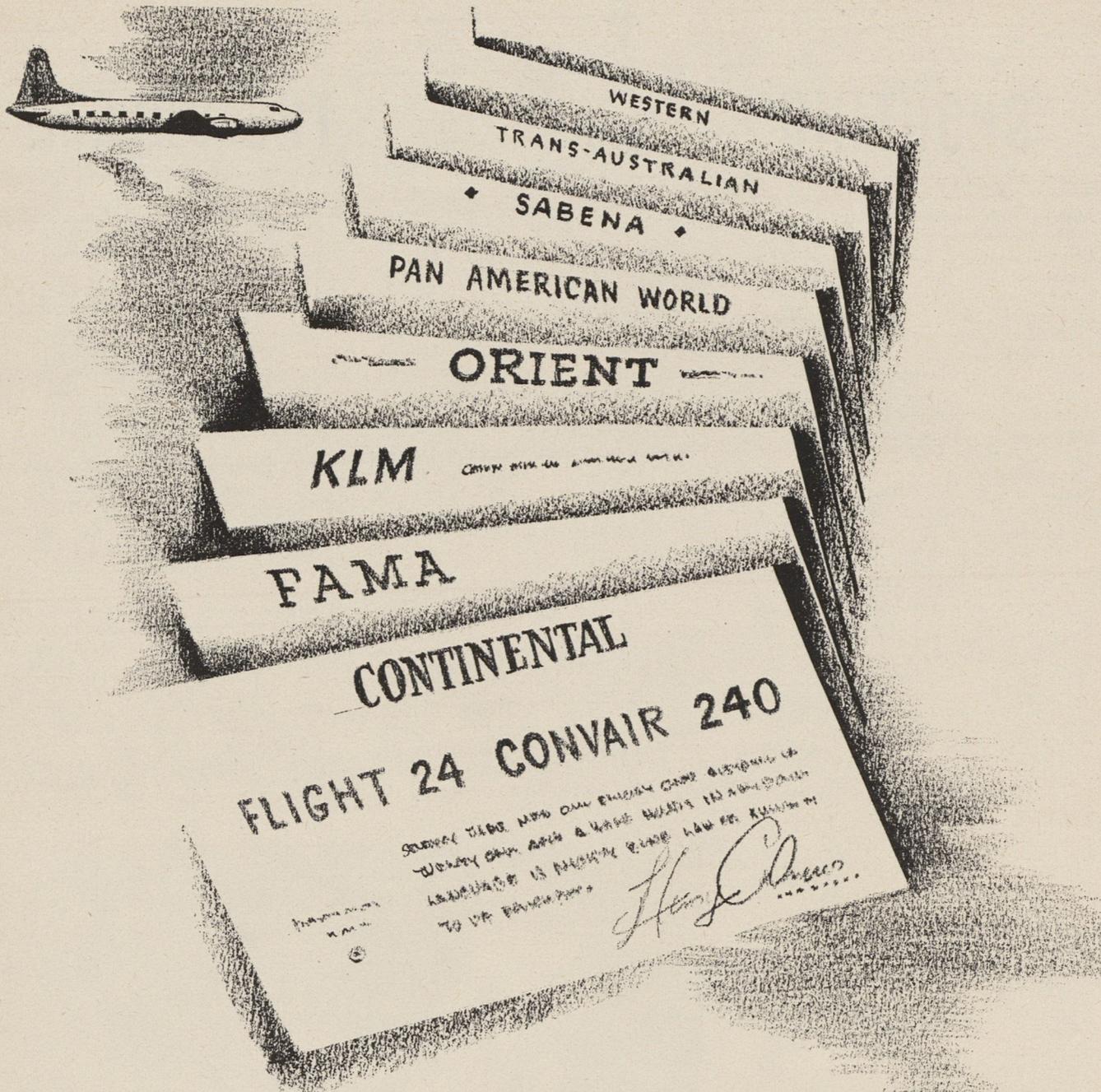
• *It was not a misprint. The author's original statement was 20,000 as reported, but after checking with the Air Surgeon, Hq USAF, we are inclined to agree that perhaps the thin air had him counting by twos. Here is what the Surgeon says: "The period of useful consciousness at 20,000 feet without oxygen varies with the individual and with the activity in which he is indulging. It can range from four to thirty minutes.*—ED.

## Sure we're Sure

**Gentlemen:** Regarding the picture of the C-47 instrument panel on page 39 of the October issue, ignition switch on right engine is in off position. Are you sure this picture was taken at 300 feet on final approach? If switch is off can you explain the normal fuel and oil pressure readings on that engine?

Joe R. Johnson  
Bentonville, Ark.

• *Bill Friedman, author of the October article "Brightening Low Ceiling Blues," advises us that he was standing right behind the cameraman when the picture was taken, and that there was no funny business involved. In fact if you look sharply you can discern a faint horizon line through the windshield.*—ED.



**A**round the world, from the United States to Australia, from The Netherlands to Pakistan, Consolidated Vultee's fast, roomy Convair-Liners are bringing new standards of performance to airline operators. Eight major airlines\* have specified Hamilton Standard propellers with hollow steel blades incorporating internal electric de-icing on their economical, 40-passenger airliners.

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# SHOOTING

## Airpower is Police Power

The motorcycle snuck up on us from behind, somehow, for we were breezing along at a fast clip, too fast for motorcycles and too fast for the books, and we sat guilty before the Law as he stalked up to the car.

"Wheredayathink . . . and whatsthe-idea . . . and whytherush?" he asked courteously. We made an outrageous attempt at explanation, and pushed license cards at him while he went to work with his pencil. He asked where we worked and we mumbled "Air Force Association." His tongue was lashing, but the pencil had stopped.

"Brother you're lucky," he said. "I'm in the Air Reserve. Been a member of Air Force Association since it started. Like the magazine. You get a break just this once. But if I ever catch you going over 55 again you can have Hap Arnold along and I'll put you in." With that he climbed on his motorcycle and rode off.

Outside of being numb all over, we had several reactions: 1. We draw the red line at 55 mph; 2. We want all motorcycle cops to be Air Reservists and AFA; 3. We hope the Navy never takes over highway patrol.

## The New Boss

C. R. Smith doesn't waste any time taking action or making words. From the moment he was elected the new president of AFA he has been busy with plans for the coming year. His top priority: Membership.

When we asked him for a few words on the subject he grabbed a typewriter and beat out the editorial you will find on page 13 of this issue. We commend you to read it well and take immediate action as your personal project for AFA.

The guys at the convention who talked with C. R., and there were a lot of them, found him hitting the AFA nail right on the head. C. R. drove home three points. We've mentioned the first: Membership. The second: AFA's real strength is in the field, in the communities, in AFA's squadron and wing organizations. He told the convention he intends to encourage that strength at every turn. Third and perhaps most important, certainly a point he follows most strongly: AFA is an outfit for everyone who was or is in the Air Force. It's not an officers club. As he put it, "During war time I spent a lot of time around the world and it was clear to me that the GI had a large share in winning the war. I am proud to be with an outfit that plays it straight across the board with GI's and Officers."



## Front Cover

In presenting Aviation's Man of the Year on the cover of this convention issue, we have been fortunate to be able to reprint what we believe to be the best likeness ever done of "Man of the Year" W. Stuart Symington. For this we are indebted to Time Magazine, which first published this drawing in its January 19, 1948 issue, and to Boris Chaliain, the artist, one of America's top ranking portrait men.

## AFA Friends

Here are some of the men and organizations that went down the line with us to put over the Reunion at the Garden. Remember them; they are friends of AFA:

Sperry Gyroscope Co., Westinghouse Electric Corp., Shell Union Oil Co., Radio Corporation of America, American Telephone and Telegraph Co., The Texas Company, New Jersey Bell Telephone Co., National City Bank of New

# THE BREEZE

York, Douglas Aircraft Co., General Electric Co., Lockheed Aircraft Co., Western Electric Co., North American Aviation Inc., Casey Jones School of Aeronautics, Boeing Aircraft Co., New York Port Authority, Jacqueline Cochran, Grumman Aircraft Engineering Co., American Airlines, New York Air National Guard, Consolidated Vultee Aircraft Co., Esso Marketing Co., Spartan Aircraft Co., Floyd Odum, Pan American Airways, Thomas Edison Co.

## Memo for Boise

The *Idaho Daily Statesman*, published at Boise, rightfully takes pride in its covering of the news. But the *Statesman* in the past has not reported one word about the activities of one of Boise's first citizens. It hasn't done so because he happened to be the Editor of the *Statesman* and believes everyone else is news but himself. Professionally, we disagree, but we like Tom Lanphier for it. At the same time we think Boise ought to know why Tom has been out of town some six out of the last twelve months.

We think Boise should know that after Tom Lanphier was elected presi-



**AIR AGE EDUCATION** must start with the small fry and, naturally, we think this youngster is getting the best kind of introduction. He and the September issue got together during Air Force Day ceremonies at Keesler Field, Miss. The PRO boys there probably thought we'd go for this magazine plug. We couldn't resist.

dent of AFA a year ago September he took over an organization that needed personal attention on the part of its top man. Boise should know that from then on he was all over the country for AFA. Before 1947 ended he had shuttled back and forth between Washington and Boise a dozen times, had squeezed in trips to New York, to Dallas, to Chicago, to Detroit.

Early '48 found him in Los Angeles, in Phoenix, in New York and, of course, in Washington. By April he was making our state convention circuit. In one fast trip that month he went from Boise to Chicago for meeting, rushed to Harrisburg to speak at the state confab, to Washington for more meetings, to New York City for still more, to White Plains, New York, to speak at a huge Air Power rally, and back to Boise.

The following month Tom was working for us in Portland, Maine, and in Seattle, Washington. And in June he made one fast little trip that merits the attention of Boise. It involved an F-51 flight to Detroit for AFA discussion and on to Worcester, Mass., for a five state regional convention at which he delivered the main address, an auto trip to Providence, R. I., turn around to New York to preside at a Board of Directors meeting, an airline to Washington for AFA conferences, airline again to Worcester to pick up his F-51, and finally a shuttle to Boise.

By July, of course, Tom Lanphier was deep in AFA's convention planning and Air Force Day preparation, but he found time to make two trips to Los Angeles, one to speak at the state convention there, another trip to San Francisco and still another to New York for the International Air Exposition and radio appearances. But September was a tough one. In Washington to preside at our big Air Force Day dinner, to New York the next day for a radio program, back to Washington for pre-convention meetings, then fourteen grueling days in New York preparing for, presiding at and supervising AFA's National Convention.

We wish the citizens of Boise could have attended these events and seen the results of Tom Lanphier's busy year, and have met face to face the new stabilized and growing Air Force Association which he master minded and sweat-out as a non-paid president of this non-profit organization. For the *Idaho Daily Statesman* of Boise we say "local papers please copy."

#### Time Flies On

In line with AFA's continuing obligation to keep the American public informed of the requirements for sustained air power, we call your attention to the new *March of Time* release, "America's New Air Power." This 18 minute documentary will get six initial showings around the country this month. The normal *March of Time* job we are told, has an audience of 30,000,000 before it's through. We trust this one will double this figure. We hope AFA outfits will see to it that their local theatres book the picture.

J. H. S.

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Contains all the vital facts of officers in the new United States Air Force must know about their particular needs. \$3.50

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Another comprehensive Keith Ayling manual based on the actual work of the fighter pilot in World War II. \$2.50

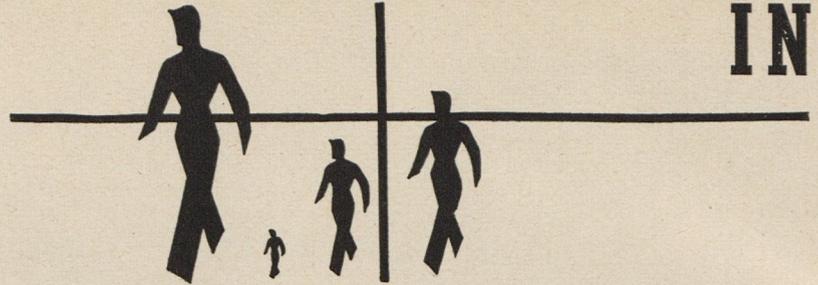
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# IN

Gentlemen: Are all Air Force reservists active? If you are unable to attend reserve meetings, do you automatically get discharged? I would like to sign up with a very heavy bombardment outfit. Where would I go to enlist?

Warren Vogt  
Phoenix, Ariz.

• All Air Reservists are not active. You are inactive unless you are assigned to a TO&E outfit, a composite unit or unless you participate in one of the Air Force extension courses. You are not automatically discharged if you are inactive, but neither are you eligible for promotion. To enlist, suggest you contact Williams Air Force Base, outside Phoenix.

Gentlemen: A newspaper reported recently that the Air Force had asked for volunteers from the active Reserve to fill the present quota. It stated that to date the quota is not filled. Since there is a need for men, will the Air Force consider an Inactive Reserve member? I have been inactive since my discharge from the Training Command in September 1947. The new training program interests me very much and I would like to return to active duty.

William D. Barnes  
Craig, Mont.

• The answer is yes. Applications for return to active duty should be made on Air Force Form 125 which can be obtained at any regular Air Force, Air Reserve or Air National Guard Base, or by writing direct to the Chief of Staff, USAF, Washington 25, D. C.

Gentlemen: In a recent item in "Cross Country" there was an article about the Liaison Pilot Training School at San Marcos, Texas, and Ft. Sill, Okla. I have a brother who was not in the service but is interested in taking Liaison Pilot training. Where can he get full information on this. Is this in ANG only?

R. Doug Lancaster  
College Station, Texas

• Information concerning Liaison Pilot Training can be obtained by writing the CG, Fourth Army, Fort Sam Houston, Texas.

Gentlemen: Recently I learned that an AF Regulation existed in 1946 which enabled officers who were POWs to apply for their own promotion provided they had sufficient time in grade to do

so. I should like to know if that regulation is still in effect and if so, will it apply in the event of a recall to extended active duty in the near future?

Wyatte J. Gay  
Milton, W. Va.

• Officers who were POWs cannot apply for their own promotions. However, if you are called to extended active duty and can show evidence that you would have been promoted but for internment, you will be considered for promotion and recommended for such promotion by your commanding officer under the provisions of par 4 d (5), AR 605-12.

Gentlemen: Will you please tell me the significance of an MOS of 906 (Remote Control turret mechanic) at the present time. Is it obsolete like the B-29, or what? Also, could I transfer from the Air Force Inactive Reserve to an active unit?

Kenneth R. Harms  
Peoria, Ill.

• The MOS 906 is still in effect and has not been changed. Application for transfer from the enlisted Reserve Air Force to Ground Force may be effected through the CG, Tenth Air Force, Fort Benjamin Harrison, Ind.

Gentlemen: I am a reserve captain, former pilot and was on full flying status at the time of separation. Since then I have been drawing a disability check from the VA for flak wounds received in combat. Desiring to fly with the Reserve, I took a "64" and was told that I was physically qualified to fly but that I could not fly and draw a disability at the same time. Subsequently inquiries have brought varied answers from various sources. Some say I can fly as long as I do not draw pay for it; some say no flying at all. I would also be interested in knowing how this affects the possibility of two weeks' active duty.

Larry M. Hewin  
Hampton, Va.

• Personnel drawing disability compensation may participate in training on an inactive duty status which includes flying, providing that they are physically qualified for the type of training involved. At any time training on an inactive or active duty status involves payment for such training, a waiver of the disability compensation must be effected for the period involved.

HAVE YOU AN AIR RESERVE OR AIR NATIONAL GUARD QUESTION? WRITE AIR FORCE ANSWERS PREPARED BY HEADQUARTERS, AIR DEFENSE COMMAND

# RESERVE

## The SOP of AR and NG

*Gentlemen:* I enlisted in the Air Corps as a cadet on May 26, 1942, but was not called to active duty until November 14, 1942. Am I eligible for the \$500 a year bonus for each year of active service?

Edward R. Gregor  
Davenport, Iowa

• *The payment of \$500 a year to AF Reserve officers was discontinued in 1943. If you were originally commissioned in the AF Reserve in 1942, you would be eligible for that yearly bonus. However, there are many factors that must be taken into consideration and it is suggested that you contact your nearest VA office so that they may go over your record and possibly submit a voucher.*

*Gentlemen:* My performance rating while on active duty was "EX; EX; 5.7; 5.5; 5.9, the last being for the period January 1, 1946 to March 6, 1946, but my 66-2 form merely shows an overall efficiency index of 45.41 as of December 31, 1945. How about this? Also, at the time I went on inactive duty I lacked three months for automatic promotion to Lieutenant Colonel. Has any promotion policy been promulgated.

James R. McKeldin  
Los Angeles, Calif.

• *Performance ratings were converted into efficiency indices by using a new scale and weighing each rating according to the period covered. A perfect record of Superior ratings would result in an efficiency index of 50.00. It would appear that your efficiency index of 45.41 is correct. Contact Miami Air Force Reserve Training Center and indicate desire to attain a mobilization assignment. AF Reg. 45-5, 6 July 1948, outlines the promotion policy established for the US Air Force Reserve.*

*Gentlemen:* During the war I was a primary flight instructor at a civilian school and a member of the enlisted Air Corps Reserve. Am I eligible now to join the Reserve and get some flying or am I still classified as a civilian who had the soft, easy job?

William P. Lang  
Lyndonville, Vt.

• *AF Reg. 35-35 establishes the policy that only officers in a commissioned status in the Reserve will be authorized to fly reserve or regular aircraft. Unless you enlisted in the Enlisted Reserve Corps upon the cessation of hostilities, you do not at the present time hold any military status.*

# WANTED 10,000 OFFICERS

## for Active Duty with the U. S. Air Force

The requirements of an expanding U. S. Air Force call for 5,000 additional officers by the end of the year; another 5,000 by July, 1949. Vacancies exist in a wide range of professional, technical and administrative fields.

### WHAT DOES THIS MEAN TO YOU?

- ☆ Opportunity for voluntary recall to three years or more of active duty in the highest grade you held prior to relief from wartime active duty.
- ☆ Better opportunity to qualify for regular Air Force commissions.
- ☆ Training for new careers in the Air Force or in the field of commercial aviation. The USAF is developing into the world's greatest air organization, offering training and experience in all phases of aeronautics. Here's an excellent opportunity to change that wartime MOS into the new postwar career you desire.
- ☆ **HIGHER RETIREMENT INCOME.** Three years of active duty can boost your retirement pay as much as 30 percent.

### WHO CAN QUALIFY?

Vacancies exist now for officers in all company and field grades, including a limited number of openings for colonels in technical fields. (Sufficient applications to fill most flying positions now are on hand to meet immediate requirements.)

Officers under the age of 45 are encouraged to apply for extended active duty. Officers must be commissioned in the Air Force Reserve or the Air National Guard of the United States. Former officers who do not now hold commissions may obtain U. S. Air Force Reserve Commissions at the same time they apply for active duty.

#### Special opportunities exist for officers with military or civilian experience in these fields:

- |   |                                   |
|---|-----------------------------------|
| ★ <b>Communications</b> —<br>Electronics and Radar          | ★ <b>Radar Navigation</b>         |
| ★ <b>Supply</b> — Procurement, Production and Renegotiation | ★ <b>Public Information</b>       |
| ★ <b>Intelligence</b> (especially photo-interpreters)       | ★ <b>Chemistry</b>                |
| ★ <b>Inspection</b> — Technical and Administrative          | ★ <b>Weather</b>                  |
| ★ <b>Air Installation</b> — Civil Engineering               | ★ <b>Finance</b>                  |
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|   | ★ <b>Law</b>                      |

### Look Ahead to the Future — Don't Delay! Act Today!

Application Form 125 may be obtained at your nearest Air Force Base, your local Air Reserve Unit, any U. S. Army and U. S. Air Force Recruiting Station, or write: Chief of Staff, United States Air Force, Washington 25, D. C. Attention: Recall.



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## The Lockheed P2V Patrol Bomber

The Lockheed P2V Navy Bomber is well known for its ability to fly farther than any other plane in the world today.

Not so well known is the effectiveness of the P2V for:

- Multi-engine training
- Strategic transport
- Long-range reconnaissance
- Sea search
- Tactical photography
- Aerial mine laying
- Torpedo action

These are some of the many uses of the Lockheed P2V Patrol Bomber, the Navy's versatile holder of the world's long-distance nonstop flight record (11,236 miles).

LOOK TO LOCKHEED  
FOR LEADERSHIP

# Lockheed Aircraft Corp.

Burbank, California



## Where the Gang gets together

### SECOND ANNIVERSARY:

On November 19, 1948, the 15th Air Force Society is having its 2nd Anniversary Ball at the Warwick Hotel in Philadelphia. Screen actress Madeleine Carroll is to be Queen of the Ball and will cut the birthday cake. Miss Carroll served with the Red Cross in Italy in the same area in which the 15th was based. We are hoping to reach all vets who served with the 15th Air Force. *Marvin J. Netsky, P. O. Box 7622, Philadelphia 1, Pa.*

**40-GERS:** It has been the practice in the past for the class of 40-G, which graduated from the flying school November 15, 1940, to have a class reunion every year during the month of November. This year it's Saturday, November 13, at the Gunter Hotel in San Antonio, Texas. 40-Gers should disseminate the information to other members and direct all questions as to details to the undersigned. *Richard C. Neeley, Lt. Col., USAF, Hq. FWTRC, Randolph Field, Texas.*

**MORE REUNION:** Some of the members of Squadron G, Class 1943N, OTS, Miami Beach, Fla., have spoken to me about the possibility of a reunion in the near future. It is impossible to locate more than three or four members. Will anyone interested drop a line to the undersigned? *Scott W. Donaldson, Department of the Air Force, Washington, D. C.*

### GOT A COPTER TO HIRE

**OUT?** Would like to hire a helicopter for expedition to South America. Anyone owning one which will reach 12,000 feet and carry a payload of from 500 to 1000 pounds, and who would be interested in details, please write: *Chester Stafey, Pres., Hi-*

*dalgo Mining Co., 7825 Smart Ave., Detroit 10, Mich.*

### MR. W. MEET MR. M.:

During the time I was with the 332nd S2., 94th Gp., at Bury St. Edmunds in England, the Group was supposed to be getting up a book about its activities for members to have as a memento. When I left in October of 1944, the book was still in the making. Since then, I have written the Group to inquire about it, only to get my letter returned, marked "Disbanded." Can anyone let me know if this book was ever printed and if so where I can get a copy? And if anyone has some snapshots they want to swap, I have quite a few taken in '44. *John W. Woska, 269-03 Union Turnpike, New Hyde Park, N. Y.*

### AND CUCAMONGA:

I would like to contact some of my old buddies. We were last stationed together at the Pueblo Air Base, Colo., in late 1943. They are: Henry (Hank) Weinner, N. J., Glen Sparks, Ohio, George Sallee, Kan., John Olds, Ind., Don Sibley, N. Y., Harold Sanders, Mass., Wm. R. Frye, Okla. These were some of my crew members in B-24s, Colonel Bontz' group. I would really like to hear from any of those fellas. *Ray Woolever, 3401 19th Ave., Sacramento, Calif.*

**JAP MEATBALLS:** I lugged two six-foot diameter meatballs carved from fabric covered Jap planes home in the hope of finding someone who had an extra German Cross to swap for one of them. Not creased nor torn. If interested, send particulars to: *Peter M. Bowers, 141 N. Belmont Ave., Wichita, Kan.*

### FLIGHT SURGEON NEEDED:

Anyone knowing the

name of the flight surgeon who was stationed at Hancock College of Aeronautics, Santa Maria, Calif., between Jan. 1, 1944, and April 1, 1944, please get in touch with the undersigned. *Christian C. Girl, Lincoln, Nebr.*

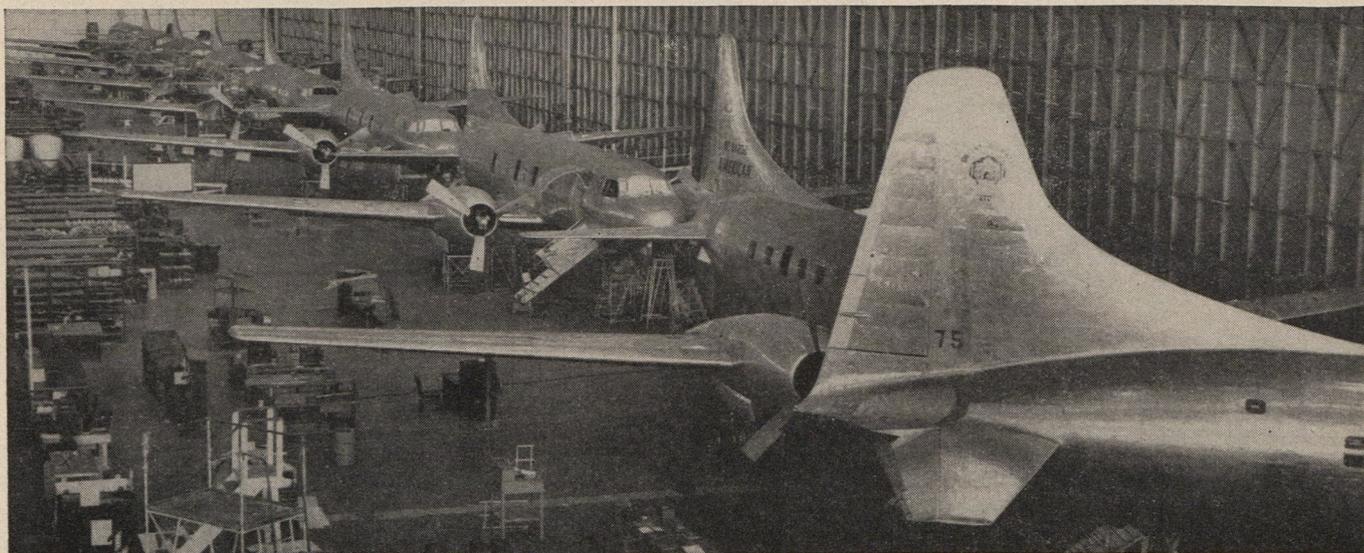
### DUSTY IN THE WINDY

**CITY:** Desire to get in touch with former buddy I lost track of at the close of war. He was Lt. Warren Everett Davis (nicknamed Dusty), formerly stationed at Victorville, Calif., and then flew B-25s over Japan. Believe he is now living in Chicago, and would appreciate hearing from anyone knowing his whereabouts. *George W. (Bill) Miller, 415 MacArthur Blvd., Warner Robins, Ga.*

### LYRICS WANTED:

This is a request for some help through the use of AIR FORCE. It is my desire to contact people who might be willing to send me copies of songs that were sung during the last war by the men of the Air Force. More specifically, I want the words to popular songs in which the original wording was changed to suit situations and personalities. There was a song to the tune of "As Time Goes By" which the 15th Air Force sang kidding the 8th. Then there was one to the tune of "Brazil" which the 8th Air Force changed to "Berlin." These are only two of the many I would like to have. Nearly everyone has a couple of them when kicking around somewhere and I would certainly appreciate receiving copies of them. At the same time, if anyone has any special poems of the war I would like to have them also. *Robert H. Eads, 827B S. Fedora, Los Angeles, 5, Calif.*

LOOKING FOR SOMEONE? ANY ANNOUNCEMENTS TO MAKE? WRITE  
RENDEZVOUS AND RENDEZVOUS READERS WILL WRITE YOU.



**T**HESE PHOTOS show three stages in building "The world's most advanced twin-engine airliner"—the Convair-Liner. When needed, this aircraft can become a 300 mph, pressurized troop carrier; a cargo transport; or a twin-engine trainer.

# CONVAIR

Consolidated Vultee Aircraft Corporation  
San Diego, California • Fort Worth, Texas



## ON THE DOUBLE

Each time an organization selects a new president some part of the membership expects soon thereafter a "message" containing a multitude of platitudes about the mission for the year and some bright ideas about how it should be accomplished.

We know the mission; we worked at it for some years in the Air Force and we have worked at it since, either in uniform or in sack suit. There's no need to spend time on that. And for bright ideas, I suggest we go about this task in the same way we have approached others which have resulted in success; for the secret of all of them probably was hard work, and lots of it. If we are going to make a great outfit out of the Air Force Association it is going to take some heavy lifting, on our part and on yours. If we believe in AFA we should be willing to work at it; if we do not believe in it we should spend our time at some of the social clubs, where both the work and the results are considerably less.

I do not know what the program for the year will be. I am new on the job and want to find out what the job requires. But it seems to me that with 2,000,000 men who served in the Air Force during the war, we should be able to enlist 10 percent of them in the Air Force Association during this year. That would give us a membership of 200,000, which is going in the right direction.

But just talking about 200,000 men is not going to get new members. Let's start with smaller numbers. Will you bring in one new member within the next 30 days? That is the question. Doubling the size of this outfit would be like falling off a log if each member would tag another and send in his four bucks. Don't worry about forms or application blanks. Send in his address and four bucks and tell us he is eligible and we will get the forms filled out later.

Tie a string around your finger or turn your ruptured duck upside down; do whatever you think best, but do something which will remind you to produce another member—this month.

*O. R. Johnson*  
President



Customer service gets a

*lift!*

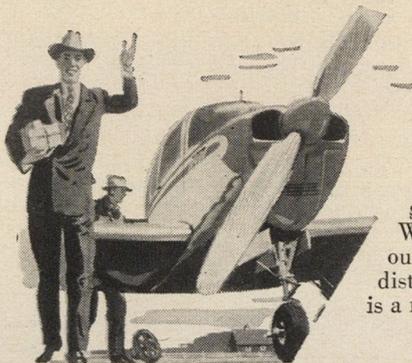
...with a company-owned Bonanza

"We deal in 'out-size' products, such as trailerized truck tanks," says J. K. Downer of Scientific Brake and Equipment Company, Saginaw, Mich., "and our sample case would fill freight cars. We pick up distant customers with our four-place

Bonanza, bring them over for plant inspection and return them in hours. Sales are easier to make. We get to know our customers better, too." All this at the Bonanza's amazingly low operating cost—measured in pennies per mile.



Constant Hosiery Stores are scattered throughout the Middle West. President H. E. Constant stays in touch by Bonanza, makes it home to Milwaukee for dinner, too! "Our Bonanza operates 12 months a year," he states. "It's invaluable to rush promotional material and merchandise right from our mill."



"One of our agricultural machinery customers was combining wheat in Texas when he needed parts—fast," reports A. A. Dryden, president of Oberlin Motor Company, Oberlin, Kansas. "He was 520 miles away, but our four-place Bonanza got parts there three hours after his call. When we give service like this we *keep* our customers, even though other distributors are nearer. Our Bonanza is a real sales tool!"

**Cut waste time out of travel time**

Add up the hours you spent last month just "going somewhere" on business. Cut them by two-thirds. That's what a company-owned Bonanza can do! A note on your company letterhead will bring an informative 60-page brochure on "The Air Fleet of American Business." Write today to Beech Aircraft Corporation, Wichita, Kansas, U. S. A.

Top speed, 184 mph  
Cruising speed, 170 mph  
Range, 750 miles

BEECHCRAFT  
**BONANZA**  
MODEL 35

**BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS**



A well known grandmother peers over the shoulder of someone's happy son to catch an act at reunion's Operation Wing Ding

## REUNION IN NEW YORK

It was the Old Man himself who put the finger on it better than anyone. "However many heads may be counted," he said, "actually over two and a half million men and women are here." General Hap Arnold knew his Air Force.

By the numbers, 18,000 heads actually were counted at the convention's climactic event in Madison Square Garden the night of September 25th, making it the largest Air Force get-together of its kind ever held. And as Hap Arnold, kept home on his California ranch on orders from the "medicos," could sense from long experience, this second annual national convention of the Air Force Association represented a gathering of all two and a half million who had worn the Air Force patch.

"I am convinced," the Old Man explained in his message to the convention, "that no distance nor circumstance can separate one member of the US Air Force from another. At such a Reunion as this we are *all* present; active and retired, veteran and recruit, civilian and airman, at home and abroad; all here, all bound together by many things, and chiefly perhaps by the deep-rooted mutual respect and the strong, unshakable confidence and strength we have won through having together overcome obstacles the like of which no man could possibly have preconceived, to win a victory the like of which no man could possibly have imagined."

Assistant Secretary of the Air Force C. V. Whitney pinned it

## REUNION (CONTINUED)

down to events of the moment. "It is a pure historic coincidence," he declared in his talk at the convention banquet, "that on this particular day such numbers of Air Force people are descending on two such widely separated spots on the earth's surface as Berlin and New York. Those of you descending on Berlin are supplying the physical air lift. Those of you descending on New York are supplying the vocal air lift. We salute both of you in these widely separated points."

However you described this unprecedented gathering, it was a combined operation from start to finish. Working hand in hand with AFA's convention committees were the US Air Force, show business, industry, a number of independent agencies, and countless individuals in and out of public life. It was a huge undertaking—"big, bold and difficult," as Hap Arnold put it—and only by a pooling of time and effort by these friends of airpower and friends of the Air Force was it made a grand-slam success.

It was really one big Reunion that combined three conventions. First, the gathering of Air Force men and women, in and out of uniform, from all corners of the country, to join up with friends who served with them in wartime outfits. Friday, September 24th, the first day of the convention, was set aside for these meetings. Kickoff event of the weekend, held that night, was a cocktail party rendezvous for wartime outfits. But as always, their "convention hall" was the old reliable hotel room. There were no convention parades, little or no horseplay. The boys just wanted to sit around and talk it over and sing a few songs to the sweet accompaniment of tinkling ice cubes. And try as they might, they couldn't decide on what individual won the war all by himself; there were too many who claimed the title.

This phase of the Reunion included

the big banquet on Saturday noon, the 25th, in honor of the Air Force. Here the delegates mixed with the greatest array of brass they had even seen in one spot, with the people of show business who entertained them overseas in wartime, and with other honored guests who had long been friends of Air Force men and women. Top billing at this star-studded affair went to the Air Force's Medal of Honor men; of 38 men who have the coveted award, 13 are alive today, and 8 of these men were on hand. They occupied seats of honor at the banquet, above the speakers' table, and above the celebrities.

The fast-moving banquet program, kept on an informal plane by the skillful handling and punchy remarks of its presiding officer—retiring AFA president Tom Lanphier, Jr.—featured brief but pointed talks, and all in all delighted even the most confirmed banquet-hater. Speaker of the day was W. Stuart Symington, Secretary of the Air Force, who delivered one of the top Air Force talks of the year, duly recorded on front pages throughout the nation for his revelation, that the X-1 supersonic plane had breezed along in the neighborhood of 1000 miles per hour in cracking the sound barrier. Others who gave appropriate and enjoyable talks at the banquet included General Hoyt S. Vandenberg, USAF Chief of Staff, General Carl A. Spaatz, retired Chief of Staff, C. V. Whitney, Assistant Secretary of the Air Force, and James Stewart, a member of AFA's Board of Directors.

Assistant Secretary Whitney's remarks were of special significance to the men and women of the Air Force Association who had worked long and hard in communities throughout the country to bring AFA to its present position. "Most people in this life," he said, "work from a sense, if I may coin a phrase, of economic compulsion. Fewer, perhaps, work from a sense of duty. Others for personal ambition, and many because of their passionate belief in a cause. The nearly 100,000

members of the Air Force Association work for a cause, without pay. For those of you who are not entirely familiar with this Association, let me say that it is composed of men and women who at any time, and in any capacity, served with the Air Force. Their principal objective is the promotion of airpower and an adequate Air Force for the security of the United States. They are organized on a national scale.

"I have been asked to explain what the Air Force Association has done for the Air Force this year. I will only hit the very high spots. First, I will mention their very wide dissemination of the President's Air Policy Commission Report, *Survival in the Air Age*. In particular, in the March issue of their magazine, *AIR FORCE*, they devoted the whole issue to that subject. Again, the *AIR FORCE* Magazine itself is a great contribution in the cause of aviation. I think it is no exaggeration if I say that the quality of this magazine entitles it to a place in everyone's home who is interested in the Air Age. Again, the members of this Association backed up the legislative program that gave the Air Force what it got this year and helped get public support for that program and, finally, its sponsorship of Air Force Day in the celebrations which occurred last Saturday, it actually accomplished a mission for the Air Force in the successful way in which it handled that occasion. I think these four major contributions entitle all of you to take pride in your organization and we wish you great success for the coming year . . ."

At this banquet, also, messages were read from important personages and organizations. From the White House came a message from President Truman congratulating AFA on its third year of activity, and stating "Your devotion to aviation has stimulated public interest in the significance of airpower as a vital part of our national defense structure." From Tokyo came a cable from General Douglas MacArthur extending his greetings to all those

**Twelve hundred former chow-hounds and guests prove they haven't lost the touch at AFA's Saturday banquet at Commodore.**





AFA's new president C. R. Smith, right, lends attentive ear to some sage advice from the outgoing boss Tom Lanphier

## THE NEW LEADERS

### OFFICERS

President: C. R. Smith, New York, N. Y.	
1st Vice President: Meryll M. Frost	Worcester, Mass.
2nd Vice President: Arthur F. Kelly	Los Angeles, Calif.
3rd Vice President: Thomas J. McHale	Dallas, Texas
Secretary: Julian B. Rosenthal	Forest Hills, N. Y.
Treasurer: G. Warfield Hobbs III	Westport, Conn.

### DIRECTORS

Chairman of the Board: James H. Doolittle, New York, N. Y.	
John P. Biehn, Columbus, Ohio	Tom Lanphier, Jr., Boise, Idaho
John M. Boone, Baltimore, Md.	W. R. Lovelace, Albuquerque, N. M.
W. P. Budd, Jr., Durham, N. C.	W. D. F. Morrisson, Woonsocket, R. I.
John H. Caldwell, Hartsdale, N. Y.	Robert Proctor, Boston, Mass.
Thomas D. Campbell, Hardin, Mont.	Earle P. Ribero, Albany, N. Y.
Edward P. Curtis, Rochester, N. Y.	James Stewart, Hollywood, Calif.
Sam Clammer, Tulsa, Okla.	Thomas Stack, San Francisco, Calif.
Burton E. Donaghy, New York, N. Y.	Jerome Waterman, Tampa, Fla.
John P. Edmondson, Scarsdale, N. Y.	John Waters, Chicago, Ill.
Robert Gross, Harrisburg, Pa.	Otto Wellensiek, Nebraska City, Neb.
L. A. Larson, Milwaukee, Wis.	C. V. Whitney, Washington, D. C.

attending the convention. "Tell them," he stated, "that one of the bright spots of today's horizon lies in the growing awareness of all Americans of the vital and decisive role which American air-power played in achieving victory in the war just past, and is now playing in our efforts to consolidate that victory into an effectual peace." From London came a message of greeting from the Royal Air Force Association. And one of the high points of the banquet was the reading of the message from General Hap Arnold, who, in addition to his remarks about the importance of the convention, asked the delegates to consider the trend toward world government as the present-day trend of perhaps the "largest ultimate significance," and added, "Give two questions a thought now and then, remembering that each of you has a definite, personal responsibility in deciding how they shall be answered. What kind of world government? In the meantime, what kind of government in the world?"

The second "convention within a convention" at this three-day gathering in New York was the massive Air Force Reunion in Madison Square Garden, with its four and a half hour "Operation Wing Ding" show. Drawn together through the cooperative effort of Hollywood, Broadway, and Washington, produced by AFA members Joshua Logan, Broadway producer-director, and Tex McCrary, radio and television producer, and staged with the help of dozens of individuals who made the wheels go around backstage, Operation Wing Ding became the talk of the town



By nightfall of the 24th the reunions were well under way. Here Adolphe Menjou helps the boys whoop it up at the Astor.



Jackie Cochran, dinner hostess to 450 AFA, Air Force and Wing Ding officials, poses between Generals Ike and Van.



C. V. Whitney and Gen. George Kenney chew the fat while waiting for something better to eat at Saturday banquet.



Ohio's Governor Thomas J. Herbert gets latest poop from Eastern Airline's Eddie Rickenbacker at Cochran dinner.



Eight members of the Caterpillar Club line up at the Friday cocktail party to swap tall ones about their jumps.

in a city that has long since become bored with big events.

While the hotel rooms were buzzing with individual reunions; while banquets were being prepared, and while stars like Bob Hope were rehearsing frantically for the Garden show, the third of the "conventions," combining airpower policy and organizational matters, was in progress. This was the convention of Air Force Association business, climaxing the second year of AFA's existence.

In his President's Report, Tom Lanphier reviewed the accomplishments of the past year: the increase in squadrons, which he called "AFA's basic strength," from a total of 202 chartered or in process of being chartered at the same time a year before, to 327 equivalent squadrons at convention time this year; the strengthening of state wing organizations, which has included the growth of wing conventions such as the five-state regional conference in New England, and state conventions in Pennsylvania, California, North Carolina, Idaho, New York; the well-known nationwide AFA program in support of a 70-group Air Force; the awarding of AFA medals to 90 outstanding Air ROTC students; the establishment of aviation youth programs by AFA units in many different communities; the work of AFA local units in activating Air Reserve organizations in many areas, and in supporting Air National Guard units; the air-marking activity in numerous localities. Lanphier cited AFA's nationwide sponsorship of Air Force Day and encouraged local AFA groups to work with other agencies and organizations in the sponsorship of aviation events.

The delegates came to this convention far better organized and far more familiar with AFA than at the inaugural convention last year. They knew what they wanted and had ample opportunity to get it, at the preliminary business meeting for directors, committeemen, and wing and squadron commanders.

When the business of the convention was completed, one fact stood out above the rest—the delegates wanted AFA to remain as it was originally conceived, an airpower organization as differentiated from a "veterans' organization." They would have no truck with special privileges or personal benefits, and they made that clear on the convention floor in debate and action on a proposal which floor spokesmen charged would pave the way for "a basic change in the policy of the organization we have here."

The proposal itself seemed innocent enough. Submitted by John W. Hansen in behalf of the Altadena, Calif., Squadron, independent of the California Wing which did not sanction it, the proposal would have added to AFA's stated aims and purposes the simple phrase, ". . . and to actively support any program for the general welfare of the membership."

# STATEMENT OF POLICY

## Toward One Air Force, One Reserve Component

In the year since we last convened to adopt a Statement of Policy there has developed a healthy interest in the problems of national security. No longer is it necessary to stress the basic need for military preparedness. Daily newspaper headlines take care of that. Nor is the nation lacking in evidence that airpower is the key to our defense system and our one effective instrument for holding diplomatic beachheads. The men on the Berlin Airlift are driving home an answer that no one can forget.

Since we last convened the nation has had the benefit of two historic airpower surveys. The report of the President's Air Policy Commission was a masterpiece of independent analysis by five public spirited citizens, highly qualified by virtue of their positions in business life, who, like our own membership, abhor war and believe that the vast expenditures they recommended for airpower could do infinitely more good if spent for schools and housing and other civilized purposes, but who found the evidence overwhelmingly in favor of a strong Air Force and aircraft industry as the best possible means to avoid war. The report of the Congressional Air Policy Board was of equal significance, and had more direct results. Its unqualified recognition of supreme airpower as the nation's foremost need in the preservation of peace and national security was an example of brilliant legislative accomplishment. And while we deplore the fact that the Administration paid little heed to the plea of its own Finletter Commission for "a new strategic concept of defense based on airpower", and that the Congress saw fit to take action on only a few of the score of bills introduced by its own Air Policy Board, we recognize that during the past year the people have had the opportunity to become better informed on the significance of airpower than at any time in history, and that our representatives in Washington have had full opportunity to legislate airpower needs into law.

At the same time, we have come to the unalterable conclusion that the people have not yet been fully apprised, and the leaders of government do not now have under consideration, the one course of action necessary to adequate national security. Lacking it, we believe, all the commendable steps taken in the last year, and those under consideration, will, in the last analysis, be judged merely as strikes around the edge of the perimeter, while the core of the problem remains untouched. Lacking it, we believe, the people will continue to pay inflation prices for their national security and will be in jeopardy in the event of an emergency.

We refer to the basic organization of our military establishment. We refer to the lack of unification of our military services, with its accompanying waste and divided effort in peacetime, and its serious threat to our national security in time of emergency.

Only a week ago we officially sponsored commemoration of the first anniversary of the United States Air Force as an autonomous unit under the National Security Act of 1947, which became public law on September 18 of last year. We did so in the belief that it was a step forward for the Air Force, and therefore justified the celebration, but we could not honestly observe the day as a tribute to unification. In the light of actual performance under the National Security Act there can be no such tribute.

As an organization of Air Force veterans formed in the interests of national security, we repeatedly have expressed the desire to make unification work. We have pledged our cooperation in getting unification underway in the hope that through a natural process of evolution recognition would be given the fact that still greater economy and efficiency and power could be attained through one Air Force. At the same time we have deplored the compromises necessary to effect passage of the National Security Act as failing to recognize the relative importance of the proper use of airpower in our military structure.

Now, after detailed examination of that Act, we must concede that it is not capable of clarifying the role of and providing for the total consolidation of the three military services. We find it lacking in strength, rife with duplication, inefficient, and saturated with waste. We do not think it represents the intent of Congress to fulfill the requirement for adequate security as voiced by the people.

We have concluded that the measure of economy and efficiency to which the people are entitled can be accomplished only by reorganiza-

*(Continued on page 56)*

## REUNION (CONTINUED)



AFA's outgoing first vice president, Jimmy Stewart, addresses the Saturday banquet honoring the USAF. Stewart will serve on 1948 Board of Directors.



Tom Lanphier, left, reminisces with four Medal of Honor winners at Saturday banquet. From left: John Morgan, Jay Zeamer, John Kane, Pierpont Hamilton.



No they're not mad, they're just getting down to cases. Gen. George Kenney and convention chairman Gill Robb Wilson talk over AAF of twenty years ago.

In the heated discussion that followed, Hansen supported the proposal on the grounds that the present constitution, with its airpower purpose as stated, was too confining, that by adding the clause proposed "You can take any action you desire."

To Haskell H. Cooper, delegate from Dallas, Texas, this meant that "when you vote on this, you are voting upon a basic change in the policy of the organization. You will turn it into a different type of organization."

Charles P. Powell, delegate from Mobile, Ala., added: "There are some 20 different organizations in this country, national in scope, which have as one of their purposes, the purpose that has been specified by our colleague (Hansen) . . . The intent at the time of formation of the Air Force Association was that we would be a selfless organization, that we would not be out grinding the axe to solicit anything except to promote airpower for our defense . . . I think we are a unique organization in that respect, and I believe that it is the desire of most of our members that we continue in that uniqueness . . ."

This belief was borne out a few minutes later when the delegates, voting on the proposal, overwhelmingly defeated inclusion of the phrase into the constitution.

After it was all over, after a wealth of healthy discussion from the floor on all major points, the Air Force Association had completed the following business:

- ▶ Prepared and approved a Statement of Policy urging Congress to provide for land-sea-air organization for the military establishment with "one Air Force for the nation;" a military man placed at the head of the Joint Chiefs of Staff; and the combining of the Air Reserve and Air National Guard into "one Federalized reserve component."

- ▶ Elected national officers and directors who represented 18 different states and the District of Columbia, and gave a hearty welcome to C. R. Smith, new AFA president, and others on the new slate. (See page 17 for complete list of new officers and directors.)

- ▶ Expressed dissatisfaction with the "manner in which the civilian components of the Air Force have been planned and administered, and with the lack of a clear-cut policy with reference to those reservists without T/O&E and M-Day assignments," and recommended immediate inauguration of a program whereby unassigned reservists may retain their active status and actual retirement credit without receiving inactive duty pay, and urged that appropriate action be taken to bring T/O&E and Air National Guard units up to maximum strength and efficiency.

- ▶ Called upon "the United States Department of Education and the departments of education of the various states and communities across the land to include in their academic curricula in advanced, public, parochial and

private schools, regular courses on the history of aviation, the theory of flight and aviation engineering, and that these courses be made a part of the regular course of studies in all schools.

► Awarded Patron Memberships, with appropriate embossed scrolls, for "outstanding services in furthering the aims and purposes to which the Air Force Association is pledged," to the following: Margaret Cobb Ailshie, Bernard Baruch, James Brown, Winston Churchill, Jacqueline Cochran, Dwight D. Eisenhower, Thomas K. Finletter, Robert Lehman, Albert Lodwick, General of the Army Douglas MacArthur, George C. Marshall, Floyd Odum, Dabney Penick, Laurance Rockefeller, W. Stuart Symington, Walter Wanger, Herbert G. Wellington, and Charles Wilson.

► Passed a resolution providing for a proposed merger with the Air Reserve Association as a measure of mutual benefit to eliminate duplication of effort and activities of the two groups and to strengthen the work of both in working toward national air security; and approved after convention committee work and lengthy discussion a Constitution and By-Laws as the proposed basic law of the merged organization. (Merger of the two Associations was not approved by ARA at its annual convention October 14-16, and the proposal was tabled.—Ed.)

► In miscellaneous resolutions and floor action resolved that necessary steps be taken by AFA officers to select and adopt an Association banner; referred a proposed aviation youth program for squadrons to the Executive Committee for further study; referred a proposed division of AFA dues between headquarters, wings and squadrons to the Board of Directors for further study.

► Acclaimed the work of convention chairman Gill Robb Wilson and presented him with a scroll of appreciation of "outstanding contributions while serving as Chairman of the Convention Committee of the Second Annual National Convention of the Air Force Association on September 24-26 in New York City. The unique success of the 1948 convention, with its vital importance to the over-all Association program, was a direct result of his singular executive ability and superb leadership, and the tireless effort he expended in its behalf." And acclaimed the work of Joshua Logan and Tex McCrary as producers of Operation Wing Ding for "outstanding contributions as Producers of the first Air Force Reunion at Madison Square Garden in New York City on September 25, 1948. The great success of this unusual program, with its vital importance to the 1948 National Convention of the Air Force Association, was the direct result of their superlative organizing ability, initiative, imagination, and industrious determination."

► By the time the last delegate had embarked for home, there was expressed interest about next year's convention, and another Air Force Reunion. The new administration already was engaged in advance planning.

## AFA AWARDS

### Lanphier and 25 Members Cited for Outstanding Service

Recognition was paid at the convention to 26 members of the Air Force Association for "outstanding contributions to American airpower" through their work with AFA. The recipients represented 11 different states, the District of Columbia, and the Territory of Hawaii.

Tom Lanphier, Jr., retiring president, received a special award in the form of an illuminated scroll with the following inscription:

*"For extraordinary accomplishments while serving as President of the Air Force Association. By virtue of inspired leadership and aggressive action, unselfishly dedicated to the public service, he overcame seemingly insurmountable odds and made possible the continuance of the Air Force Association as an effective civilian instrument furthering the cause of National Security through Airpower."*

The scroll was signed by C. R. Smith, representing the Officers; James Stewart, representing the Directors; Thomas D. Campbell, representing Wings; Gill Robb Wilson, representing Squadrons; James H. Straubel, representing the Staff; and W. Stuart Symington, representing the US Air Force.

As president, Lanphier inaugurated an annual AFA award for "outstanding contributions" and presented bronze plaques to the following:

George I. Alberts, Worcester, Mass., for organizing a five-state regional convention, and establishing a convention pattern.

John H. Caldwell, Hartsdale, N. Y., for formulating membership procedures, and sponsoring a public rally in behalf of a 70-group Air Force.

Thomas D. Campbell, Hardin, Mont., for organizing and supervising AFA Wings and Squadrons in a sparsely settled area of the US.

Edward P. Curtis, Rochester, N. Y., for work in organizing AFA.

James H. Doolittle, New York, N. Y., for constant service in increasing the public understanding of airpower as an AFA leader.

John P. Edmondson, Scarsdale, N. Y., for work in reorganizing AFA's publishing program and supervising its stabilization and growth.

Merle S. Else, Minneapolis, Minn., for leading and strengthening a state organization of AFA, and directing airpower activities.

Mary E. Gill, Forest Hills, N. Y., for organizing and leading the first all WAC Squadron of AFA, and services to the national program.

Arthur F. Kelly, Los Angeles, Calif., for organizing one of AFA's strongest state organizations, and supervising airpower activities.

Roy J. Leffingwell, Honolulu, T. H., for organizing the first AFA Wing and Squadron program located outside the continental US.

Rex V. Lentz, Dallas, Texas, for establishing a Squadron program recognized as a pattern for other AFA units throughout the country.

Emmett A. McCabe, San Diego, Calif., for service in keeping aviation leaders informed of the AFA program.

John R. McCrary, New York, N. Y., for public statements in behalf of airpower for national security, and production of the 1948 Reunion.

Joseph A. Moller, Chicago, Ill., for organizing a group program for Squadrons and establishing a pattern for other AFA units.

William D. F. Morrisson, Providence, R. I., for leading an AFA Wing organization which won struggle for a state National Guard program.

Carl Norcross, New York, N. Y., for continually transmitting the airpower message as a spokesman at AFA meetings and as a contributor to AIR FORCE.

Julian B. Rosenthal, Forest Hills, N. Y., for single-handedly drawing up AFA's constitution, and service in local, state and national affairs.

C. R. Smith, New York, N. Y., for continued leadership in strengthening the AFA program, and for service as a national officer of AFA.

Thomas F. Stack, San Francisco, Calif., for organizing one of AFA's strongest Squadrons, and sponsoring outstanding airpower events.

James Stewart, Hollywood, Calif., for repeated statements in behalf of airpower and AFA, and service as a national officer.

George C. Van Nostrand, Washington, D. C., for work in reorganizing AFA Headquarters, and establishing and supervising a sound financial program for AFA.

Ralph V. Whitener, Beckley, W. Va., for organizing and leading a Squadron organization which has achieved unique community support for airpower.

C. V. Whitney, Washington, D. C., for outstanding service in the advancement of airpower while serving as a member of the Board of Directors of AFA.

Gill Robb Wilson, New York, N. Y., for unique contributions as a spokesman for airpower, and for direction of AFA's second annual convention.

Richard S. Wolfe, Columbus, Ohio, for leadership in local, state and national activities, and sponsorship of AFA's first national convention.



Convention head Gill Robb Wilson, left, Tom Lanphier and Lt. Gen. George Stratemeyer welcome Bob Hope to New York



American Airline's star-packed Wing Ding special arrived about midnight Friday—was welcomed by Mitchel Field Band

# OPERATION WING DING

Show business, AFA, and the USAF combine to stage Garden's "greatest show"

In its many years at 49th Street and 9th Avenue, Madison Square Garden has grown blasé with some of the world's most colossal shows. Five-ring circuses, political rallies, rodeos, championship fights, horse shows, ski jumps and myriad other spectacles have made the Garden the greatest showplace on earth. But never in the history of the hallowed barn has there been a program like "Operation Wing Ding" produced by the Air Force Association on the night of September 25th. In the words of John Reed Kilpatrick, President of Madison Square Garden Corporation, it was "the greatest show ever put on in Madison Square Garden." In the words of one of Mr. Kilpatrick's employees, a janitor who helped lock up the place after the show was over, "It'll never be topped. I might as well lock up for keeps."

But whether or not the Garden locks up for keeps, which is doubtful, this much is for sure: No one will ever find a better way to sell airpower than was found that night—by letting Lena Horne sing the lyrics, and by letting Gypsy Rose Lee accompany the pitch with a fast peel. For if Miss Horne or Miss Lee had asked it, the audience at Madison Square Garden would have voted for an Air Force of seven times seventy groups—and been happy to pay for it. As it was, they paid only a buck and a quarter and did no voting. But they went home convinced that the airplane, unlike the Gyp's bra, was here to stay.

Operation Wing Ding was five months a-building. The contract for the use of the Garden was signed in May, and from then on a good-sized staff of writers, producers, contact men and lawyers worked themselves into premature ulcers whipping the show into shape. Even so, it wasn't until the first act was actually on stage that associate producer Tex McCrary found time to sit down with a typewriter on his lap backstage and write the script for the second act—a situation which added nothing to the life expectancy of the show's perfectionist producer Joshua Logan, who enjoys contemplating commas and semi-colons and who has two shows on Broadway ("Annie Get Your Gun" and "Mr. Roberts") to prove that there's money in it.

Aside from Mr. Logan and his associates, no one worked harder to put the show across than its M.C., comedian Bob Hope, and AFA's own Jimmy Stewart and Tom Lanphier.

For four and a half hours Hope was on stage almost as much as he was off. From his parachute entrance to his exit line on the end of one of Jack Dempsey's playful left hooks he gave what was unquestionably the finest performance of his career.

Stewart gave an equally distinguished performance in a role that, if anything, was tougher than Hope's. He did everything. When it was time for laughs he stepped forward to act as fall guy for Hope, Jerry Colonna or even Margaret O'Brien. When the show sobered up to make the USAF award to American press and radio, it was Stewart who was asked to read the inscription.

Most of Tom Lanphier's contribution was made in the agonizing weeks prior to the show itself—in hundreds of phone calls and letters of "coordination" between the Air Force and the producers of the program.

High spots of the evening? It would be difficult to single them out. It was pretty much a matter of which "sent" you the farthest—Marlene Dietrich singing "See What the Boys in the Back Room Will Have," or Lena Horne quivering to "Deed I do."

But there was a great deal more to Operation Wing Ding than being far-sent. In the final analysis, the show's serious moments were undoubtedly its high spots. When eight of the thirteen living USAF Medal of Honor winners walked on the stage to present a plaque to the American press and radio industries, the entire auditorium rose to its feet spontaneously in the night's greatest show of esteem. Perhaps the most dramatic moment of the night was Joe E. Brown's reading of the plaque presented by the Air Force to the people of show business in grateful recognition of the work they did overseas.

As columnist Bob Considine wrote, Wing Ding was a show "you'll be telling your great-grandchildren about—and they'll never believe you." If you missed it, don't feel too badly. Within a week after the fabulous event was over, plans were being made for another next year—bigger and better.

A familiar overseas trio—Colonna, Romano and Hope harmonize on "If I Didn't Care," and for four and a half hours they didn't—it was strictly an anything goes affair. ►





Jimmy Stewart frets for safe arrival of "important guests"



# BOB HOPE

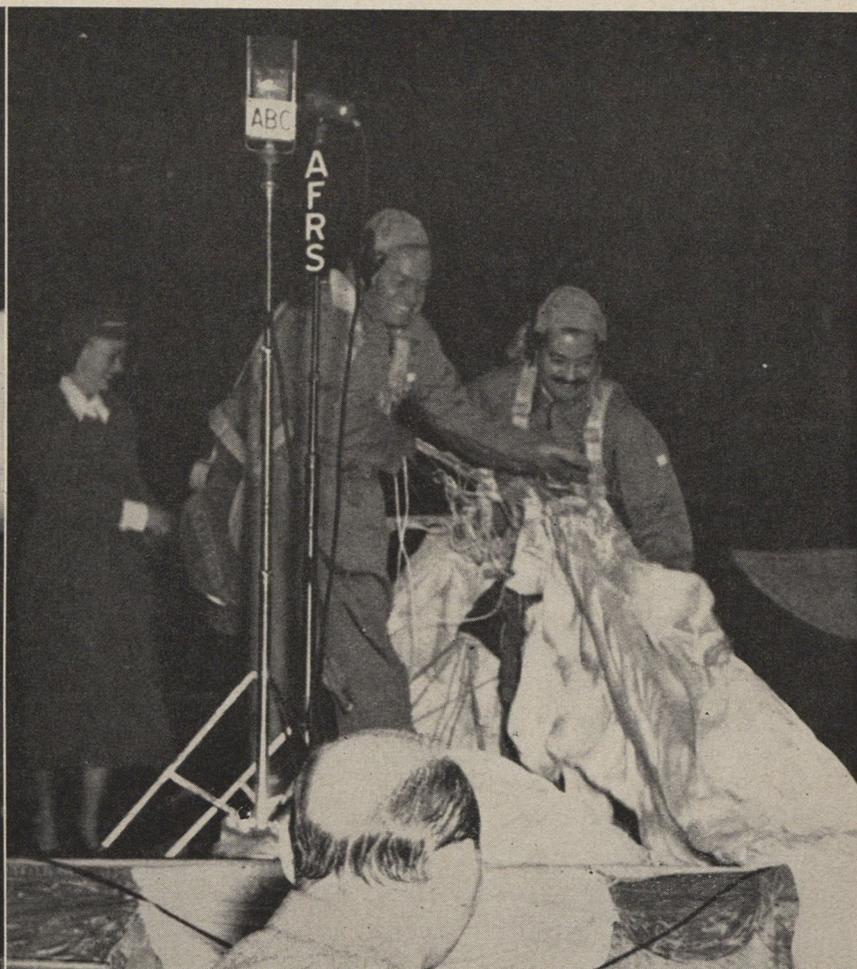
His "parachute drop" into Madison Square Garden established a new high in theatrical entrances and set a killing pace for the rest of the show to follow



At 2037 the night of September 25, Jimmy Stewart standing on the stage at Madison Square Garden checked his watch. Several distinguished guests were a little late. As Stewart fretted the sound of an approaching aircraft rose in audible crescendo. Searchlights scanned the darkened auditorium. Suddenly there was a crash, and a moment later the searchlights spotted the tardy guests—Bob Hope, Jerry Colonna, June Lockhart and Tony Romano in a pile of unfurled parachutes in the middle of the audience. With modesty becoming great and fearless flyers, Hope & Co. strode toward the stage.

Left, Hope accepts crowd's plaudits modestly. Below, June Lockhart staggers off under parachute.





While Jimmy Stewart makes facial apology to the audience, above center, for Hope's fly-boy act, the comedian himself introduces screen actress June Lockhart who wore costume of American Airline hostess. Guitarist Tony Romano, who accompanied Hope on overseas trips, adjusts buckle in background. Above right and below, Hope and Colonna climbing onto stage.





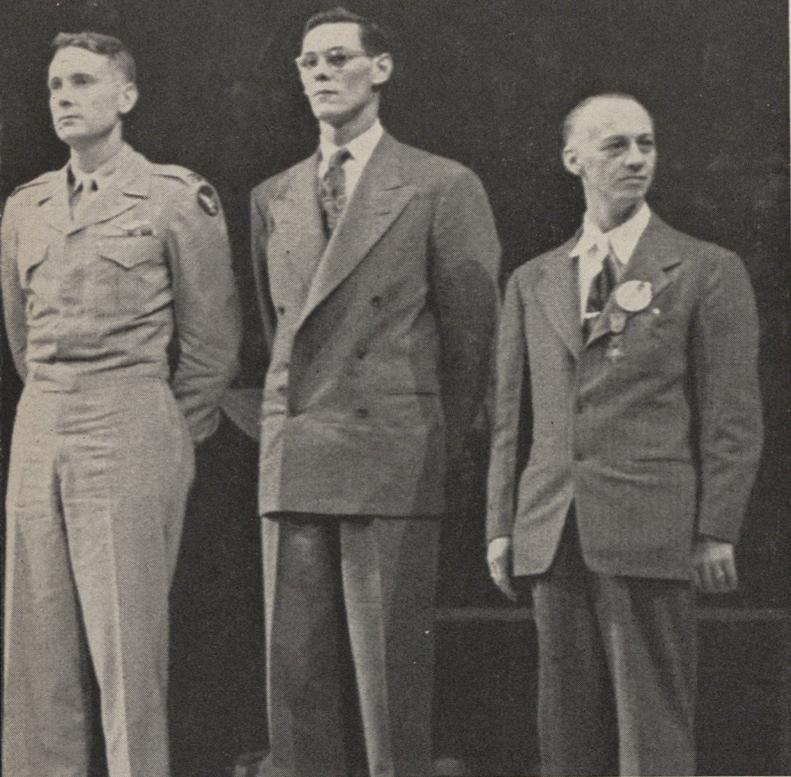
# MEDAL OF HONOR MEN

## Get the Night's Biggest Hand

**N**othing in Operation Wing Ding brought the audience to its feet so quickly nor with such spontaneity as the appearance of eight of the thirteen living USAF Medal of Honor winners on the Garden stage. So overwhelming was the acclaim the audience heaped upon them that the purpose of their being there was nearly missed. They were there not as showpieces. They were selected because of their record of

valor and bravery to award an official US Air Force plaque to the American press and radio industries in recognition of their efforts in telling the story of airpower in World War II. The picture above was taken as Jimmy Stewart read the citation. Behind him are Col. John Kane, Lt. Col. William Shomo, John C. Morgan, Jay Zeamer, Col. Pierpont Hamilton, Capt. William Lawley, Forrest Vosler, and Maynard Smith.

## WING DING (CONTINUED)

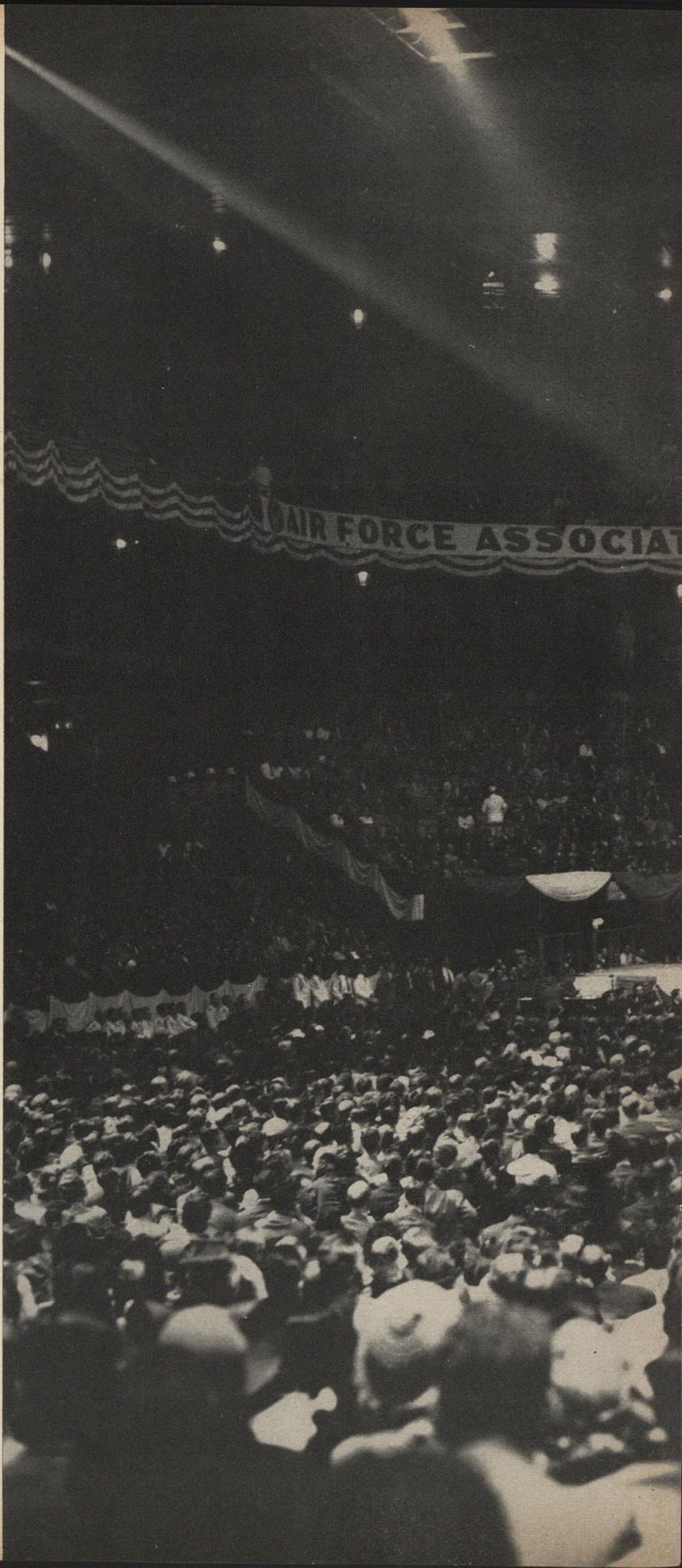


**"Presented to American Press and Radio by the United States Air Force in grateful recognition of the success of that profession in telling the story of the air war during World War II, and in memory of those reporters who gave their lives in so doing."**



**“THE GREATEST  
SHOW EVER PUT ON  
IN MADISON SQUARE  
GARDEN”**

**JOHN REED KILPATRICK**  
PRESIDENT, *Madison Square*  
*Garden Corporation*







Winners of AFA's airpower awards from left: Jacqueline Cochran, William Wister Haines, John Stack and Herbert Hoover.

# AIRPOWER AWARDS

**AFA cites five civilians who have made outstanding contributions to "reconstruction of nation's air defense"**

By Thomas G. Lanphier, Jr.

**D**uring the past troubled year, which marked the first stirrings of a renaissance of the US Air Force to the size and strength imperative to the security of our nation, a great many men and women in and out of government have worked long and hard to lay the groundwork for a national air defense.

Such outstanding public servants as those who comprised the President's Air Policy Commission headed by Thomas K. Finletter, and the Congressional Air Policy Board under Senator Owen Brewster and Representative Carl Hinshaw, played outstanding parts in assaying the aviation situation of the US and in recommending action.

These and countless other Americans contributed immeasurably as individuals and as groups to start the sound reconstruction of our national air defense. Industrialists, scientists, pilots, engineers, writers, speakers and just plain citizens, all with an understanding of the need, pitched in and did what each could to give the men in

uniform something new enough and numerous enough to fly in our defense.

Spearhead of the reconstruction movement toward adequate airpower was the first Secretary of the newly autonomous US Air Force, W. Stuart Symington. In the best tradition of the successful American businessman who lends his services to the government of his country when it calls, Secretary Symington brought to the fledgling Department of the Air Force the executive and organizational ability it sorely needed in its formative phase. He also brought it imagination and, most important of all, the courage to speak without political reservation in behalf of a strong Air Force.

The events of the past year are still fresh enough in memory to obviate repeating the economic, political, industrial and personality complications which formidably obstructed the establishment of the 70-group Air Force program. It is enough to say that, thanks primarily to the leadership and integrity

of Secretary Symington, a program for the building of at least a minimum strength Air Force was, despite all these obstacles, endorsed by Congress and is now underway.

In recognition, therefore, of his outstanding individual contributions "toward the peace and security of the US in the field of aviation," the members of the Air Force Association have declared W. Stuart Symington to be their selection as "Aviation's Man of the Year," and have presented him with the H. H. Arnold Award as a symbol of that distinction.

Association members, realizing that the cause of airpower for peace is well served by Americans in many fields of endeavor, not only in Washington but in every corner of the land, and by men and women in every walk of life, have also undertaken to recognize extraordinary individual civilian service during the past year in four other instances.

They have awarded the Air Force Association Trophy to Miss Jacqueline Cochran for "distinguished civilian service toward the peace and air defense of the US." Unquestionably the greatest living woman flyer, Miss Cochran holds the world's closed course speed records for 3 kilometers and for 1000 kilometers. She set those records in the last year in a comparatively antiquated, propeller-driven F-51, flying both courses in faster time than they have yet been covered by man or woman in conventional or jet powered aircraft. In so doing she has skillfully and daringly dramatized the fact that American aviation is not progressing as fast as it might, and not as fast as the public is in danger of assuming.

Winner of the Bendix trophy, the

Harmon trophy, the Billy Mitchell award, founder of the WASPs during the war, Miss Cochran has always been an eloquent and energetic proponent of aviation who not only speaks but flies in behalf of airpower.

For distinguished civilian service toward the peace and air defense of the US in the field of science, AFA has awarded a trophy to John Stack, Assistant Chief of Research at NACA's Langley Laboratories. Mr. Stack's contributions to the aeronautical sciences have been numerous and consistent. For more than ten years he has been working, thinking and theorizing in supersonic aerodynamics, and has become a recognized expert in this field. He and his men conceived the idea of getting an actual airplane to travel at supersonic speeds in order to obtain data in flight which would check his theories and the experimental results from wind tunnels. This idea was sold to the Air Force and the Navy, resulting in the Air Force contract with Bell for the X-1 series and the Navy con-

tract with Douglas for the D-558 series, and resulting in the well-known X-1 supersonic flights of the past year.

For distinguished service in the field of arts and letters, AFA has awarded a trophy to William Wister Haines, author of "Command Decision." This story has reached an audience of unusual proportions by virtue of its dissemination through several types of mass media. First conceived for the theater, it became a smash hit on Broadway and is now on extensive tour; rewritten by Mr. Haines as a novel, it appeared serially in *THE ATLANTIC* Magazine, and was reprinted in *READERS DIGEST*. It will soon appear as a motion picture. Mr. Haines' portrayal of the moral responsibilities of military command, as told in this story of the air campaign over Germany, is an outstanding contribution to public understanding of a heretofore untold side of aerial warfare.

For distinguished service in the field of flight, AFA has awarded a trophy to Herbert H. Hoover, Chief Test Pilot in



charge of Flight Operations at NACA's Langley Aeronautical Laboratory. During test flights in the X-1, Mr. Hoover in the last year became one of the first pilots to fly at speeds faster than sound. While this feat first gained him national prominence, he has a unique background in test flying which, together with his supersonic flying, has contributed greatly to flight progress.

Secretary W. Stuart Symington accepts the Aviation's Man of the Year trophy as "The greatest tribute ever paid me."



# A MILLION DOLLARS WORTH



Jane Froman sings "It's a Great Life."

**Show business' biggest names file across Garden stage at the rate of one every three minutes**

**O**n these two pages and the next four, are pictures of some of the stars who filed across the stage at Madison Square Garden the night of September 25th at the rate of nearly one every three minutes for four and a half hours. They sang, danced and made wise cracks until the 18,000 AFAers and their guests in the audience were dizzy from laughing and from craning their necks to see and hear. Nearly every act was a climax. After at least half a dozen of them, spectators would turn to one another and ask, "What comes now? How do you top that?" And somehow the next act topped it.

Among the actors, there were people

like veteran Joe E. Brown who participated with more than a little inconvenience to themselves. Brown was acting in "Harvey" at the time, but with benefit of police escort he managed to get to Wing Ding after "Harvey" was over just in time to make the USAF show business presentation. Ed Sullivan, who was appearing at the Roxy, also had to resort to police escort.

In all there were nearly a thousand show business people at the Garden for Wing Ding. They came to accept the grateful thanks of the US Air Force for their wartime work. And they stayed to put on a show that no one who was there will ever forget.



It's been good for a decade past and will still be good a decade hence. Rocketts show conventioners a precision kick.

# OF TALENT



Herb Shriver's sergeant's first name was "Chicken". Herb forgot last name.



Carmen Miranda had the boys whistling with "South American Way."



Every ex-GI in the house remembered Dinah Shore's hit "I'll Walk Alone."

WING DING (CONTINUED)



Songs of Deep River Boys were soft and mellow—in contrast to their ties.



Ella Logan sings an oldie "Tipperary."



Morton Downey and "Molly Malone."

Katherine Lee and Roberta Jonay, Allegro stars, say "Money Isn't Everything."

Patricia Morrison begins "Beguine."





Lena Horne sings "Deed I Do" while Dietrich says "See What Boys in Backroom Will Have." Boy in back is Milt Caniff  
Tennis balls signed by performers are served to audience by Jinx Falkenberg. Man with the Wilsons is William Holden.



WING DING (CONTINUED)

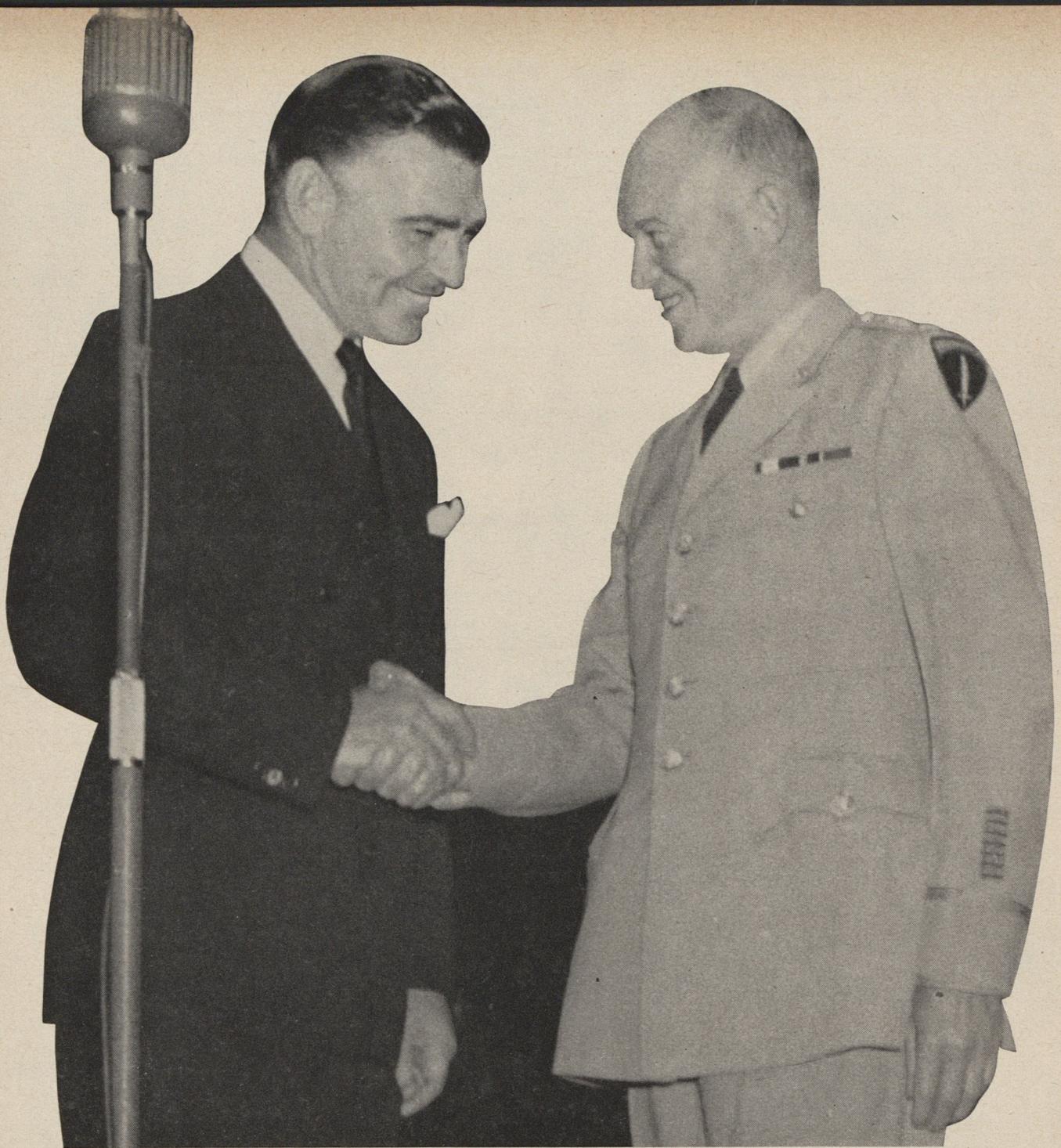


Veterans from all hospitals in New York area were invited to Wing Ding free. Above are some of the 500 who made it.

Emcee Jimmy Stewart welcomes Walter Pidgeon and Margaret O'Brien who enacted a radio drama. Miss O'Brien thought Pidgeon just her type of leading man.

USO trooper Gypsy Markoff stirred memories with two accordion solos.



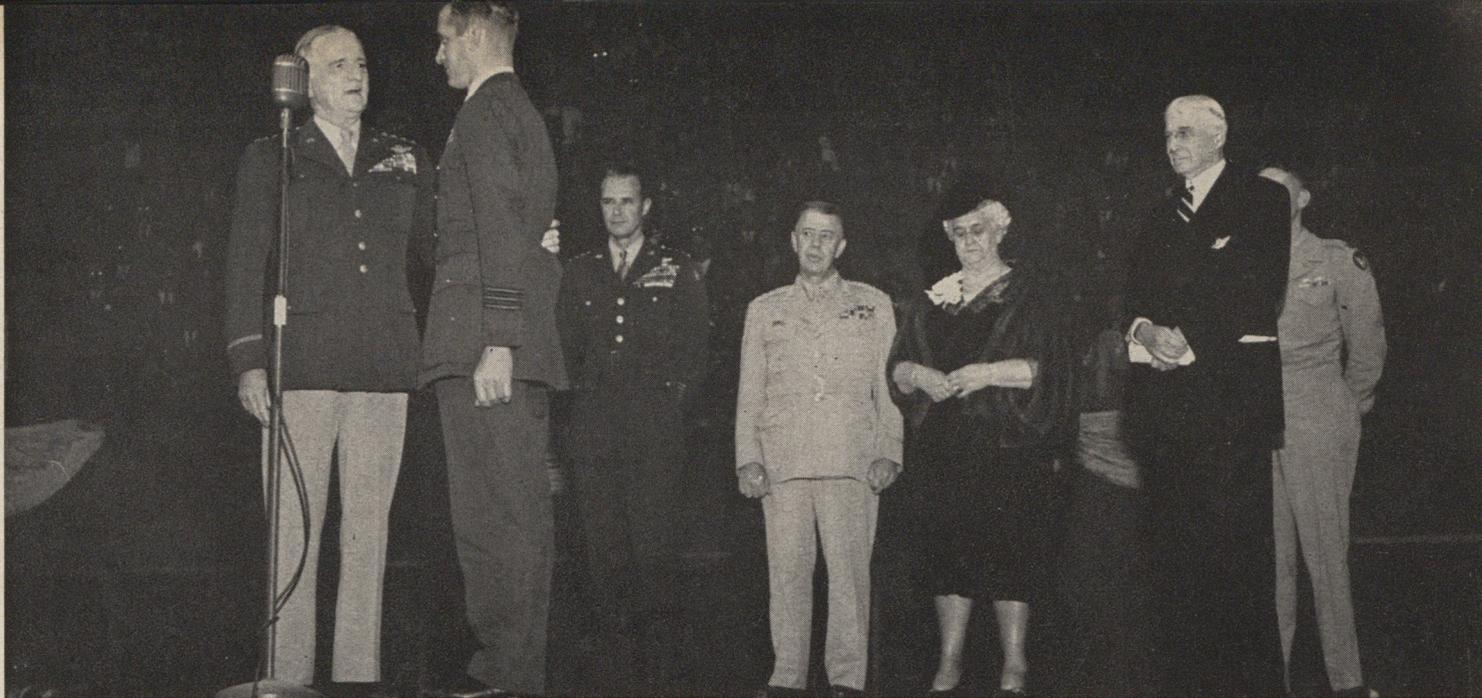


No heavyweight fight in Garden's history ever brought down the house like the two champs above when they stepped on stage.

Another USO favorite was harmonica playing Larry Adler. Columnist Ed Sullivan introduces Harvest Moon dancers.







General Carl Spaatz gives his wings to Wing Commander Johnny Johnson to be flown to England for Winston Churchill.

# COMBAT WINGS

**Three top airmen give their wings to three civilians for wartime service to USAF**

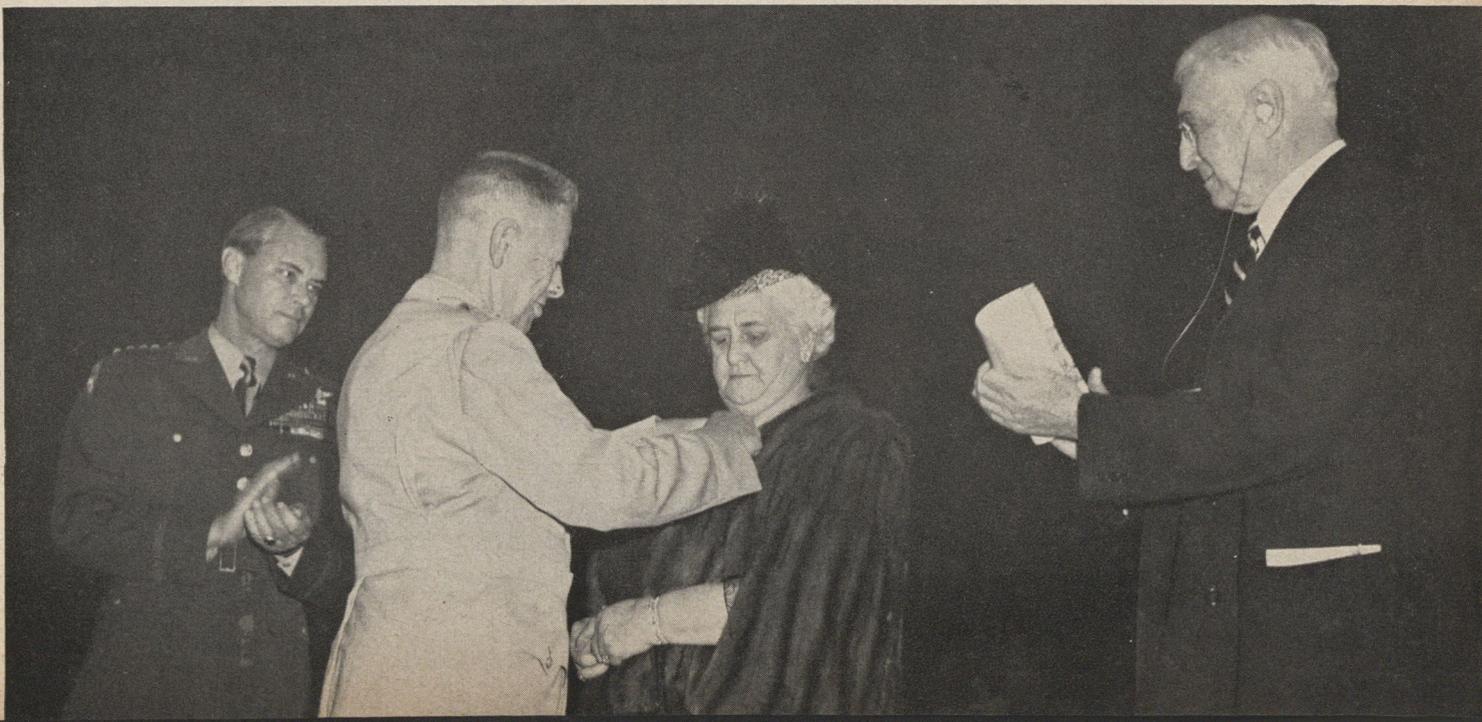
**F**or the first time in history, the US Air Force has awarded its wings to non-flying personnel. The presentations, made in acknowledgment of high service of three civilians to the Air Force during World War II, are pictured on these pages.

On the opposite page General Hoyt Vandenberg awards the Command Pilot wings of Hap Arnold to statesman Bernard Baruch. Vandenberg had planned to give his to Baruch, but shortly before Wing Ding ceremonies, word was received from the Old Man in California that he would like to give his badge to Baruch if possible. As far as Vandenberg was concerned that was that. Baruch got Arnold's wings. Several days after the ceremony, the park bench diplomat attended General Eisenhower's installation as President of Columbia University. When the program lagged Baruch was seen showing his wings to several people seated in his immediate vicinity. He had them pinned on the inside of his coat, where he said they were going to stay from now on.

Wing Commander Johnny Johnson, in the picture above, accepts General Carl Spaatz' wings for Winston Churchill. It was planned to have Johnson fly to England within the week to make the presentation to Churchill himself. Informed of the honor, the wartime Prime Minister cabled the convention, "I am grateful to the US Air Force for the high compliment they have paid me in giving me my wings. There is true brotherhood in arms between us all and I am indeed proud to possess this symbol of your esteem, particularly when other great friends and comrades of mine who have done their best for the common cause are receiving the same honor."

The third award was made to Mrs. William S. Knudsen in honor of the late Lt. Gen. William S. Knudsen, wartime director of production for the Air Materiel Command. Mrs. Knudsen was given the hard-worn wings of General George Kenney, who in making the presentation, said simply, "No one will forget the lovable, hard working guy we all called 'Bill.'"

Left: Hap Arnold's wings are given to Bernard Baruch by Gen. Vandenberg. Below, General Kenney gives his to Mrs. Knudsen.





"Things in a stripper's mind would quite surprise you . . ."

"When I lower my gown a bit to show a patch of shoulder . . ."

# THE ROSE

Gypsy Rose Lee comes out of semi-retirement just for AFA

Jack Dempsey is ready, but Hope hides behind his seconds.

There he is. Frank McHugh rubs him down before the bell.





"I'm wondering what I'll say to the women of the PTA . . ."

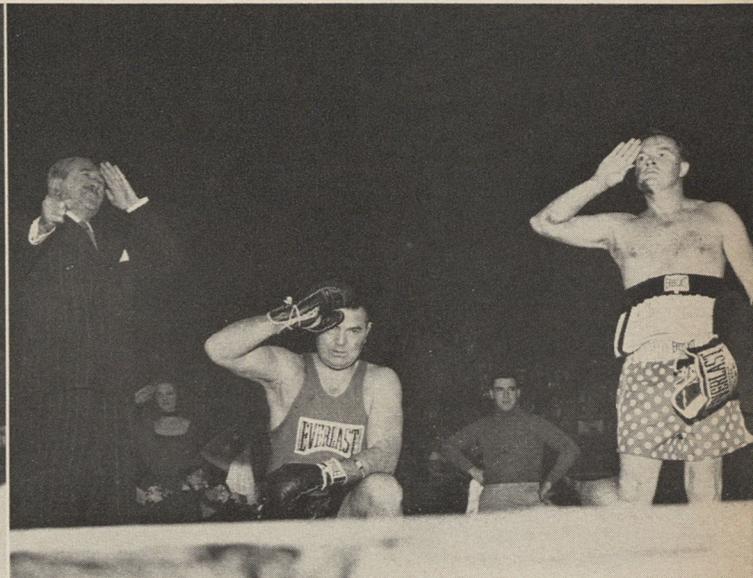
"Or mentally computing how much I'll give to charity."

**Killer Hope lasts sixty seconds with Manassa Mauler**

# THE NOSE

His face smeared with "blood" Hope beats it for corner.

Sound of "Retreat" saves day. Referee Menjou calls it draw.





# TO SHOW BUSINESS

**“Presented to American Show Business by the United States Air Force in grateful recognition of the contribution made by its members in easing the burdens of war for airmen overseas during World War II, and in memory of those who gave their lives in so doing.”**

One of Wing Ding's most dramatic moments was Joe E. Brown's reading of the inscription on the plaque presented to American Show business by the United States Air Force. On his Sunday evening broadcast the following evening, radio commentator Walter Winchell had this to say about it.

“Mr. and Mrs. United States: Duty is the most powerful word in our language. It can call a man from a plow to a tank—and from the aisle of a store to the deck of a battleship . . . Duty in the U. S. Air Force has called men to do everything from dropping bombs on Nazi and Jap airdromes—to its great current job of delivering food to children in Germany.

“Last night at New York's Madison Sq. Garden the Air Corps dropped a wreath on the graves of 32 USO men and women of

the stage, screen and radio, who were killed in action entertaining our men in the war zones.

“More than 20,000 people, including Generals Eisenhower, Spaatz and Vandenberg, and Secretary of Air Symington, heard the Profession of Arms pay its respect to the Profession of the Theatre . . . The Air Corps honored more than the men and women of the stage who died. They honored the service of the ones who came back.

“Duty sometimes puts in a man's hand a machine gun . . . Sometimes a violin . . . Sometimes it puts his feet in hob-nailed Army boots . . . Sometimes in soft dancing shoes . . . But it is the mark of our great American culture—that an American bomber-pilot can shed a Tear—for the people who died—trying to give him a Laugh.”





# AIRPOWER ANNIVERSARY

**AFA sponsors nation-wide birthday party to help  
celebrate USAF's first autonomous year**

**T**he United States Air Force looked considerably less scrawny on its first anniversary as an autonomous force than it had a year ago when it was still a part of the U. S. Army. In celebrations sponsored by AFA squadrons from coast to coast there were far fewer training planes on exhibit than there were a year ago—far more jets and long-range postwar bombers. There was evidence of a new dignity too. Such things as the Finletter Report, and the action of Congress in appropriating initial funds for the building of a seventy group air component had given the USAF a self-assurance quite distinct from the cockiness it had been accused of in times past. Happiest omen of all was the unmistakable indication that the public itself was taking new faith in the Air Force. Perhaps the Air Force's accomplishment of the impossible in the Berlin Airlift was partly responsible. Whatever it was, U. S. citizens clearly demonstrated by the numbers in which they turned out that they are more sold on the Air Force today than they ever have been before in their lives.

**WAF Sgt. Gracie Thomas, Elkins, W. Va., takes saber to Air Force birthday cake at Washington, D. C. AFA's past-president Tom Lanphier stands by to assist.**



**A B-36 circles Mitchel Field, N. Y. on  
non-stop round-trip flight from Texas**

**MacDill Field had an angle: rules were  
eased to let crowd take pics at will.**





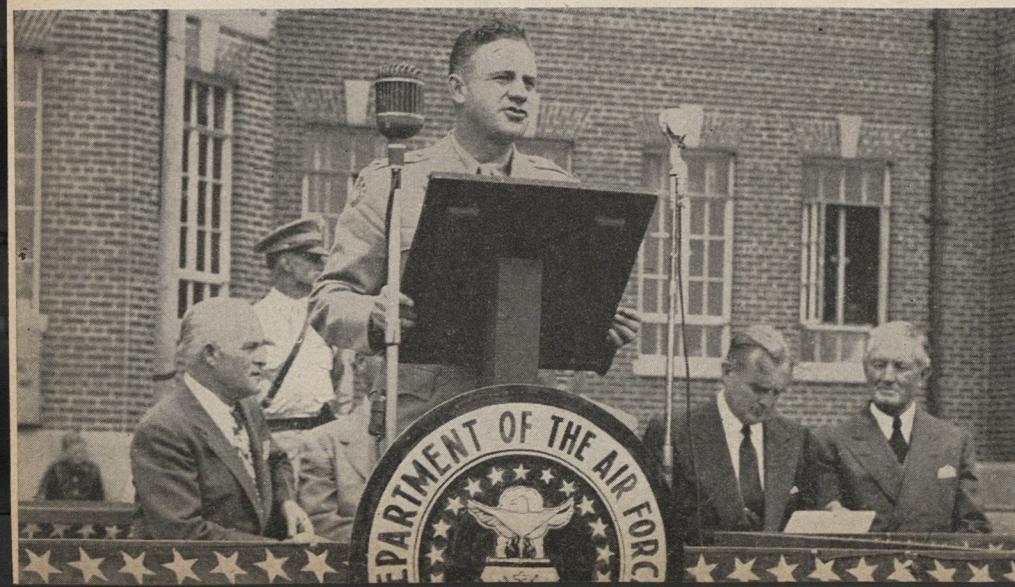
National Guard airmen hoist comely southern belle on their shoulders during Air Force day celebration at Birmingham.



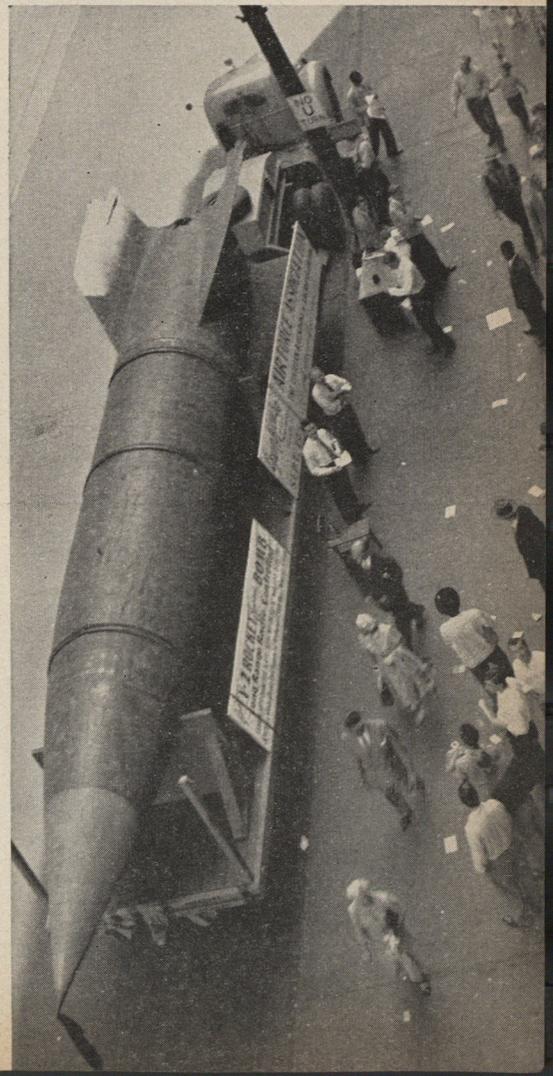
Cincinnati show featured aerobatics and static display of planes "you can walk right up and touch."



Above, B-29s at foot of Mt. McKinley. Below, Col. Bill Hudnell at Selfridge.



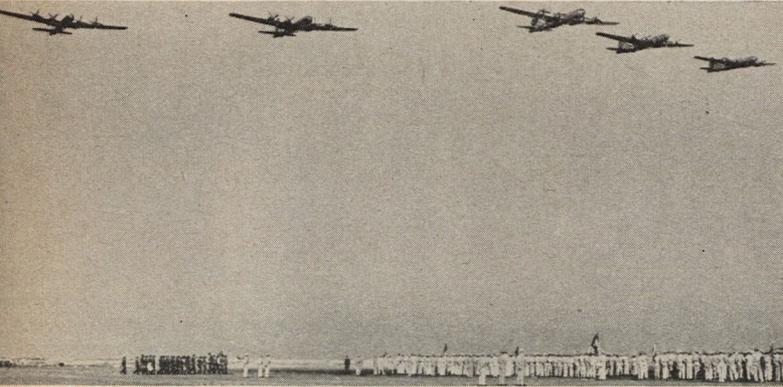
Chicago program featured display of guided missiles in downtown area.





Air Force Girl for 1948 in the Hawaiian area was 17-year-old Betty Jane Johnston. She reigned over three day fete.

Niagara Falls reporter leaves B-29 flown to US from Hawaii.



B-29s of 92nd Bomb Group pass in review at Spokane.

Wisconsin AFA leader Duke Larson, below right, talks over AF Day plans with Gen. Hugh Knerr and assistant.





An up and coming air enthusiast and her daddy inspect new USAF jet fighter plane at Lockheed Air Terminal in Los Angeles.



San Antonio had one of nation's largest celebrations. An estimated 100,000 Texans witnessed 72-hour show. Above, F-80s in sharp review.



In San Francisco the cast of Carousal joined birthday party goers at the Palace Hotel in loud rendition of "This Was A Real Nice Clambake."

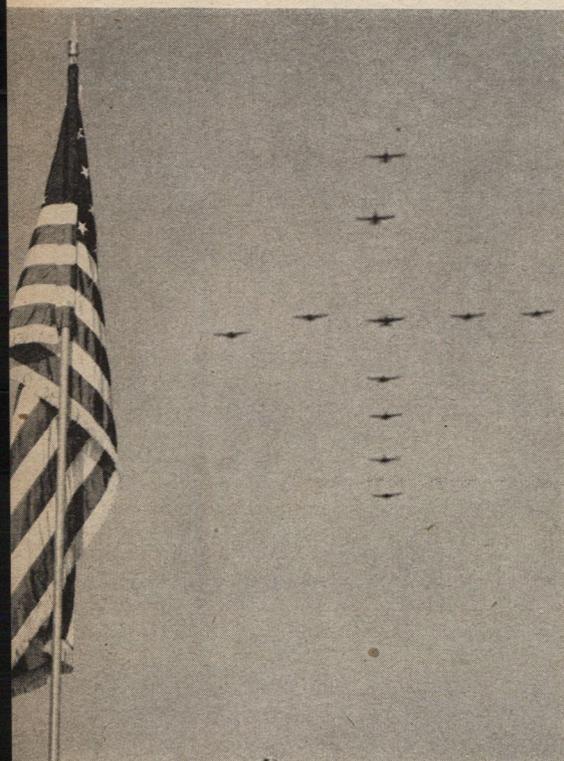


It was hot in Evansville, Indiana. Here spectators seek relief under tail of B-26 bomber.

**ANNIVERSARY (CONTINUED)**



In Boston, General George Kenney, center, presented a bouquet to Barbara Laughton, New England's Miss Air Force Day, 1948.

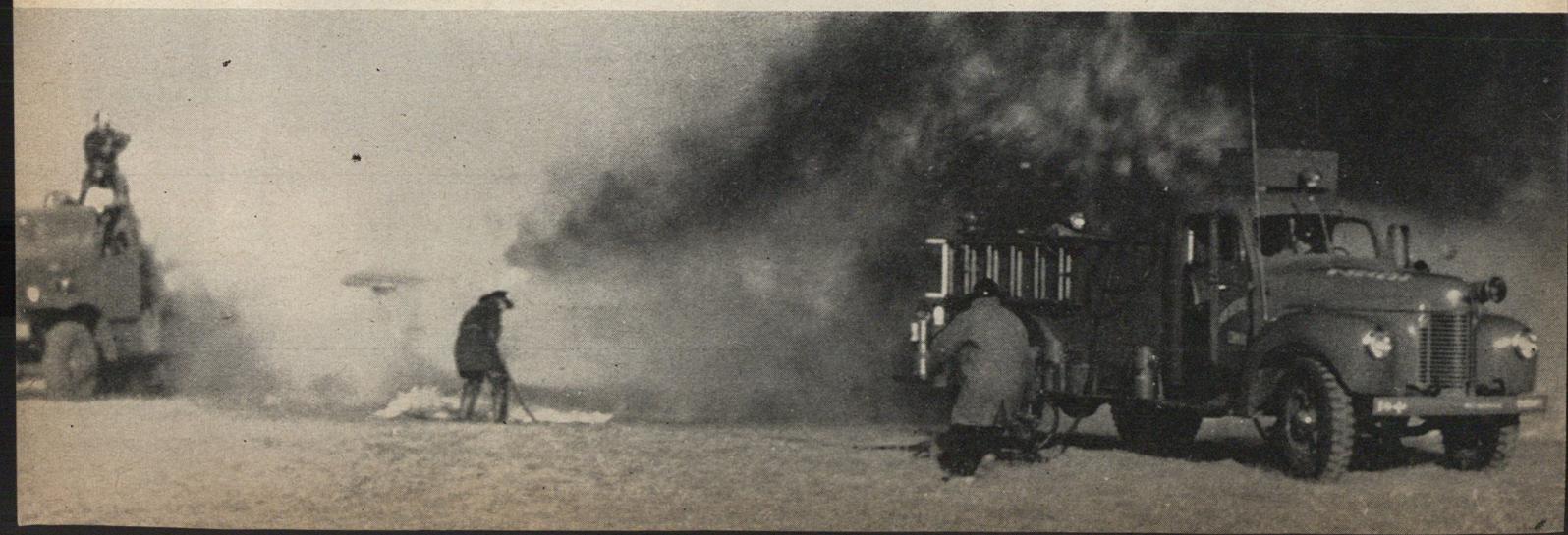


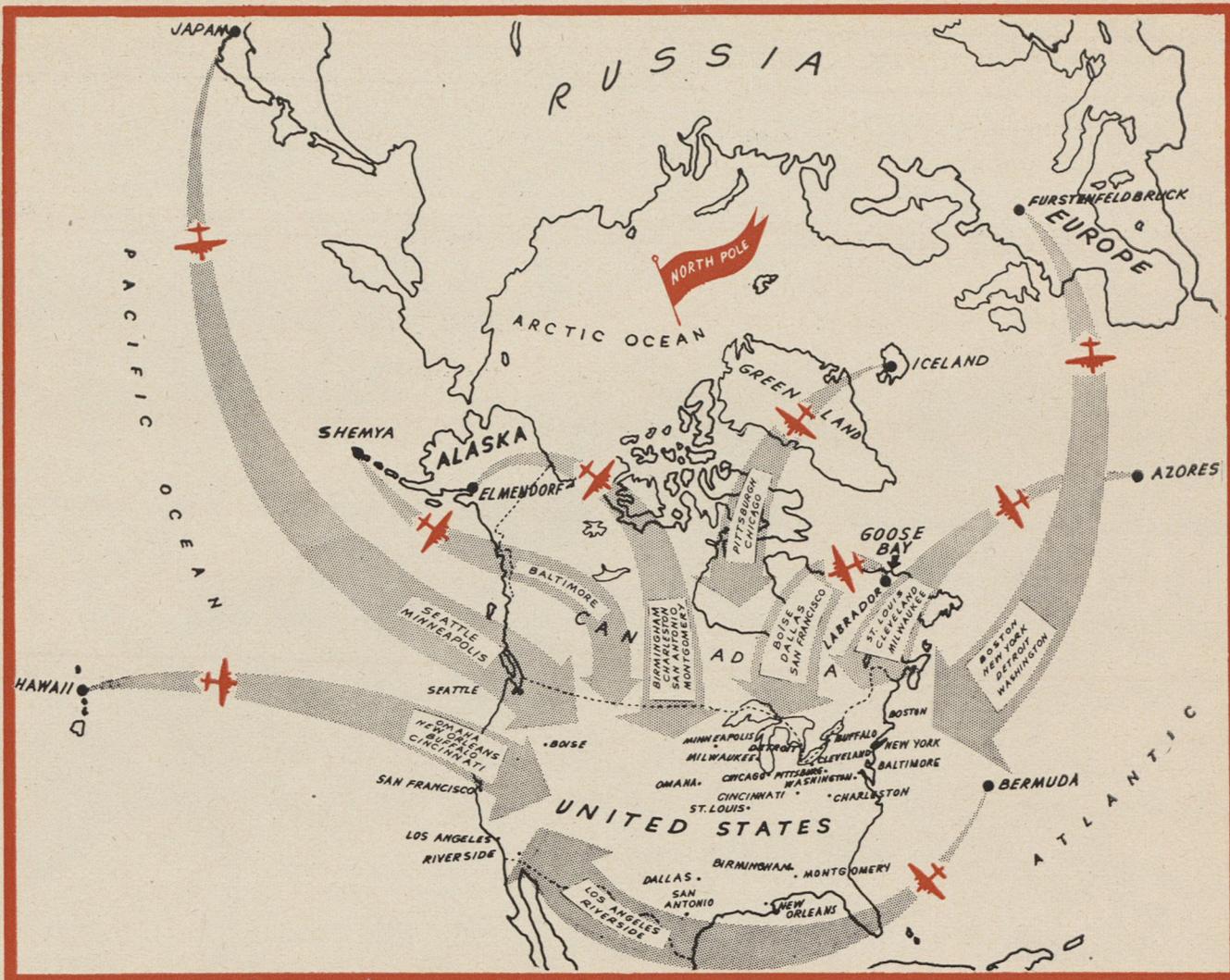
In Dallas, AT-6s dropped flowers in dawn memorial of AF's war dead.



In Charleston, W. Va., the Air Force's first birthday as an autonomous force was observed with parade featuring the Stonewall Jackson band and majorettes.

While spectators at Minneapolis waited for the B-29s from Tokyo, they got demonstration of USAF fire fighting skill.





Converging from bases up to 5,600 miles distant, nearly fifty B-29s set upon twenty-five widely scattered cities.

# 100,000 Miles of Non-Stop Flights

**N**eatest trick of Air Force Day was the long distance flights of some 50 B-29s whose paths are traced on the map above. Lumped together their

hops totaled 112,821 miles. There were several abortive starts, but for the most part the missions were flown without incident. The crews who flew the planes

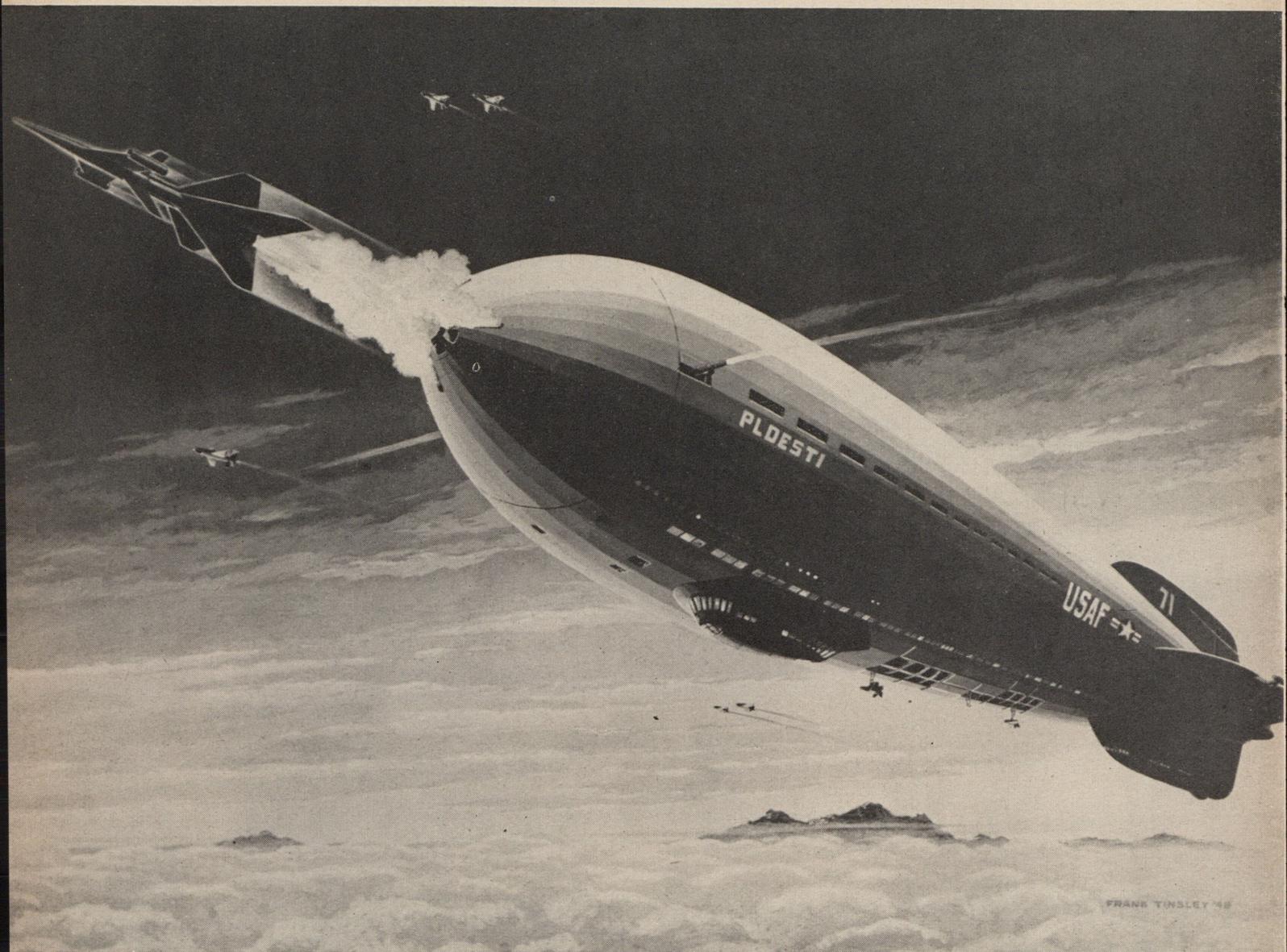
were much more interested in "getting in town" than they were in the fact that they had proved once again how small the airplane has made the world.

Capt. William Buckley, left, is welcomed to Minneapolis by wife and Lt. Gen. Rawlings after flight from Tokyo.



Crowds at Bolling Field, Wash., D. C., inspect two B-29s that have just landed from Furstenfeldbruck, Germany.





There are many theories on how to launch an atomic missile. Above is one artist's conception from nose of a dirigible.

# A-BOMBS AND AIR STRATEGY

**How would atomic weapons be used in a war in which the United States had lost both monopoly of them and superiority in numbers?**

By **Bernard Brodie** Associate Professor of International Relations, Yale University

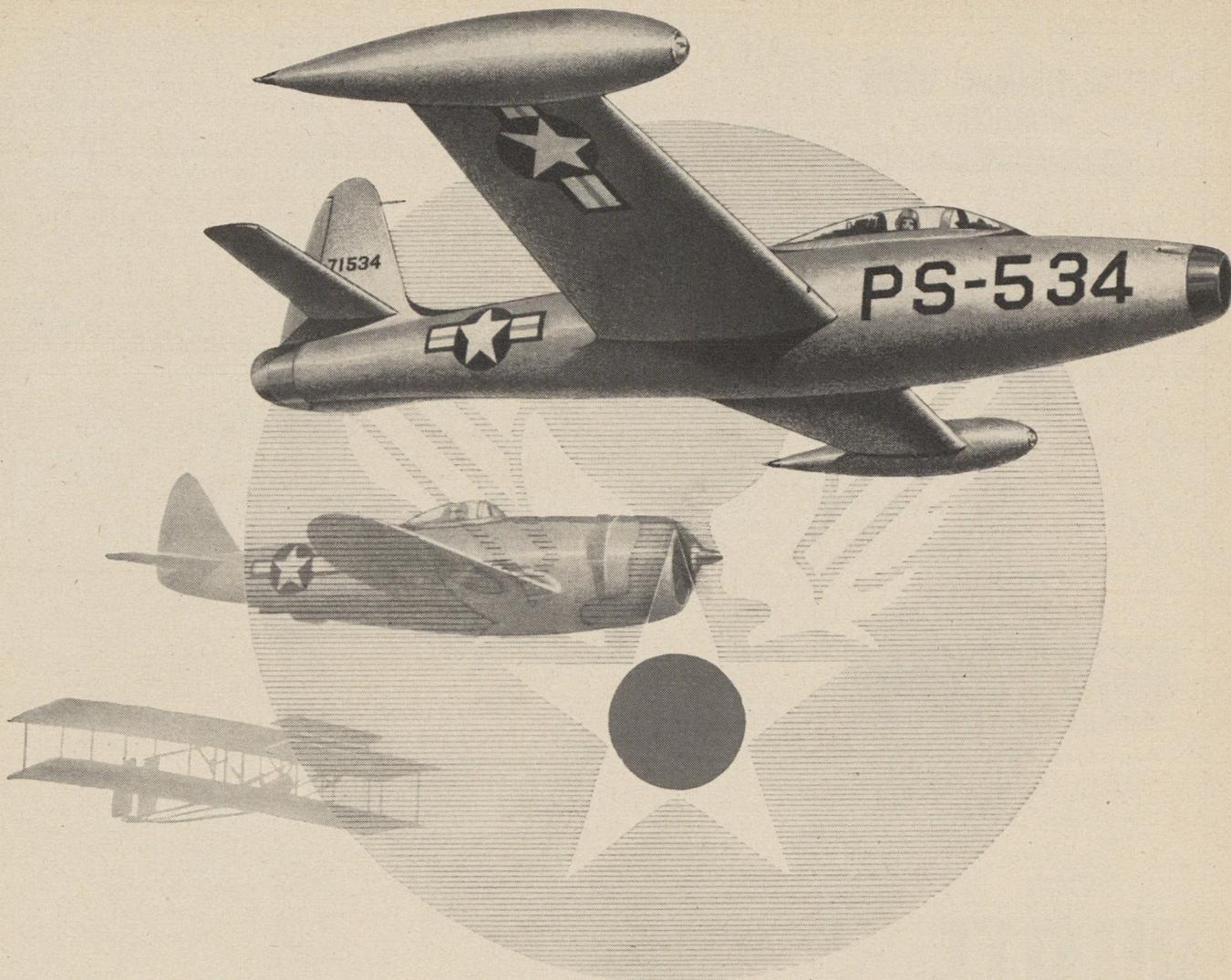
## Part III

The number of people who know for a fact how many atomic bombs the US has in its arsenal today—or how many it will have three years from now—are few indeed. For the most part they are restricted to certain officers of the Atomic Energy Commission. David Lilienthal, Chairman of the Commission, recently stated that the figure wasn't even known to the top military men when the Commission took over control.

The number of people who have any idea how many bombs any foreign country has—if any—is probably no greater. It is for this reason—that the strategists of war must base their battle plans on a number of different possibilities. In this series of articles, Dr. Brodie has broken these possibilities down as follows: First, American monopoly expressed in a small number of bombs. Second, American monopoly with a relatively large number of bombs. Third, the end of American monopoly,

but with the US still enjoying a large margin of superiority over its major rival, and the means of delivering them. And fourth, the end not only of monopoly, but of significant American superiority. In this article Dr. Brodie discusses the last two of the postulates.

**T**he situation wherein the US no longer has monopoly on the atomic bomb, but still enjoys a superiority over its major rival has been virtually ignored in the debate on the strategic implications. (Continued on page 52)



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## AIR STRATEGY (CONTINUED)

tions of the atomic bomb. Yet it is one which will almost certainly endure for a long time after the Soviet Union produces its first bomb. There are several factors supporting this estimate.

First, there is some reason to believe that the amount of uranium and thorium available in the world for the manufacture of atomic bombs is much more limited than was being assumed two years ago, and the deposits available are much more accessible to the US than to the Soviet Union. Mr. Hanson Baldwin was probably reflecting informed and theretofore confidential opinion when he made the following observations in the New York TIMES for November 9, 1947: "Responsible Government authorities have made a reassessment of atomic possibilities, short-term and long-term, in the past two years and a dramatic change in attitude toward the short-term future has resulted. Two years ago atomic scientists were talking glibly of 10,000 atomic bombs as if they were an accomplished fact; we were assured repeatedly that Russia could catch up and overtake the US in short order . . . Today more sober judgment has intervened . . . We know, too, that atomic bomb production is not a rapid and easy process, and that for a very long time to come the numbers available to us will be limited, and they will be far more limited to the Russians."

Earlier in the same article Mr. Baldwin makes the following statement: "But it seems probable that the USSR does not now have—although she may be able to find and develop at some future time—sufficient quantities of uranium to build many bombs. Unless she can get access to more uranium she probably will not be able to turn out bombs at a production rate in any way comparable to our own. In other words, we seemingly have almost a monopoly

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Above, the Enola Gay—the first plane in the world to drop an atomic bomb.

today on the *known* important sources of uranium."

Thus, even apart from the matter of the important head start which we have, and which is likely to grow much greater before the Soviet Union produces its first bomb, the ultimate maximum production in that country is by no means likely to compare with our own ultimate maximum production.

We need only remember that the three most important known deposits of uranium lie in Canada, the Belgian Congo, and the US, and that the fourth major deposit—in Czechoslovakia—is far less rich than any of the other three, to get a conception of the relative accessibility of uranium as between the US and the Soviet Union. In thorium the situation is not far different, the two major known deposits being in Brazil and in India.

Second, the enormous technological lead which the US has over the Soviet Union and which shows no immediate signs of diminishing is bound to mean a great potential advantage for the US in the design of the instruments for using the atomic bomb. The atomic bomb by itself has no military utility. It must be delivered to the target in some kind of vehicle which, unless it is a free-flying rocket, is subject to various kinds of attack. Marked superiority in the vehicle or in the means of shooting down the enemy's vehicles may be no less important than superiority in numbers of bombs. Especially if those several types of superiority are concentrated on the same side, the disparity in atomic fighting power may be sufficient to warrant comparison with outright monopoly.

The Soviet Union has been able, with the assistance of German technicians, to build several types of jet-propelled fighters, and she has also built several large bombers patterned after our B-29, some models of which were impounded by her during the war. But a few German technicians are not going to make the difference between a backward technology and an eagerly progressive one. Our lead in types of aircraft, in the ordnance of combat aviation, and in antiaircraft material should, or rather *could*, be as great during the next 20

(Continued on page 54)

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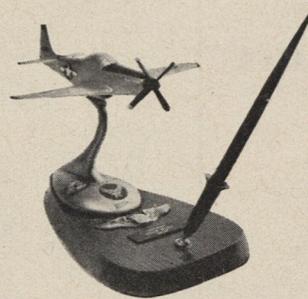
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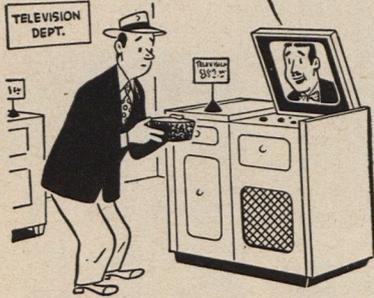
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## AIR STRATEGY (CONTINUED)

years as it was in the recent war. The only question is whether we will make the necessary effort to keep in the lead in our military technology. That the Soviet Union will spare no effort within her capabilities to overtake us goes without saying.

How do the military characteristics of the third situation differ from those of the situations described previously? We must first acknowledge that the third situation covers a wide range of possibilities shading from near-monopoly position on the one hand to insignificant superiority on the other. But so long as we are stipulating an *important* superiority both in bombs and in the instruments for using them, our problem is much simplified.

As concerns the offensive use of the atomic bomb itself, the same considerations which operated in situation two will tend to prevail here as well. The fact that the enemy possesses *some* atomic bombs may on the one hand put a greater urgency upon our using those we have in order to anticipate his attack and to weaken the potential strength of that attack, or it may on the other hand cause us to hold our bombs as a threat to induce him to withhold his. The latter procedure would of course nullify the offensive significance of our superiority unless our plan was to withhold our bombs only until the enemy was no longer in a position to use his effectively.

The fact that the enemy has some bombs will, however, greatly affect the offensive use of our forces other than those directly concerned with atomic warfare. The most obvious example is to be found in the case of the amphibious operation. It has been often enough observed that the Germans would not have needed very many atomic bombs utterly to disrupt and frustrate our Normandy landing in 1944. Our offensive strategy will have to be careful to avoid tactical concentrations of force in markedly exposed places. That is much more easily said than done, since the essence of offensive power has always been assumed to lie in the concentration of superior force at the

appropriate place. In fact, the orthodox textbooks on strategy have usually elevated the idea of concentration to the status of a basic principle, and have spoken of the "principle of concentration" as a corollary to the "principle of the offensive." The solution to this dilemma, and some solution will no doubt be found under any given set of circumstances, will probably emphasize the distinction between tactical and strategic concentration. A force can be strategically concentrated while dispersed over a considerable amount of space, so long as its components can work together to effect a common end and can achieve temporary tactical concentrations if need be. There is still the dilemma that tactical concentrations may on occasion be necessary, as they have in the past, but no doubt some ways can be found of achieving the degree of concentration necessary to a tactical end while minimizing the vulnerability of that concentration to atomic bomb attack. These are problems to be worked out in the future, and they can usually be worked out satisfactorily only with a given set of circumstances pertaining to a particular campaign at a given point of time. On the other hand, it is by no means too early to begin thinking about some of the basic issues involved. It is not too early, for example, for our strategists to re-evaluate the campaigns of the recent war, giving the enemy a few atomic bombs to use at critical places. Some very important conclusions would no doubt follow from such exercises.

It is on the defensive side that the most significant changes take place. The most important statement in this respect is to be found in a War Department paper which says: "The atomic bomb, primarily an offensive weapon, serves to emphasize the principle that only by offensive action can victory be attained. However, the development of the atomic bomb by other nations requires that the US adopt a principle of strategy in seeming conflict with the fundamental importance of offensive effort. *We must devote a higher percentage of our national resources than ever before to the measures we take for defense.* We must do this in order to insure that we retain the capability of delivering effective offensive effort."

This statement is contained in a paper which declares at the outset that it is considering in the main a situation in the future when other nations besides the US possess "significant quantities" of atomic bombs. However, it applies at least as cogently in a situation where the enemy has only a very small number of bombs, for two reasons: (1) even a very few bombs—fewer than 20, for example—could accomplish demoralization and perhaps fatal disruption in an America quite unprepared to cope with them, and (2) the kind of defenses described in the War Department paper make more sense, in terms of probable accomplishment, against an attack confined to a very limited number of bombs than they would against an attack involving hundreds of bombs.

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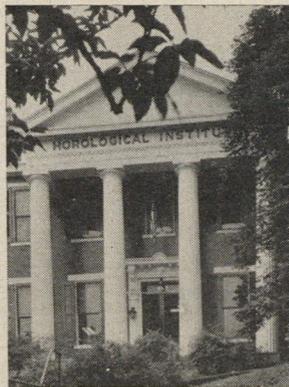
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The kind of defenses alluded to by the War Department paper might be summarized as comprising the following: defense against the vehicles of atomic attack (i.e., aircraft or guided missiles) through a development of devices comparable to those used against air attack in the recent war (air fighter interception plus antiaircraft missiles plus radar detection); defense against the airborne and seaborne invasion forces which might seek to capitalize on the disruption caused by the attack (hardly a likely contingency where we are positing great atomic superiority on our side); readiness for instant retaliation; and a very modest amount of selective dispersion of vital industries (The paper is quite explicit and emphatic on the point that any wholesale dispersion of American cities is wholly out of the question.).

The end not only of US monopoly but also of significant American superiority, will bring the "all-out" type of atomic war upon which most of the prognosticators have been concentrating their attention. It might also be called the "impossible war," especially if a large number of atomic bombs were presupposed on both sides. It would be impossible to fight by any traditional use of traditional arms, and the cost even to the victor would be greater than that paid by any vanquished country in history. Yet the "impossible" war might have to be fought, partly because real threat of instant retaliation is the most important single defense under a situation of bilateral or multi-lateral distribution of large numbers of bombs, and partly because there is no precedent in history for supposing that large and proud nations will go on yielding forever to a rival whose strength, while terrible, is not overwhelmingly superior. The burdens on diplomacy for avoiding war under the conditions we are postulating are unimaginable, but the task is incomparably important. But the only

thing that will keep diplomacy from breaking down ultimately is the conviction on all sides that war is far too horrible even to be contemplated. And the great dilemma is that that conviction can be sustained only by our making every possible effort to prepare for war and thus to engage in it if need be.

The condition of no-monopoly, no-superiority requires the least discussion, not only because it is most remote in time (and perhaps probability) but also because most of the meaningful ideas on the subject thus far expressed have already been gathered together in two or three quite brief and easily accessible pieces.

To make a brief exposition even briefer, these ideas seem to the present writer to boil down to the following basic conclusions:

First, since the chief "defense"—in the sense that it is the chief hope of avoiding war under the postulated conditions—lies in the threat of instant retaliation in kind in case of atomic attack, the provision of such means of instant retaliation must have complete and overriding priority. That means, among other things, that the organization responsible for such retaliation must be as far as possible isolated not only from the rest of the national community but also from the rest of the armed forces. It must be insulated from the effects of the catastrophe and horror which the enemy's initial attack will have visited upon our cities. In short, it must have as much freedom as it is humanly possible to provide for it to carry out its appointed task.

Second, not only must mobilization be complete or nearly so at the very outset of hostilities, but the means of fighting too must be stockpiled in a finished state. The situation will demand not a stockpiling of raw materials—for the processing of which there will be neither time nor facilities—but a stockpiling of finished commodities. There is little room under these conditions for planning

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## AIR STRATEGY (CONTINUED)

which presumes a great expansion of war production after hostilities or projects campaigns involving heavy and continuing reliance upon a large and well integrated industry, because the basis of such reliance will have quickly dissolved into thin but radioactive air. Great navies will not roam the seas in the absence of an industrial base to keep them at sea, nor will great armies take the field. The fighting will be done by small but mobile forces operating from autonomous and previously provided sources of supply.

Third, every feasible means of dispersion of populations and of industry will have to be carried out in advance. Admittedly the maximum feasible amount is not likely to mean a wholesale dispersion of our cities.

Fourth, it goes without saying that the provision of a system for detecting and attacking the enemy vehicles of atomic attack has a priority second only to that of providing means of retaliation. It fails to have first priority only because it is not presently conceivable that a defense against the air vehicles of the future carrying large numbers of atomic bombs will be so successful as to prevent the large scale destruction of our cities. If it becomes conceivable through new developments, then clearly the system of defense has priority over everything, and offensive forces will then be able to operate from a hinterland representing something other than complete ruin. But under those circumstances we would really be postulating the third situation, already described, rather than the fourth situation. While it is improbable that the most advanced form of defense will be adequate to cope with the most advanced form of offense, it may be less improbable over the next 20 years that American methods of defense will be adequate to cope with Soviet offense.

To be sure, the no-monopoly, no-superiority condition might be expressed with a small number of bombs on both sides, in which case the situation is closest to that described under situation one—but that condition could arise only if a previously effective international control scheme suddenly collapsed. On the other hand, if we go on building bombs, and if the Russians later overtake us, it is not likely that at that time the number in the hands of either party will be small.

For logical completeness we should add another situation, that is, number three in reverse: the Soviet Union enjoying a large margin of superiority both in atomic bombs and the means of delivering them. It is not squeamishness but simply a disinclination to deal with futility on which we base our refusal to be logically complete.

Next month in his concluding article, Dr. Brodie advances his theory of the adjustments required by the foregoing postulates in our over-all national policy. Among other requirements: "Unprecedented preparedness."

## POLICY (CONTINUED)

tion of the military establishment in terms of three broad divisions of military effort delineated by medium of movement—land, sea and air.

In contrast, we now must maintain three air forces—the Air Force, the Naval Air Service and the Marine Air Arm, as well as two land forces, the Army and Marines, in addition to the Navy.

The main, and most expensive, problem, it is obvious, is the duplication in air forces, for it is evident that the Navy is engaged in a definite and concerted attempt to project a second full-fledged air force on the national economy. The Navy has actively opposed legislation to permit the transfer of its air officers to the Air Force, has objected to a consolidation of training installations and activities of the two major air forces, has opposed legislation providing for a joint proving ground for experimentation with guided missiles. The list is long. It features the Navy's campaign for a strategic bombardment program through the use of so-called super-carriers which, together with its supporting vessels, it is reliably estimated, will cost the taxpayers a billion dollars. We are convinced that this so-called super-carrier program is keel deep in waste and is a deliberate effort to duplicate unnecessarily a proved and experienced land based air organization.

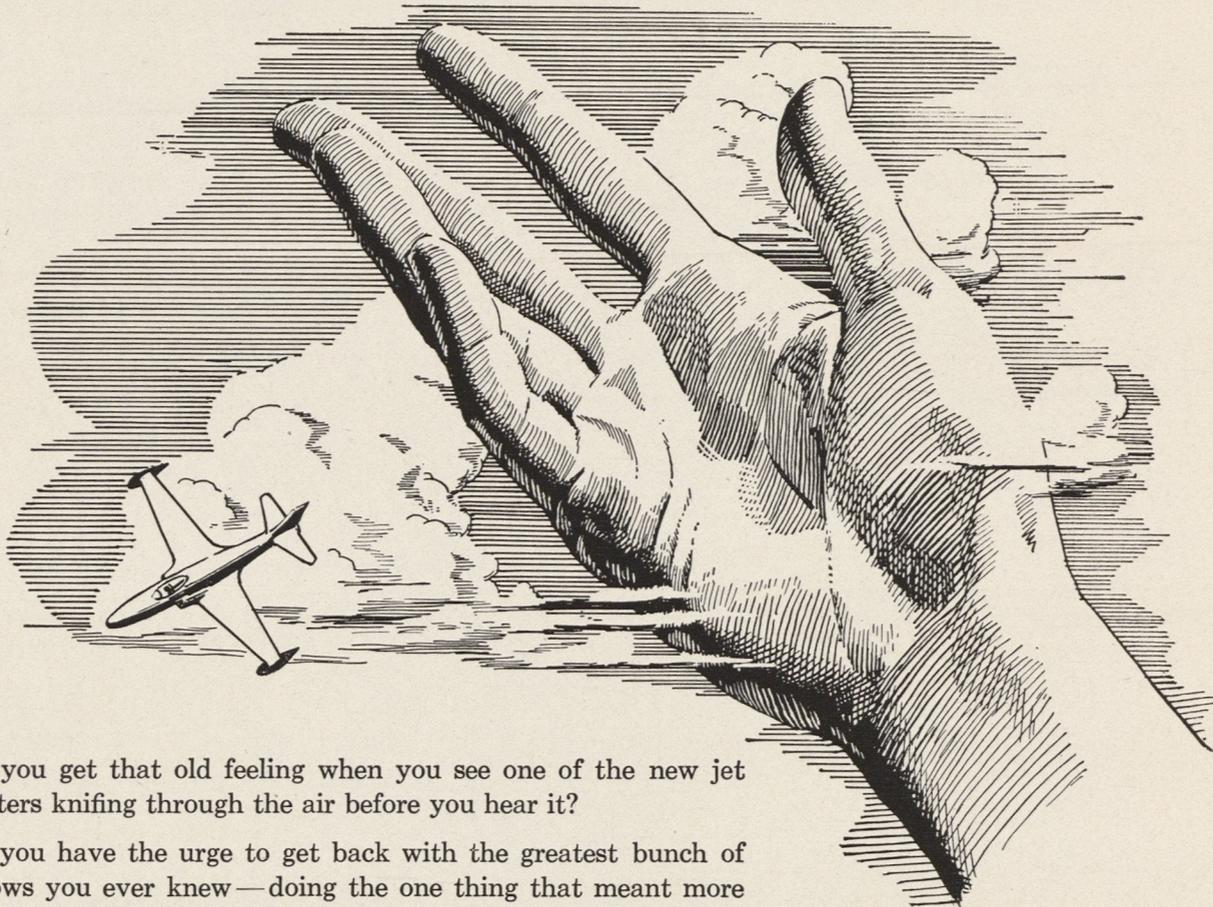
We believe that the National Security Act has placed the Secretary of Defense in an untenable position, that he is assigned executive and administrative tasks of great responsibility but, under the present circumstances, is relegated to the role of referee in the fight between the services.

This is a serious military weakness in time of peace; it could be tragic in time of war. We ask not for an independent air force, but we do demand one Air Force for the nation, completely responsible for all military movements through the air—as the Army handles movement on land and the Navy handles movements by sea—which would be responsible to the Secretary of Defense and the Joint Chiefs of Staff, with a military man placed at the head of the Joint Chiefs of Staff. We call upon Congress to revise and enact legislation providing for the formation of the national military establishment with a three-fold organization—a Department of the Army to whom all land movement is delegated, a Department of the Navy to whom all sea movement is delegated, and a Department of the Air Force to whom all air movement is delegated—by role and organization.

In like manner, and again for reasons of economy and efficiency, we see no reason why the Air Force itself should sponsor two civilian air forces—the Air Reserve and Air National Guard. There are just so many planes and so many men trained to fly them, and both are inadequate as long as we divert our reserve strength with two civilian air forces. Therefore, we urge that the Air Reserve and Air National Guard be combined into one federalized reserve.

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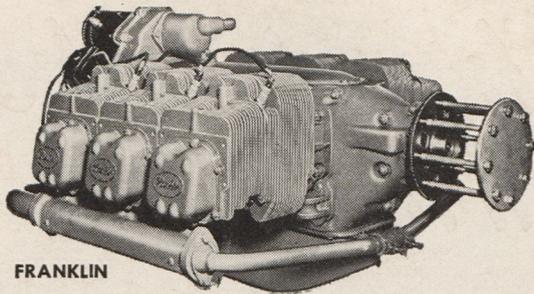
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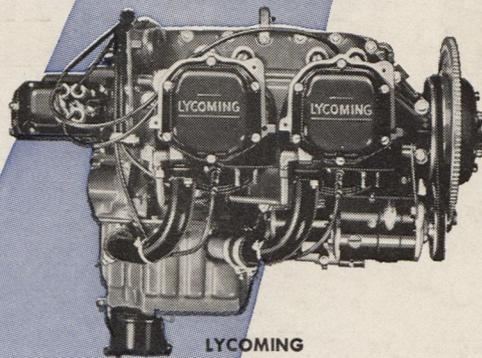
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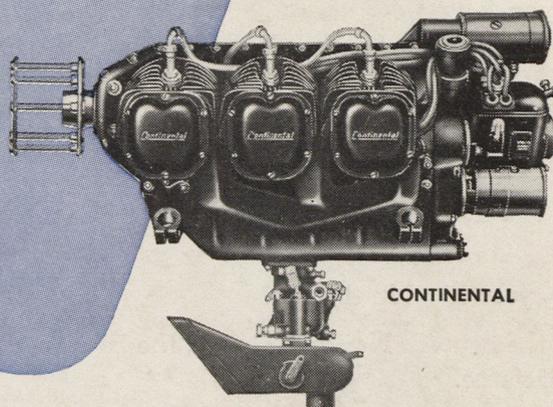


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