

HOW REDS BLACKMAIL AIR FORCE MOTHERS

AIR FORCE

THE MAGAZINE OF AMERICAN AIRPOWER

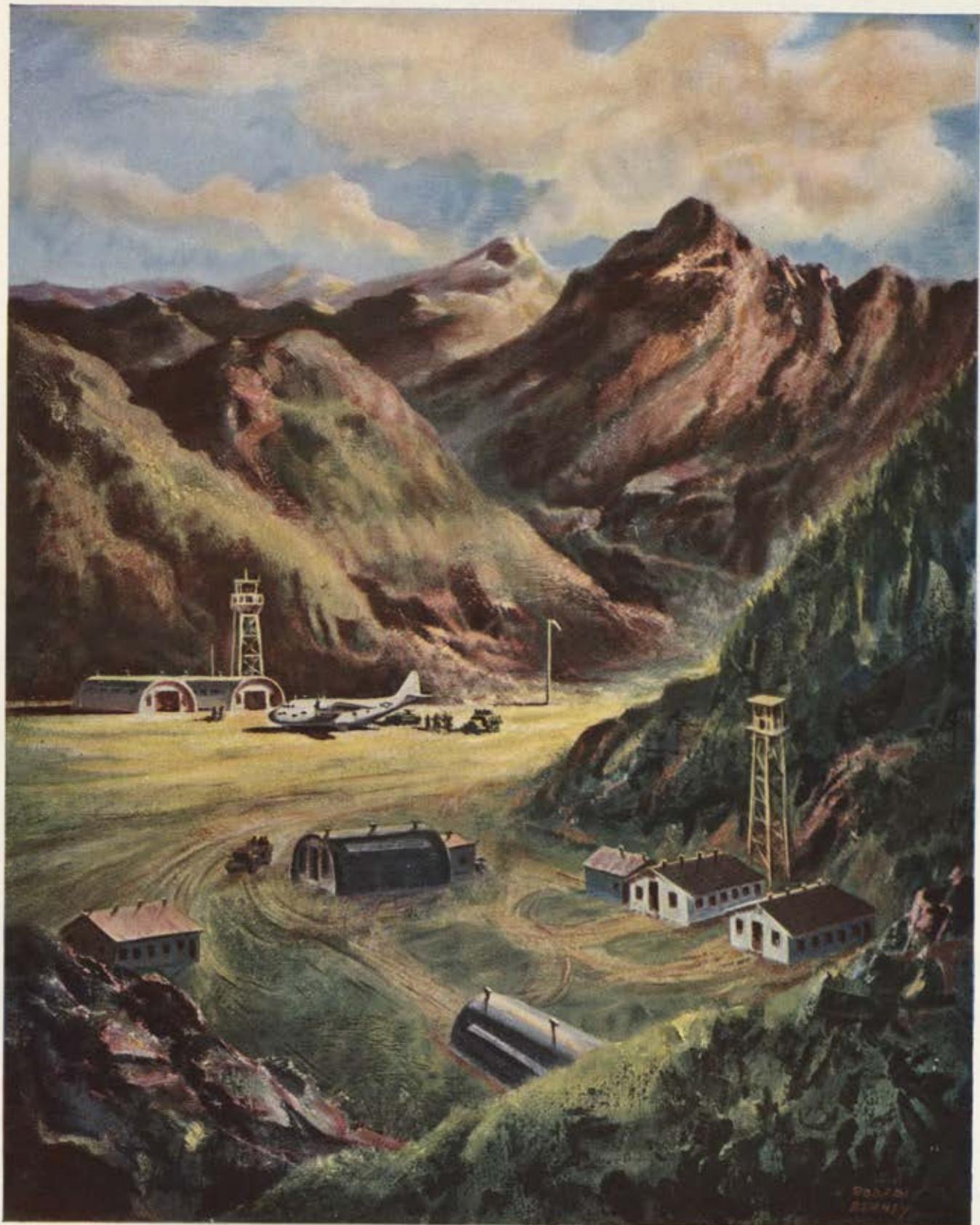
TARGET: MOM—
RED PROPAGANDA RACKET

•
YOU'RE A 'READY'
RESERVIST UNLESS . . .

HOW WE PREPARE
TO DEFEND ALASKA

REPUBLIC'S F-84F

The Air Force's First
Sweptwing Fighter-Bomber



Hamilton Standard, leader for years in propeller design and production, is supplying Hydromatic propellers for such outstanding aircraft as the Air Force's Chase C-123 assault transport.

Wherever Man Flies



Propellers • Starters • Air-Conditioners • Fuel Controls • Auxiliary Drives • Hydraulic Pumps
HAMILTON STANDARD — WINDSOR LOCKS, CONNECTICUT



Pumping "reach" into jet bombers

A Boeing B-47 Stratojet streaks into the rendezvous area where its KC-97 Tanker teammate is waiting. A quick inflight contact is made—fuel tanks are replenished from the tanker, and the bomber continues on its way.

This aerial refueling technique, and the necessary equipment, has been developed by Boeing working closely with the Air Force. It is equally effective with bombers or fighters.

Jets fly faster, and higher, than conventionally powered aircraft. They must—in order to accomplish their missions against improved defense techniques.

But in doing so they consume enormous quantities of fuel, thus limiting their range. Aerial refueling adds range—extends the distance over which the jet can reach its target.

Aerial refueling has become so routine in the Air Force that Boeing tankers have made literally thousands of refueling contacts. One refueling squadron alone has already transferred more than a million gallons of fuel aloft.

Boeing KC-97 Tankers are being delivered to the Air Force in substantial quantities. Organized into squadrons, they are operating as integral parts of

combat bomber wings. These versatile Boeings are able to perform many other services in addition to those of flying tankers. For each one, in a matter of hours, is convertible into a troop transport, a swift cargo carrier, or a flying hospital unique for its speed, capacity and pressurized cabins.

The KC-97 is a soundly engineered, ruggedly built, high-performance airplane. It is distinguished by the same integrity of research and manufacture, the same imaginative engineering, that have characterized Boeing airplanes throughout its 36-year history.

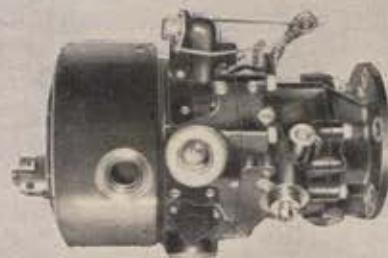
For the Air Force, Boeing is building the
B-47 Stratojet, B-50 Superfortress, C-97 Stratofreighter, KC-97 Tanker and the B-52 Stratofortress;
and for the world's leading airlines, Boeing has built fleets of twin-deck Stratocruisers.

BOEING



The Grumman F9F-6 COUGAR is the Navy's latest addition to its carrier-based combat force. Rated for security reasons in the "over 600 MPH" class; the swept wing COUGAR is the successor to the battle-proved Grumman PANTHER.

The complex turbine control needed to regulate the COUGAR'S powerful Pratt and Whitney J-48 jet engine is designed, engineered and manufactured by Holley.



LEADER IN THE DESIGN,
DEVELOPMENT, AND
MANUFACTURE OF AVIATION
FUEL METERING DEVICES.

HOLLEY
Carburetor Co.

DETROIT 4, MICHIGAN

Shooting the Breeze

The individual is still the thing in this country, we're glad to say, and we've got a case here that's a classic in showing how one Air Force sergeant can stand up to big business, a radio network, one of the country's busier advertising agencies, and the assembled majesty of the AF.

It began with our September 1951 issue in which a B-29 gunner in Korea told how he'd bagged two MIG-15s on a single mission. His name, Billie Beach. A few months ago the DuPont-sponsored "Cavalcade of America" radio show decided they'd like to dramatize Billie's story on one of their Tuesday night programs on NBC. From us, of course, they got a fast go-ahead.

But Billie Beach had to give his OK too. The Pentagon shuffled some cards and said Billie was now with a strategic recon wing at Fairchild AFB, Wash. Batten, Barton, Durstine & Osborne, DuPont's ad agency, soon learned that Billie had just been discharged and had returned to his home in Mosheim, Tenn., a town of 400 perched in the Great Smokey Mountains section of the state. We can think of it only as a sort of garden spot of individualism, where no one does anything without thinking it over pretty carefully first.

Well, BBD&O, the ad agency which was writing the script, tried to get in touch with Billie Beach in Mosheim. They couldn't get any kind of answer. Meanwhile, the script was completed. Van Johnson was assigned the role of "Billie the Kid" and went into rehearsal, and premium radio time was scheduled for December 30. But no word from Billie Beach. Then the Air Force got in the act, to reassure Billie that, if he signed the release, he wouldn't be signing up for another hitch or anything.

Finally, with time running out, we called Billie — he talked to us from a pay phone in Knight's Service Station on the edge of town. When we explained the situation as best we could, he said sure, he'd sign the paper allowing DuPont to use his name and story and send it to New York right away.

So the program went on as scheduled, and it was a good one. But we can't help thinking that next time DuPont wants a story for their "Cavalcade of America," they'll miss a good bet if they don't use this sequel to the Billie Beach story.—END

AFA's 1953 National Convention
will be in WASHINGTON, D. C.
on August 20-23 at the
STATLER HOTEL
Plan Now!

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THE COVER



The sleek new fighter taking-off on this month's cover is the Republic F-84F Thunderstreak, swept-wing version of the Thunderjet, one of the work-horses of the Korean air war. But the F can fly higher, faster, and farther, and packs a bigger wallop. Chuck Barnes made the drawing from a color photo. For more about the F-84F, see page 29.

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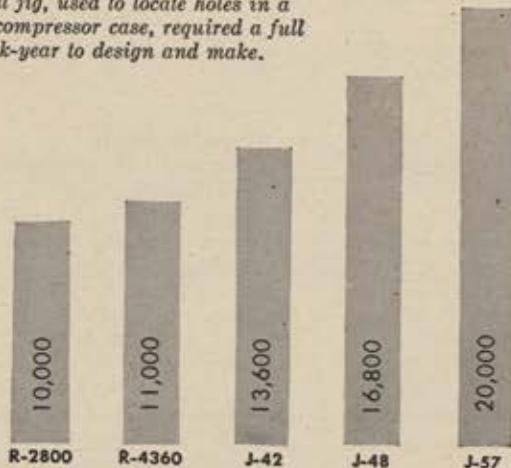
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20,000 TOOLS TO BUILD



FIRST J-57 TURBO-WASPS

This drill jig, used to locate holes in a turbojet compressor case, required a full man-work-year to design and make.



This chart illustrates the drastic increase in tooling requirements from piston engines, to early jets, to the mighty axial flow jet, the J-57. Production tooling is, of course, only one of the complex phases of building jet engines. But the relationships illustrated here are typical of all phases of design, development and production.

Everyone concerned with aircraft production knows that a modern military airplane is more complex than its World War II counterpart.

But how many, we wonder, realize *how much* more complex it is?

For instance, take the engine, the heart of any aircraft. As just one measure of how problems have increased in powerplant development, we show above the number of *special* tools, jigs, dies and fixtures required to produce various Pratt & Whitney engines to the point at which they passed their 150-hour type tests.

Each of these tools had to be designed and made—and made to work—before the engine in question could itself be manufactured. There were 10,000 such special tools required for the R-2800, one of the most powerful piston engines of World War II. Today, 20,000—just twice as many—are required for the J-57 Turbo-Wasp!

While tooling is only a single phase of jet engine production, it illustrates the complexity of the entire industry's problem. It also helps demonstrate why—today as always—*dependable engines take time to build*.

Pratt & Whitney Aircraft

MAIN OFFICE AND PLANT: EAST HARTFORD, CONNECTICUT

BRANCH PLANTS: NORTH HAVEN, SOUTHBURY, MERIDEN

ONE OF THE FOUR DIVISIONS OF UNITED AIRCRAFT CORPORATION





ENGINEERS AND SCIENTISTS

You are invited to write regarding long-range projects at Northrop Aircraft, Inc. Exceptional opportunities now exist to join the company's engineering and scientific staff. If qualified, you may select important developmental work, or equally vital production engineering.

Example of positions open are:

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SCIENTISTS
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AERO- AND THERMODYNAMICISTS
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POWER-PLANT INSTALLATION
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ELECTRO-MECHANICAL DESIGNERS
ELECTRICAL INSTALLATION
DESIGNERS
ENGINEERING DRAWING CHECKERS

Qualified engineers and scientists who wish to locate permanently in Southern California are invited to write for further information regarding these interesting, long-range positions. Include an outline of your experience and training. Allowance for travel expenses.

Address correspondence to

Director of Engineering,
Northrop Aircraft, Inc.
1045 E. Broadway, Hawthorne, Calif.

AIR MAIL



Too Many Chiefs

Gentlemen: It is my belief that the cause of waste and inefficiency in the Air Force is that we have all Chiefs and no Indians.

That is, nearly everyone is a commissioned or noncommissioned officer. There should be technical and specialist ratings to pay the personnel for the job that they are doing, and a limited number of commissioned and noncommissioned officers.

There should be training manuals printed covering each career field in the Air Force.

These training manuals should be sold through the orderly rooms and PXs.

There should be tests given once or twice a year, for the men who wish to take a test for the next higher rating.

The men who make the highest grade above passing should be rated accordingly.

Is there any reason why we should not have noncommissioned pilots, co-pilots, navigators, etc.?

Is there any reason why noncommissioned officers cannot handle the jobs now held by nonflying commissioned officers? At one time in the Air Corps we had air mechanics and specialists ratings and all the commissioned officers were pilots.

I believe that at that time the efficiency in the Air Force was at its highest.

M/Sgt. George Emlet
San Angelo, Tex.

Reservist Beef

Gentlemen: Just recently I returned from a European trip which included a week in Germany (American Occupied Zone). While there I met a number of tourists, like myself, who were visiting military and civilian personnel stationed in Germany.

One of these tourists, a gentleman from New York City, was visiting his son who was stationed, I believe, at Wiesbaden. This man was allowed to make purchases at the Post Exchanges in the European Theater for a limited period (I believe ninety days) merely because he was sponsored by his son. In other words, prior to his arrival in Germany his son, to my understanding, advised his agency of his father's impending arrival and the gentleman was extended PX privileges.

However, when I, with a valid AGO card, attempted to enter an USAF PX to make a few limited purchases of necessities, I was refused admittance because there is no provision for a Reservist to make purchases in the Post Exchanges abroad.

It appears that a civilian with more or less a tourist status visiting in Germany has more benefits from military facilities than a Reservist with a semi (inactive) military status.

Another example of how they are taking care of the Reservists?

Reservist

Tomorrow's Pilots

Gentlemen: I am writing in reference to the "Dissenting Voice" which appeared in your December "Air Mail."

Being a teen-ager who looks forward to the appearance of your excellent magazine on the newsstands, I was perplexed by the displeasure shown by the dissenter in his selfish and prejudicial attitude against sharing the Air Force publication with the younger aviation fans, the aviation leaders of the future.

It is indeed disheartening to hear of this individual's regard of your magazine as having become "just another newsstand aviation magazine," plus his low opinion of his fellow aviation fans of the younger ages.

In the hope of your continued good work, I remain

F. Camphausen, Jr.
Glendale, Calif.

Gentlemen: This letter is dedicated to a Mr. Norman Wymbs. Maybe Mr. Wymbs doesn't know it, but the boys reading the aviation magazines today will probably be the pilots of tomorrow. Why shouldn't these boys (I am one of them) get a basic understanding of aviation? My hobby is aircraft and I would like to be an Air Force pilot when I grow up.

Gary Litjker (age 14)
Torrance, Calif.

Gentlemen: I am not a member of AFA, but I read the Air Force Magazine regularly. I believe it is a magazine of very high character and standards, and I enjoy reading it very much. It keeps me more up-to-date on the Air Force than any military publication I know of.

I disagree completely with Norman Wymbs, who in your December issue says that Air Force is no good because it is widely read by teen-agers. I believe the main purpose of this magazine is to inform the public of the importance of airpower to the future of the US and the world. Teen-agers are the future. On them will depend the future in a few years. They are one of the most important segments of the public to which this magazine belongs. May this magazine become of interest to more and more teen-agers.

I am not speaking for myself, as I am twenty-three years old. I pray that the present generation in control of the country has the foresight to recognize the importance of airpower.

Keep up the good work.

S/Sgt. H. V. Kasbaum
Eglin AFB, Fla.

Unification

Gentlemen: As a member of the Air Force Association I believe that we, as a unit, should stress publicly and to the new Congress and Administration the importance of utilizing the Unification Act of 1947 to its most practical purpose. As one example, we still have three Air Forces. The Unification Act, as I understand it, was to separate the armed forces into land, sea and air, and no duplication.

I believe that if each service develops and explores in its respective sphere to the best of its ability and allotted funds, a unified command to insure coordination and cooperation would make this country impregnable to anyone, whomsoever he might be.

Leonard W. Rockwell
Middletown, Ohio

December Issue

Gentlemen: "The Role of a Watchdog" was excellent in December's issue, but let us not stop there. Too much of this very same thing is going on day after day in our armed forces. Mr. Kelly should keep up the good work.

Regarding the "Guided Missile," we personally escorted two B-17s on this type of mission in 1945. One was a drone attack on Heligoland in the North Sea and the other on a mission to bomb out a V-2 launching site in France. We never got such publicity. What was the matter with our PRO?

E. H. Miller
Ex-Fighter Pilot
Carson City, Nevada

Gentlemen: The December issue of AIR FORCE Magazine has been studied with much interest, especially the stories on the Convair F-102 and Exercise Mainbrace.

I feel that these two stories will provide our staff with much valuable background information.

Capt. William J. Strachan, USNR
Armed Forces Press & Radio Service
New York, N. Y.

The Cost of Carriers

Gentlemen: I am happy to see the Association growing so rapidly and getting better all the time. Our AIR FORCE Magazine is now, easily, the best aeronautical publication on the stands today.

The article "Carriers to the Rescue?" is just the sort of thing that is sorely needed right now and henceforward. Let's have more of them, giving some dollars and cents figures of the total cost of a so-called "task force" that must be provided to guarantee the safety of one carrier, which is so restricted in its operations. The taxpayer is entitled to know the truth about this hoax.

Brig. Gen. Harold L. Clark, USAF, Ret.
San Antonio, Tex.



Northrop's Prime Equation

Northrop boundary-layer research scientists, like the man above, are concerned with complex problems aimed at achieving the maximum efficiency in aerodynamic surfaces at high speed.

Equations are used to solve problems. At Northrop Aircraft, the prime equation combines teams of administrators, outstanding scientists and production specialists with modern industrial and research facilities. The combination efficiently converts imagination and knowledge into actual materiel of advanced design and incalculable value.



NORTHROP AIRCRAFT, INC.

HAWTHORNE, CALIFORNIA

Pioneer Builders of Night and All Weather Fighters

DA12

Picture of the Month

The drama of our times has inspired some of the finest motion pictures and M-G-M has made a good many of them. Now comes "Above and Beyond" and it belongs among the best and most memorable. For it reveals the face of a hero and the heart of a woman... as it tells the story of the momentous event that changed their lives and our lives forever.

This is the story of Colonel Paul Tibbets and the brave men who flew with him on a mission that shook the world. It is the story of a billion dollar secret and the intensely human equations behind it. Never was there an adventure that asked more of a man's courage and a woman's love.



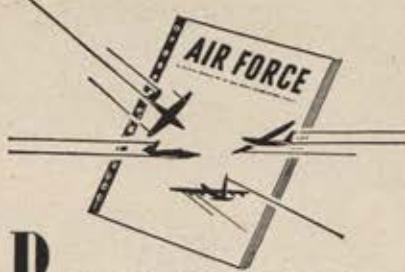
It was Lucey Tibbets' destiny to marry the man who became a hero. She lived for months in the loneliness that every flyer's wife learns to take. Her devotion withstood that trial. Then came the harrowing months when she moved into the shadow of the great secret. And it seemed to her that her husband had become a cold, ruthless, glory-hungry stranger. There was no word that could be spoken across that gulf between them... for a military secret is a secret, a secret from your wife, a secret from the world.

As the flyer who figuratively fenced in his heart with barbed wire, Robert Taylor is at his best. This is the most unforgettable role of a star whose career has recently taken on added lustre — with sterling performances in "Quo Vadis" and "Ivanhoe"! And new laurels are also won by Eleanor Parker who is beautiful and believable as his wife. James Whitmore, whom you recall as the sergeant in "Battleground", heads the superb supporting cast.

Audiences will find "Above and Beyond" an entertainment surcharged with emotion, excitement and sustained suspense. So vast a theme, so vivid a tale, had to be recreated not only in its important proportions but also with fidelity to every authentic detail. This has been done, with the cooperation of the U. S. Armed Services and the Defense Department. It makes for a drama of timeliness and truth, but above and beyond that... a love story of today that you will remember forever!

* * *

M-G-M presents "ABOVE AND BEYOND" starring ROBERT TAYLOR and ELEANOR PARKER with James Whitmore and Marilyn Erskine. Screen play by Melvin Frank, Norman Panama and Beirne Lay, Jr. Story by Beirne Lay, Jr. Produced and Directed by Melvin Frank and Norman Panama.



RENDEZVOUS

Where the Gang gets together

A/2C DONALD BUSS: I would appreciate hearing from anyone who served with A/2C Donald Buss, AF 16335228, who was in the 98th Bomb Wing, 344th Bomb Sqdn. He was reported killed in action August 30, 1952 somewhere outside Taegu, Korea. Pfc. Arlene Zyniecki, W703811, Barracks 223, WMD-2, Marine Corps Air Station, Cherry Point, N. C.

EUGENE GLUNZ: Does anyone know where my old officer flying buddy, Eugene Glunz, is now? We were in ATC in 1943-44. R. H. Stoddard, Box 432, Washington C. H., Ohio.

LOST IN FIRE: My book "1000 Destroyed," the story of the 4th Fighter Grp., which was my outfit in England, was destroyed when my home burned. I am wondering if anyone could locate a copy for me. It has the names and addresses of all the men in that Group. LeRoy Schwarting, New Salem, N. D.

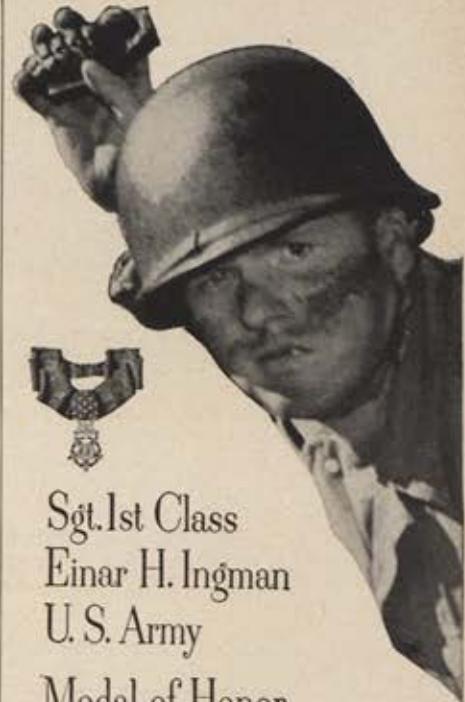
THE SNOOPERS: Is there any publication available concerning the activities of the 868th Bomb Sqdn. (H), the "Snoopers" of the 13th Air Force, FEAF? I was under the impression that a history was to be published. John D. Havness, c/o Red Hand Compositions Co., 1 Broadway, New York 4, N. Y.

CLASS 41-I: A reunion of members of Barksdale Class of 41-I, which graduated Dec. 12, 1941, was held in Washington, D. C., on Saturday, Dec. 13, 1952. Members of the Class who are interested in receiving word of future activities should get in touch with Maj. John M. Rodier, 51 Louisiana Ave., N.W., Washington, D. C.

LAFAYETTE ESCADRILLE: A French officer, now in command of the Lafayette Escadrille, would like to contact American members of the Lafayette Escadrille of World War I fame. If anyone can give me information as to the whereabouts of these men, I'd be glad to pass it along to this officer. Lt. Col. Ross L. Blackly, Air Force Section, MAAG (France), APO 58, c/o PM, New York, N. Y.

PRE-1945 ISSUES: I would like to locate pre-1945 issues of AIR FORCE Magazine and any issues of "Impact." William G. Haney, 1239 Rimpan Blvd., Los Angeles 19, Calif.

To be sure your Rendezvous item appears in the April Issue, we should have your request by February 15.—THE EDITORS.



**Sgt. 1st Class
Einar H. Ingman
U. S. Army**

Medal of Honor

THE REDS IN AMBUSH on the ridge suddenly opened fire. The two squads were trapped, their leaders wounded.

Sergeant Ingman took command, encouraging the men to fight. A red machine gun opened fire. The sergeant charged it alone, hit it with a grenade.

Tackling another gun, he was badly wounded. But he reached the gun, and dispatched the crew. When his squad reached him, they found Sergeant Ingman unconscious—and 100 of the enemy fleeing in panic.

"Bucking the Communists," says Sergeant Ingman, "takes an awful lot of staying power. The G.I.'s have got it. You have, too, when you invest part of your hard-earned pay *regularly* in U. S. Defense Bonds."

Bonds are first of all a cash saving for you. But they're also back of our country's *production power*. Which couples up with G.I. *fire power* to keep the peace for all of us.

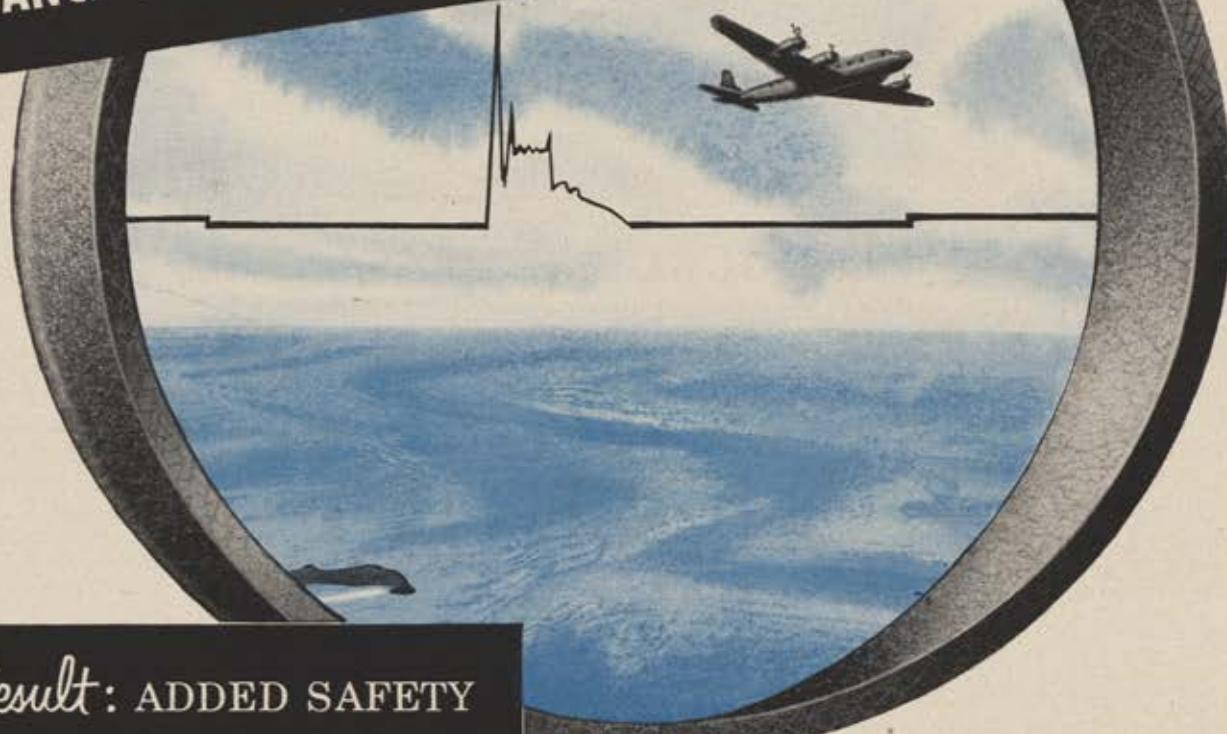
Peace is for the strong! For peace and prosperity save with U. S. Defense Bonds!

Now E Bonds pay 3%! Now, improved Series E Bonds start paying interest after 6 months. And average 3% interest, compounded semi-annually when held to maturity! Also, all maturing E Bonds automatically go on earning—at the new rate—for 10 more years. Today, start investing in U. S. Series E Defense Bonds through the Payroll Savings Plan at work.



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THE BENDIX IGNITION ANALYZER GIVES ADVANCE WARNING OF SPARK PLUG FAILURE



Result: ADDED SAFETY

THE POINT OF NO RETURN BECOMES A POINT OF ASSURANCE

The Bendix Ignition Analyzer actually *foresees the future* by predicting the remaining life of spark plugs. With the Ignition Voltage Control the operator can determine the present efficiency of all spark plugs and put the finger on any weakness in the system—even though it has not yet affected the operation. If the control reveals impending trouble, corrective action may be taken *before* material harm takes place. With an airborne installation of the Ignition Analyzer, the test can be made before an over-water flight reaches the point of no return. By viewing the wave forms on the face of the 'scope and comparing with known patterns, the operator can quickly make the *right* choice . . . to return without mishap, to operate at reduced power and prevent complete engine failure or to continue safely at cruising speed.

So, for maximum safety and operating efficiency it pays to make provisions for installation of a Bendix Ignition Analyzer on all your aircraft.

Detailed information available on request.



Costs Less—Does More

The Bendix Ignition Analyzer is available for either airborne or portable-airborne installations. It can be used with either high or low tension magneto or battery ignition. It is the ignition analyzer that can predict spark plug failure before it occurs . . . make an efficient check of more than one spark plug at a time and do so on a large, easy to read screen . . . yet it costs less than comparable analyzers.

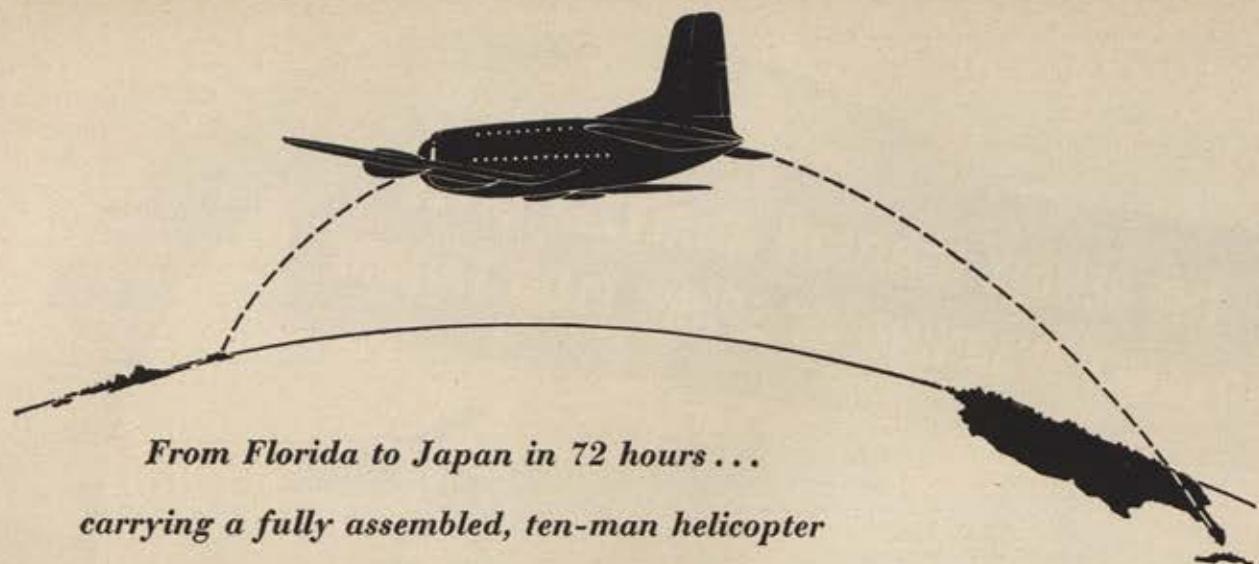
Bendix

SCINTILLA MAGNETO DIVISION OF
SIDNEY, NEW YORK


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*From Florida to Japan in 72 hours...
carrying a fully assembled, ten-man helicopter*

—the DOUGLAS C-124 Globemaster

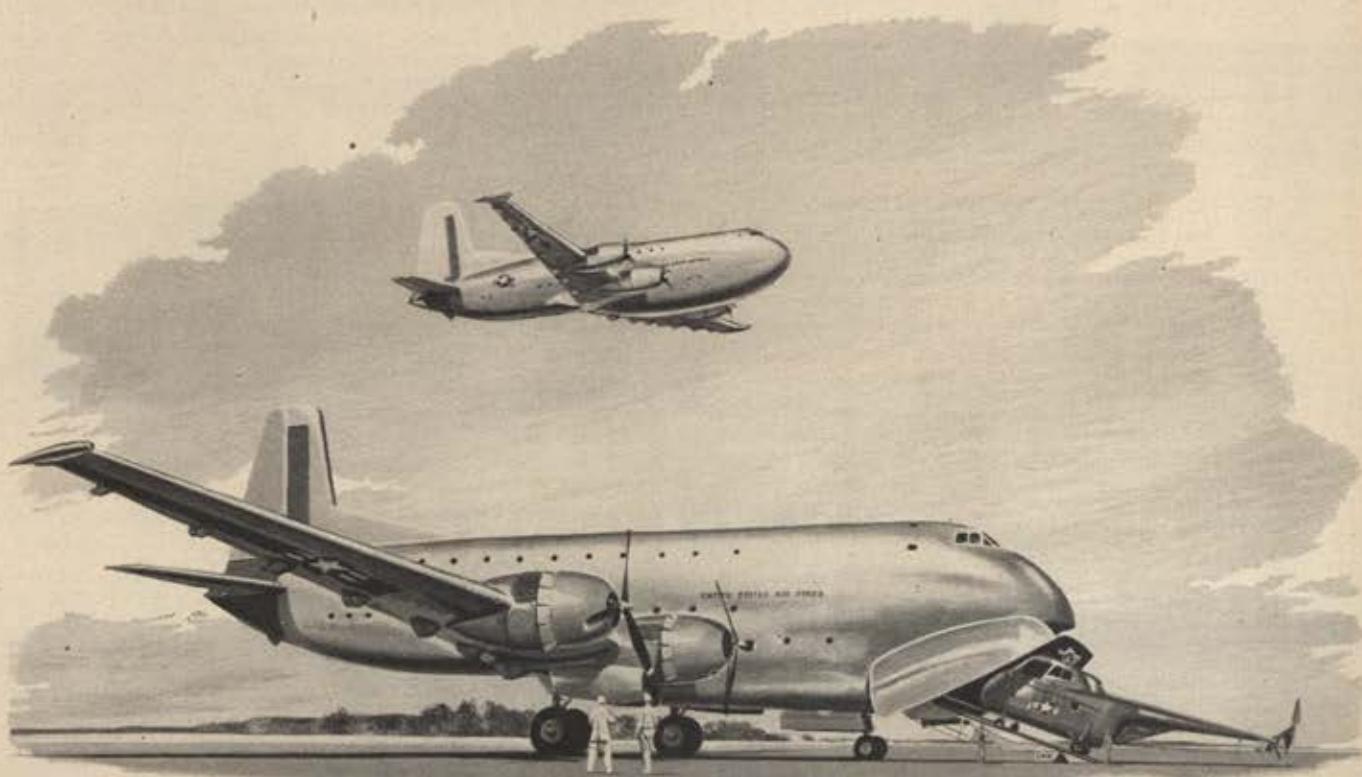
From the front lines in Korea last year came calls for a 10-man helicopter. The Air Force had some, but they were in Florida—9,000 miles away.

Normal air transport could make the flight in time, but tearing down a helicopter—reassembling it in Korea—would

waste a week. So the Air Force turned to a Douglas C-124 Globemaster, the flying giant that covers thousands of miles nonstop with a 25-ton payload. Globemaster opened its clam-shell doors and swallowed the helicopter whole, took off, and reached Japan in 72 hours.

Next day, at the Korean front, our men had the helicopter they needed.

Performance of the Globemaster in action is another example of Douglas leadership in aviation. *Faster and farther with a greater payload* is a basic of all Douglas design.



Depend on **DOUGLAS**



First in Aviation

HOT WAR — Through last December 19, US pilots in Korea destroyed 693 Communist aircraft of all types, probably destroyed 119 others, and damaged 776. Most of these were MIG-15s — 536 destroyed, 92 probably destroyed, and 687 damaged. Announced USAF losses included 336 jets and 342 piston aircraft destroyed. . . . In 1952 sixteen more AF pilots became jet aces, bringing to twenty-three the total of F-86 pilots in Korea with at least five enemy planes to their credit. . . . AF reached 100 wings by end of year; personnel totaled 970,000 officers and airmen, a 70,000 increase during 1952.

CRASHES — Series of eleven military air crashes in last weeks of 1952 took more than 300 lives. Four C-119 Flying Boxcars, two C-124 Globemasters, and five other transports and bombers crashed or disappeared around the North Pacific rim. Worst disaster in aviation history occurred December 20 when a C-124 crashed after take-off from Moses Lake, Wash., killing eighty-seven of the 116 men aboard. . . . USAF pilots are now flying about eight million hours a year; latest AF accident rate shows that in 1952 there were only twenty-nine major crashes per 100,000 flying hours — the lowest in history. This compares with thirty-three accidents for each 100,000 hours in 1951, thirty-six in 1950, and sixty-one in World War II. AF fatality rate for 1952 was fifteen for each 100,000 hours flown.

MATS — During 1952 MATS' Pacific Airlift averaged a crossing of the Pacific every forty-five minutes. An Atlantic crossing or Arctic flight was averaged each hour and fifteen minutes by MATS during the year. MATS aircraft spanned all but one of the world's continents (Australia) and averaged during every hour of the year the airlift of seven medical patients, ten tons of cargo, and fifty-eight military passengers. From its first day of operations to the end of '52, MATS has airlifted more than 1,400,000 military passengers, 219,000 medical patients, and nearly 300,000 tons of high priority military cargo and mail around the world for USAF, Army, and Navy. Combined weight of passengers, patients, cargo, and mail airlifted by MATS during this period exceeds 460,000 tons. Since its organization, MATS has flown 2,900,000,000 passenger miles, 602,000,000 patient miles, and 935,000,000 ton miles.

INDUSTRY — By the end of last year the aircraft industry had become the nation's second largest industrial employer, and a monthly rate of from 1,000 to 1,100 military planes was reached. Appropriations for military aircraft for fiscal '53 were more than \$14 billion, bringing to over \$40 billion the total appropriation since Korea.

PRODUCTION — More than 15,000 military aircraft of all types had been produced for the US and NATO nations since Korea, including about 9,000 in 1952. This represented approximately ninety-five per cent of the aircraft manufacturing effort in this country, though commercial transports were turned out at the second highest rate in history. About 240 twin-engine transports and 160 36-passenger or larger transports were made in 1952. Utility airplane production was about one-third over 1951, up to an estimated 3,200. . . . Production of the Boeing B-47 Stratojet reached more than one a day in '52. . . . Deliveries of aircraft to the Navy in 1952 were twice those of 1951. . . . The fifteen largest aircraft companies had a total sales volume in 1952 of about \$4,300,000,000, up sixty-five per cent over 1951's \$2,606,000,000.

AIRLINES — Scheduled airlines had their safest year in history in 1952 with 0.38 passenger deaths per 100,000,000 passenger miles flown, against

1.3 in 1951 and 1.1 in 1950, the previous low record. Forty-six passengers died in accidents, out of about 24,000,000 carried an estimated 12,000,000,000 passenger miles. . . . The non-skeds also had a good year, with a fatality rate of 2.0 (previous low was 7.2 in '51), and carried 700,000 passengers 1,300,000,000 air miles for another all-time record. In June of last year the scheduled trunklines carried more than 2,000,000 passengers for the first time in a single month in airline history. There were 1,330 aircraft in scheduled operations of the fourteen domestic trunklines in 1952 and 150 in non-scheduled flights. Operating revenues were running about fifteen per cent over 1951.

REENLISTMENTS continue to be key AF problem; rate is now running about forty per cent of four-year enlistees. AF plans to provide more career inducements, better living conditions, and a "human relations" approach to reenlistment, all designed to increase rate.

HIKES — Twenty-five general officer temporary promotions have been made by AF. To major general — Albert Boyd, CG, Wright Air Development Center; Leigh Wade, Air Attaché, Rio de Janeiro; Delman T. Spivey, CG, Japan ADF, FEAF; John K. Gerhart, Deputy Director, Operations, Hq USAF; E. Blair Garland, CC, AACs, MATS; Charles R. Landon, Director, Statistical Services, Hq USAF; Lee B. Washbourne, Director of Installations, DSC/O, Hq USAF; and James McCormack, Jr., Deputy Commander, ARDC. To brigadier general — Glynne M. Jones, CG, 63d Troop Carrier WG, SAC; Ralph E. Fisher, Chief, USAF Section, JUSMAG; Woodbury M. Burgess, Deputy of Intelligence, ADC; Alvord V. Anderson, Jr., Deputy CG, Warner Robins AMA, AMC; Alfred F. Kalberer, CG, 72d Strat Recon Wg, SAC; Ethelred L. Sykes, National War College; Benjamin J. Webster, National War College; George S. Cassady, National War College; Karl Truesdell, Jr., C/S, Standing Group, NATO; Joseph D. C. Caldara, CG, 55th Strat Recon Wg, SAC; Albert T. Wilson, Jr., CG, 1807th AACs Wg; MATS; Ira D. Snyder, Deputy C/S, Materiel, TAC; Howell M. Estes, Jr., CG, 12th Air Division, SAC; Joe Nazzaro, CG, 68th Strat Recon Wg, SAC; J. Stanley Holtoner, CG, AF Flight Test Center, ARDC, Edwards AFB, Calif.; John D. Stevenson, CG, 49th Air Division, USAFE; and T. Allen Bennett, CG, 25th Air Division, ADC.

TRANSFERS — Brig. Gen. William P. Nuckols, FEAF public information officer and spokesman for the Panmunjom peace conferences, will become PIO for Gen. Ridgway at SHAPE. . . . Maj. Gen. Ralph F. Stearley, now CG of 20th AF, FEAF, is being transferred to Chanute AFB, Ill., where he will be retired this month. . . . Brig. Gen. James C. Selser, Jr., now SAC deputy director of operations, will become commander of SAC's 7th Air Division in Great Britain. . . . Brig. Gen. Sidney D. Grubbs, Jr., has reported to SAC Headquarters to become command inspector general. . . . Brig. Gen. James H. Wallace, from assistant chief of staff, J-3, Alaskan Command, to deputy commandant of the Armed Forces Staff College. He fills vacancy left by retirement of Brig. Gen. Robert C. Candee. . . . Brig. Gen. Walter W. Wise, from deputy commander for air at the Eniwetok atomic weapons tests, to deputy director of maintenance engineering at AMC, Wright-Patterson AFB, O. He replaces Brig. Gen. Manning E. Tillery, who goes to the Ogden AMA as deputy CG. . . . Brig. Gen. John F. McBlain, from inspector general of SAC, to deputy director of AF personnel council at USAF Headquarters. Brig. Gen. Frederick Von H. Kimble becomes director of the AF personnel council.



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2 Great Policies for Preferred Air Force Personnel

Wing Tips

Helicopters are getting bigger and smaller. The current giant is 30 feet high with rotor blades extending more than 125 feet. The baby weighs 300 pounds and can hide in a container measuring five by 14 feet. Both are members of the jet family.

The National Airport Plan, which sets forth the nation's civil airport requirements over the next three years, calls for 2,232 new airports and the improvement of 2,583 of the airports now in operation.

A single aircraft manufacturer turns out engineering blueprints for new airplane designs at the rate of 2½ acres each working day.



A survey of 87 typical areas in the US indicates that an airline traveler riding from the airport to the city center can expect to travel an average of seven miles, take 35 minutes to do it, and pay one dollar for the trip. But most of the big airports are the hardest ones to get to, and it isn't always the center of the city that the passenger wants to reach.

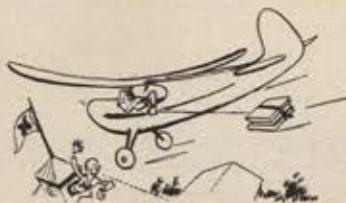
New York International Airport, containing 4,900 acres, is nine times the size of La Guardia. Well over 100 million dollars have already been spent or committed for the development of this terminal, with millions more to come.

Highway departments are making extensive use of aircraft to map new routes. Roadbuilding costs can be kept down by getting a bird's eye view of buildings and other obstacles along a proposed route. Aerial photos also help to discover new deposits of sand and gravel which were formerly unearthened only by laborious ground search.

The scheduled domestic airlines of the US are carrying more than a billion pieces of air mail each year.

Scandinavian Airlines is operating over the Arctic and North Polar regions on flights between Europe and the US. Route stations are San Francisco, Los Angeles, Copenhagen, Oslo, and Stockholm, with stop-overs at the Air Force base at Thule, Greenland, 930 miles from the North Pole.

A student at Montana State College commutes 260 miles round trip daily by air to his classes. His professors say he is always on time for his 8 o'clock lecture.



The biggest airline route system in the world is operated by Air France, which flies 76,000 route miles. The Netherland's KLM is a close second with 71,000 miles of air routes. British Overseas Airways covers 69,000 miles.

The Speedpack, a streamlined aluminum canoe attached to the underside of new-type Constellations for cargo carrying has a capacity equal to that of the usual cargo plane. It weighs five tons, fully loaded.

By Wilfred Owen

Gilfillan GCA Radar

1942



COVERAGE:

4,000 ft. altitude, 18 mile range

5-MAN CREW

6 SCOPES

22-TON TRAILER

LANDED 1 AIRCRAFT AT A TIME

1952



COVERAGE:

10,000 ft. altitude, 50 mile range

1-MAN CREW

2 SCOPES

AIR TRANSPORTABLE

LANDS 3 AIRCRAFT AT ONE TIME

PLUS:

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Electronic Cursor.
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PEOPLE

In The Air News

1st Lt. Cecil G. Foster, who is jet ace number 23 of the Korean war. He got his fifth MIG in November. As he and his wingman were returning to base with almost no fuel left, they were jumped by four MIGs. Foster latched onto the one chasing his wingman. His gunsight was out so he fired by tracer until the Red bailed out.



Brig. Gen. John P. "Jock" Henebry, who has been named by the US Junior Chamber of Commerce as one of 1952's 10 Outstanding Young Men. He had a brilliant WW II combat record in the Pacific. In Korea he became the AF's youngest general at 33. He



commanded the 315th Air Division, Combat Cargo, in the Far East. He's now on AFA's Board of Directors.

Maj. Rudolph W. Schroeder, World War I ace and a pioneer in high altitude flying, who died recently in a veterans' hospital near Chicago. He was 66 years old. In 1920 he reached the unprecedented height of 38,180 feet in a plane without high altitude equipment. His eyelids froze shut and the plane fell six miles before he recovered.

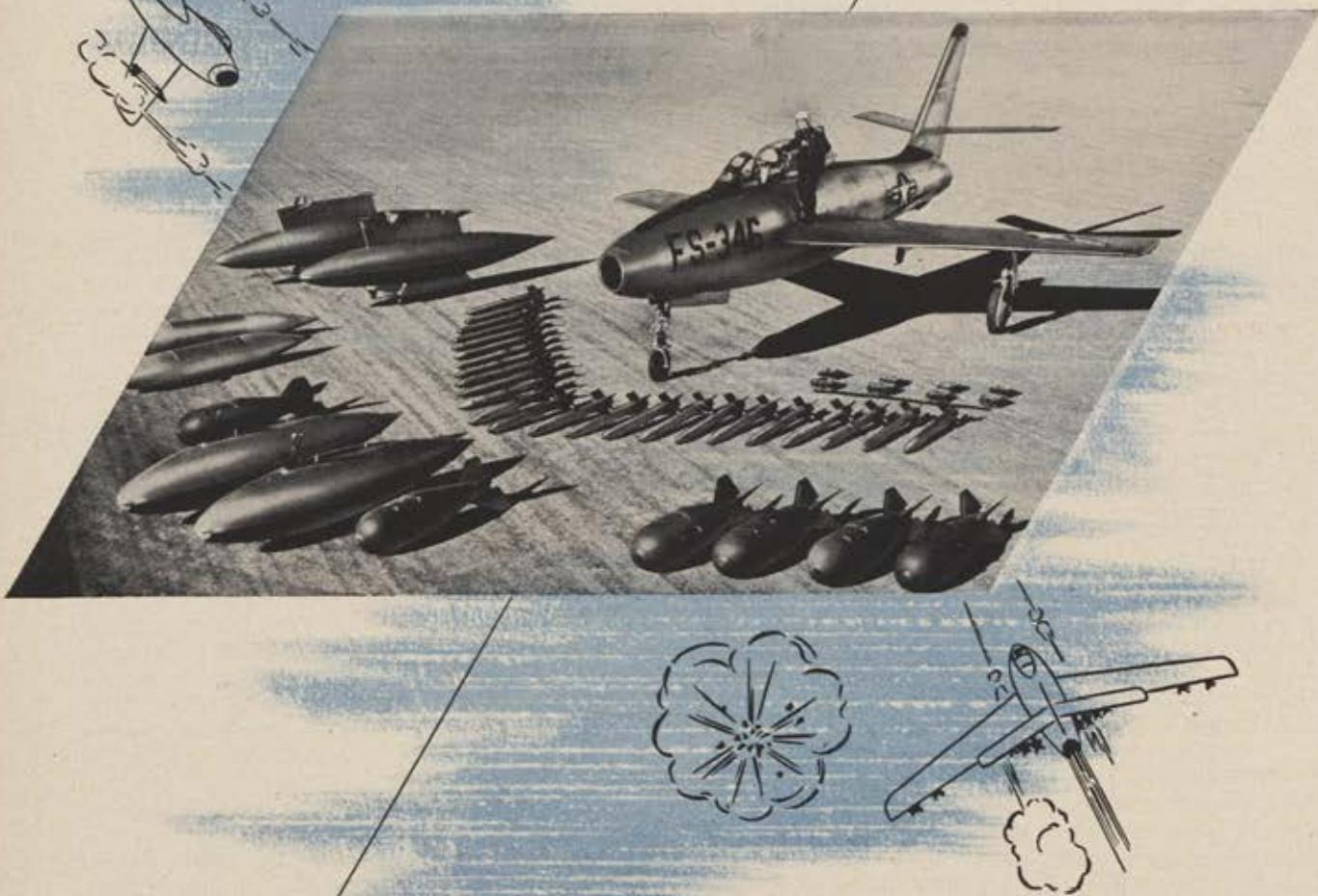


Maj. Gen. Robert B. Landry, Air Force aide to President Truman since February 1948, who became deputy commanding general of the 15th AF the end of January.

Landry, 43, attended Tulane University in his native New Orleans and graduated from West Point in 1932. During WW II, he served in Europe, became assistant C/S, operations, air staff, SHAEF.



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Republic is adding a new deadly vehicle of Defense to Democracy's arsenal. It is the swept-wing F-84F **THUNDERSTREAK** . . . latest, fastest flying member of a rugged family which has long served the U. S. Air Forces' needs in the fighter and fighter-bomber field. ➤➤➤ Now coming off our assembly lines, the **THUNDERSTREAK** flies faster, higher and farther than its combat-proven predecessors . . . the F-84 Thunderjet and the F-47 Thunderbolt. It carries more armament and performs with greater mobility the many tasks our Air Forces and the NATO Air Forces require in a fighter aircraft. ➤➤➤ The more than 20,000 Republic designed and built planes, predominantly fighters, which preceded the versatile **THUNDERSTREAK**, have led the way to America's present superiority in Air Power.

REPUBLIC AVIATION 

FARMINGDALE, LONG ISLAND, N. Y.

Makers of the Mighty Thunderbolt · Thunderjet · Thunderstreak · XF-91

ATTACK ON THE HOME FRONT

Another example of how Reds use war prisoners for propaganda

By Arthur F. Kelly, PRESIDENT, AIR FORCE ASSOCIATION

THE DEFENSE of America is far more than early warning radar, all-weather interceptors, retaliatory striking forces, aircraft spotting, and all the rest. These things, vital as they are to our national survival, are aimed only at preventing or minimizing the physical damage that could be inflicted upon us in all-out war.

Physical defense is only part of the problem. And, up to now at least, no enemy bombs have been dropped on the United States. But America can be damaged in many other ways.

The blunt truth is that the United States, at this very moment, is under heavy and constant attack—an insidious assault aimed at the very roots of our national fiber—our will to resist. I refer to the vicious Communist propaganda effort directed at one of our most vulnerable targets—the grieving mothers, fathers, and wives of American servicemen who have been captured by the Reds in North Korea.

In recent issues of AIR FORCE Magazine we told of one form this assault is taking—the exploitation of fake confessions from captured American flyers for propaganda purposes. At that time we pointed out the extreme necessity for the American people to become aware of exactly what the Communists are up to so they will not be taken in by Red propaganda. We assumed a particular responsibility, as members of Air Force Association, to acquire a fuller understanding of Communism, its devices and techniques, to spur us on in our fight for adequate airpower as the best military answer to that threat. The article in our November 1952 issue, "It Could Have Been You," was our first effort in that direction.

In this issue we carry our "Know Your Enemy" campaign one step further. A staff-written article, "Target, Mom!", on page 23, unfolds the somber story of how relatives of captured American servicemen are being subjected to a cruel and perverted kind of emotional blackmail.

The technique is clever in its very simplicity. Within a few weeks after an American flyer has been reported missing in action in Korea, his next of kin are bombarded with letters from sundry sources. These extend the writer's sympathy to the family in its bereavement and offer to furnish more information about the missing son. Often they are accompanied by a clipping from a Communist paper, usually showing a picture of the son. The letters may come from China, from Poland, from Hungary, from any country behind the Iron Curtain. In some cases they are forwarded to the next of kin through third parties, innocent or otherwise, in this country or abroad.

In many instances the promise of more information is accompanied by a request for food, clothing, or

even money. And through it all is woven the thin Red thread of propaganda. "This senseless war" is deplored. Hope is expressed that "your loved one" will be "home for Christmas." The relatives are assured that "all the peoples of the world long for peace," without being told that this peace is for sale only at Communist prices. If the worried mother or wife, hungry for information regardless of the source, answers the letters, the propaganda barrage is stepped up.

Fortunately, not every family falls for the ruse. The article in this magazine is based on cases in which the propaganda has been brought to our attention. These are the cases about which we know. How many parents and wives have been fooled and have opened their distraught minds to further bombardment we have no way of knowing. There must be many. And the cases we cite concern only Air Force personnel. The Army and Marine totals must be higher.

It is not difficult to understand what motivates the Reds in thus exploiting our captured personnel. Our November article, "It Could Have Been You," clearly related the Kremlin-directed "Hate America" campaign to its over-all objectives of world subjugation. To combat it we all must become more familiar with the inhuman means the Communists are utilizing to advance their conspiracy against the free world.

The article on page 23 reveals the Red word artists at their lowest level of endeavor. They know Mom is a vulnerable target, especially when all she knows about her son is that he is missing in action. They know that a worried mother, frantically searching for news of any kind about her missing son, will be receptive to any information concerning him, no matter what the source. They hope she in turn will pass along the news, plus the propaganda, to her family, her friends, or better still, to her local newspaper and her congressman. Unfortunately, she often does and thus serves as an unwitting tool of the Red conspiracy.

And one cannot particularly blame Mom. For of the billions of dollars being spent on the physical defense and security of America today, little or nothing is being expended on combatting the enemy's assault on the home front. But wherever the blame may lie, time is awasting and the enemy is not idle. Air Force Association will do what it can by continuing to expose Communist techniques at every opportunity.

One thing this home front kind of propaganda war illustrates, perhaps better than in any other way, is the truly universal nature of the struggle against Communism. For it is but one short step from the mental torture of a captured son in a Red prison camp to the mental torture of a bereaved mother on her very hearth. Mother and son, wife and husband, child and father—the free world is all in this together.—END

We air-vibrate blades to get longer life in jet engines

You recall the old trick in which a singer shatters a glass by holding a high note at the critical vibration frequency of the glass.

Here at Allison we use a similar idea to determine the fatigue life of jet engine compressor and turbine blades. By electro-magnetic, air jet (as pictured) or siren excitation, we stress-cycle the blade at increasing vibration amplitudes until its endurance limit is reached. This enables us to predict "critical" engine speeds—and with this data we modify blade design for higher performance and longer service life.

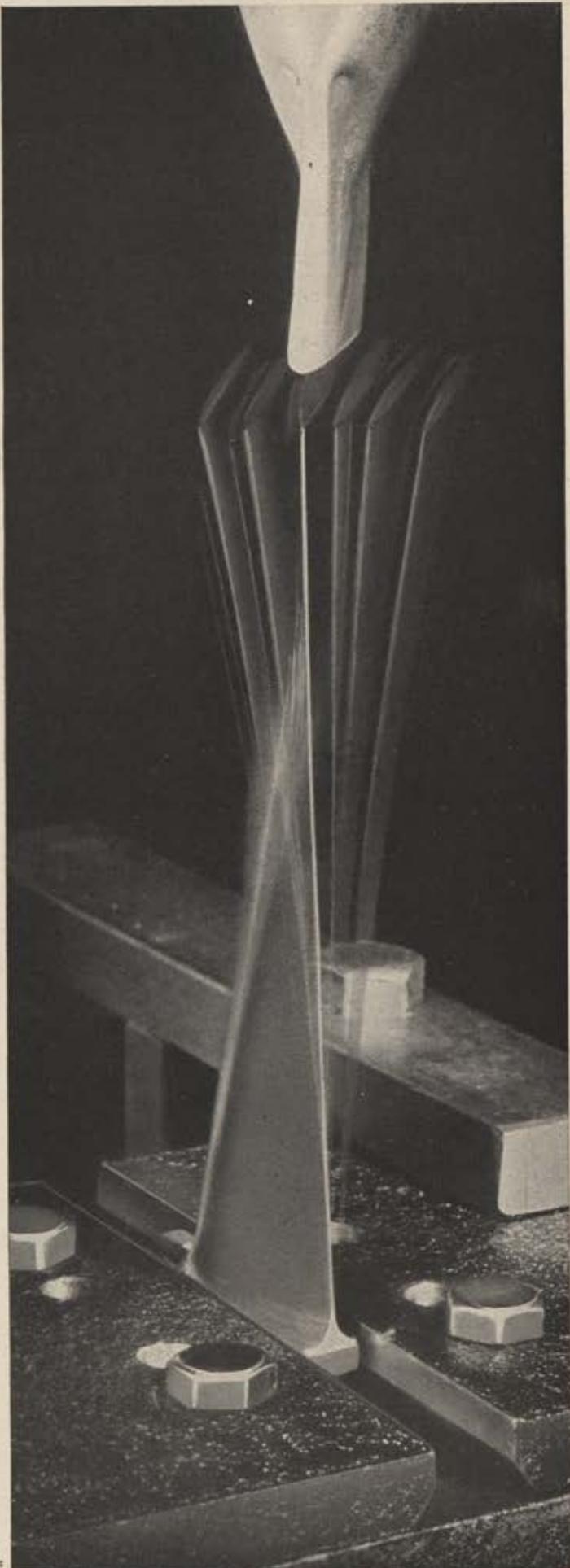
Then we go a step further: The information obtained in these laboratory tests is checked by installing strain gages on blades in running engines. This stress-measuring equipment had to be specially designed by Allison engineers to meet the high temperatures, since gages of this type were not commercially available. Many Allison engine improvements have been based upon the results of these tests.

All of this is one example of the engineering thoroughness that goes into every Allison jet engine—a thoroughness that pays off in the greater dependability that has won the confidence of American jet pilots everywhere.

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MEMORIAL IN BRITAIN

*A gift book for next-of-kin of American war dead
who served in England during World War II*

EDITOR'S NOTE: The letter below was received recently from the Hon. John J. Astor. We are sure there are many such next-of-kin among our readers, and for their benefit are passing along this generous offer.

I WRITE to ask for your cooperation in a cause that touches very closely the homage of the people of Britain to those 28,000 men and women of the United States Forces who, stationed in Britain or operating from British bases, gave their lives in the Second World War.

On Independence Day last year, at a memorable service of dedication in St. Paul's Cathedral, in the heart of the City of London, General Eisenhower, on behalf of the American people, presented a Roll of Honour bearing the honoured names of these dead for safe keeping in the American Memorial Chapel.

The building of the American Memorial Chapel in war-scarred St. Paul's—the great cathedral of Sir Christopher Wren which is the parish church of the British Commonwealth of Nations, was begun in February 1951, and will be completed, it is hoped, in 1954 or 1955. The Chapel, whose stained-glass windows will incorporate the insignia of the forty-eight States of the American Union, is designed in perpetual remembrance of those Americans who lived and died in Britain's midst in the Second World War and of all soldiers, sailors and airmen of the United States of America in their war-time comradeship with the British people. It represents a national tribute, an act commemorating American service and sacrifice, in the common defense of the world's liberty, by millions of ordinary men, women, and children, headed by their King, King George VI, who took the closest personal interest in the American Memorial Chapel, lived to see only the beginning of the work.

The Roll of Honour will rest in the Chapel, where it will form an integral part of a sanctuary which must surely become a place of American pilgrimage.

Under the title of "Britain's Homage to 28,000 American Dead," an illustrated volume has been carefully prepared which tells the story of the creation of the American Memorial Chapel. The

book, which is prefaced by a message from Mr. Winston Churchill, records the circumstances in which this tribute by the people of Britain as a whole was conceived and planned. It is introduced by an account of the war-time life and custom of the American soldier, sailor and airman among the British people, to which is added the text of General Eisenhower's speech at Guildhall, a month after VE Day, when he was elected an honorary freeman of the City of London. It goes on to describe the origin and progress of the scheme of the American Memorial Chapel and the service of dedication in St. Paul's, on Independence Day, 1951.

It is desired to present a copy of this book to the next-of-kin of each of the 28,000 Americans whose sacrifice is therein commemorated. The name of the individual man or woman among the 28,000 is inscribed in gold letters on the front cover of each copy.

As their contribution to the American Memorial Fund, The Times, Printing House Square, London, and the Dulverton Trust have made the publication of the book their responsibility.

Unfortunately, it has proved impossible to obtain a complete list of the names and present addresses of the next-of-kin. My practical purpose in writing to you, therefore, is to ask for your assistance in bringing the following information to the notice of the next-of-kin, scattered as they are throughout the territory of the United States.

Requests by the next-of-kin for a copy of "Britain's Homage to 28,000 American Dead" should be written on a postcard, giving

1. The name of the relative who died while serving in the U. S. Forces based upon Britain,

2. The name or title of the unit in which he or she served,

3. The writer's name and full address and the relationship to the dead person, and addressed to

Colonel the Hon. J. J. Astor,
THE TIMES, LONDON, INC.,
45 East 51st Street,
New York 22, New York

This information will be sent by air to The Times, Printing House Square, London, and a copy of the book will then be forwarded direct, *free of all cost*, to the applicant.—END



Air Strike....Submarine Style

Guided missiles launched from submarines promise to be major offensive weapons in case of war. A missile of this type travels to its distant destination under unerring electronic orders. The brain center for such missiles will be typical of the electronic systems developed and manufactured by Arma Corporation.

In close collaboration with the Armed Forces since 1918, and more recently with the Atomic Energy Commission, Arma has contributed much

in basic research, design, development and manufacture to the advancement of electronic and electro-mechanical weapon control, navigation, and other precision remote control systems. There is every reason to believe that engineering background and techniques—first used successfully in these devices—will see widespread industrial applications. *Arma Corporation, Brooklyn, N. Y.; Mineola, N. Y. Subsidiary of American Bosch Corporation.*

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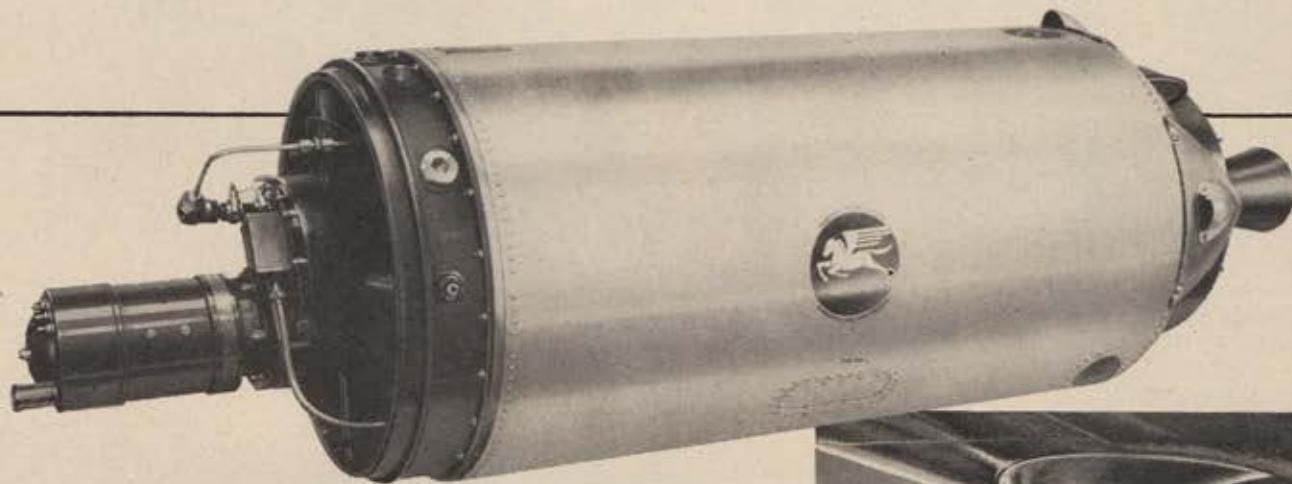
ADVANCED ELECTRONICS FOR CONTROL



NEW HIGH IN SPECIALIZED

POWER

3 LBS. THRUST FROM 1 LB. WEIGHT



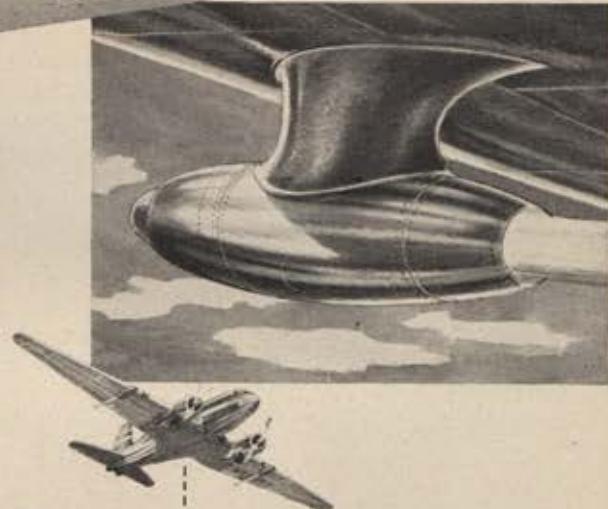
The J-44 Monocoque Turbo-Jet Engine...

Designed and Built by Fairchild

One of the most compact engines in its power class ever produced is the Fairchild J-44 Monocoque Turbo-Jet. Only 72 inches in length, 22 inches in diameter and weighing only 300 pounds, the J-44 delivers a thrust of 1000 pounds.

Another example of a Fairchild design which met difficult and exacting specifications, the J-44 typifies the creative engineering ability of the Fairchild Engine Division.

Right now, the Fairchild J-44 Monocoque Turbo-Jet is being produced exclusively for the Armed Services. When conditions permit, this mighty midget will become available to boost payloads and lower operating costs of airline transports and other aircraft.



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More and more POWER developments for America's Armed Forces





*How the war of words is aimed
at next of kin of captured flyers*

By John F. Loosbrock

Illustrated by Arlo Greer

CALL IT Middletown, U.S.A. A typical American city, busy, prosperous, peaceful. Not so populated as to be crowded and noisy, but large enough to support a daily newspaper.

There are no strategic military targets in Middletown. A couple of small factories are doing defense work on a subcontract basis, but this quiet community is hardly a lucrative A-bomb target. If it weren't for the distressing headlines and the number of young men away in military service, Middletown would hardly know there was a war going on.

Yet, Middletown is a target in this war—one carefully marked down in the Communist book to be hit and hit hard, where it hurts.

You wouldn't know it as a target, this comfortable square, frame house set among the sturdy maples on one of Middletown's side streets. Upstairs an empty room is still

HERE'S HOW RED WORD-ARTISTS EMPLOY EMOTIONAL BLACKMAIL



An American airman is shot down over Korea . . .



"Missing in action" is parents' only word . . .

decorated with fading school pennants. Scale models of airplanes still clutter the battered desk. The former occupant of this room, an only son, now wears the wings of a pilot in the United States Air Force. Or he did until he bailed out over North Korea a few months ago.

"Missing in action." That was all the family could be told. Officially there are no prisoners of war in Korea since the Reds refuse to furnish information through legitimate International Red Cross channels. In many ways it wouldn't have been so bad knowing for sure that he was dead or wounded. It was not knowing that was hard to bear, the agonizing suspense that could not be resolved. The family would have given anything for one little scrap of information.

Then one day the postman brought a letter. The postmark was a smear of unfamiliar Oriental characters. The stamps were Red Chinese, complete with the ubiquitous Communist dove of peace. The handwriting was clear, the English concise and readable.

"I thought you would be interested in news of your son, Lt. John Doe, who was shot down over North Korea a few weeks ago. He is well and in good hands and is getting good treatment from the Chinese Volunteer People's Army.

"I am especially interested in American flyers since I worked with the American Volunteer Group, General Chennault's Flying Tigers, during the war against the Japanese invaders. It still seems very odd to me that two people who were fighting shoulder to shoulder against the world aggressors only a few short years ago should now be killing each other in a senseless war in a foreign country. We here all long for peace and I am sure you in America feel the same way. I hope it will not be too long before this senseless slaughter is over and your son will be returned to you.

"If you would like more information please write to me and I will do what I can to help you and your son. If you would like to contact him please send your letters to me and I will see that he gets them."

Quite naturally, the parents were overjoyed. They called their relatives and their friends and read the letter to them. The local daily ran the letter together with a front-page story about the missing boy. The mother, concerned only with getting her son home as quickly as possible, dashed off a short note to her Congressman, asking that he please do what he could to end "this senseless slaughter."

The Communist word-artists were on target. The reac-

tion was perfect, exactly as they had calculated. More propaganda flooded in—booklets, newspaper clippings, transcripts of radio broadcasts made by the missing flyer, more letters, some asking for money or gifts in exchange for more information, all containing the stock pleas for "peace." Always the propaganda chipped away, careful and skillfully, at an age-old military target—the will to resist—this time on the American home front.

It's not hard to sell peace. The Reds know that. All of us would like to see the Korean war ended and the boys brought home. But peace on Red terms alone is no peace at all. After all, they started it. We didn't.

The above is a true account, only specific names and places have been withheld. It has happened time and again and is still happening in cities and towns and in farm communities all over America. And it will continue to happen until the American public is fully alerted to this menace.

The technique is basically simple. Pictures and news stories of captured men are widely circulated through the Red Cross. Whenever possible the name and address of the next of kin in the States is included. Whereupon the flow of letters begins. In many cases the letters obviously are written by Communist propaganda experts, like the one from the alleged veteran of the AVG previously cited. In other instances, the clipping is used as a pretext to obtain food packages, clothing, blankets, shoes, even money, from the next of kin under the guise of establishing contact with the missing son or husband.

The letters may come from China, from Hungary, from Poland, anywhere behind the Iron Curtain, or are forwarded by third parties in the United States or abroad. In any case, they're liberally laced with defeatist propaganda.

Reports on Communist interrogation of prisoners in North Korea note that the questioners show a great interest in items such as dog tags, identification cards, letters, address books, photographs, and so on which a captured man might be carrying. A great many questions of a personal or biographical nature are asked. In one way and another, the Reds amass a backlog of information for propaganda use against next of kin.

Prisoners, who have no choice if they want their letters mailed, are urged to write home and are "coached" to hammer away at three or four major points:

(Continued on page 26)

TO SOW SEEDS OF DEFEATISM ON THE AMERICAN HOME FRONT



News of prisoner appears in satellite press . . .

Blackmail letters go to next of kin . . .



Target: family's morale.

Letters always contain propaganda message which relatives of missing man are urged to pass along to their family, friends, local newspaper, and Congressman. Next of kin are often so grateful for any news of missing flyer that they unwittingly serve as tools of Red propaganda machine

TARGET: MOM

- That Americans should be sent home from Korea because they are only fighting for the "warmongers."
- That families in the States should object to their boys' being sent to Korea.
- That families should write their Congressman urging that US troops be sent home from Korea.
- That the Communists treat prisoners kindly.

Prisoners also are cajoled, or coerced, into making short-wave radio broadcasts to their families at home. There have been many instances in which next of kin were notified, through anonymous phone calls, of the time and date at which such a broadcast could be received. These broadcasts are also picked up by "ham" operators in the States and often forwarded to the next of kin. And next of kin are bombarded with a spate of straight Communist propaganda, the most common of which is an illustrated, pocket-size pamphlet called "Out of Their Own Mouths," with a subtitle which reads:

"Revelations and confessions written by American soldiers of torture, rape, arson, looting, and cold-

***Every mother, father, wife or sweetheart
of a man fighting in Korea is a potential
and emotionally conditioned target for
the Red letter-writing campaign***

blooded murder of defenseless civilians and prisoners of war in Korea."

In some cases the next of kin have been told that their missing relatives are alive and in good hands in a Communist prison camp. But it is suggested that they might like two weeks of recreation in a rest camp. This could be arranged, say the letters, on receipt of sixty-five American dollars per prisoner.

One typical case is that of the parents of an American pilot who was shot down over North Korea last fall. Shortly after they had been notified that their son was "missing in action," the family received in the mail a copy of the *Shanghai News*, an English-language paper. On the front page was a photograph of their son and another picture of his dog tags, ID card, and instrument certificate. The caption gave details about the action during which their son had bailed out and also his home address. There was no letter accompanying the newspaper.

A little later the parents received the following letter from England:

"I am a Polish person living in England. I write to you as a friend. You see my family are still in Poland, and things are very difficult for them, but they have managed to let me have some information regarding a pilot of the USAF by the name of _____.

"I think this man is some relation to you, and you will be pleased to know that he is quite safe and in good health somewhere in Poland. My people cannot tell you his address as it would make things very dangerous for them in my country.

"But if you would like to send him a few lines you are quite welcome to send your letter to me, then I will for-

ward it to my family, and they in turn will see that he gets your letter. Then he can answer you in the same manner.

"But I must repeat that it would be very dangerous for my family to give you his full address. I hope you won't mind my writing you like this, but I am doing it in the hope that I can set your minds at rest.

Best wishes,

Another letter was forwarded to the parents from a woman in a Far Western state in this country with a covering note. This letter was from Hungary, in a beautiful copperplate script but in execrable English. In part it read:

"In Chosen (Korea) to flow the war, where to be destroyed very many men. Long ago not to fall in captivity one soldier of US, as you aeroplan to shoot down."

(There followed a paragraph giving name, rank, serial number, address of next of kin, and other information concerning the missing man. The letter then continued as follows: — The Editors.)

"He did sprung out from aeroplan and him they did captivitied. We would like if you would inform his parents from his lot of the son, it that he is very well and healthy.

"We hopes of end to be to war soon and he and many other son could return to the parents."

A third letter from a woman in Poland asked for a clothing parcel in return for more information about the missing son.

These particular parents were not suckered in. Instead of falling into the Red trap and continuing the correspondence, they forwarded the letters to Washington. But others have been fooled. They have told their friends. They have written their Congressmen. They have sent the letters to their local newspapers which in too many cases have published them.

It is primarily a small town campaign, hitting at cities with populations of from 4,000 to 40,000, small enough so that whatever happens to a local boy is big news.

This letter-writing campaign is the latest of the psychological weapons turned against America, a weapon designed to create moral destruction in our towns and cities as deadly in its way as the physical damage inflicted by an enemy bomb. And every mother, father, wife, or sweetheart of a man fighting in Korea is a potential and emotionally conditioned target. It is a strategic use of the weapon of words in the purest meaning of strategy.

Remembering the agitated emotional state of a bereaved family, let us look at another manifestation of the war of words. It is a letter, selected at random, sent by a downed airman to his wife and children. Like all letters of its kind, it contains the ounce of authenticity that makes it credible. It provides a perfect vehicle for the propaganda slug. In the following letter only the propaganda portions have been selected. It was the first letter the flyer had written since his capture, which was three months before.

"... I know how anxious you must have been for the last three months, not knowing if I were alive or not, and you at home with the children alone... You can rest assured now darling that I am in good hands.

"... The Chinese Peoples' Volunteer Army and the Korean Peoples' Army have been very good to me. ... I know you have heard stories about the bad treatment that the Chinese and Korean soldiers give the American prisoners. Darling, these stories are totally false. We are being given the best possible treatment.

"... You know, sweetheart, our planes have bombed and burned every city, town, and village in Korea. We have burned up nearly all the food the Korean people have stored up for the winter.

"... Darling, I want you to show this letter to my father and mother, and your father and mother, and all of our friends, in order to let everyone know of the good treatment the American prisoners are getting.

"... I want you to tell everyone that the quicker we can end this senseless war, the quicker we will be able to come home—check with the postal authorities daily and find out what address to write to and you will probably be able to answer this letter."

This last paragraph is another neat twist. For the return address on each POW letter reads "Via the Chinese Peoples Committee for World Peace and Against American Aggression, Peking, China." A daily check at the post office means a daily repetition of a Communist slogan merely by repeating the return address.

This letter is mild in comparison with others which always follow. And after a year of the treatment the poor wife or mother doesn't know who or what to believe.

She's willing to buy peace and the return of her husband or son at almost any price—even on Red terms. That's the insidiousness of this approach through the vulnerable next of kin.

For another variation on the approach let's take a look at a broadcast by the same captured flyer via Communist Radio Peking. These are usually wire recorded and broadcast late. Or the prisoner may write the message and have it broadcast by an English-speaking announcer. It is always broadcast on a shortwave band. Often the word that such a broadcast has been received by an amateur operator in the States will be the first news a frantic relative has received since getting the official missing-in-action letter from the Department of the Air Force. Here is the sample:

"My dearest darling wife and children. The Chinese Peoples' Volunteer Army and the Korean Peoples' Army have given me this opportunity to bring my voice to you at home, that you may know more surely that I am still alive and well. . . .

"... When I am home, we will be together always. We get the latest newspapers here from China and I have been reading every day of the huge peace movement back in America. It certainly is gratifying to read that most of the American people want the Korean war ended peaceably, and want us all returned home as soon as possible.

"I am relieved to read that the American people realize that we should not have been sent here in the first place and that they are trying to get us back now. I have seen much bloodshed over here, darling. . . .

"The Chinese people are our friends. They are just like you and I, darling. All they want is a peaceful world and a chance to live their lives with their families just like us. They are still treating us as good as possible and attending to our everyday needs. I am still in good health and looking forward to the day when we will be together again. . . ."

Happily, when the next of kin forwarded this transcript they noted, "It was a text used by him in an obvious propaganda broadcast . . . as directed to write by his captors."

Lacking a positive program of our own for carrying the war of words to the Reds' front door, the next best course available to us is to defend ourselves against their onslaughts. And the best counter-weapon to this emotional blackmail, as against any other kind of propaganda, for that matter, is the truth.

We must realize that we are indeed under attack and that complacency, a lack of a sense of urgency, can defeat us on the home front as surely as on the battlefield.

The cat-and-mouse game is right down the Reds' alley. Once we understand this we can place in perspective the fencing with words at Panmunjom. The Reds would like to continue it indefinitely. And they will, and they will win if the people of this nation are not alert to the magnitude of the problem which they face.—END

HOW TO HELP

AIR FORCE Magazine is indebted to a number of families of captured airmen who refused to be fooled by the racket exposed in these pages. We encourage others to do likewise, bearing the following points in mind:

- Remember that the Department of the Air Force must list a man as "missing in action" indefinitely since it is impossible to prove he is a prisoner.
- This is because the Communists refuse to divulge any information on prisoners through legitimate channels.
- Therefore, any information you have received outside of official channels is likely to be Communist-inspired.
- Individuals will write you and ask for food, clothing, or money in exchange for information.
- Don't be taken in. Forward such correspondence to AIR FORCE Magazine. We will see that proper action is taken.



Inspecting honor guard of Capitol Division, Republic of Korea. Maj. Gen. Song You Chan on Gen. Vandenberg's left.

A recent tour convinces the AF Chief of Staff that the air defenses of the free world are in good hands

GEN. VAN TAKES A LOOK



Above, a peek at an enemy-held hill from a 1st Marine Division observation post. Below, Col. Eugene B. LeBailly, CO of the 3d Bomb Wing, talks about bombs his B-26s drop. Gen. O. P. Weyland, FEAF commanding general, at right.



LAST FALL General Hoyt S. Vandenberg, Chief of Staff of the Air Force, made a lengthy tour of the air defenses of almost the entire free world, including Scandinavia, Western Europe, North Africa, the Middle East, India, Siam, Formosa, and Korea. Here are highlights of his impressions:

The Swedish Air Force looked particularly impressive in its ability to get planes into the air from underground bases carved out of the mountainsides. He was convinced, he said, that "Sweden can — and would — put up strong resistance to any attack." He was similarly optimistic about the Norwegian Air Force.

At American bases in England and France morale was improving, largely as a result of better housing and recreational facilities. The need for added recreation almost everywhere was particularly evident, however.

On the touchy subject of North African bases, the Chief of Staff admitted that there had been construction mistakes and that they were "expensive, and therefore serious, but fortunately they did not delay the operational readiness of these critical links in our world-wide chain of defense."

At Ankara the Turks put on a spectacular demonstration of tight acrobatics with a formation of four jet fighters. Subsequent stops at India, Siam, and Formosa left the general quite pleased with these respective Air Forces.

In Korea, General Vandenberg noted, the Air Force is still concentrating on the interdiction mission and, as a measure of its success, pointed out that the enemy keeps half a million laborers working to repair damaged highways. Daylight traffic had been halted almost entirely by fighter-bombers, and the night-flying B-26s, now assisted by F-80s, were employing "new tactics and techniques of truck-bombing that have doubled their effectiveness."

He touched on the growing threat of Communist air strength in the Far East as an antidote to any feeling of complacency on the part of the US.

"We have strengthened our units there," said General Vandenberg, "but the Communists have strengthened theirs more rapidly. They now outnumber us by at least three to one and they have recently introduced into Manchuria light, jet bombers [Ilyushin-28s — The Editors] which are fast, able to carry a heavy load of bombs, and have a range several times that of the MIG-15."

He pointed out that our base system has lagged behind our aircraft procurement and training programs and said we must realize that the "effectiveness of our heavy investment in airpower depends on a much smaller investment in bases." —END



THE THUNDERSTREAK

Air Force's first sweptwing fighter-bomber to fly

faster, farther and higher than its predecessors

EVER SINCE the development of the so-called "baby" atomic bomb for tactical use on the battlefield, any improvement in our fighter-bomber capability takes on added significance. Republic Aviation's new F-84F, the Air Force's first sweptwing fighter-bomber, can fly farther, higher, and faster than any of its predecessors in the Thunderjet stable and, according to the official announcements, packs a heavier punch. Presumably the latter includes the A-bomb carrying capability. First production model of the F-84F has been accepted by the Air Force.

The airplane, called the Thunderstreak as a result of a "new-name" contest among Republic employees,

is versatile. Although its primary mission is that of a fighter-bomber, its added speed, range, and altitude permit secondary missions as escort-fighter and fighter-interceptor. This dual-mission factor is important in the design of a new model inasmuch as it affects the over-all fighter requirement of the Air Force. For example, the swept wing and the higher thrust of the F-84F increases its ability to survive in the air even against first-class fighter opposition. It can jettison its bombs and rockets and either fight or run away with a greater probability of survival. This capability in turn diminishes the need for high-performance fighters to protect the fighter-bombers. This is im-

portant even in a static situation such as exists in Korea today. It would take on added significance in event of a Russian attack against Western Europe, where the A-bomb carrying fighter-bombers would be expected to play a paramount role.

The Thunderstreak design was begun before the outbreak of the Korean war, when the US Air Force was in the throes of a stringent economy program and money for new prototypes was conspicuous by its absence. Funds were provided by Republic, and the first test model, then called the YF-96A, flew in June 1950. It was powered by an Allison J-35 that developed 5,200 pounds thrust.

(Continued on page 30)



The F-84F, shown here in rocket-firing tests, can carry a bigger load of bombs, rockets, and fuel than any fighter-bomber now operational in the US stable.

JET PLUS ROCKET EQUALS SUPERSONIC



Republic also made news with its XF-91, an American experimental aircraft incorporating the characteristics of a combat-type fighter, which made its first faster-than-sound flight at Edwards AFB. The XF-91 is equipped with a GE J-47 turbo-jet delivering 5,200 pounds thrust plus afterburner, and also a 6,000-lb.-thrust Reaction Motors rocket engine.

Came Korea and more money for development and procurement, plus an urgent need for more and better fighter-bombers. The Air Force authorized Republic to convert its design to accommodate a more powerful propulsion unit. The British Sapphire engine, designed by Armstrong Siddeley, Ltd., was selected to power the new plane. The engine was then in production in England.

The Sapphire, redesignated the Wright J-65, is now being built under license in this country by the Curtiss-Wright Corporation at Wood-Ridge, New Jersey, and the Buick Division of the General Motors Corporation. The first Sapphire-powered F-84F prototype was flown at Edwards Air Force Base, Muroc, California, in the spring of 1951. The J-65 develops 7,200 pounds thrust and is called one of the most powerful jet engines entering operational service today.

The Thunderstreak is clean and sleek of line. It is a mid-wing type with wings and tail raked back at an angle of 40 degrees. A new canopy design is faired back to blend into the rear fuselage. The F has a wing span of 33 feet, seven inches, is 43 feet, three inches long and measures 14 feet, four inches high at the rudder tip.

Internally mounted armament consists of six .50 caliber machine guns, four of which are mounted in the nose and one in each wing root. The Thunderstreak is also equipped with in-flight refueling gear and will be able to ocean-hop like the F-84G.

An extremely high performance reconnaissance version of the F-84F is in the mill and will also be produced at Republic's Farmingdale, Long Island plant.

In the reconnaissance version the air intake has been moved from the nose to the wing roots to permit installation of camera equipment. The RF-84F is armed with four .50 caliber machine guns, two in each wing. Tests with this type of wing-root intake proved to be so successful that later production models of the F-84F will be so built, leaving the nose section free for other equipment, such as electronic or armament. But for the present, production models will continue to have the air scoop in the nose.

Another new design feature is the use of large forgings in lieu of built-up spars and ribs in the swept wing. Republic officials, some of the first to plan utilizing the USAF's heavy press program, say the forgings will save countless man hours and at the same time provide greater strength for the wing structure.—END

You ARE A READY RESERVIST, Unless...

Revised AF Regulation 45-5 spells out assignment

and active duty vulnerability for Reservists

IF YOU WERE in the Organized or Volunteer Reserve on January 1, 1953, you are now, whether you know it or not, a Ready Reservist. What's more, you will remain in this status until you qualify, apply for, and are redesignated a less vulnerable Reservist. As a Ready Reservist, you may be recalled to active duty involuntarily in time of war or national emergency declared by Congress or proclaimed by the President. In fact, under the emergency which now exists by Presidential Proclamation, Ready Reservists are subject to recall at any time.

However, if you qualify for the Standby Reserve (see qualifications below), you may apply immediately for transfer to it. If you are now assigned to a Reserve Unit, simply write a letter to your Unit Commander, requesting reassignment. If you are not assigned to a Reserve Unit, write to the Commanding General of the ConAC Numbered Air Force in which you reside and ask for reassignment.

A new Reserve assignment policy is now in effect if you have four or more dependents. Reservists in this category may now obtain paid Reserve assignments. But you must sign an agreement subjecting you to involuntary recall to active duty in time of war or in a national emergency.

The new 45-5 regulation also establishes active duty availability codes for Ready and Standby Reservists. These tell you how much delay you can expect before reporting for active duty service after notification of recall.

The old terms — Organized, Volunteer, and Honorary Reservists — have given way to three new terms — Ready, Standby, and Retired. In addition, there is an Inactive Reserve list maintained within the Standby category. These new categories are defined below.

The new regulation was prompted by the passage of the Armed Forces Reserve Act, Public Law 476, 82d Congress, July 9, 1952. The act is intended to standardize among the Armed Forces such items as the Reserve mission, appointments and enlistments, pay, allowances, etc.

A resumé of the new regulation follows:

MISSION

The Air Force Reserve is maintained to provide trained units and qualified individuals available for active duty in time of war or national emergency, and at such other times as the national security may require.

COMPOSITION

The Air Force Reserve is divided into the following

A WORD FROM GENERAL COPSEY

The Air Force seeks for its Reserve Forces a posture of strength and readiness during peace, national emergency, or war conditions.

National policies expressed in laws are reflected in your Air Force directives and regulations.

Each Reservist needs to know his military obligations and opportunities. The public needs to know them also, because the Air Force recognizes that public opinion and understanding are the final terms of reference for success in any effort.

This article treats one of the regulations of basic importance to each Reservist and is excellently reported upon by the Air Force Association.

Maj. Gen. Robert L. Copsey
Special Assistant to the Chief of Staff
for Reserve Forces

categories, into one of which each member of the Reserve will be assigned, appointed, enlisted, or transferred in accordance with his desires, qualifications, or obligations:

- Ready Reserve
- Standby Reserve (including Inactive Status List)
- Retired Reserve

READY RESERVE

Every member of the Air Force Reserve on January 1, 1953, was placed in a Ready Reserve status and will remain there until he becomes qualified, applies for, and is redesignated a Standby Reservist, or is placed in the Retired Reserve. A Ready Reservist who qualifies for but does not choose Standby status will be relieved of assignment to Program Elements within Training Categories A, B, and C (see chart, page 33) and will be assigned to the Non-Affiliated Reserve Section or the Ineligible Reserve Section, as the case may be, unless he agrees in writing to accept or continue in an assignment within Training Categories A, B, and C. Acceptance of Ready Reserve status means he will be liable for involuntary active duty as prescribed by law. All agreements for Ready Reserve status will be for a specified period, of not less than two years nor more than five, and may be renewed within the last ninety days of the specified period.

YOU'RE A READY RESERVIST

STANDBY RESERVE

A Reservist is eligible for elective Standby Reserve status if he falls in any *one* of the following categories:

- Served on active duty for twelve months between December 7, 1941, and September 2, 1945, and if he also served on active duty for at least twelve months after June 25, 1950 (beginning of the Korean war); or
- Has completed at least eight years' service in a Reserve component since September 2, 1945; or
- Has completed five years of active service; or
- Has served on extended active duty and satisfactorily participated in an accredited Reserve training program for a combined period of not less than five years, if that participation includes:
 - (1) Reserve service completed before July 1, 1949; or
 - (2) Assignment to, or enrollment in, any Reserve training program (including USAF Extension Courses) between July 1, 1949, and January 1, 1953, and fulfillment of the minimum requirements; or
 - (3) Satisfactory participation in a Program Element (see chart) in a Ready Reserve status after 1/1/53.

INACTIVE RESERVE

Within the Standby Reserve an Inactive Status List will be maintained, consisting of persons who have completed all required Reserve service and who are unable or unwilling to participate in prescribed training. Retention on this list will be determined by the best interests of the Air Force. Those who may be considered include:

- Standby Reservists who, after completing their total obligated Reserve service, request such status; or, who fail to meet participation standards within the Training Categories to which assigned.
- Retired airmen with twenty years of active Federal service who were placed in the Reserve until completion of thirty years of active and inactive service.

A Standby Reservist who has completed his obligated Reserve service and asks to be assigned to the Inactive Status List may be separated from the Reserve unless he requests assignment to a Program Element of an active Training Category within 12 months after being placed in the Inactive List.

A Standby Reservist assigned to the Inactive Status List for failure to meet participation requirements may be separated from the Reserve if he does not ask to be assigned to a Program Element of an active Training Category after one year of Inactive Status List service. Separation from the Reserve will, of course, subject the individual concerned to prevailing draft laws.

RETIRED RESERVE

Membership in the Retired Reserve is confined to those who, upon application, were:

- Retired or granted pay under Titles II or III of Public Law 810, 80th Congress; or
- Retired for physical disability, either temporarily or permanently, under Title IV of the Career Compensation Act of 1949, as amended; or
- Discharged for disability with severance pay under Title IV of the Career Compensation Act of 1949, as amended; or
- Found to be physically unfit for active duty, other than as a result of their own misconduct, and have completed eight or more years of satisfactory Federal service under Title III of Public Law 810, 80th Congress; or who were
- Eligible for retirement by completing 20 or more years of satisfactory service, but are not yet 60; or

- Age 60, and have completed eight or more years of satisfactory Federal service under Title III of Public Law 810, 80th Congress, or, have completed twenty or more years of honorable active and/or Reserve service.

ACTIVE DUTY LIABILITY

Units or individuals, or both, of the Air Force Reserve are liable for active duty in accordance with the category to which they are assigned, as follows:

- Ready Reserve: In time of war, in time of national emergency declared by the Congress or proclaimed by the President, or when otherwise authorized by law.
- Standby Reserve: Only in time of war or national emergency declared by the Congress, or when otherwise authorized by law.
- Retired Reserve: Only in time of war or national emergency declared by the Congress, or when otherwise authorized by law.

While on the Inactive Status List of the Standby Reserve or in the Retired Reserve, Reservists may not be ordered to active duty involuntarily unless no qualified members of the Ready Reserve or members of the Standby Reserve not on the Inactive Status List are available.

OBLIGATED RESERVE SERVICE

The time that a person must remain in the Air Force Reserve under the Universal Military Training and Service Act, as amended, is as follows:

- (a) Those appointed, enlisted, or inducted for a period of active duty between June 24, 1948, and June 19, 1951, and who are or were transferred to Reserve, have a Reserve obligation of 5 or 6 years, as provided.
- (b) Those enlisted, appointed or inducted for a period of active duty after June 19, 1951, and before reaching age 26 have a total obligation of 8 years.
- (c) Senior Division AF-ROTC Cadets who signed deferment agreements under Universal Military Training and Service Act, as amended, and are commissioned, must complete 8 years of Reserve service, of which at least 2 years of active duty may be required.

PROGRAM ELEMENTS

The Ready and Standby Reserve training program is divided into the following Program Elements in which AF Reserve officers and airmen will participate in accordance with the training category authorized and availability code assigned (see chart):

- Combat Wings
- Combat Support Wings
- Flying Training Wings
- Mobilization Assignment Section
- Specialist Training Units
- VART Units
- Mobilization Designation Section
- Non-Affiliated Section
- Ineligible Section

TRAINING CATEGORIES

The Ready and Standby Reserve is divided into Training Categories identified as A, B, C, D, E, F, and G. This division is based upon the annual training program authorized and/or required (see chart). Everyone in the Ready and Standby Reserve will be assigned to a Program Element within one of the Training Categories. There are no Program Elements or Training Categories within the Inactive Status List of the Standby Reserve or the Retired Reserve.

AVAILABILITY CODES

Everyone assigned to a Program Element will get one

TRAINING CATEGORIES OF THE AIR FORCE RESERVE

TRAINING CATEGORY	*ANNUAL TRAINING AUTHORIZED	AVAILABILITY CODE REQUIRED	PROGRAM ELEMENT	STATUS OF INDIVIDUALS ASSIGNED
A	**48 Drills with Pay 15 Days of Active Duty	Code I	Combat Wings Combat Support Wings Flying Training Wings	Ready Reservists
B	24 Drills with Pay 15 Days of Active Duty	Code I	Mobilization Assignment Reserve Section Specialist Training Unit	Ready Reservists
C	12 Drills with Pay 12 Drills without Pay 15 Days of Active Duty	Code I	No program elements assigned as yet	Ready Reservists
D	Prescribed drills without Pay (24 for specialist training units, 15 for VARTU & MDRS) 15 Days of Active Duty (Subject to availability of Funds)	Code I, II, or III	Specialist Training Units VARTU Units, Mobilization Designation Reserve Section	Ready and Standby Reservists
E	12 Drills with Pay Prescribed drills without pay 0 Days of Active Duty	Code I, II, or III	No program elements assigned as yet	Ready and Standby Reservists
F	Prescribed Inactive Duty Training without pay resulting in accrual of not less than 30 points, annually	Code I, II, III, or IV	Nonaffiliated Reserve Section	Ready and Standby Reservists
G	No Training	Any Code	Ineligible Reserve Section	Ready and Standby Reservists

*Not less than the established number of drills, days of active duty, unit assemblies, training periods, or periods of instruction, equivalent duty or appropriate duties (including hazardous duty when authorized) will be scheduled or otherwise made available to all elements of each training category. Additional training may be authorized. Minimum participation requirements for each program element are not shown.

**The word "drill" includes only unit training assemblies or training periods which are scheduled and conducted as part of the training program of a particular unit or Reserve Training Element.

Training Categories A, B, C, D, E, and F will be composed of Reservists who are physically and professionally qualified for active duty and who fulfill existing skill, age, and grade requirements and participation standards. In addition the following specified criteria must be fulfilled:

- In Categories A, B, and C the Availability Classification Code must not exceed Code I (one through three months' delay).
- In Categories D, and E the Availability Classification

must not exceed Code III (seven through twelve months' delay).

- In Category F, the Availability Classification must not exceed Code IV (more than twelve months' delay).
- Category G—Reservists who do not fit the above categories and who still owe obligated service will be reassigned to the Ineligible Reserve Section. Ineligible Reservists who have finished their obligated service will be placed on the Inactive Status List, retired, or separated.

YOU'RE A READY RESERVIST

of the following Availability Classification Codes. These indicate the amount of delay in entry into active military service the person could expect were he to be ordered to active duty.

- Code AA Available immediately.
- Code I One through three months' delay.
- Code II Three through seven months' delay.
- Code III Seven through twelve months' delay.
- Code IV More than twelve months' delay.

NON-AFFILIATED RESERVE SECTION (NARS)

Members of the Ready and Standby Reserve who are not assigned to a unit or affiliated with an individual Reserve training program for points, but who are physically and professionally qualified to participate and meet age-in-grade, active duty availability, and minimum participation requirements, will be assigned to the non-affiliated Reserve Section.

INELIGIBLE RESERVE SECTION (IRS)

Members of the Ready and Standby Reserve who are ineligible to participate in unit and individual Reserve training activities for points because of physical or professional disqualifications, or failure to meet age-in-grade, active duty availability, or minimum participation requirements, will be assigned to the Ineligible Reserve Section.

ASSIGNMENT AGREEMENTS

All Reserve officers and airmen now assigned or who wish to be assigned to designated Ready Reserve units, Mobilization Assignments, and paid Specialist Training Unit assignments must sign a statement agreeing not to request a delay of more than ninety days in the event of national emergency conditions, with the understanding that thirty days' written notice will be given before active duty reporting date. Signing this agreement constitutes acceptance of Availability Classification Code I. In addition, Standby Reservists, and those Ready Reservists who are eligible to elect Standby status, must agree to accept or retain a Ready Reserve status for a specific period of between two and five years' duration, in order to obtain or continue in a paid Reserve assignment. "Two-Tour" Reservists (those who served on active duty in World War II and Korean campaign) need not sign Ready Reserve agreements for paid assignments until after June 30, 1953.

AGE-IN-GRADE

New maximum age-in-grade criteria have been established for assignment of both rated and non-rated AF Reserve officers to Combat, Combat Support, Flying Training, Specialist Training and VAR Training Units, and Mobilization Assignment or Designation positions. These are:

Colonel	58
Lt. Colonel	53
Major	48
Captain	42
Lieutenant	36

Maximum age-in-grade provisions may be waived for successive one-year periods until the officer has had an opportunity to qualify for and be considered for promotion. No waivers will be granted an officer who has reached the maximum age-in-grade for the next higher grade or has reached age 60. Colonels who reach age 58 while assigned to a Reserve unit or while possessing a Mobilization Assignment or Designation may continue in such assignments until reaching age 60, if otherwise qualified for retention. There are no age-in-grade criteria for officers not assigned to

Reserve units, Mobilization Assignments or Designations, except the maximum age 60. There are no age-in-grade criteria for airmen in the Air Force Reserve.

INACTIVE DUTY PAY

Only members of the following Reserve Program Elements who have signed the appropriate assignment agreements will be eligible for inactive duty training pay:

- Combat Wings/Units
- Combat Support Wings/Units
- Flying Training Wings/Units

Ready Reservists of Specialist Training Units

Mobilization Assignees

Members of the Standby Reserve are not eligible for inactive duty training pay.

TRAINING REQUIREMENTS

The following is the minimum training required for retention in the respective Reserve assignments:

Combat Wing	Eight unit training assemblies per quarter, or perform equivalent duties; and an annual fifteen-day active tour.
Combat Support Wing	
Flying Training Wing	
Specialist Training Unit	Five unit training assemblies or periods quarterly; and an annual fifteen-day active duty tour for those in an inactive duty pay status.
Mobilization Assignees	Six inactive duty training periods per quarter; and an annual fifteen-day tour of active duty.
Mobilization Designees	
VARTU Reservists	
Non-Affiliated Section	Participation in authorized training periods to the extent of accruing a minimum of thirty points annually, including the fifteen gratuitous points awarded by law.

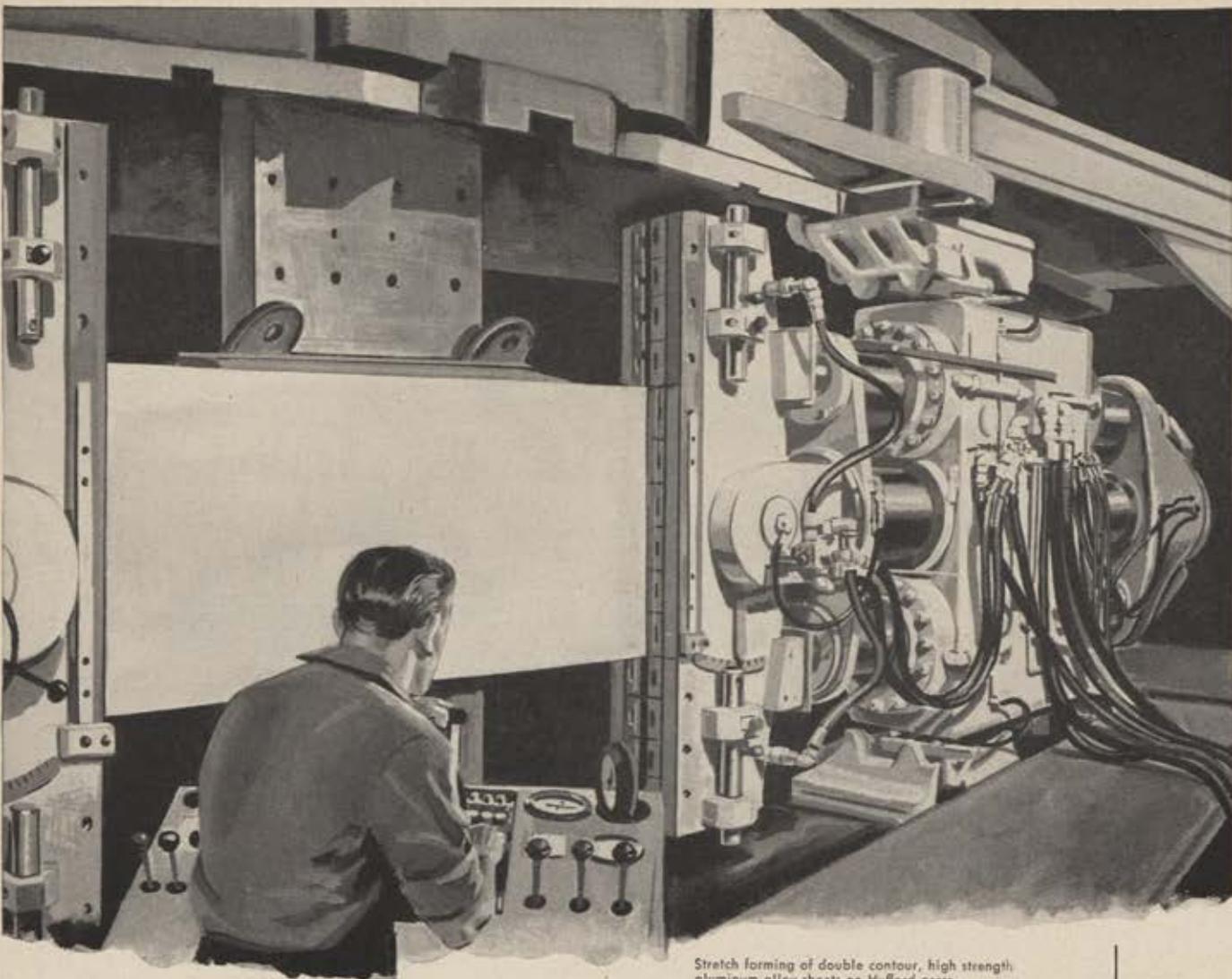
TRAINING WAIVERS

In exceptional cases, the quarterly inactive duty training requirement for Combat, Combat Support, Flying Training, Specialist Training unit personnel, and Mobilization Assignees may be waived once in any fiscal year. On the basis of personal hardship, the annual active duty training requirement for pay status individuals may be waived once in any three year period. No one will be excused from the active duty training requirement and receive a quarterly inactive duty training waiver in the same fiscal year. Special active duty tours, including those for school training, of 15 or more days are acceptable in lieu of the normal annual tour.

DEPENDENTS

Effective January 1, 1953, a Reserve officer with four or more dependents may be voluntarily assigned to a paid Ready Reserve position. If he accepts such an assignment he may be involuntarily called to active duty in the event of war or national emergency.

Reserve airmen with four or more dependents may not be assigned to paid Ready Reserve positions. Reserve officers and airmen with four or more dependents who do not hold paid Reserve assignments will continue to be immune from involuntary call to active duty.—END



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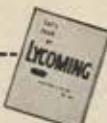
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CHARLES E. WILSON, Defense Secretary



HAROLD E. TALBOTT, Secretary of the Air Force

NEW FACES IN PENTAGON

The top defense spot and that of civilian head of the AF go to two of the nation's leading businessmen

CHARLES Erwin Wilson, at sixty-two, the nation's fifth Secretary of Defense, brings to the nation's largest single business — the US Armed Forces — long experience as head of the nation's largest corporation — General Motors.

Mr. Wilson started with a General Motors subsidiary in 1919, joined the parent organization in 1928 as a vice president, and in 1941 succeeded William S. Knudsen as president of General Motors.

In addition to many engineering and production achievements, he is a pioneer in working out problems of equitable pay. He and United Auto Workers officials developed the widely copied "cost-of-living" contract. The new Secretary, who has said that

he will give the new job "the darndest whirl it has ever had," has also been an ardent proponent of a defense program utilizing "dual-purpose" plants, which could manufacture either civilian goods, military goods, or various combinations of both.

The new Secretary of the Air Force, Harold E. Talbott, sixty-four, is no newcomer to aircraft production problems. He was president of the Dayton Wright Airplane Company from 1916 to 1920 and also served as a major in the Air Service during World War I. In the early twenties he was chairman of the board of the North American Aviation Company. He heads the financial firm of H. E. Talbott and Company in New York City. In addition, he is a member of the board

of directors of several corporations.

Mr. Talbott was born in Pottstown, Pennsylvania, and is a graduate of Yale. During the last war, he was, for a time, director of aircraft production for the War Production Board, and in 1947 New York's Governor Dewey named him to a three-year term on the State Banking Board.

Other top Pentagon jobs went to experienced business executives. Roger M. Kyes, formerly Mr. Wilson's vice president at General Motors is Deputy Secretary of Defense, number two Pentagon position; Robert Ten Broeck Stevens, New Jersey textile executive is the new Secretary of the Army; and Robert Bernerd Anderson, a Texas industrialist, is Secretary of the Navy.—END

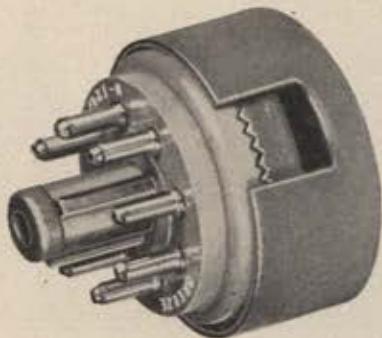


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5,000 Reservists Now Needed for AF Active Duty

THE AIR Force welcome mat has been rolled out for some 5,000 Reserve officers who, it hopes, will be called to active service voluntarily within the next few months. Largest demand is for pilots and aircraft observers. The Air Force wants about 3,000 from the Reserve between now and July.

The experience requisite for pilots in grade of captain or above is minimum of 500 hours of total pilot time, at least half of which is first pilot time. No minimum has been set for lieutenants.

As for age limits, lieutenants should not have reached their thirty-second birthday by the date they apply. Captains and higher ranking officers must be under thirty-six.

A total of nearly 700 observers will be brought into active service on a volunteer basis before July. The particular need now is for navigator-bombardiers (AFSC 1524). Also sought are these specialists: AFSC 1534, navigator; AFSC 1554, radar operator; and AFSC 4344, aircraft performance engineer. Captains not over forty-one and lieutenants thirty-six or under may apply for these jobs.

Greatest opportunities for non-rated officers lie in these fields — communications and electronics, security and intelligence, research and development, aircraft maintenance, procurement, supply, weapons, personnel, education and training, and comptroller. Applicants may not exceed following ages: lieutenant colonel — fifty-three; major — forty-eight; captain — forty-two; and lieutenant, thirty-six.

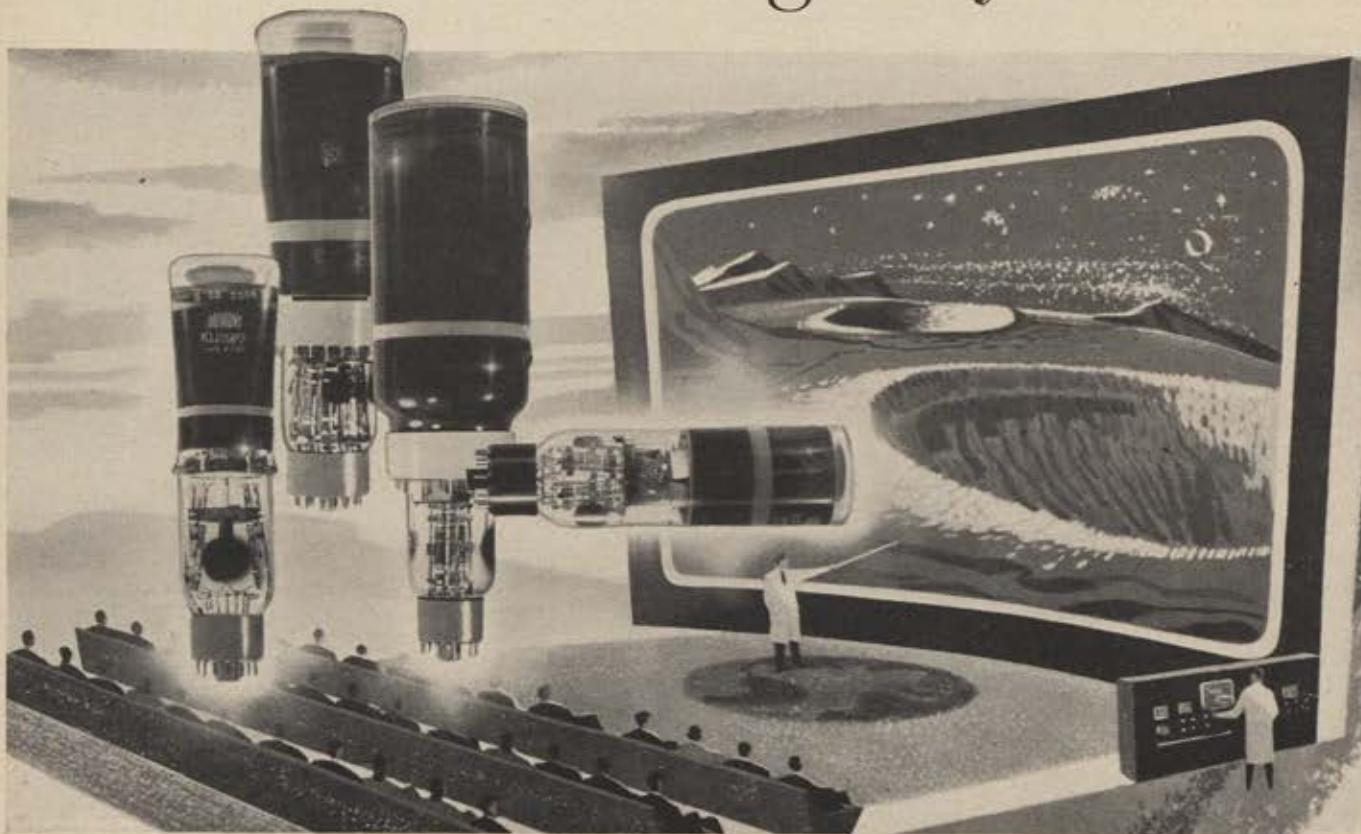
The largest need in this group is for company grade officers. About 1,500 of them will receive active duty orders in this voluntary program. Approximately 400 majors and ninety lieutenant colonels fill out the 2,000-man requirement through June.

Reservists eager for another go at active duty should fill out AF Form 125, "Application for EAD," and mail to the ConAC numbered air force having control over their area of residence. Since Air Force requirements change from time to time, Reservists whose applications were previously rejected may resubmit them.

Officers holding five-year commissions who have less than two years left under the contracts from the date they return to active service, must accept permanent Reserve commission before reporting for duty. Orders will be issued on a "indefinite duration" basis. Anyone wanting out within two years may apply after serving at least ninety days. Releases will be granted in the following 21 months.

Pilots will report to Lackland AFB, Texas, for ten days processing. Most navigators and non-rated Reservists will go directly to duty posts, which will be stateside bases at first.—END

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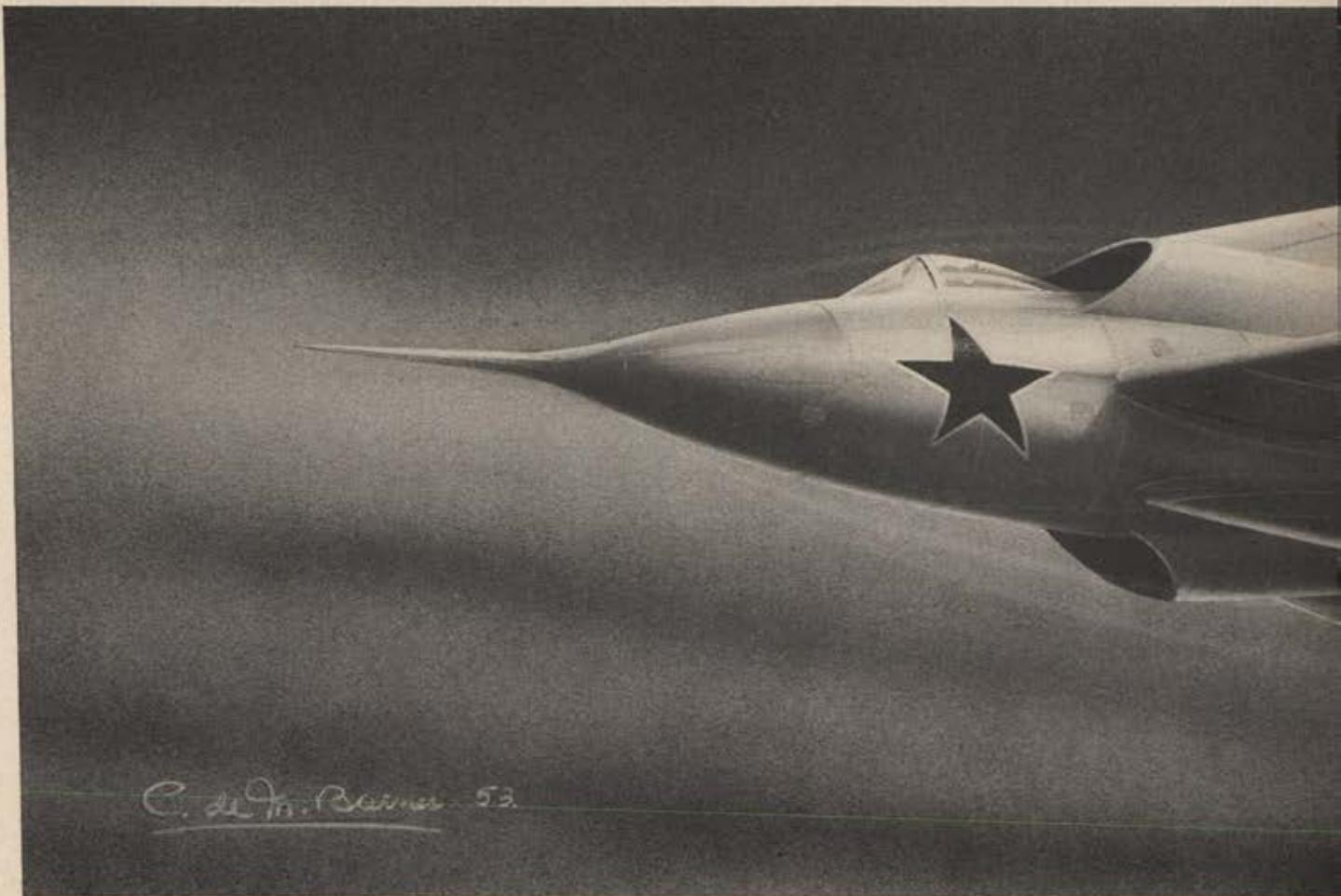


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Vertical Take-off: Russia's Answer to

A delta interceptor able to take-off straight up may be a new plane in Russia's arsenal. A pair of British authors sift the possibilities

By Charles W. Cain and James Hay Stevens

ILLUSTRATIONS BY CHARLES deM. BARNES

WE BELIEVE that the Russians have not only experimented with delta-wing prototypes but that they have tackled the problem of "zero take-off" as a means of getting the jet interceptor to battle altitude in the shortest possible time.

The Soviet Chiefs of Staff have been aware of Russia's vulnerability to long-range attack ever since the A-bomb was dropped on Japan in 1945. The MIG-15 was designed in that year as a counter to the B-29, B-50 and B-36 global bombers. Rate of ascent and anti-bomber armament were prime considerations in the basic design, while recent reports from East Germany say that "readiness" MIG-15s use jettisonable booster rockets to step up initial take-off and climb.

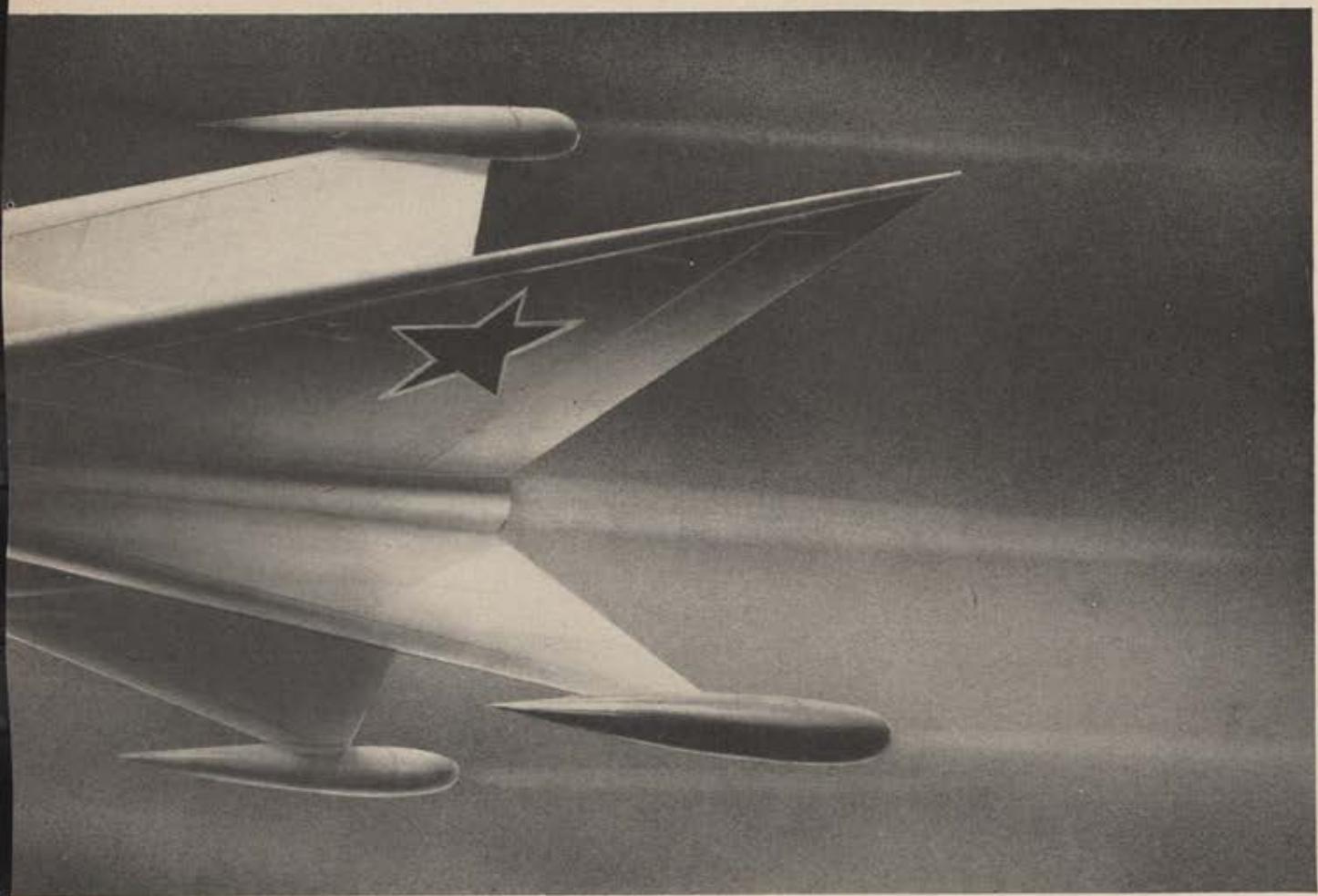
But the Russians knew that they must produce something even better. How, they conjectured, could the time of interception be cut down to, say, two minutes — bearing

in mind that their radar would pinpoint bombers coming in at altitudes of 50,000 feet, or even higher? The short cut to 50,000 feet can be achieved in several ways with varying degrees of success:

- (1) By using "mother-planes" on 24-hour patrols, i. e., multi-engined aircraft carrying fighters;
- (2) By static or mobile ramps;
- (3) By rocket motors (as in the case of the 1944 Messerschmitt 163); or
- (4) By an aircraft which can take-off vertically.

The Russians have chosen the latter for at least one of their experiments.

In principle, vertical or "zero" take-off is not new. The Germans tried it out with the Bachem Natter in 1945, using a near-vertical 80-foot ramp and a preset auto-pilot for initial flight. The BA-349A was to have had an initial rate of climb of 35,800 feet per minute. It was powered by a



the Global Bomber?

This article appeared originally in the December 1952 issue of "The Royal Air Force Review," the official journal of the RAF, and is reprinted here with their kind permission. The opinions are the personal views of the authors, however, and should not be read as being of British Air Ministry origin.

Heinkel Jenbach HWK-509A rocket motor and four six-second booster rockets of 1,100-lbs. static thrust each. However, the first prototype disintegrated at 400 feet, killing the pilot, and the defeat of Germany prevented further tests.

To combine the merit of zero take-off technique with the now proven value of the delta-wing platform would appear a logical development and that is just what the Russians have done. But what of the evidence. . . .?

A tiny microfilm provided the first evidence of a Russian delta-wing aircraft. Then an eye-witness corroborated with details of test flights with experimental models. Finally, certain data became available to check the accuracy of the general arrangement drawings, from which the accompanying illustrations have been prepared.

The original design work for this aircraft, later design
(Continued on page 43)

Above, the CZ-2B in flight. Below, the delta interceptor comes in fairly slowly to land. The pilot pulls up the nose, refires his rockets, and releases a small drogue parachute.



Boeing B-52



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nated the CZ-2B, appears to have been undertaken by the Polish Technical Institute as long ago as 1947. The Poles have been, for many years, designers of unique aircraft; and it is reported that Professor Zarankiewicz has been in charge of the over-all airframe design. Supervising the power-plant development under the Russian professor, Dr. J. V. Stepanchev, is another Polish engineer, Professor Janusz M. Wojciechowski.

The CZ-2B's delta design follows conventional lines — similar, in fact, to the Avro 707B, except for the additional fins which, with their "torpedoes," take over the duties of the conventional undercarriage, acting as "feet" and booster-rocket housings. It must be emphasized here that the CZ-2B is an experimental machine; it probably bears exactly the same relationship to any future Red Air Force fighter that the Avro 707s did to the Avro 698. It is a test vehicle to establish the practicability of a new theory.

The general arrangement drawing reproduced here gives the dimensions as span 42 feet, length 54.2 feet, height 21.7 feet, and wing area 450 square feet. Weights quoted appear extremely optimistic estimates. The aircraft is nearly as large as the Gloster GA5 Javelin, yet the empty weight is given as less than two tons; the loaded condition barely three tons — less than half that of the Gloster Meteor.

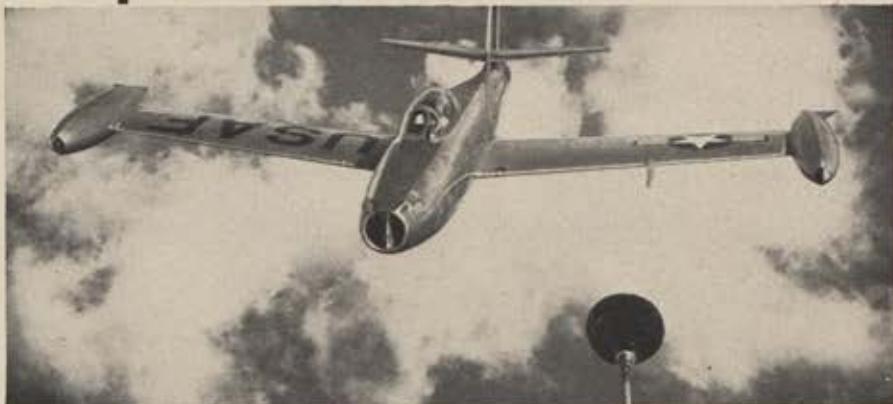
Fuel is carried in the bulky circular section fuselage — the delta-wing is very thin and could hold but little. Jet engine intakes are in the form of large scoops above and below the fuselage.

The distinctive large fins are thicker in section than the wing because they form the "undercarriage" when the aircraft is at rest. In flight the fins would give the CZ-2B unusually good directional stability but would hinder its aerobatic maneuverability. On the tips of the fins are mounted three control rockets for vertical flight, the fairings also acting as "shock-absorbers" when landing.

Standing, nose in air on its queer undercarriage, the CZ-2B is ready for instant flight. Just as the V-2 was an advance on the V-1 because it required no launching ramp so the CZ-2B is a step ahead of the Bachem Natter. The pilot, in his ejector seat, is actually lying on his back with feet in the air. The main jet engines are opened up by throttle — giving a thrust almost equal to the aircraft's weight. The three fin-tip rockets are

(Continued on page 44)

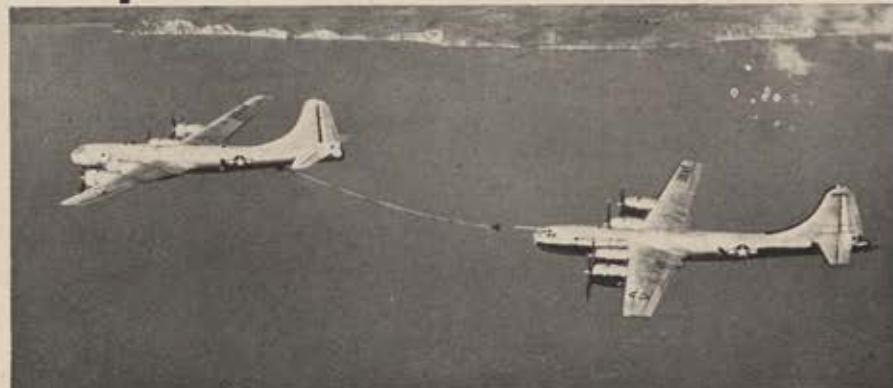
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TAKE-OFF CONTINUED

started and the aircraft begins to rise slowly, rather like the V-2. At this stage the pilot controls his mount by varying the thrust from the three rockets, because the air speed is at first too low for the normal control surfaces to be operative. This is achieved through differential control of the rockets' throttles by movements of the joystick.

Once height is gained — and the climb is very rapid because the whole of the thrust is devoted to overcoming gravity and none is "wasted" on counteracting drag due to forward speed — the rockets are shut off and conventional jet power is used.

The aircraft then tips forward into a horizontal attitude and is flown like any other type. The control surfaces, operated from the cockpit in the usual manner, consist of elevons on the wing and a small rudder on the upper fin.

The landing technique is made possible through the excellent slow-speed nature of the delta shape. This design allows the aircraft to come in at a low speed and then be pulled up into a very steep angle of attack before stalling. At this point the rockets are re-lit and the machine is lowered backward on its tail. The stick is used, as in take-off, to keep the machine vertical by means of the rockets. In addition a small ribbon-type parachute is released from the nose, partly to reduce the vertical rate of descent, but mainly to act as a drogue for added stability.

There is little doubt that the conception of vertical take-off, as detailed above, is within the realms of possibility and that it provides a practical solution to the interceptor problem. The background landing is, we feel, a much more dubious scheme. While it may work satisfactorily in still air, it is difficult to see how control could be maintained in a high wind with a large amount of drift. However, it is worth noting that among several methods of landing very fast aircraft a technique similar to that of the CZ-2B was suggested by D. Keith-Lucas, Chief Designer of Shorts, when he presented a paper before the British Association of Scientists a few weeks ago.

It must also be remembered that, in addition to solving the problems of fast interception, such aircraft as the CZ-2B have one very big advantage over all other types of machine; they don't need a runway. The CZ-2B is equally at home in a quarry or a forest, the deck of a ship or an underground hide-out. Its operational possibilities are unlimited.—END

A New, Record- Breaking Network

When Korea happened, the already heavy demands on Eclipse-Pioneer's services multiplied overnight . . . and also became tremendously more complex than ever before. A key step in coping with this new responsibility was the creation of a vast network of sub-contractors—a network that was inaugurated a short three months after the start of Korea and has since grown to include 23 complete unit sub-contractors and over 2300 first tier parts sub-contractors. This network, coupled with our own greatly enlarged facilities, represents a 2½ times faster rate of expansion than that of the comparable pre-Pearl Harbor defense build-up period, and has made possible an acceleration of Eclipse-Pioneer production output to a record 514% of our pre-Korea level. Despite these records, we are continuing to increase the tempo of our overall program—and will continue to do so until we catch up fully with our unprecedented demand.

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These F-86s of the famed 51st Fighter-Interceptor Wing are spoiling for a fight as they sweep over North Korea, on the prowl for MIG-15s. More than 530 MIGs have been downed in battle since November 1950.



AIR WAR GOES ON IN KOREA

Another Korean winter along the air front



UN fighting men in Korea call her "Suzie Q." She calls every day on the Americans and Canadians based nearby to see if they need any washing, ironing, or errands done.

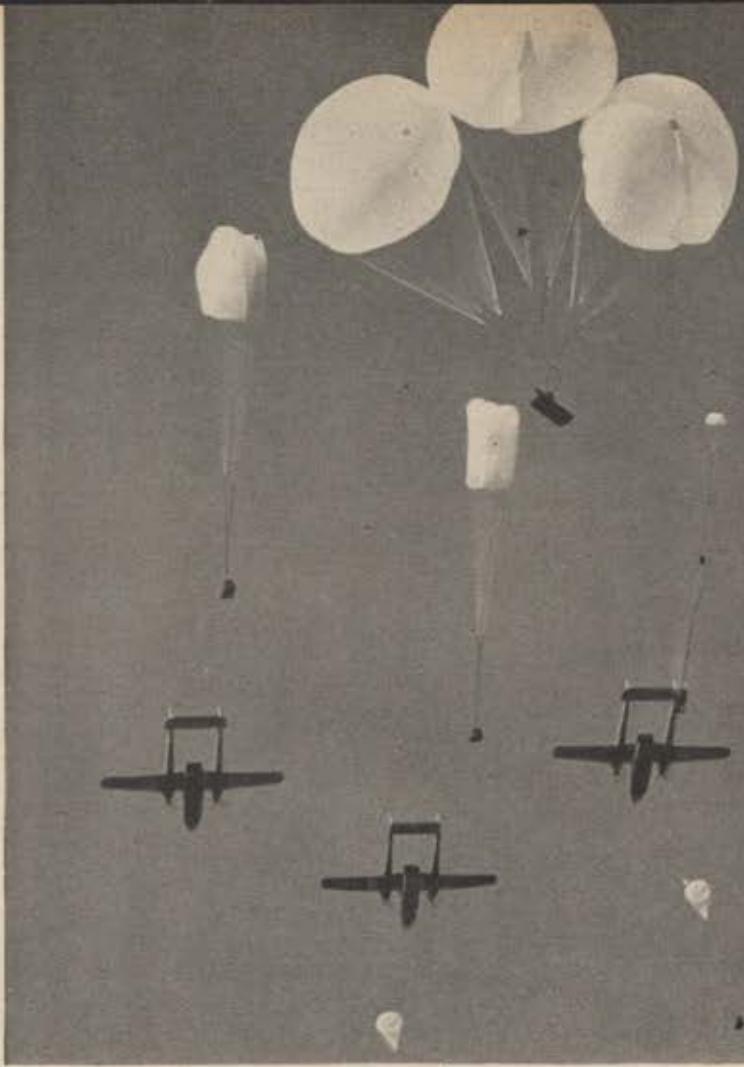
Three of a kind are hard to beat, especially when they're brothers working as a team in the same squadron. At left are the Shumaker boys — John, James, and Jerald — from Brooks, Oregon. They're squadron armorers with the 474th Fighter-Bomber Wing, caring for the F-84 Thunderjets that go out on daily strikes against Red supply lines.



Parka-clad crewmen face Korean winter winds as they unwrap an F-86 at a forward airstrip. Sub-zero weather doesn't bother the Sabres which patrol up to the Yalu at 40,000 feet where the mercury often hits 50 degrees below.



A good example of night aerial photography and high altitude precision bombing, as B-29s clobber the Yongmidoong rail bridges from 20,000 feet with 500 pounders.



C-119 Flying Boxcars of the 403d Troop Carrier Wing spill out their load of heavy equipment for men of the 187th RCT during a recent maneuver in Korea. Bundles weighing up to three tons each as well as jeeps and field pieces are 'chuted.'

F-84 pilots of the 474th F-B Wing check their gear before heading for North Korea again. From left, 1st Lt. George Murphy, Louisville, Ky.; 2d Lt. David Savidge, Menlo Park, Calif.; 1st Lt. William Duffendack, Phoenix, Ariz.; 2d Lt. Donald O'Connell, Whitehall, Mich.; and 2d Lt. Marvin Jensen, Phoenix, Ariz. Their Wing is a former Air National Guard outfit.





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Sincerely,

Al Goldberg

Al Goldberg,
Superintendent of Maintenance.

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AIRFREIGHT—WORLDWIDE



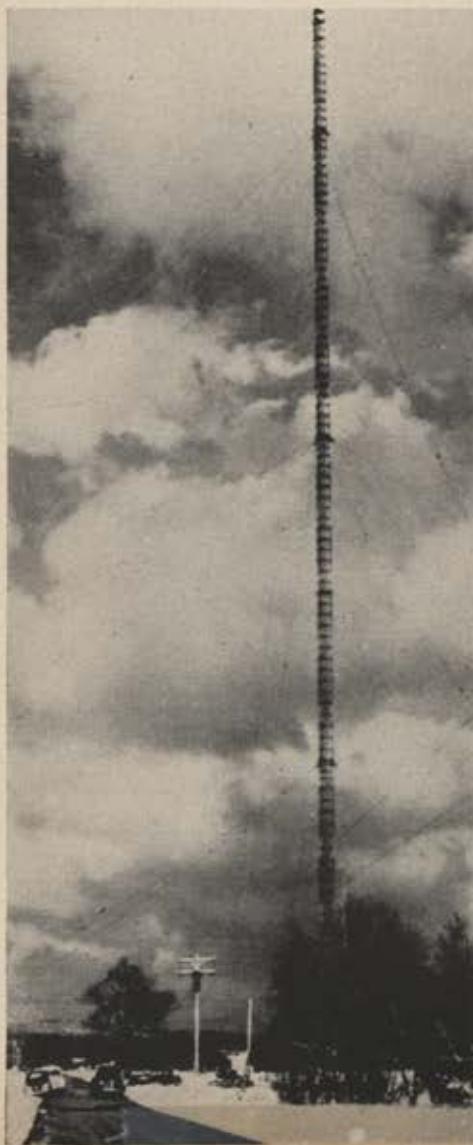
Arctic Tests for F-89

It gets right cool at the altitudes the Northrop F-89 calls home on some of its all-weather interception missions. To see how the Scorpion ticks when the mercury plunges, the AF's Arctic Task Force Test Unit at Ladd AFB, Alaska, has run a series of cold weather suitability tests on a C model of the 89. Fuel, electrical, air, and hydraulic systems were successfully tested in the program.



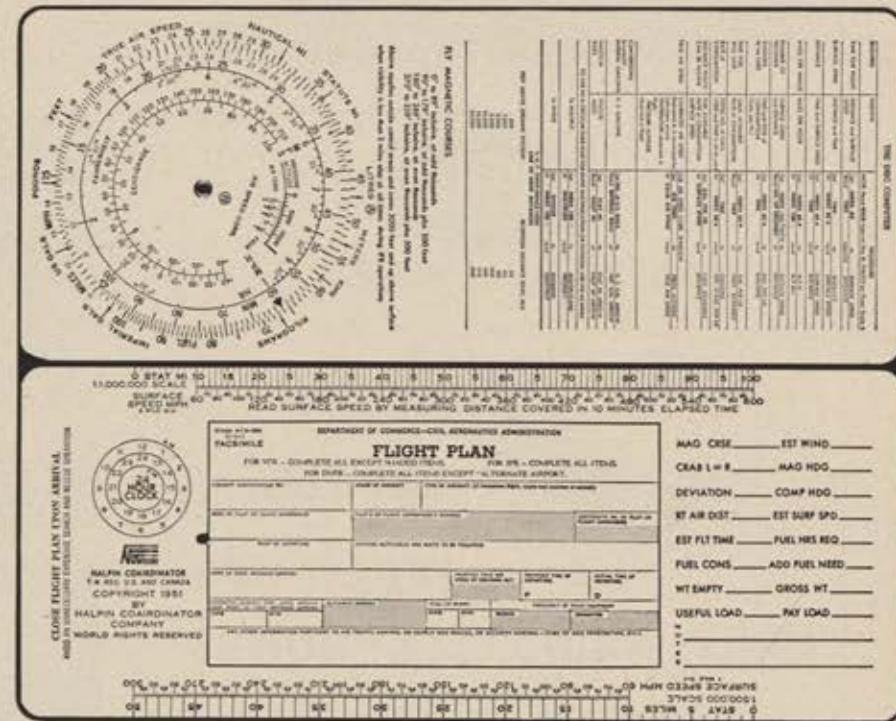
Tall in the Saddle

The 1,218-foot, ARDC radio tower below, one of the highest man-made structures in the world, provides AF scientists at Rome Air Development Center, N. Y., a springboard for beaming experimental radio waves being studied in an electronics development program. Not much smaller than the 1,450-foot Empire State Building, the tower required 772 tons of fabricated steel. It's supported by four miles of guy cables, some a quarter mile from its base.



Fuel Tank Purging for Fire Control

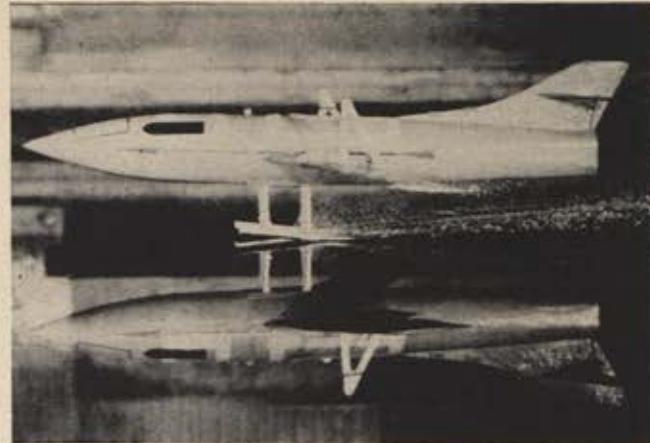
The hazard of fires aboard aircraft is being attacked anew with research Ryan has been conducting for the AF. Full fuel tanks are safe enough but as the fuel is used, it's replaced by air. A highly combustible air-fuel mixture results. To whip this, you can "purge" the fuel tank — replace the air with an inert gas (like carbon dioxide or nitrogen) that contains no oxygen. Or, Ryan suggests, you can use exhaust gases to displace the air. Such a system is being tested above on a B-36's nacelle. The use of exhaust gas, if perfected, would have advantages over carrying bulky containers of bottled gas.



Computer Simplifies Flight Planning

If you bog down in the details of plotting a flight plan every time you start on a cross-country, here's a "Coordinator" that should make your job easier. It's designed and marketed by Thomas E. Halpin, who now has English and Spanish versions available and promises others in French and Portuguese soon. On the front of the sturdy plastic unit is a facsimile of CAA form 398. Notes

made in pencil are easily washed off. On the back is a circular computer which, the inventor says, lets the pilot make his calculations in a jiffy. The unit also converts statute to nautical, Fahrenheit to centigrade, etc. Weather code information and flight rules are outlined on the accompanying envelope. The English version is \$3.50; Spanish, \$5. Address P.O. Box 65, Lambert Field 21, Mo.



New Life for the Seaplane?

Hydro-ski landing gear may give new life to seaplane development. Its proponents say it will enable high-speed fighters to operate from water, ice, snow, or even grass. First application for a combat type plane is on the Convair XF2Y-1 Sea Dart, an experimental delta, jet seaplane (upper left) now undergoing taxi tests for the Navy. Hydro-skis are a refinement of a technique used by Canadian bush pilots in the 1930's. Research dates back to 1946 when NACA tested a model of the Douglas Skyrocket equipped with hydro-skis, in a water tank (above). Later the Edo Corporation tried out hydro-skis on a Grumman JRF (left), a plane that is inherently buoyant. Other hydro-ski research is proceeding on planes that wouldn't normally float. Advantages claimed for the installation are that planes can land in extremely rough water without a seaplane hull; take-off time is cut; and the hydro-ski instead of the hull takes the high-speed impact of a water landing.



Excellence in Electronics

From This



Tiny Tube...

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HAND RADIOTELEPHONES**

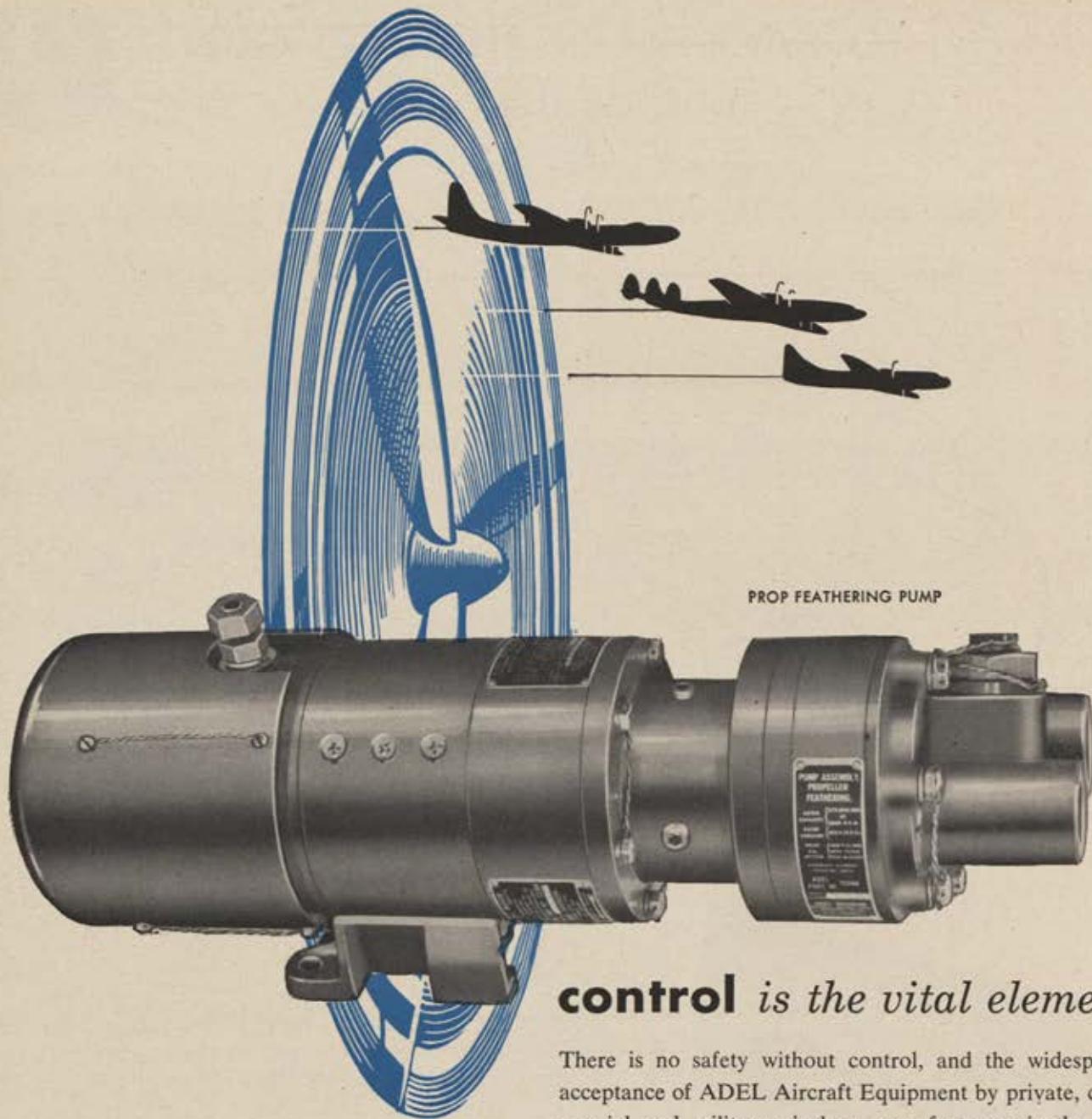
The subminiature tube, a Raytheon development, made possible this lighter, more compact hand transmitter-receiver AN/PRC-6. Raytheon developed and is mass-producing this equipment . . . another Raytheon contribution to improve the effectiveness of our Armed Forces.



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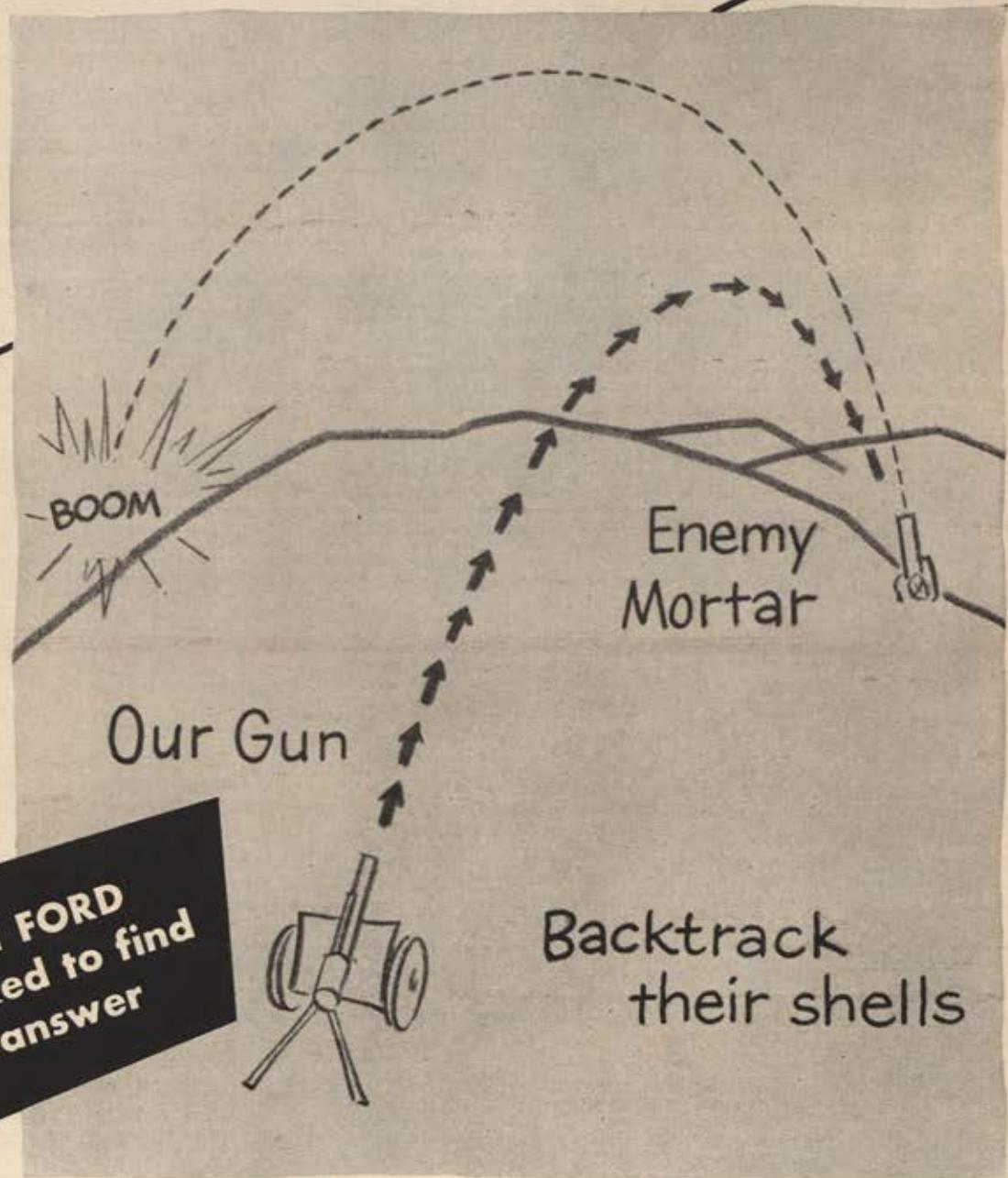
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Navy's New Submarine Killer

The Navy's new carrier-based "submarine killer" plane, designed to track down enemy U-boats in fog and other bad weather, has made its first flight. Navy officers call the Grumman S2F-1 the first carrier plane that "combines all the most advanced tools for submarine search and attack in one aircraft." The four-placer is said to extend the effective range for anti-sub warfare considerably. Operations of the S2F-1 should supersede the work of the "hunter-killer" teams of Grumman Guardians, standard anti-sub planes up till now. One Guardian would find the enemy and the other would kill it. The S2F-1 does both jobs. More what it can do will be learned this spring during tests to be conducted with the latest US snorkel subs in the Gulf of Mexico.

Housing Project for B-36s

The AF has bought a series of 22 cold-weather maintenance and repair hangars for B-36s at three of its northern bases. Their use makes servicing easier without having to put up expensive, conventional hangars to get the intercontinental bombers out of bad weather. These hangars, designed and built by the Luria Engineering Co., are 290 feet wide each, with a 240-foot front opening. They vary in depth from 29 feet at the ends to 111 feet in the middle—big enough to house a B-36's nose and wings. The tail sticks out through a special opening (bottom picture) that can be made weather-tight. The hangar's framework is covered with corrugated, galvanized steel. Inside (top picture) are built-in platforms and a non-skid floor. Limestone and Rapid City AFBs each have eight of the hangars and Fairchild AFB, six.



TECH TALK

By Richard Skinner

B-47 Stratojets are coming off the production line at a rate of better than one-a-day now that Douglas (at Tulsa) and Lockheed (at Marietta, Ga.) have joined Boeing in full production of the speedy, 6-jet bombers. There's a mighty important modification on order for all Stratojets built from now on though. Ejection seats are now standard equipment, although the AF is still uncertain about whether or not to put the safety devices in those 300-odd B-47s already built. The cost would be upward of \$250,000 per copy, though new 47s ejection seats cost only a fraction of that amount.

MATS is looking forward to the first deliveries about a year from now of the C-131, military version of the Convair 240 transport. The 131 will be a twin-engine, medium transport with pressurized cabin. It'll be used for domestic aeromedical evacuation flights and will be equipped with litters and rearward-facing seats.

If you're flying as a passenger and get airsick, there are several things you can do about it. One is to take one of the motion-sickness drugs now on the market. But if you're a pilot, just swallow hard. The AF School of Aviation Medicine takes a dim view of such drugs for pilots, navigators, and others who actually do the flying. A recent series of tests with the drugs turned up a number of unpleasant side effects—drowsiness, blurred vision, headache, ringing ears, even nightmares. If you must choose, says the School, better fly with a queasy pilot than one who's drowsy.

The Institute of Radio Engineers convenes in Dayton (at the Biltmore Hotel) May 11-13, when it will hold its National Conference on Airborne Electronics. The sessions will cover both military and commercial aviation.

Who says you can only talk about the weather? Not Northrop scientists, who use large slices of man-made weather to test fuel systems of jet aircraft. In a new fuel-test laboratory, engineers can stand on the ground and watch fuel mechanisms operate under conditions that in flight would whisk them in minutes from 170 degrees above to the 85 below found at 80,000 feet.

The diffraction-grating interferometer is the awesome name of a new optical instrument for aerodynamic research perfected by New York University's College of Engineering. The apparatus has NACA's blessing. It is being used to obtain a graphic picture of the flow of gases through a wind tunnel in studies to see what happens when fuels are burned. The principal advantage of the instrument is its relatively low cost.

New fighters to watch for: Republic's XF-103, said to be a delta-wing interceptor; Lockheed's XF-104, no details given; and Republic's XF-105, again no details.

The AF has decided the C-124 crash near Moses Lake, Wash., that took 87 lives in December, resulted from failure to unlock control mechanisms before take-off. Globemasters have one mechanical control handle which locks four separate controls—throttles, elevators, ailerons, and rudder—when the plane is parked on the ground. A special investigating board believes that only the throttles were unlocked before take-off. ARDC has been directed to find means of keeping throttles locked until the surface controls have been released.

FLY-BY



AT KITTY HAWK

Planes of all services mark the 49th anniversary of the Wright Brothers, ushering in the golden jubilee year of powered flight

By Ralph V. Whitener

CLIMAXING the aerial tribute to Orville and Wilbur Wright on December 17 at Kill Devil Hill, near Kitty Hawk, N. C., a triple "sonic boom" by three USAF F-86s startled the spectators as the Sabrejets broke through the sound barrier some 30,000 feet overhead.

More than sixty planes and helicopters of the Air Force, Army, Coast Guard, Marine Corps, and Navy demonstrated how far aviation has come since the Wright Brothers made their first flight forty-nine years ago.

Three wreaths were placed at the base of the sixty-five-foot memorial monument atop Kill Devil Hill, as thirteen F-84 Thunderjets flew a tight formation overhead. The wreaths were sent to the scene of the first flight by the cities of Dayton, Ohio, and Manteo and Elizabeth City, N. C. Capt. Roland Blessley flew Dayton's wreath the 500 miles to Kitty Hawk in just over an hour. The day was co-sponsored by AFA and the Kill Devil Hill Memorial Society.

The spectators at the ceremony on the Hill were impressed by the split-second timing of the aircraft as they passed in review. The three-plane formations of the five air arms of the military services were scheduled over the monument from thirty seconds to two minutes apart. This was made possible by the use of an Air Force Forward Control Unit. Col. Jack Dale and Majors George Metcalf and C. H. Duncan, of the Air Proving Ground Command, were in charge of operations and the flying coordination.

AFA President, Arthur Kelly, and aviation pioneer Igor Sikorsky shared speaking honors at a luncheon following



At the ceremony, from left, Maj. Gen. Patrick W. Timberlake, the Memorial Society's Miles Clark, Igor Sikorsky.

the ceremony at Kill Devil Hill. Kelly stressed the need for "big thinking," the kind of thinking Orville and Wilbur Wright demonstrated, as we approach the age of guided missiles. He called for a "consumer commission" to work with the Defense Department in planning how to adapt instruments of war to possible peaceful civilian uses. This, Kelly said, would provide a dividend on the money we are spending for military research and development.

(Continued on page 56)

An airman of tomorrow (left) watches three C-54s pass overhead. Below, AFA President Arthur Kelly pays tribute

to the Wright Brothers, and the Dayton memorial wreath is placed aboard an F-94 for the flight to Kitty Hawk.



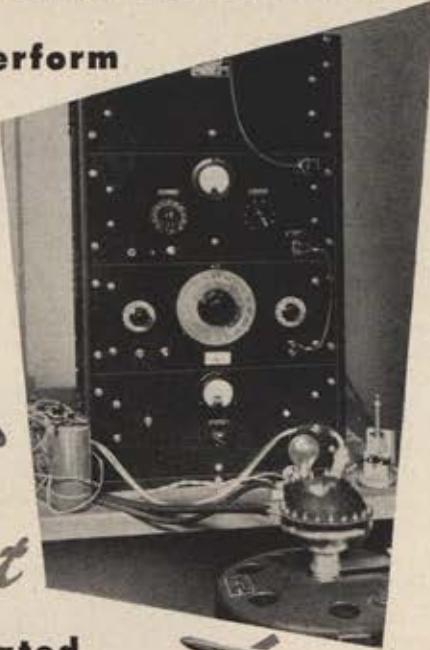


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Before delivery, Aerotec controls undergo rigid tests of extreme temperatures, rarefied atmosphere, and others, simulating actual service conditions. For example, a typical test is underway on the vibration test equipment shown above in the Aerotec laboratory. This equipment subjects the control to vibrations up to 70,000 cycles per second and 10g's acceleration.

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KITTY HAWK — CONTINUED

Sikorsky, who knew the Wright Brothers well, attributed their success to intensive work and careful planning. After watching his helicopters fly over the monument in tribute to the Wrights, Sikorsky predicted, "The helicopter will come into its own a little later when commercial airlines convert to jet equipment." He envisioned helicopters transporting passengers from downtown areas to the larger airports located at considerable distances from cities throughout the country.

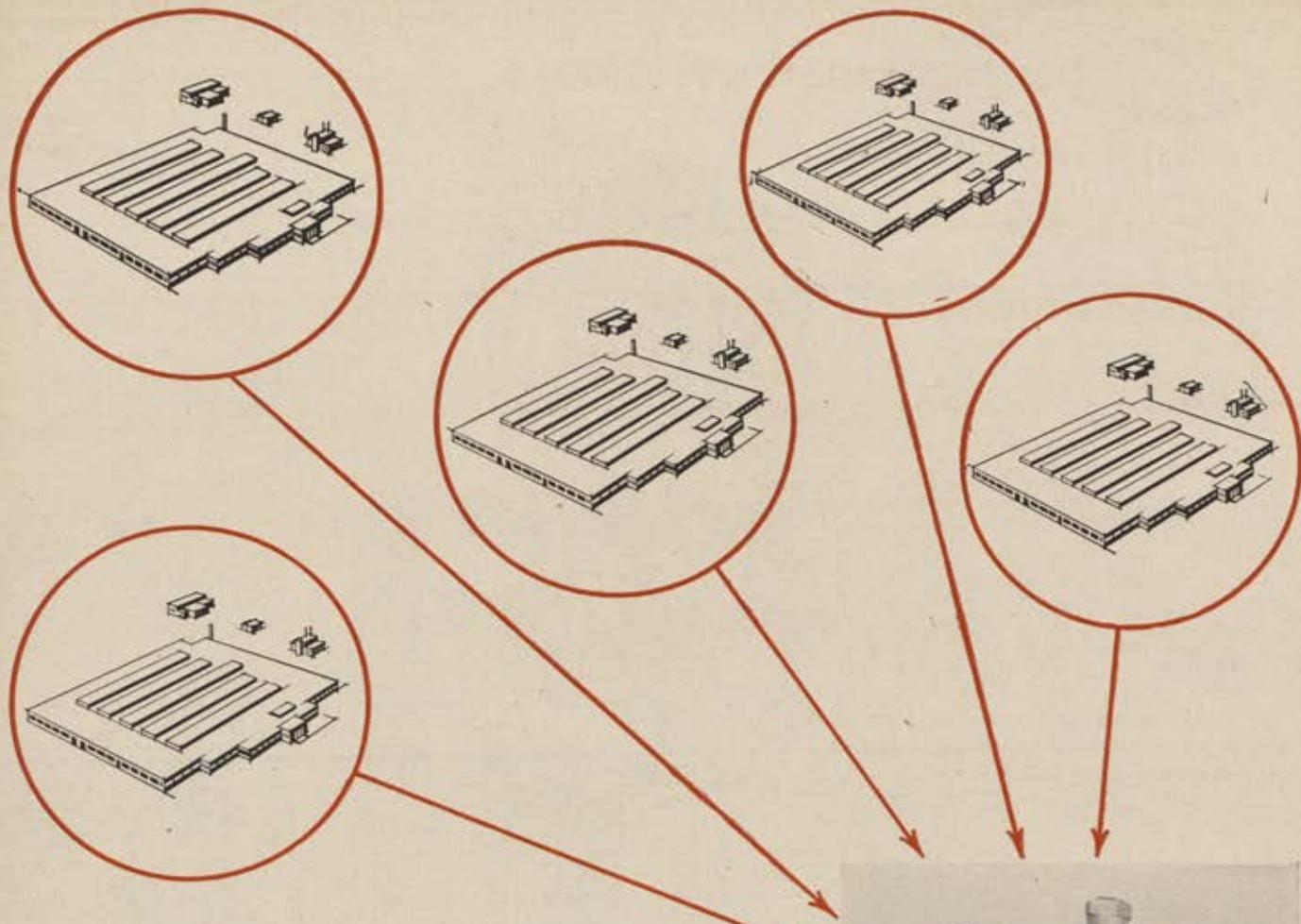
An interesting sidelight to the program at Kitty Hawk was the discovery that Fred C. Kelly, author of "The Wright Brothers" and "Miracle at Kitty Hawk," made his first flight in an airplane when he flew from Washington, D. C. to Kitty Hawk for the program. Kelly, who calls himself a "rivet watcher" when it comes to flying, said on landing, "This is the way to travel!" Strangely enough, Fred Kelly, who probably spent more time with the Wright Brothers than any other person living today, had never even been inside an airplane until he flew to Kitty Hawk. Having made twenty-one trips to Europe by steamship, he doubly appreciated the speed and comfort of air travel.

The birthplace of the airplane and the birthplace of flight were linked together last year by the program at Kitty Hawk and a special program in Dayton, jointly sponsored by the Dayton AFA Squadron, the Chamber of Commerce, and Wright-Patterson AFB. The Dayton program included flying the wreath to Kitty Hawk, and a banquet, attended by Col. Francis S. Gabreski, the nation's top ace; Maj. Charles Yeager, first pilot to fly faster than sound; and Capt. J. Slade Nash, who recently set a new speed record of 699.9 mph in an F-86D.

The Governors of North Carolina and Ohio sent proclamations to Kitty Hawk proclaiming 1953 "Aviation Year" in their states. Both urged the public to recognize the significance of the Wright Brothers' achievements to our security and day-to-day living.

More than thirty representatives of press, radio, and television covered the 1952 program at Kitty Hawk. The most significant coverage of the program was on Ed Murrow's "See It Now" television show on Sunday, December 21. CBS commentator Bob Trout narrated the program and Jack Siegal produced the show.

AFA and the Kill Devil Hill Memorial Society are already planning for next December 17, which marks the fiftieth anniversary of the Wright Brothers' flight.—END

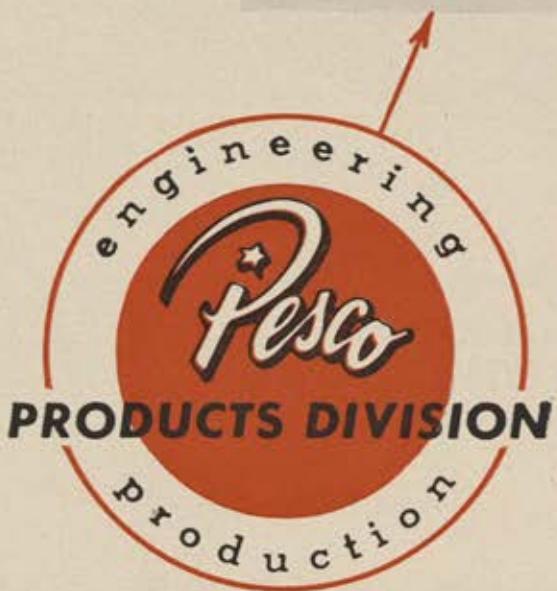


Expanded Production of Pesco Fuel Pumps...

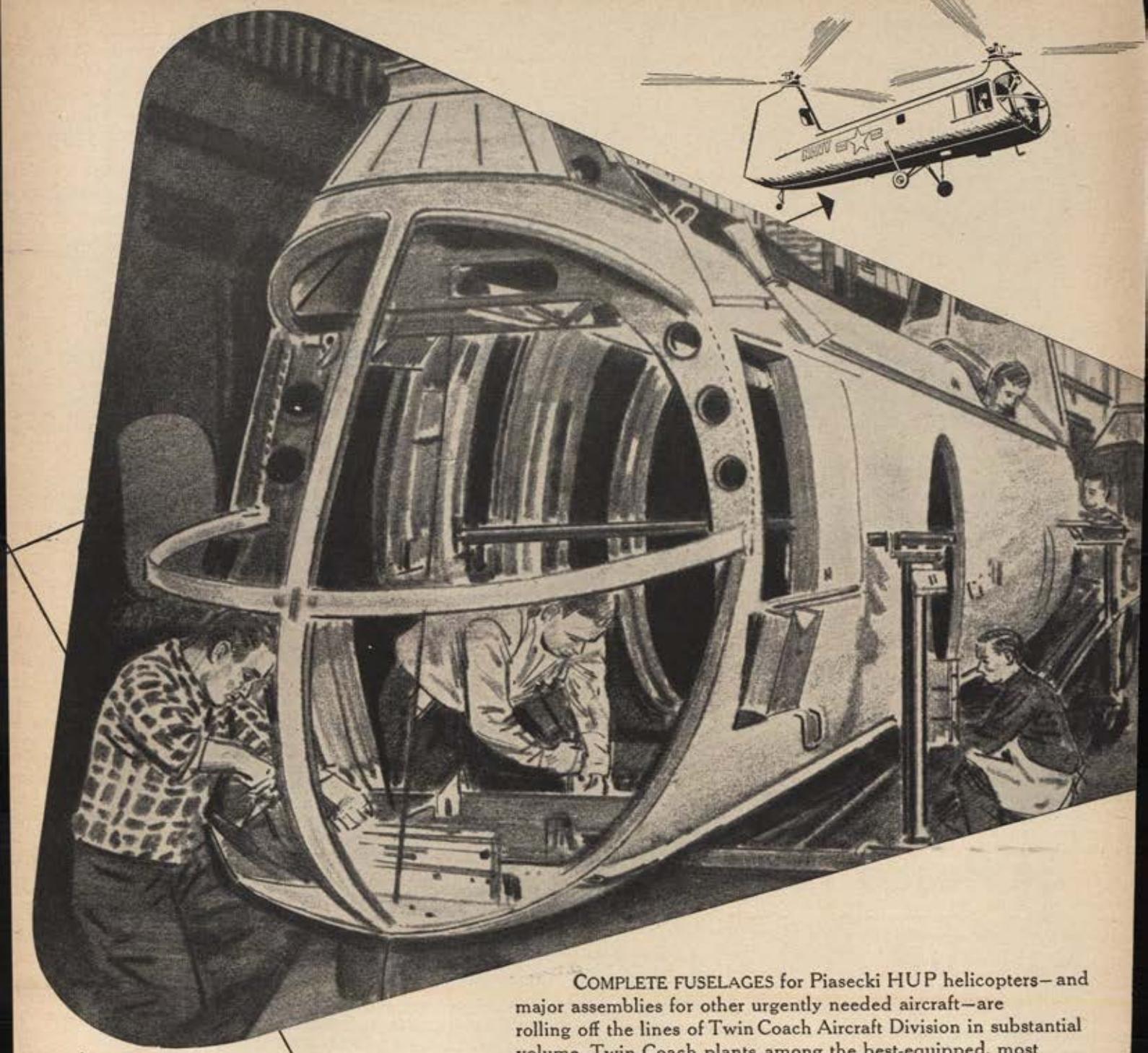


Today, five factories, in five cities, are devoting all, or part of their manufacturing facilities to building Pesco fuel pumps. The result is a three-fold increase in the production of these vital jet engine and aircraft parts.

In each of these five plants, Pesco's rigid statistical quality control, high standards of precision craftsmanship, and grueling production tests give complete assurance that these Pesco pumps will operate more efficiently and more safely over a longer period of time . . . will not fail when human lives are depending on them.



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Joe Sacco, lofting leadman, constructed and flew his first glider in 1929 while still attending Buffalo Technical High School. He has been in the aircraft industry continuously ever since.



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AFA KEEPS GROWING IN CALIFORNIA

A 12-month-long organizational campaign pays dividends. New units are formed and Wing Convention planning begins

The California Wing, long a leader in AFA activities, has recently begun realizing the profits from its organizational campaign of the past twelve months. During the last ninety days three new Squadrons and one Auxiliary Unit, plus the Wing Auxiliary, have been formed.

Wing Commander James H. McDivitt, 7461 E. Kenton Dr., San Gabriel, has been the leader in this drive. He has received untiring support from all of the Wing officers, and Group and Squadron Commanders.

Several AFA Wings have divided their states geographically and appointed Group Commanders to preside over their respective areas. This plan has worked to great advantage, particularly in California. The five Commanders there are S. S. Boghosian, Bernard Peters, George Mantell, Howard Halla, and Bob Overly. The efforts of these men have resulted in the formation of three Squadrons and five Auxiliary units since the men took office in February 1952. At present, the Wing leads all others in the number of Squadrons active in AFA affairs.

The newest Squadrons to join the California ranks are Stanislaus and Long Beach. The first is commanded by Zenas E. Hanson, 625 Reno Ave., Modesto, and the other by James P. Regan, 1115 Raymond Ave., Long Beach.

These new Squadrons, and all the others, have joined in planning for the 1953 Wing Convention in San Diego on April 18 and 19. Many featured guests will be on hand, among them an airman to be chosen from outstanding FEAF personnel and flown back to the States for this function.

AFA is proud of the accomplishments of the California Wing and anticipates even greater achievements. The pro-

grams and projects of these Squadrons have been varied and interesting and have succeeded in a major aim of the Association — airpower education for the public.

Art Kelly Addresses Arnold Air Society

AFA President Arthur Kelly, recently addressed some 500 AF-ROTC Cadets and officials in Los Angeles at the Fourth Annual Conclave of the Arnold Air Society. Kelly urged the Cadets to give

SQUADRON OF THE MONTH

Baltimore, Maryland CITED FOR

outstanding programming in the field of airpower promotion. For two successive years, this Squadron has been the leader in sponsoring "Airpower Week" in Baltimore, thereby performing an admirable public service in education for the Air Age. AFA salutes Baltimore — the first officially chartered Squadron.

defense financing "careful scrutiny." He went on to say, "This nation must get away from duplication and waste in the armed services, or we will not have security with solvency." He cautioned the Cadets not to be zealots nor "to sacrifice the good of the country for the good of any service, but to speak against waste and inefficiency wherever it is found."

Brig. Gen. M. K. Deichelman, Commandant of the AF-ROTC, told the *(Continued on page 60)*



During the Arnold Air Society Conclave in Los Angeles, airmen discuss the Northrop F-89 Scorpion. From left to right above are Brig. Gen. M. K. Deichelman, Commandant of AF-ROTC; AFA's President Arthur F. Kelly; Cadet John Helgesen, AAS Commander; and Cadet Harry Seese, Conclave Chairman.



At Hickam AFB, Oahu, T. H., Roy Leffingwell, an AFA V-P and M-Day assignee, talks shop with three visiting congressmen, from left to right, Rep. Harold O. Love, S. D.; Rep. Charles B. Hoven, La.; and Rep. William Hill, S. D.



At the Airpower Week banquet in Baltimore are, from left, Samuel M. Hecht, National AFA Director; Maj. Gen. R. L. Copsey, Sp. Ass't to the AF Chief of Staff for Reserve Forces; and Charles Purcell, Maryland Wing Commander of AFA.



Try this Quiz!

1. What's built good and solid, the way men like it?
2. What always responds to the first touch?
3. What's good in *all* kinds of weather?
4. What stays in top operating condition for years and years?

Answers (INCLUDING THE COMMERCIAL)

1. A ZIPPO! Built good and solid, to take plenty of rough handling.
2. A ZIPPO! Always lights on the *first* zip.
3. A ZIPPO! Works *always*, even in wind or rain.
4. A ZIPPO! Keeps right on working —free repair service for life.

Remember, a Zippo makes a honey of a gift, too!



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AFA NEWS.

Cadets of the diminishing number of rated officers entering the Air Force. In referring to fear of flying, General Deichelmann said, "The young men of today have all the courage, valor, daring, and initiative of those of ten years ago. I'm convinced that it is simply lack of recognition of the great threat to America and the challenge it imposes. Production bottlenecks are breaking. But without pilots we won't have an Air Force."

A luncheon climaxed the Society's annual meeting. Lt. Gen. Ira C. Eaker, Vice President of Hughes Aircraft, addressed the luncheon guests. Bob Crosby's orchestra provided music for the Cadets and their guests at the Society's Airpower Ball.

The Society will hold its 1953 Annual Conclave in Omaha, Nebraska.

The First Area of the AAS held its Annual Conclave at Cornell University a few days before the national meeting in Los Angeles with three-fourths of the Area's Squadrons represented. Resolutions were passed for submission at the National Conclave.

The First Area meeting was climaxed by a banquet at which Dr. Wright, Director of the Cornell Aeronautical Laboratories, discussed the development of aircraft.

The honor of being the first officially chartered AFA squadron of 1953 goes to the hard-working AFA unit of Pueblo, Colorado. The charter application was approved by President Arthur Kelly on January 1. Malloy M. Miller is the new commander.

A strong boost in airpower activity in Colorado is expected as a result of the addition of this new Squadron, and Wing Commander Warren Jewett has promised that this is only the first of several new units.

CONTINUED

Progress in Great Lakes

When he became vice president for the Great Lakes Region, Morry Worshill, 2054 Hood Ave., Chicago 45, pledged his support to individuals in his Region who wanted to organize AFA Squadrons. Throughout the past five months, his efforts have been channeled along these lines, and the results have been most rewarding.

Of his five states — Illinois, Michigan, Ohio, Indiana, and Wisconsin — the latter two seemed most in need of concerted effort. Now, the Indiana Wing has been reorganized, with the appointment of a complete roster of officers, and at least one Squadron has been reactivated.

At the same time, in the Wisconsin Wing, two Squadrons have been chartered, and the details for a Wing Convention in the spring are being worked out.

Milwaukee has chartered the Billy Mitchell Squadron. Mitchell's home was in that city. Officers elected were Commander, Anthony J. LaPorte, 4930 N. 53rd St., Milwaukee; Vice Commander, Kenneth M. Feldmann; Secretary, Mary Jane Rosenquist; Treasurer, John Kleczka; Council, Francis Hyland and William F. Eisner.

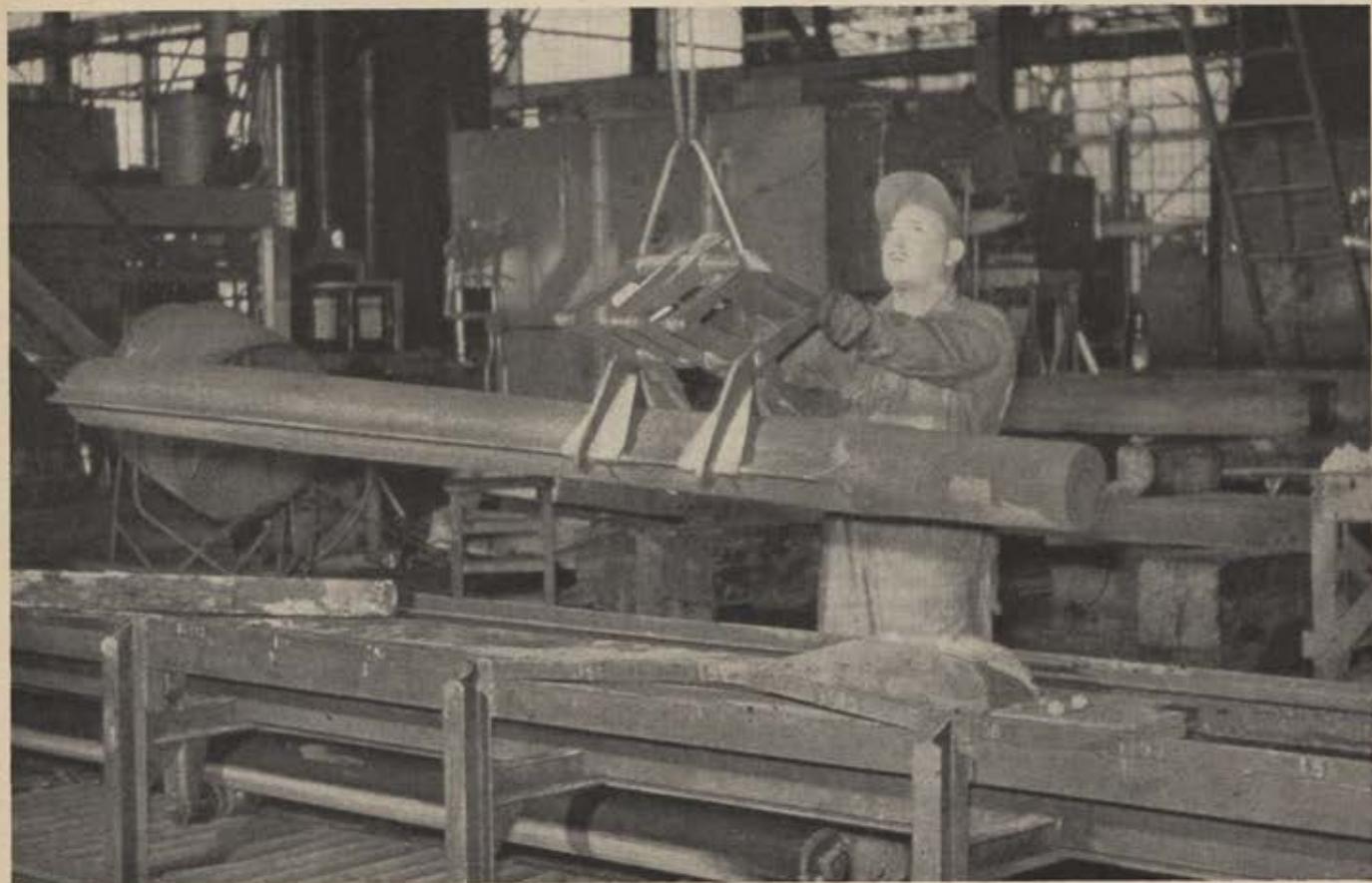
Not to be outdone by their fellow AFAers to the north, a group of interested members banded together in Racine and have applied for a Squadron Charter. The officers are Richard Korzilius, 824 Park Ave., Commander; Edwin Aiello, Vice Commander; Donald Thomey, Secretary; Wilbur Tangerstrom, Treasurer; and John Kriva and Eugene Korzilius, Councilmen.

Southeast Region Notes

Since the Convention in Detroit, sev-
(Continued on page 63)



A group of Detroit area Boy Scouts and their leaders get the fifty-cent tour of Selfridge AFB with the compliments of the Air Force and AFA's Detroit Squadron, whose Charles Cheriez is second from the left. In the back row is Sgt. Merrill Clark of the 575th Supply Squadron, who led the tour.



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You're looking at a good reason why top plane builders are attaining faster, greater production.

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below, gearbox assemblies, cylinder liners, Fiberglas and magnesium wings, and many more.

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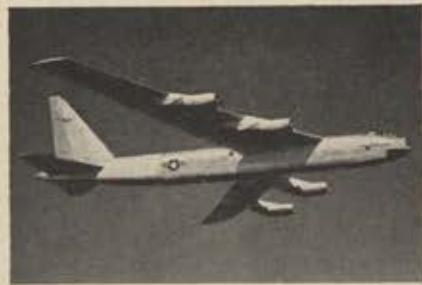
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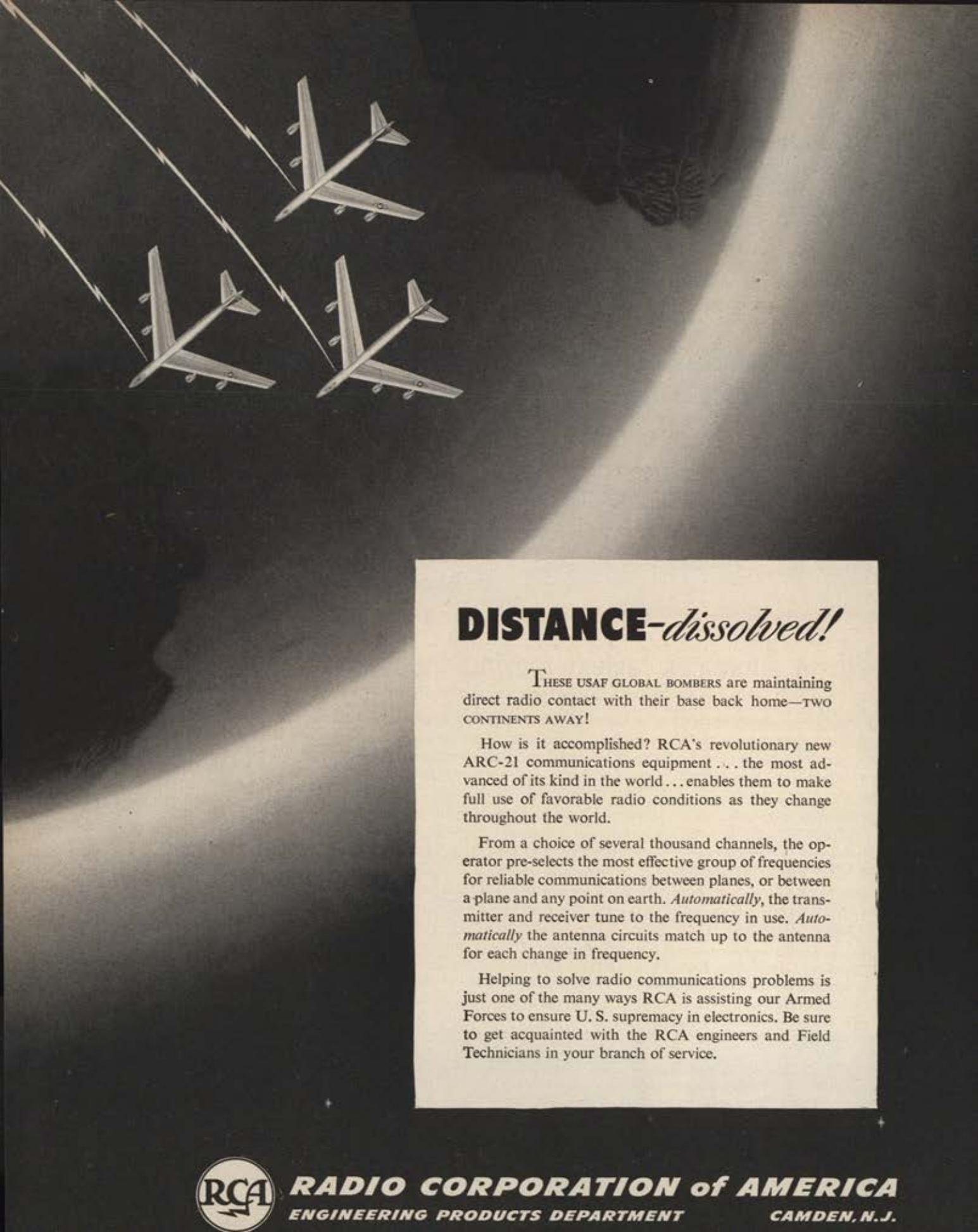
"FLYING BOXCAR" (C-119), carrying 10,000 lbs. of cargo or equivalent weight in passengers, is made by Fairchild Engine and Airplane Corp. with gear blanks produced by Barium's Globe Forge, Inc.



"STRATOFORTRESS" (B-52), heavy bomber, with inlet (for filling oil, fuel, water-alcohol tanks) protected by a filler cap, made by Barium's East Coast Aeronautics, Inc. Boeing Airplane Co. makes B-52s.



"THUNDERJET" (F-84F), fighter-bomber, speeding on swept wings at 650 mph plus, uses hydraulic assemblies, manufactured for the builder, Republic Aviation Corp., by Barium's Jacobs Aircraft Engine Co.



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Helping to solve radio communications problems is just one of the many ways RCA is assisting our Armed Forces to ensure U. S. supremacy in electronics. Be sure to get acquainted with the RCA engineers and Field Technicians in your branch of service.



RADIO CORPORATION of AMERICA
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eral of AFA's national officers have undertaken organizational campaigns in their Regions. One of these is Jerome A. Waterman, 901 South Orleans, Tampa, Fla., Southeast Regional Vice President.

Waterman has contacted numerous members in his Region, with the one thought in mind of forming additional Squadrons. Since the Southeast is rather weak in this field, the response has been very encouraging, and AFA looks forward to a strengthened Region in the near future. Florida, Georgia, and North and South Carolina are in this Region.

To date, potential organizers have been appointed in several of the cities in this area. They include Gen. Francis M. Brady, USAF- Ret., 670 W. 46th St., Miami Beach; Wilson R. Buie, Jr., Kingstree, S. C.; Lt. Col. Wm. N. Clodfelter, 1329 Hansford Ave., Columbia, S. C.; Brig. Gen. A. C. Strickland, C/S 18th AF, Hd. Donaldson AFB, S. C.; A. J. Bucci, 492 Tom Read Dr., Marietta, Ga., and W. T. Cantrell, 355 Riverdale Rd., Macon, Ga.

Waterman and these men possess a strong interest in the organizational activities of AFA, and all members in the Region are urged to contact one of them. In other cities, Waterman pledges his support to anyone who would like to participate in a similar program.

CORRECTION: An error in the January issue of AFA News incorrectly listed the officers of the California Wing Auxiliary. With apologies, we list the correct names: President, Mrs. Nicholas Gyopyos, 2651½ Ellendale Place, Los Angeles 7, Calif.; Vice President, Mrs. L. C. Riley, N. Hollywood; Secretary, Mrs. Frank Brazada, San Diego; Treasurer, Mrs. Raymond Scherer, Los Angeles.

Detroit Squadron

In his keynote address to the Detroit Convention delegates, Gill Robb Wilson deplored the lack of "future thinking" in respect to educating today's youth in the Air Age. To prove the remarks fell on receptive ears, the Detroit Squadron has embarked on an ambitious youth education program.

Several Detroit area Scout Troops have been taken on a tour of nearby military aviation facilities, principally Selfridge AFB. Chairman of the project is Charles Y. Cheriez, 17654 Chandler Park, Detroit 24, who is also chairman of the Squadron membership committee.—

END

CREDITS:

Front cover, pages 40 and 41 — Charles deM. Barnes; pages 14, 23, 24, and 25 — Arlo Greer; page 37 — Wide World Photos; map on page 67 — Creative Arts Studio, Inc.

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WARM WIND OVER THE FAR NORTH

Alaska is a lot better defended now than a few years ago but there's still much to be done, Warm Wind showed

By Charles Corddry



Top, paratroops of the 503d RCT repelled the "aggressor" near Eielson in sub-zero weather. Below, an M-24 after "strafing."

THE ALASKAN Command, a unification showpiece headed by an Air general, is manned today by small, intensively trained and well equipped Army, Air, and Navy forces, mentally and physically ready to meet aggression in whatever form.

In event of war, these forces could be reinforced rapidly from the United States as was demonstrated in the late autumn maneuver, Exercise Warm Wind — a demonstration that unhappily was overshadowed by a series of tragic accidents involving the principal aircraft used, the C-119.

All this is not to say, however, that the defenses of this vast and, for the most part, desolate territory are as yet complete. In some respects they are

far from it, notably in regard to the perimeter warning system around the long coastline that faces Siberia across the Bering and Chukchi Seas.

But what a visitor could learn from commanders and witness at major installations or in the field in the Alaska-wide Exercise Warm Wind, made a memorable contrast with the situation observed two to three years ago.

Lt. Gen. William E. Kepner, the constantly on-the-go head man, tarried long enough at Eielson Air Force Base one day not long ago to discuss with reporters the command he turns over the end of this month to Maj. Gen. Joseph H. Atkinson, his Vice Commander-in-Chief and formerly

(Continued on page 67)

An "aggressor" retreats along Richardson Highway after Eielson's recapture.



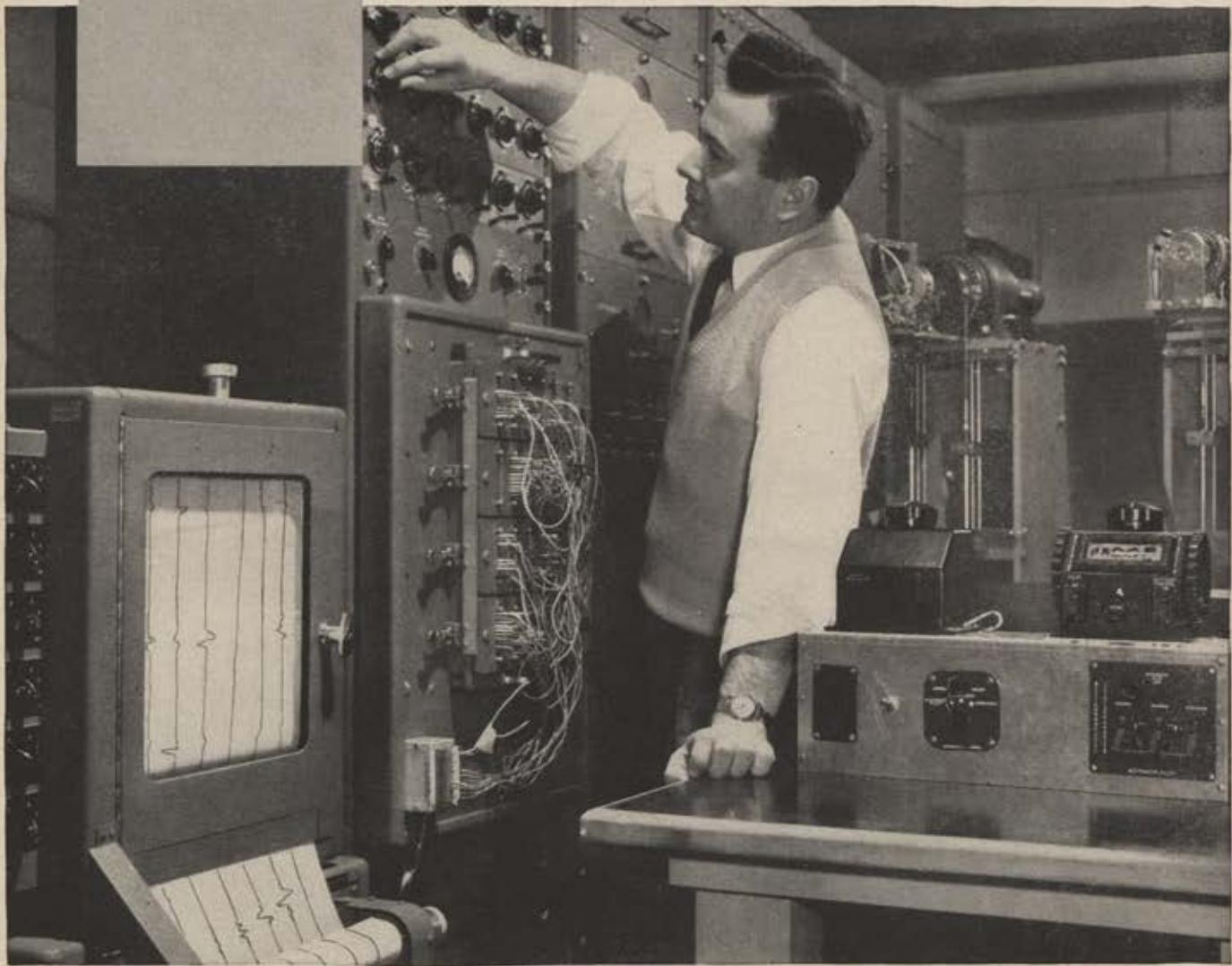
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Moreover, test installations of Honeywell's new E-11 jet fighter autopilot are now being made.

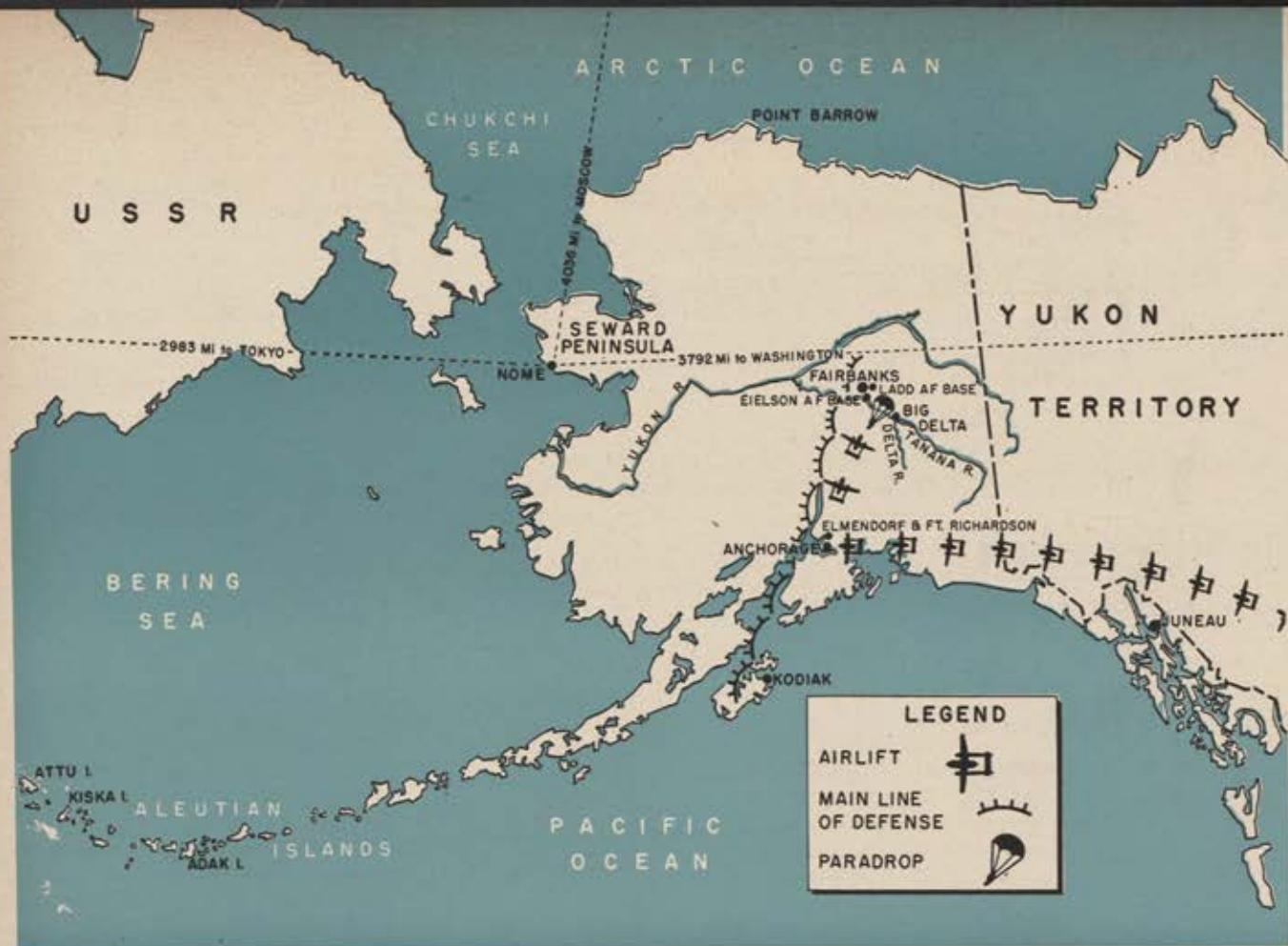
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Basic strategy in Warm Wind involved swift reinforcement from the States. Elements of the 11th Airborne Division were airlifted in C-119s in 40 hours from Kentucky and successfully repelled "aggressor" forces that had captured

Eielson AFB. The main defense line runs from Kodiak to Fairbanks, via Anchorage. Behind it is the "heartland" of the north, containing the bulk of Alaska's population. In war, the air bases would serve as springboards for SAC.

Commander of the Second Air Force. Kepner seemed pleased. Warm Wind was going remarkably well, the aggressiveness of the opposing forces being the best he ever saw. The Alaskan Command was in "good shape" compared with its position in pre-Korea days. It was "pretty well integrated and unified." And the moment had arrived, the general said, when he could notify anyone contemplating invasion that a big force should be dispatched.

This sort of talk was a far cry from the mood of military authorities who discussed Alaska in the late winter and spring of 1950. At the conclusion of Exercise Sweetbriar in the Yukon Territory and Alaska, in February 1950, Gen. Nathan F. Twining, Air Force Vice Chief of Staff who then headed the Alaskan Command, said frankly that the Far North's defenses were inadequate. Later, Dwight D. Eisenhower alarmed Congress with his warning that the nation was under-spending in Alaska. Followed then the Korean war and the outpouring of money for public works, electronics, expansion and modernization of forces, and training.

In the Alaskan Command, in this post-Korea period, F-80 day fighters have been replaced by F-94 all-

weather interceptors. The old F-82 Twin Mustangs which served as night fighters have been converted completely to ground support roles. The radar warning system is still incomplete but continually improving.

In the spring of 1950, the Army was represented in Alaska by one battalion of the 4th Infantry. Today there are two regimental combat teams, the 4th and 196th, and anti-

aircraft units man their posts continuously. On Kodiak, the Navy operates a squadron of P2V Neptune patrol bombers and is prepared to support surface, submarine, and air units which could be brought quickly to Alaska and put into action.

The Alaskan Command is still short a full fighter-interceptor group and has somewhat fewer troops than com-

(Continued on page 68)

Men participating in Exercise Warm Wind write letters home during a lull in their training. This bivouac is near Ladd AFB in cold but bearable weather.

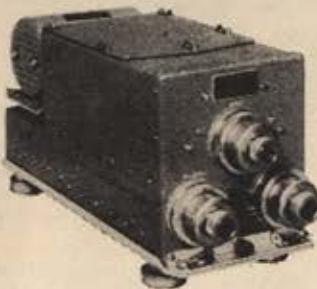




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ALASKA

manders would prefer. And the men on the scene are urging more base construction, not on the scale of the present installations (Eielson's runway is 14,000 feet), but adequate for a wing and defending Army troops.

Housing continues to be a problem, but a diminishing one. At Fort Richardson, Anchorage, for example, troops occupied 250- and 500-man concrete and steel barracks last year and the last of 1,000 family-type units was to be occupied at the end of 1952.

Kepner is proud of the unified staff organization he has built up in his Elmendorf Air Force Base, Anchorage, headquarters. His is one of two such commands headed by an Air officer and is the only one in which the commander-in-chief does not double as the commander of his own service forces in the theater. The Deputy Commander-in-Chief in Alaska is a Navy man, Rear Adm. John Perry.

An Army man is chief of staff with a Navy officer as his deputy. Among the staff sections, an Air officer heads Personnel; Navy, Intelligence; Air, Plans and Operations; Army, Logistics; Army, Communications and Electronics; and Navy, Weather. Each of these sections is staffed by officers of the three services.

While both the actual strength and sought-after goals of the Alaskan Command have been raised substantially since the Korean war started, the general defense concept has not altered. The main line of defense runs from Kodiak via Anchorage to Fairbanks. These are the "strong points" to be held in event of war. Kodiak looks down on the sea lines of communication leading to Alaska and possible sea and air avenues of attack from Asia to Canada or the US.

Behind the Anchorage-Fairbanks line are the great air bases — Elmendorf, Ladd, and Eielson — which would serve as springboards for the Strategic Air Command as well as bases for the air defense of Alaska. Army forces are deployed around these areas, and would be committed in units up to the size of regimental combat teams. The RCT, in view of the restrictive terrain and the heavy reliance on rapid air transport, appears to be the most efficient unit for relatively easy deployment in Alaska.

Within the "heartland" area covered by the Anchorage-Fairbanks axis, are, besides the major air fields, the bulk of Alaska's civil population, ports, rail and highway facilities, major military forces, and supporting installations. In event of invasion beyond this vital zone, the hope is that airpower

could neutralize enemy forces and weather thereafter would attend to them. Commanders appear determined not to see a repeat performance of the World War II situation in which 10,000 Japs on Kiska and Attu tied down 100,000 troops.

The defense concept involves swift reinforcement from the States while forces in place are holding, a capability displayed in the Korean war. Alaska has the advantage of being closer to supply sources, and authorities point out that the forces in place are better trained and equipped than were those in South Korea when invasion came.

In Exercise Warm Wind, eighty C-119s moved the 503d Regimental Combat Team into Alaska, to relieve a force holding between Big Delta and Eielson, forty hours after leaving Fort Campbell, Ky. Officers of the 18th Air Force, who made the move, said it could be done in one-third the time with one-fourth the planes if C-124s were used.

Commanders in Alaska believe that invasion could be either airborne or amphibious, accompanied of course by heavy bombing attacks on the defensive strong points. Kepner says much would depend on whether it was a blitz or a long-term affair. In the latter case, at certain times of the year it would be possible to jump across the Bering Sea and try to build up for a march southward, he points out. But that would be the hard way, in the face of the Seward Peninsula's arctic gales, the Yukon River valley's tough terrain which is muddy and spongy in summer and frozen and snow-covered in winter, and the natural barrier of the Alaska Range.

Exercise Warm Wind tested both the plans for defending Alaska in event of any kind of invasion, and the behavior of military forces in late autumn, subarctic conditions.

While the several ground phases were in progress, B-29s of the 376th Bomb Wing, Barksdale Air Force Base, repeatedly criss-crossed the territory, testing the warning facilities and exercising F-94s of the 10th Air Division at Elmendorf and 5001st Composite Wing at Ladd. As expected, they found the admitted holes in the radar net.

Alaskan Air Command jets are on twenty-four-hour alert at all times and every aircraft picked up visually or by radar is intercepted unless it is identified within one minute of sighting. During Warm Wind, F-94s of the 449th Squadron at Ladd demonstrated their ability to get off with

(Continued on page 71)

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Lt. Col. George Ward Kemp, Detroit, commander of the 449th, says newcomers to the squadron have been breaking ceilings as low as 200 to 300 feet, and there have been no major accidents in more than two years, never one due to maintenance. In the Fairbanks area, that is a proud record. Pilots' normal duty is eight hours a day, with an additional two days of twenty-four-hour alert status each week.

The ground action in Warm Wind showed how commanders would count on rapid air movement and mutual reinforcement of strong points.

The highlight was a paratroop of a battalion of the 503d Regimental Combat Team just two miles to the rear of "enemy" forces holding a river line south of Eielson. While this operation went off smoothly, with only seven relatively minor casualties and exemplary subsequent action on the part of the regiment, there were military observers who thought it would have been a fiasco without tremendous air support. Because friendly jets were busy on air defense missions, or for some other reason, the local air superiority that would have been so vital was simulated, and no friendly fighters actually took part although "aggressor" F-82s were in evidence. These same observers, their memories of the need for constant air-ground training refreshed by Korean experience, thought it surprising that this phase of the maneuver (as well as other opportunities for air-ground action) was assumed rather than actually played out. When there was air support of ground forces, strike requests had to be relayed to the Air Defense Control Center one-half hour in advance, a long period in a territory like Alaska where troop cover is a tough problem at best.

In the Eielson phase of the month-long maneuver, it was assumed that the big base had been captured and, while the 503d was being rushed from the US, elements of the 196th Regimental Combat Team were airlifted from Fort Richardson to hold north of Big Delta. To a greater or lesser degree, this type of action was repeated on Adak and Kodiak (where a Marine detachment served as "aggressor") and in the Anchorage area.

The tempered satisfaction of commanders, as they watched the performance and discussed progress in the Alaskan Command, gave an inference that the Territory's defenses are moving surely toward that point where invasion would prove too unprofitable for an enemy to try.—END

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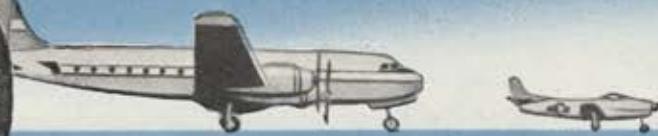
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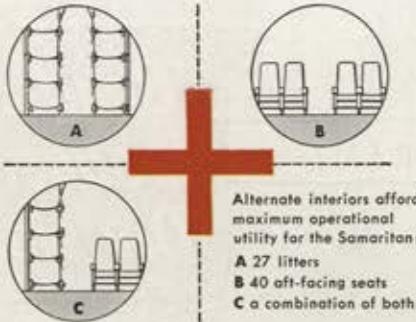


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