

THE RICO SCANDAL—WHAT IT MEANS TO YOU

7-19-52 ASSOC 7-52
JESS W SWEETSER
VICE PRES CONTRACTS
THE GLENN L MARTIN CO
BALTIMORE 2 MARYLAND

AIR FORCE

THE MAGAZINE OF MILITARY AVIATION

U. S. AIRCRAFT PRODUCTION SLASHED

Minimum Defense Date Now Set at 1956

MILITARY PERSONNEL
budget provides for an increase
total active armed strength
3,600,000 men at the
current fiscal year
men during the
and

A close-up photograph of a zebra's side, showing its characteristic black and white stripes. The stripes are thick and well-defined, running horizontally along the body. The background is a soft, out-of-focus grey, making the stripes stand out.

A close-up, high-contrast black and white photograph of a zebra's head. The focus is on the right eye, which is looking directly at the viewer. The zebra's mane is visible on the left, showing dark stripes against a lighter background. The texture of the skin and the pattern of the stripes are clearly visible.

A close-up photograph of a textured, reddish-brown surface, likely a book cover or endpaper, showing a vertical seam or fold line.

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Holley

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W. Holley

Cost Category, Program or Agency Department of Defense, military functions: Military personnel and equipment		MILITARY SERVICES				New 1951 1952 1953 Obligat' Authority 1952 1953
		[Fiscal years. Expenditures 1951 Actual 1952 Estimated 1953 Estimated]		In billions]		
Major procurement and production:		\$7.2	\$10.1	\$11.0	\$8.2	\$11.1
Aircraft		2.2	5.8	9.0	8.7	14.9
Other		2.1	7.2	13.3	14.5	7.6
Acquisition and construction of real property and maintenance		4	3.5	3.5	2.4	14.1
Operation and maintenance		3.8	2.7	12.1	11.5	4.0
Civilian components		4	10.4	8	13.0	2.5
Research and development		8	7	8	7	12.4
Industrial mobilization activities		8	1.0	1.4	1.2	5
Activities supporting military services:		5	2	1.0	1.3	1
Stockpiling of strategic and critical materials		7	8	1.1	2.9	1.2
Total		1	1	1	1	1
Includes proposed legislation and supplements of \$3.5 billion.		\$20.5	\$39.8	\$51.2	\$50.7	\$61.7
JOR PROCUREMENT AND AUCTION—Funds for lement are						

MAJOR PROCUREMENT AND PRODUCTION—Funds for major procurement are used to expand...

used to provide armed forces with tanks, ships, aircraft, guided missiles, ammunition, electronic equipment, and hard goods ranging from bombs to major

... ranging from
the bomber to the smallest
ridge.

for People

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These expenditures take account of the recommendations for certain additional military construction which I shall submit to the Congress in the near future.

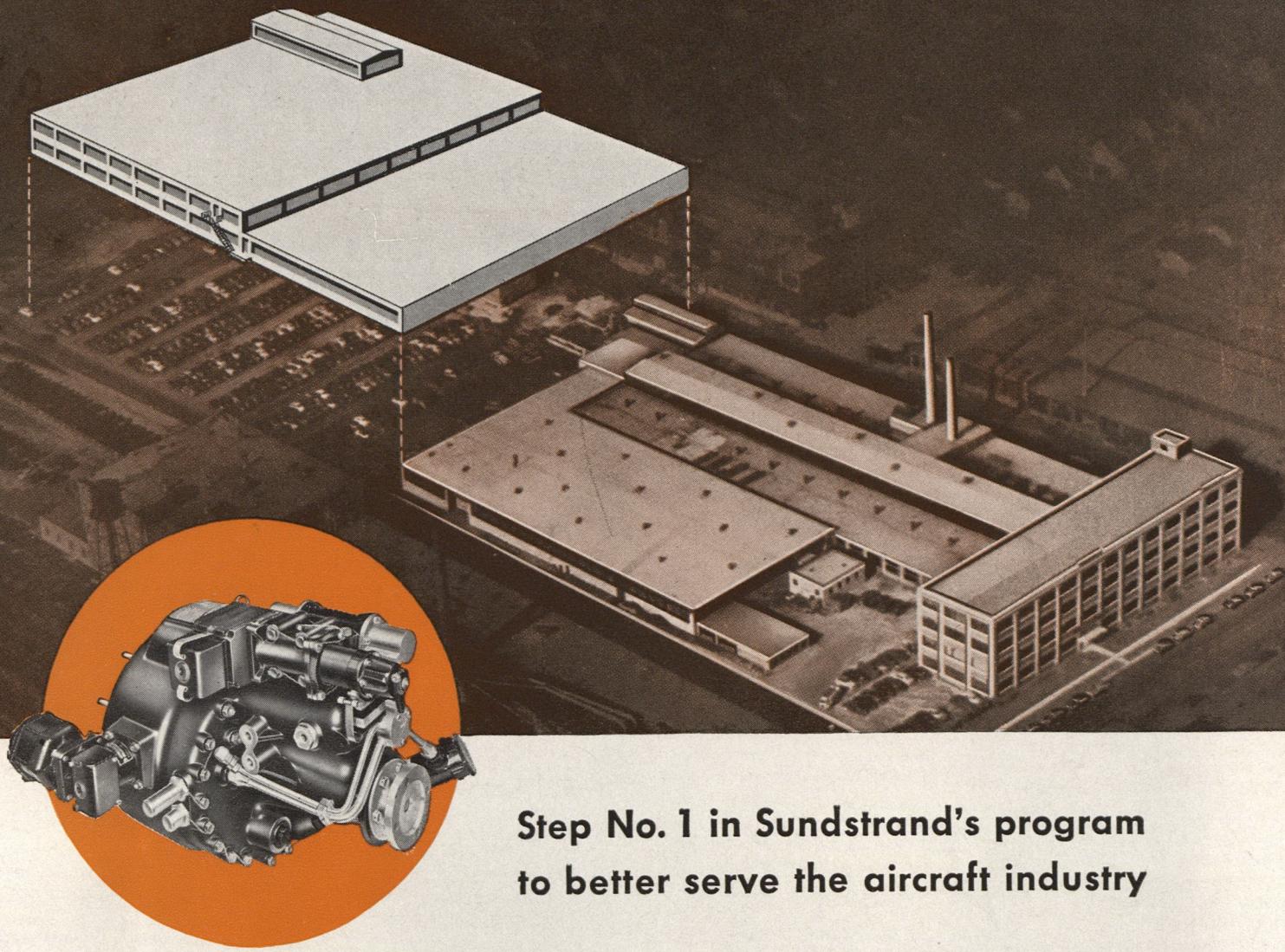
INCE—The operation and maintenance of our military establishments require the services of many

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35

MARCH 1852

New plant addition at SUNDSTRAND to increase output of constant speed drives



Step No. 1 in Sundstrand's program to better serve the aircraft industry

Sundstrand Constant Speed Drives are driven from the engine pad at speeds of approximately 3000 to 9000 rpm, delivering full power and constant speed over this range of input speeds. Less than 2 cycle frequency variation is permitted on 400 cycle output. Made in three types—"Package," "Integral," and "Split" drives.

Since Sundstrand's Constant Speed Drive first proved itself on the B-36, demand has mounted for more and more of these units to supply AC power on other types of aircraft. As orders were confirmed for the Martin P5M-1, the Westinghouse J-40 jet engine, and other applications, steps were taken to augment manufacturing facilities. First step is this modern plant addition at the Rockford

plant, which will triple production of the drives. Equipped with the finest of precision machinery, and staffed with highly skilled workmen, it will be in full production by mid-1952. Other developments being taken to increase output will be announced shortly to make Sundstrand's *reliable* research, *expert* engineering, and *precision* production available to more aircraft manufacturers.



SUNDSTRAND AIRCRAFT HYDRAULICS

SUNDSTRAND MACHINE TOOL CO.
HYDRAULIC DIVISION, ROCKFORD, ILL.



America NEEDS Its Private Aviation

IN times like these, civil aviation is an all-important part of the defense effort. Company-operated planes save valuable executive time—provide emergency liaison between production units—speed key men to conferences in Washington and elsewhere.

In peace or mobilization, civil aircraft play an important role in everyday fields, too—

crop dusting, seeding, power line patrol and other vital services—saving valuable time and promoting efficient use of available man power.

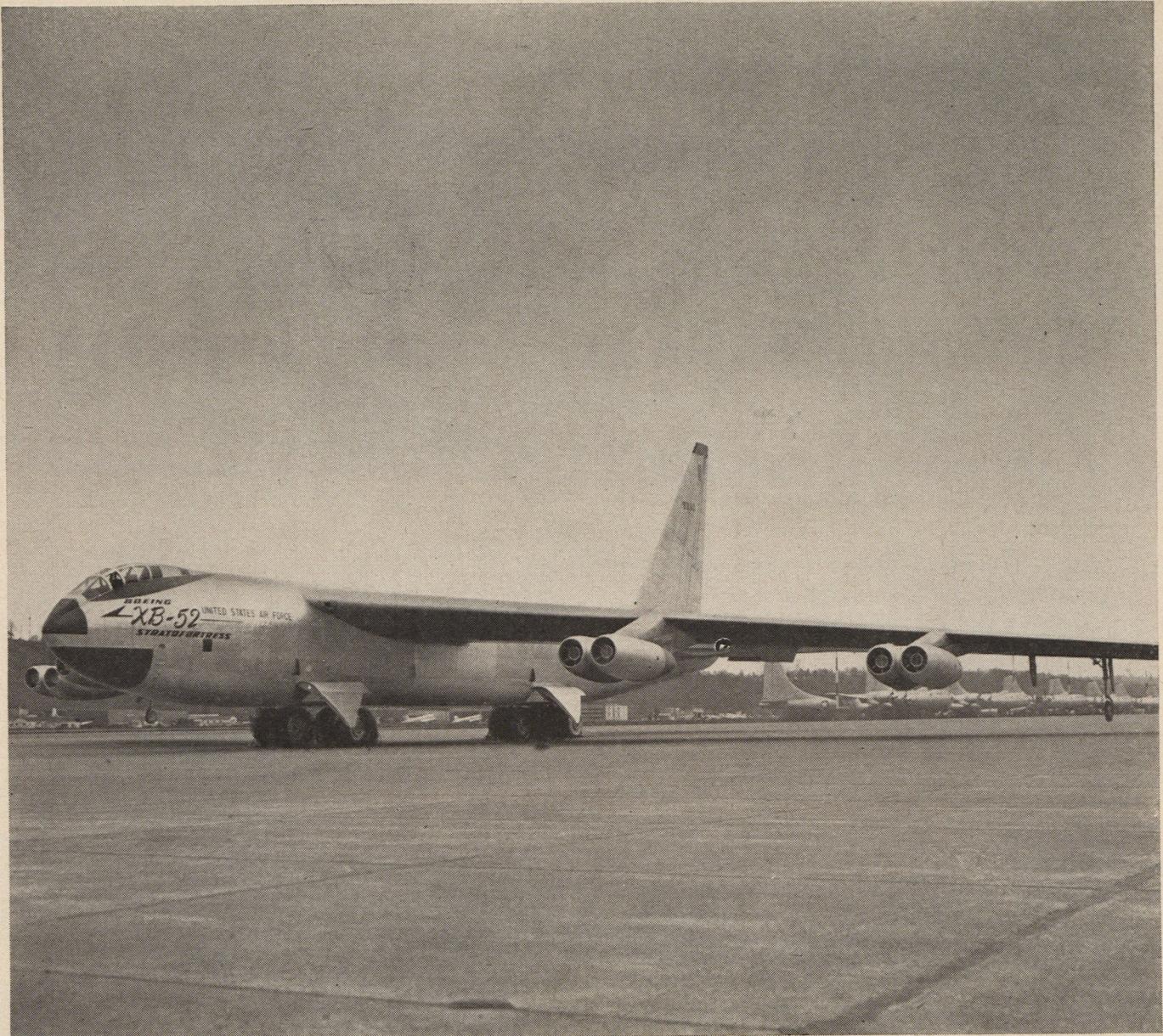
That's why Goodyear—in spite of its increasingly heavy contribution to military flying—will maintain its services to private aviation with tires, tubes, wheels and brakes, aircraft hose, the Cross-Wind Landing Wheel, electro-thermal Iceguards and Airfoam Super-Cushioning. For information on any of these proved Goodyear products, write Goodyear, Aviation Products Division, Akron 16, Ohio or Los Angeles 54, California.



Iceguard, Airfoam—T. M.'s The Goodyear Tire & Rubber Company, Akron, Ohio



*We think you'll like
"THE GREATEST STORY EVER TOLD"
Every Sunday — ABC Network*



New Giant of the Air Force

This is the Boeing eight-jet XB-52 Stratofortress, America's new all-jet heavy bomber—one of the most potent weapons yet devised to keep peace through strategic air power.

Details of the B-52's design and performance are closely guarded secrets. This non-revealing photo was released by the Air Force when the airplane was moved from its hangar

to a more exposed area for start of engine and taxi tests. Boeing will continue, with the Air Force, the policy of guarding details of the B-52 to the fullest extent.

This mighty bomber climaxes 35 years of Boeing development. Like its teammate, the B-47 Stratojet medium bomber, it has behind it the accumulated skills that gave the na-

tion the B-17 Flying Fortress and the B-29 and B-50 Superforts. It represents daring thinking and ingenuity on the part of both Boeing's experienced engineering staff and the United States Air Force.

The B-52 Stratofortress—already ordered for production—is evidence of America's determination to maintain necessary strategic air strength.

For the Air Force, Boeing also builds the B-47 Stratojets, TB-50 Superfortresses and C-97 Stratofighters; and for the world's leading airlines Boeing has built fleets of twin-deck Stratocruisers.

BOEING

AIR FORCE

THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION

VOL. 35, No. 3

MARCH 1952

THIS IS AFA

The Air Force Association is an independent non-military, airpower organization with no personal, political or commercial axes to grind; established and incorporated as a non-profit corporation February 4, 1946.

Active Members are men and women honorably discharged from military service who have been assigned or attached to the US Air Force or its predecessor services, or who are currently enrolled in the Air Force Reserve or Air National Guard. **Service Members** (non-voting, non-office holding) are men and women currently assigned or attached to the US Air Force. **Associates** (non-voting, non-office holding) are men and women not eligible for Active or Service Membership who have demonstrated an interest in furthering AFA's aims and purposes, or in proper development and maintenance of US airpower.

ITS OBJECTIVES

To preserve and foster the spirit of fellowship among former and present members of the Air Force.

To assist in obtaining and maintaining adequate airpower for national security and world peace.

To keep AFA members and the public at large abreast of developments in the field of aviation.

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THE COVER

This month's cover drawing, by artist Watson Holley, highlights what the editors of AIR FORCE believe may well be the most significant airpower story of the year, if not the decade. With the threat to our national security from aggressive communism growing daily, we feel that the taxpaying citizen is entitled to a realistic assessment of what he may or may not get for his defense dollar.

See THE AIRPOWER SCANDAL page 19

AIR FORCE STAFF

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AIR MAIL

Atom Scientists

Gentlemen: You are to be congratulated on the series "The Atomic Illusion." It is long past time somebody did something like this. We would like permission to reprint it extensively.

Michael Amrine, Managing Editor
Bulletin of the Atomic Scientists
Chicago, Ill.

• *This is typical of the sort of reaction we've been getting on the two articles in our January and February issues. Requests for reprint permission are being referred to the author—The Editors.*

Koku-Joho

Gentlemen: As assistant editor of one of Japan's best aviation magazines, "Koku-Joho" (Aviation Information), I am very eager to obtain your permission to reproduce articles from AIR FORCE Magazine.

Hideya Ando
Tokyo, Japan

• *Our blessing upon Editor Ando—The Editors.*

One Solution

Gentlemen: Due to the popularity of AIR FORCE Magazine in our headquarters, I find it practically impossible to keep back copies available for reference except under lock and key. Since we do not have the lock and key, I am badly in need of the first two articles by General Putt. Can you help me?

Col. Leon Booth
Air Research and Development
Command
Baltimore, Md.

• *We're all out of locks and keys but are glad to send Colonel Booth the issues containing the Four Freedoms of the Air Force. This and similar requests lead us to believe that many AF people know and like the magazine but don't regularly receive personal copies. So don't snatch the office copy. Send us four bucks for a subscription, or five for membership. Write to Air Force Assn., 1424 K St., NW, Washington 5, D. C. —The Editors.*

P. S. to Interdiction

Gentlemen: As a footnote to your article on airpower in Korea in your January issue (Battle of Headache Ridge), I think it should be noted that the Navy fast carrier force began a systematic interdiction campaign against rail and road transport in Eastern Korea as early as February 1951 (as soon as carriers were released by FEAF from full-time close air support duty), and has continued it ever since.

Once Hq. FEAF assigned the geo-

graphical limits to Navy responsibility, the conduct of this interdiction campaign was left entirely up to the Navy. The carriers took strip photos of all the routes, studied them for bottlenecks and hard-to-repair targets, then methodically took out the key bridges and made supplementary line-cuts to block through transport and delay repair. Armed recon planes cruised up and down the routes, day and night, to shoot up vehicles and repair gangs.

The Navy found the AD dive bomber, with its three to four ton load, to be an excellent bridge-buster. During March 1951 alone, the force of two carriers destroyed about 100 bridges (count based on photos) and made several hundred rail cuts, in addition to continuing part time in close support business when required by FEAF.

Stuart B. Barber
Falls Church, Va.

• *Hanson Baldwin, please note—The Editors.*

Time in Grade

Gentlemen: The Volunteer Reserve AF officer is again taking a licking. The latest release of criteria for final promotions for FY 1952 notes that Reserve officers must have served twelve months as lieutenant colonels by January 1, 1952, to be eligible. Many in the Volunteer Reserve were recalled during January, February, and March 1951. Many of these officers, although they were led to believe that after one year of active duty they would be eligible for promotion, will serve their full seventeen months without being considered in a promotion cycle. This situation does not help Reserve officer morale. The least that should be done is set the break-off date as of March 31, 1952.

An AFA member on active duty
(Name withheld by request)
Washington, D. C.

Word from Recruiters

Gentlemen: Your magazine has been a great help in recruiting. It has furnished us with many answers that applicants seek. All issues are read thoroughly and, because our supply of official information is sometimes late, keep us up to date with AFA and USAF.

T/Sgt. James J. Moore
USA-USAF Recruiting
Dover, Del.

Spreading the Word

Gentlemen: Our AF-ROTC unit recently conducted panel discussions for a group of forty graduating journalism students. We couldn't resist the temptation to give each of them a copy of your September

Anniversary Issue. Can you now send us forty more copies to take care of our graduating cadets?

Capt. Wesley Miller
AF-ROTC, Ohio University
Athens, Ohio

• *They're on their way—The Editors.*

Permanent Copies

Gentlemen: With four binders of AIR FORCE Magazine now completely filled, I feel I have a wonderful library of aeronautical facts. One suggestion that might interest other AFA members is placing half-inch gold decal numerals on the top edge of each binder. This way you can easily select the volume you want from the bookcase.

Richard B. Press
Chicago, Ill.

• *We like this suggestion so well that we're sticking decals on our office binders—The Editors.*

Disgruntled Line Chief

Gentlemen: I originally joined AFA after my discharge from the AAF, hoping AFA would be a medium for keeping up contacts with wartime buddies. Then, as the magazine came out, it appeared that all the top AFA brass had been the heroes and top men of the AAF. The grease balls, KPs, and unsung boys in radio, armament, ordnance, etc., were never mentioned.

As a master sergeant line chief in a fighter squadron, I got my belly full of glory seekers. Let's make AFA an organization of Do-ers, not Say-ers.

Rex W. Franklin
Rosemead, Calif.

Advertising Quibble

Gentlemen: I enjoy AIR FORCE Magazine and encourage others here to subscribe. But I am offended by the railroad ads in recent issues, which insinuate that only the railroads maintain a schedule and that airlines cannot be relied on.

I challenge this. Every day I hear some business man or AF man grumble that his train is from one hour to ten hours late into Dayton, Ohio. Please stop printing misleading advertising.

Maj. Noel A. Wright
Fairborn, Ohio

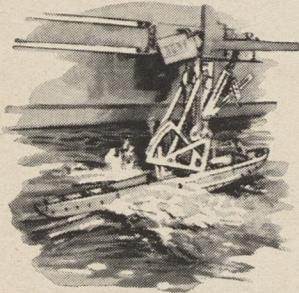
• *By now it should be clear what our position is on airpower, civilian and military. However, we feel that our advertisers are entitled to say what they wish about themselves in space they have paid for. Without this revenue, we could not produce the kind of magazine we do—The Editors.*



*From the Birthplace
of Phantom Shapes*

NEW WATER-BASED WEAPONS

Seaplane research is bringing new phantoms to life in Stevens Tech's towing tanks, testing ground for the U. S. Navy Marlin's advanced hull design.



Delicately instrumented models prove today's dreams for tomorrow's air-sea power at the Experimental Towing Tank, Stevens Institute of Technology.

AN instrument-covered seaplane model knifes through the waters of a Stevens Tech towing tank. A Naval Bureau of Aeronautics researcher pores over plans for a jet-powered, swept-wing flying boat. A Martin engineer makes dreams take wings on his drawing board. And, step by step, planes that combine water-based mobility with land-based speed come closer to reality!

Latest product of seaplane research teamwork, today's advanced Martin P5M-1 Marlins add new sinews to our Navy's anti-submarine forces. Their performance is in the tradition of the history-making Martin seaplane flight to Catalina in 1912, the famous Martin China Clipper, the dramatic rescues of Mariner patrol planes and the record-load-carrying Mars flying boats of World War II.

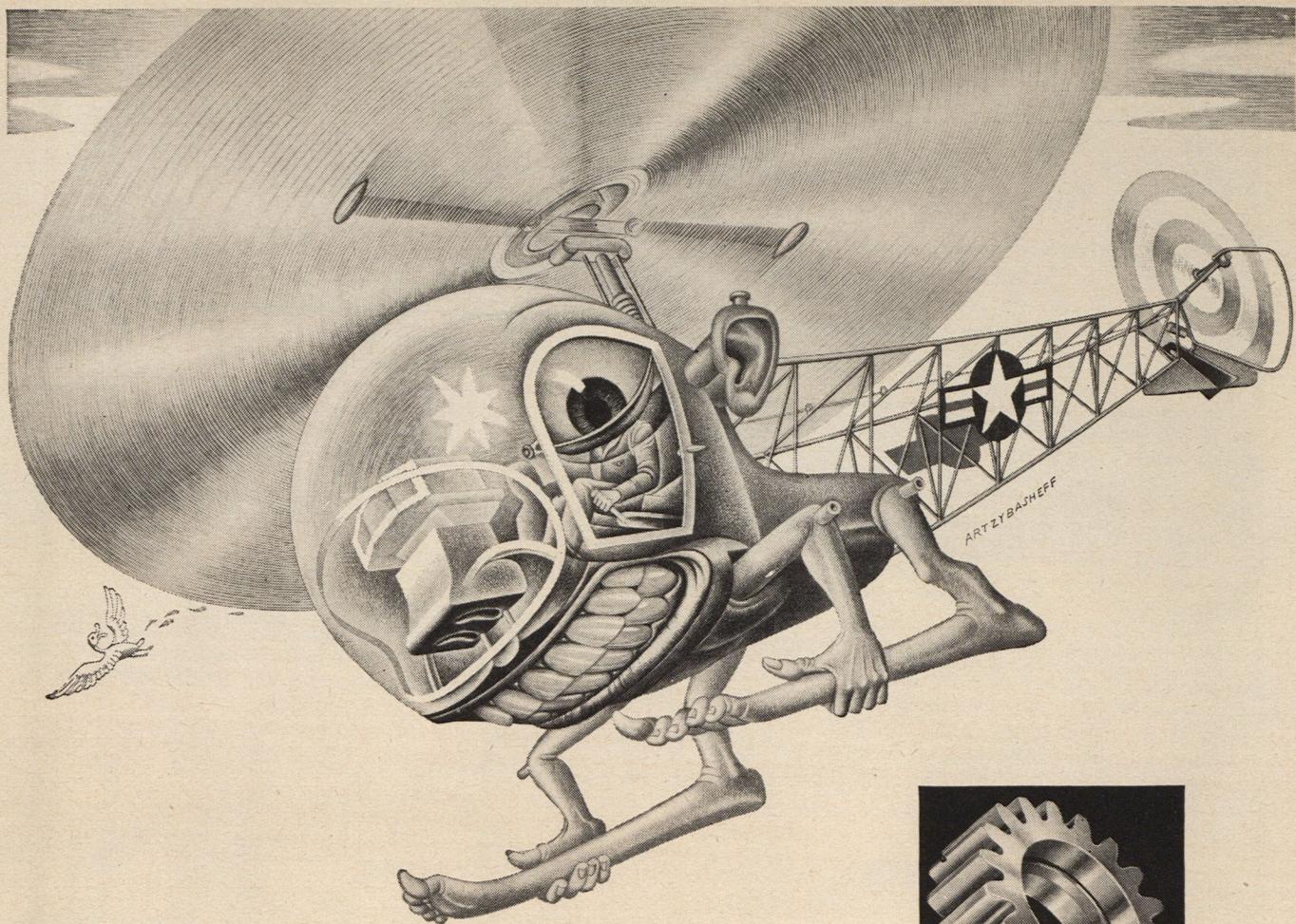
Today's seaplane research promises to make their jet-powered successors tomorrow even more potent weapons in America's arsenal! THE GLENN L. MARTIN COMPANY, Baltimore 3, Maryland.

Martin
AIRCRAFT

Builders of Dependable Aircraft Since 1909



DEVELOPERS AND MANUFACTURERS OF: Navy P5M-1 Marlin seaplanes • Air Force B-57A Canberra night intruder bombers • Air Force B-61 Matador pilotless bombers • Navy P4M-1 Mercator patrol planes • Navy KDM-1 Plover target drones • Navy Viking high-altitude research rockets • Air Force XB-51 developmental tactical bomber • Martin airliners • Guided missiles • Electronic fire control & radar systems • **LEADERS IN** Building Air Power to Guard the Peace, Air Transport to Serve It.

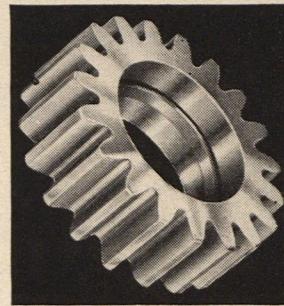


Ever see a helicopter grit its teeth?

To temper a steel gear to almost incredible hardness . . . to machine it to tolerances of 1/10,000 of an inch . . . Bell Aircraft Corporation called on Lycoming's skill, experience and extensive facilities.

Such super-precision work typifies simply *one* of Lycoming's services to America's leading industries and to its military forces. Long famous for aircraft engines, Lycoming also meets the most exacting and diverse requirements for packaged power, for product development, for high-volume production.

Whatever your problem—however complex your specifications—look to Lycoming!



When a helicopter's giant blade spins, tiny two-inch gears must carry the load. For teeth with a perfect bite, **Bell Aircraft chose Lycoming's precision production.**

AIR-COOLED ENGINES FOR AIRCRAFT AND INDUSTRIAL USES, PRECISION-AND-VOLUME MACHINE PARTS, STEEL-PLATE FABRICATION, GRAY-IRON CASTINGS

LOOK TO

LYCOMING

LYCOMING-SPENCER DIVISION
BRIDGEPORT-LYCOMING DIVISION

FOR RESEARCH

FOR PRECISION PRODUCTION



WILLIAMSPORT, PA.
STRATFORD, CONN.

AIRPOWER IN THE NEWS

VOL. 35, NO. 3

WASHINGTON, D. C.

MARCH 1952

REPORT of FEAFF operations for calendar year '51 reveals UN combat aircraft flew 256,000 sorties during the year. . . They destroyed 30,260 Communist vehicles carrying uncounted tons of supplies, and inflicted 63,050 casualties. Other totals show destroyed or materially damaged: 135,500 enemy-held buildings, 15,770 railroad cars, 2,760 gun positions, 500 railroad tunnels, 1,615 bridges, 720 locomotives, 305 tanks. Combat Cargo aircraft carried more than 800,000 troops and about 250,000 tons of high priority supplies.

SUMMARY of FEAFF and enemy combat air losses in Korea (June 26, '50--Jan. 18, '52). . . FEAFF LOSSES: 415 USAF a/c (jets to ground fire--133, jets in aerial combat--37; pistons to ground fire--230, pistons in aerial combat--15), since July 1, '51, 11 UN a/c and 32 land-based USMC a/c. ENEMY LOSSES: Destroyed--339, including 204 MIG-15s; probably destroyed--100, including 51 MIG-15s; damaged--387, on ground and in air, including 332 MIG-15s. . . (all enemy losses from air-to-air combat). . . Record of F-86 vs MIG-15: F-86--20 lost; MIG--147 destroyed, 20 probables. . . By January 1, Army aircraft had flown 64,541 combat missions and 76,251 administrative missions. . . Maj. George A. Davis, USAF jet ace, was shot down over MIG Alley last month after bagging two more MIG-15s, bringing his all-time record to twenty-one planes, eleven of them MIGs.

AF BASES: Missouri voters have decided property for Grandview Airport will be donated to USAF. . . SAC survey team has visited sites proposed for future AF base at Little Rock, Ark. . . . A \$4,000,000 building project is nearing completion at Sampson AFB, N.Y. . . . AF has acted to acquire land adjacent to three Texas AF bases (Reese, Lubbock, Perrin) for Wherry housing. . . McChord AFB, Wash., is now authorized to make minor repairs on jet engines, becoming the fourth ZI station with such authority. . . A low pressure chamber, costing \$46,200, will be installed at Wright-Patterson AFB, Ohio, for use in physiological training program. . . Armament Test Division at Eglin AFB, Fla., has been redesignated AF Armament Center. . . 12th AF will soon transfer most of its tactical planes to France because German airfields are too small.

COMMAND AND STAFF: AF has transferred Directorate of Installations from Deputy C/S, Materiel, to Deputy C/S, Operations. . . Maj. Gen. Patrick W. Timberlake has been appointed an additional Assistant Deputy C/S, Operations. . . Special Weapons Command will soon be transferred to Air Research and Development Command. . . Reorganization of Air Defense Command, expected to save more than \$2,000,000 annually through manpower economies, became effective last month. . . New assignments: Brig. Gen. James McCormack, Jr., recent recipient of DSM, Director of Nuclear Applications, ARDC; Maj. Gen. Leon W. Johnson, CG of ConAC; Maj. Gen. Frederick R. Dent, Jr., CG of 3rd AF; Lt. Gen. George E. Stratemeyer, 61, retired January 31 after thirty-six years of service; Maj. Gen. Laurence C. Craigie, member of NACA; Maj. Gen. Franklin Otis Carroll, head of Human Resources Research Institute at Air University; Col. Charles Kenneth Moore, Commander of Arnold Engineering Development Center. . . Directorate of Public Relations has been transferred from Hq, USAF, to Office, Sec'y of AF.

APPOINTMENT of Subcommittee on Aviation, composed of Representatives Beckworth (Chairman), Klein, Carlyle, Wolverton, and Hinshaw, with Rogers and O'Hara as alternates, has been announced by House Interstate and Foreign Commerce

AIRPOWER IN THE NEWS CONTINUED

Committee. . . Don K. Price, associate director of Public Administration Clearing House, has been named deputy chairman of Defense Department's Research and Development Board. . . John P. H. Perry, former vice president of Turner Construction Co., NYC, has been appointed Deputy for Installations to Ass't AF Sec'y Huggins. . . Former Ass't AF Sec'y Eugene M. Zuckert has been nominated to Atomic Energy Commission. . . Myron L. King, former AF pilot from Nashville, Tenn., has been cleared of charges brought against him in 1945 on complaint of Russian authorities. . . Leroy R. Grumman received 1951 "Honorary American Fellowship" from Institute of Aeronautical Sciences in New York last month.

ACTION to demilitarize about 400,000 tons of surplus aviation ammunition has been suspended to permit further review. . . If proposed military pay raise had become effective February 1, it would have cost additional \$91,-435,000 to pay AF personnel on active duty during remaining FY '52. . . AMC has signed contract with Boeing for B-47 Stratojet modification program at Tucson, Ariz. . . Navy is preparing for flight tests of its Douglas XA3D, newest attack plane. . . AF will use same plane, designated RB-66, for recon. . . Two guided missile ships will be added to Navy list when modification of heavy cruisers Boston and Canberra is completed. . . New remote vertical Gyro Indicator System, developed by WADC, will be installed in B-36, B-47, B-50, B-52, F-84, F-86D, and F-89. . . Design of an improved, more powerful jeep, five inches longer and two wider than present model, has been approved by Army Ordnance Corps. . . Navy Mark-II anti-exposure suit has been standardized for USAF. Procurement will begin as soon as specifications are released. . . Price of flight lunches prepared in AF kitchens will now be seventy cents instead of thirty-five. . . Under replacement program at Hq, USAF, by February 1 322 WAFs had been assigned, replacing 302 male airmen.

FIRST member of new joint CAP-NAA is AFA Board Chairman Gen. Carl Spaatz, also chairman of National Executive Board of CAP, who has been presented life membership by NAA. . . First annual National Aviation Education workshop will be jointly sponsored by CAP and University of Colorado, July 23 to August 23. . . First cargo helicopter manufactured by Army has been delivered at Fort Bragg, N.C. . . First director of public information for Commerce Department will be Nils A. Lennartson, former special assistant to Sec'y Finletter and deputy director of AF public relations. . . First AF officer to receive a PhD degree through Institute of Technology's Wright-Patterson professional graduate program is Capt. James A. Bierlein, who recently earned doctorate in chemical engineering at Ohio State. . . First woman in any military service to win warrant officer appointment, Capt. Mary Belle Johns Nissly, has arrived at Lackland AFB, Tex., to direct first WAF band. . . First of Glenn L. Martin Co.'s two experimental XB-51 bombers has been flown to Edwards AFB, Calif., for more flight tests.

COMETS, British-built jetliners, will soon be flying global routes. Six airlines will use the 500 mph planes for flights to every continent and major city in the world, from London to Sydney, Auckland to San Francisco. . . A Swissair DC-6B flew non-stop New York-Geneva, Switzerland, on January 31 in ten hours, twenty-seven minutes, smashing old world's record of eleven hours and twelve minutes. . . Two Lockheed P2V Neptunes, Navy's anti-sub planes, were recently delivered to Great Britain for service with RAF. . . New AF jacket, featuring zipper and greater fullness, is authorized for wear starting March 15. . . AF blue raincoats will be supplied for Reserves, ROTC, and ANG as replacements for Army-type coats as those now in use wear out. . . Brass with blue uniform is not to be polished.

Battle-Wise and Born Nosey



THE *Cessna L-19* *Birddog*

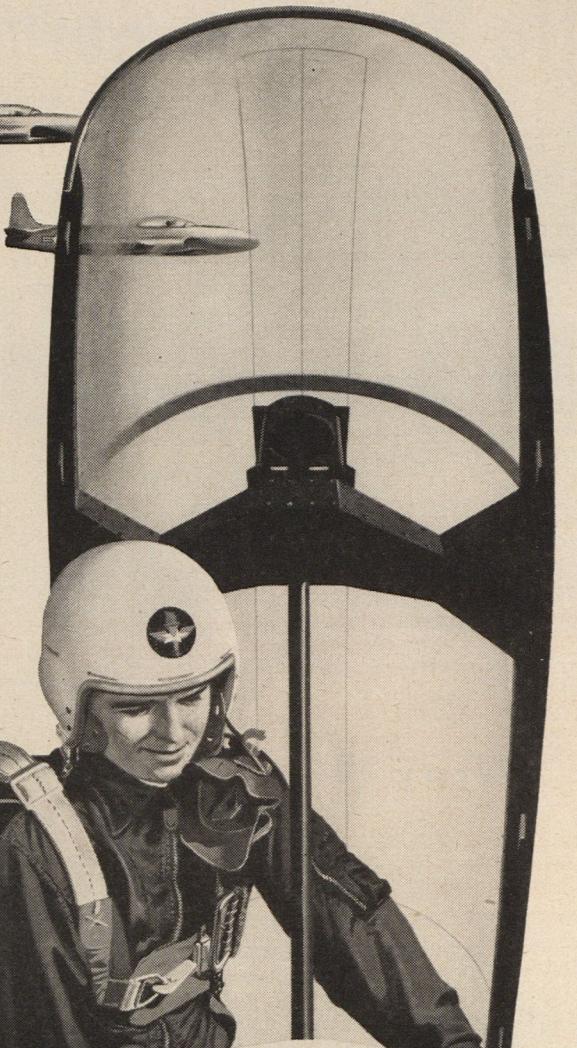
How good are the L-19 "Bird Dogs?" Ask Army and Marine combat pilots. They've flown these rugged Cessna observers 3 to 6 hours a day, *every day* . . . spotting enemy positions, directing artillery fire and air strikes, supplying cut-off units and doing the dozens of other jobs that are battle reconnaissance.

They'll tell you how the "Bird Dog's" powerful 213-horsepower engine, high lift flaps and Cessna patented landing gear get you in and out of the shortest, rough fields. Seasoned ground force pilots praise the "Bird Dog's" all-round visibility and multiple radio installation that permits contact with both air and ground units. They say the *all-metal* L-19 is comfortable and easy to service, too.

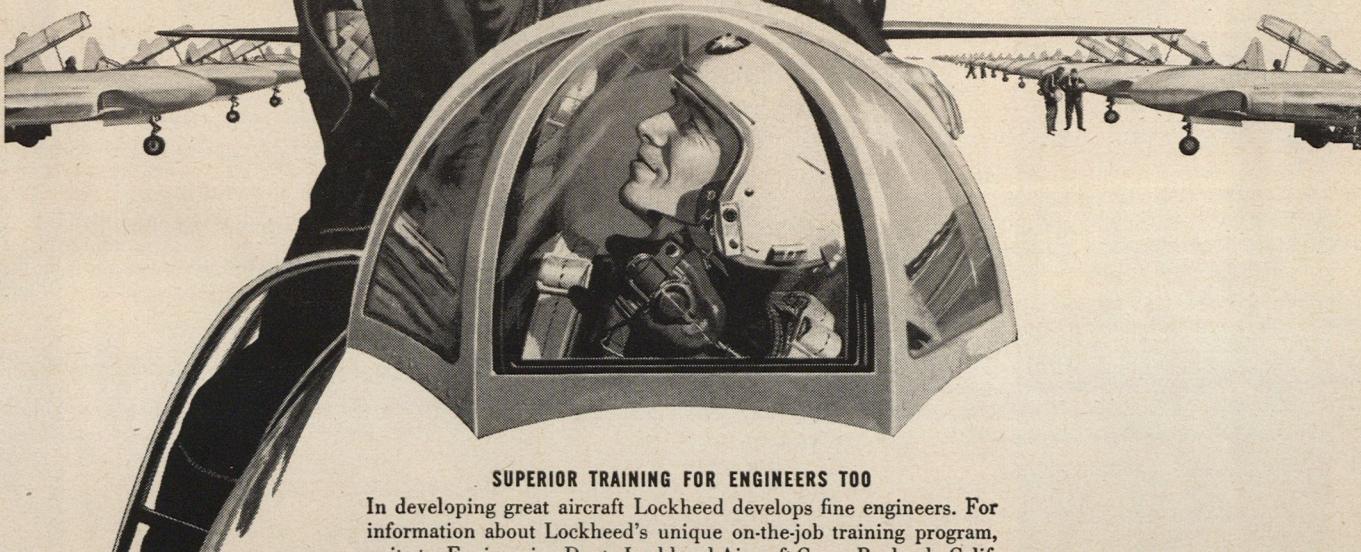
Then ask the average GI foot soldier how he likes the "Bird Dog." He'll say, "Send us more," because L-19's make GI jobs easier, save GI lives.

Of course, we're proud that the "Bird Dogs" are doing a fine job. We'd like you to remember . . . they're Cessnas.

Leadership demands constant achievement



**9
OUT OF
10 JET
FIGHTER
PILOTS
TRAIN IN
LOCKHEED
JETS**



**3 U. S. MILITARY SERVICES
AND 9 OTHER NATIONS
CHOOSE THIS RELIABLE
JET TRAINER**

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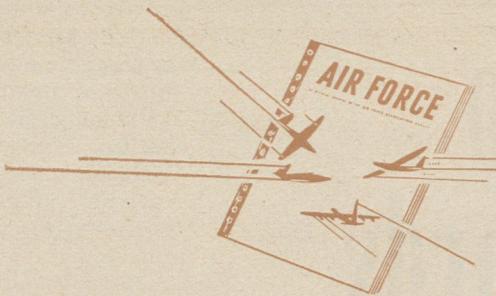
Never before has the basic structure of any aircraft provided so adequately for growth, assuring the operator many years of competitive performance. Compared with any of today's certificated aircraft the new Super Constellation is superior in versatility, speed, payload, range and ability to earn greater profit.

NEWS NOTES FROM LOCKHEED

Eight international airlines have now ordered Super Constellations—most recent: Seaboard & Western Airlines and Braathens S.A.F.E. Air Transport ... With Navy and Air Force orders, the total demand now exceeds 200.... A new "White House Squadron" of Lockheed F-94 All Weather Jet Fighters is guarding Washington, D.C. ... Lockheed is occupied with aircraft using six different kinds of power, including reciprocating engines, turbo-pros, jets and rocket power.... For pilot comfort every Lockheed jet fighter has a cockpit cooling system equivalent to 100 household refrigerators.... The single Allison jet engine in the Lockheed T-33 jet trainer is more powerful than all four engines of the B-17 bomber of World War II fame.... Pilots of many nations learn jet flying in Lockheed T-33 trainers, and recently when two T-33's were delivered to Turkey they were inaugurated in preflight Mohammedan rites including a lamb sacrifice.

FROM THE WORLD PRESS

Under the headline, "New Facts on Jet Combat," *Aviation Week* reports from Tokyo: "The Lockheed F-80 (Shooting Star) still is considered to be the best ground-attack jet in Korea. There is considerable belief here that development of an airplane along the proved lines of the F-80 is the answer to the interdiction-close support requirement." Thus another Lockheed design continues to prove its basic "rightness" even though more modern types have replaced it in Lockheed's production line.



RENDEZVOUS

Where the Gang gets together

ATC RADIO OPERATOR: One foggy night in 1944 an ATC C-47 crashed in a wooded section near Ramsbury, England, where I was based with the 437th Troop Carrier Group. All aboard except the radio operator were killed. I was the first one into the wrecked plane and gave the radioman first aid, but since that time have never known if he lived or not. If anyone knows what happened to him or where he is now, please contact *Gilbert Perry, 931st T.C. Wing Reserve, 388 Main St., Somerset, Mass.*

PLOESTI POW REUNION: We're trying to get the names and addresses of all men shot down over Ploesti, Aug. 1, 1943. There were 110 of us who spent 13 months together as the only American POWs in Romania, and some of us now are planning a reunion and would like to include as many as possible of the old gang. Write either *Joseph F. Kill, 1422 Gardenia Dr., Houston 18, Tex., or Charles P. Decrevel, 1817 Walnut Ave., Manhattan Beach, Calif.*

LAST OF THE BOMBARDIERS: The poem "The Last of the Bombardiers" in your November Rendezvous was written by 2nd Lt. Sterling Strange of Richmond, Va., for the "Kriegie Klaron," camp paper in the west compound of Stalag Luft III in the summer or fall of 1944. He was the bombardier of an 8th AF B-17, piloted by a Lieutenant Ramsey. *1st Lt. Fred A. Morley, Gadsden AF Specialized Depot, Gadsden, Ala.*

GENERAL SWOFFORD: I'm hunting background material on Brig. Gen. Ralph P. Swofford and need to borrow a copy of the March 1944 issue of *AIR FORCE Magazine*. I'll just need it a short time and will return it safely. *Robert A. Watson, Ass'tant Editor, Sigma Chi Magazine, Box 469, Evanston, Ill.*

WHERE'S MAJOR SAMMONS? Can anyone help me locate Maj. Gerald B. Sammons, last seen with the 384th Bomb Group, 8th AF, in September 1944? *Robert R. Bailey, 1627 Ruhland Ave., Manhattan Beach, Calif.*

448TH BOMB GROUP: Has a history of the 448th Bomb Group (H), 2nd Air Division, 20th Wing, of 8th AF, ever been compiled? *Charles O. Thompson, Jr., 2721 No. Fitzhugh, Dallas, Tex.*

SUFFOLK AAB: Anyone from the 132nd BU or the 320th Ftr. Sqdn. interested in a reunion, write *D. S. Schaaf, 7911 So. Crandon, Chicago 17, Ill.*

BACK ISSUES: Our library badly needs the July 1946 and May 1947 issues of *AIR FORCE Magazine* to make our file complete, beginning with 1940 issues. Can anyone help? *Ruth Sanborn King, Aviation Collection, Harvard Business School, Boston 63, Mass.*

PAVEMENT SYMPOSIUM: Ideas and information about modernizing airfield pavements to stand the effects of jet aircraft will be swapped during a symposium in Port Hueneme, Calif., April 17-18. The two-day session is sponsored by the US Naval Civil Engineering Research and Evaluation Laboratory.

GORDON F. BARBARAS: Gordon Barbaras, AFA member and veteran pilot of the 8th Air Force, and his wife Mary were killed in an automobile accident last October, while on their way from their home in Milwaukee to Rhinelander, Wis.

SAMUEL S. NUCKOLS: Lt. Col. Samuel S. Nuckols, chief pilot of MATS Continental Division, died in a C-97 crash at Kelly AFB, last October 22. He had headed a C-46 group in the CBI during World War II and was with American Airlines until his recall last June. He is survived by his wife, Lucille, of Fort Worth, Tex.

321ST BOMB GROUP: Wonder if there's been a history of the 321st Bomb Group, Africa and Europe? *Louis Raffoer, 225 No. Henry St., Brooklyn, N.Y.*

HQ. SQ., 8TH AF: Before leaving for home in 1945 (from England) I paid for a copy of a history of Hq. and Hq. Sqdn., 8th AF, which was to be mailed to me when it was completed. It hasn't come yet. Does anyone have any information? *John J. Dyer, 4423 Bleigh Ave., Philadelphia 36, Pa.*

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

A Note to the Diehards

From one who has been through the mill

IHOLLYWOOD, CALIF. HAVE just finished reading your article "Battle of Headache Ridge" in the January number of *AIR FORCE* in which you take issue with the views of that able, if misguided, commentator, Hanson Baldwin. I wonder if you realize that you have hit on the stumbling block, the real obstacle that has plagued the Air Force since its humble beginnings in August 1907?

We have always had a few men of vision such as Gen-



Brig. Gen. Frank P. Lahm, USAF, Retd., has been no casual onlooker in the airpower fight. He learned to fly with Orville Wright in 1909, is still spry enough to check out jet ace Jim Jabara on a 1916 model of the Curtiss Jenny.

eral Mitchell, General Arnold, Alexander de Seversky, who have fought for the recognition of the real role of airpower in war. The growth of the Air Force to its present importance in the National Defense has been a slow one, step by step, each brought about by "the tail wagging the dog."

For three years a reluctant Board of Ordnance and Fortifications refused to listen to the Wright Brothers at a time when only the patriotism of these brothers stood in the way of a foreign government acquiring this potential new weapon which they had invented.

From 1907 to 1914 the Signal Corps did what it could with very limited funds and personnel, then organized a separate Aviation Section within the Corps devoted solely to aviation as distinguished from telephones, telegraph, heliograph, cables, etc. Even the part played by our aviation in World War I did not convince the powers that be that it was a fighting arm. As late as 1921, Leavenworth was teaching that the principal role of aviation was reconnaissance for the ground troops. But again the tail wagged the dog and in 1920 the Army Reorganization Bill created

an "Air Service," still a *service* for the ground troops but separate from the Signal Corps and co-equal with the other branches. Five years later the Air Service was admitted to be of sufficient importance to justify changing its name to Air Corps, giving it a role as a fighting arm. Technical development, record flights in speed, distance, and altitude, carrying capacity, demonstrations of bombing efficiency against naval vessels, had produced some change in the thinking of our higher hierarchy.

In 1935 a GHQ Air Force was organized as a highly mobile striking unit, capable of operating with the ground troops and "against distant objectives." Here was the beginning of a strategic Air Force but when it came to equipping it with a long-range bomber, the B-17, to carry out its mission, it precipitated a discussion with the General Staff which was opposed to long-range aircraft. Fortunately the Air Corps won.

In World War II military aviation came of age. The mighty Air Force built up by General Arnold with the support of the Chief of Staff demonstrated that preponderance in the air is indispensable to the success of the ground troops. General Eisenhower stated categorically that the cross-channel invasion of 1944 would not have been possible except for the control of the air by our Air Force. The destruction of the enemy's war potential on home territory and his inability to supply his troops at the front spelled their failure and enabled our troops and those of our Allies to invade his homeland and bring about his complete defeat.

The question raised by Mr. Baldwin as to tactical support of ground troops as opposed to strategical bombing was proved by General Brereton's command in Africa to be no question at all when means are available for both missions. There is no distinction between tactical and strategic air forces. Both are trained and used for both missions in accordance with the requirements of the moment. The fighting in Korea has proved this point and as you state in your article, the Supreme Commander has made the decision as to priority when one was required.

The long fight for recognition of the Air Force has had its counterpart in the Navy, at times even more stubborn than our own. An important landmark in this fight was the decision to build the fleet around the aircraft carriers.

Unfortunately we live in a world ruled by force. The final solution of this matter of peace or war is not to be found in arms. General MacArthur says it is theological. General Eisenhower says we must have a moral regeneration or we are sunk. He characterized war as man's most tragic and stupid folly. While working toward this moral regeneration, however, we have no choice but to keep our powder dry. Which powder? In spite of the "diehards," such as Mr. Baldwin, we have hard headed realists in high places. When prominent lawmakers come out for a strong National Defense based on a larger Air Force and a larger Navy, when the Chairman of the Joint Chiefs of Staff says we must build up our Air Force, when we no longer hear of a "balanced force" in which the various components are to receive proportional shares in the limited appropriations, it gives encouragement to those of us who have watched airpower advance from swaddling clothes to manhood. It gives us reason to feel that the vision of our early champions is becoming a reality and that the long fight has not been in vain.

Yes, some diehards still remain, but the increasing number of thinking men among our leaders, both civil and military, who recognize the importance and the true role of airpower, who realize that airpower is peace power, encourages us to believe "out of doubt and confusion and uncertainty is arising a better understanding of airpower in war."

Brig. Gen. Frank P. Lahm, USAF, Retd.



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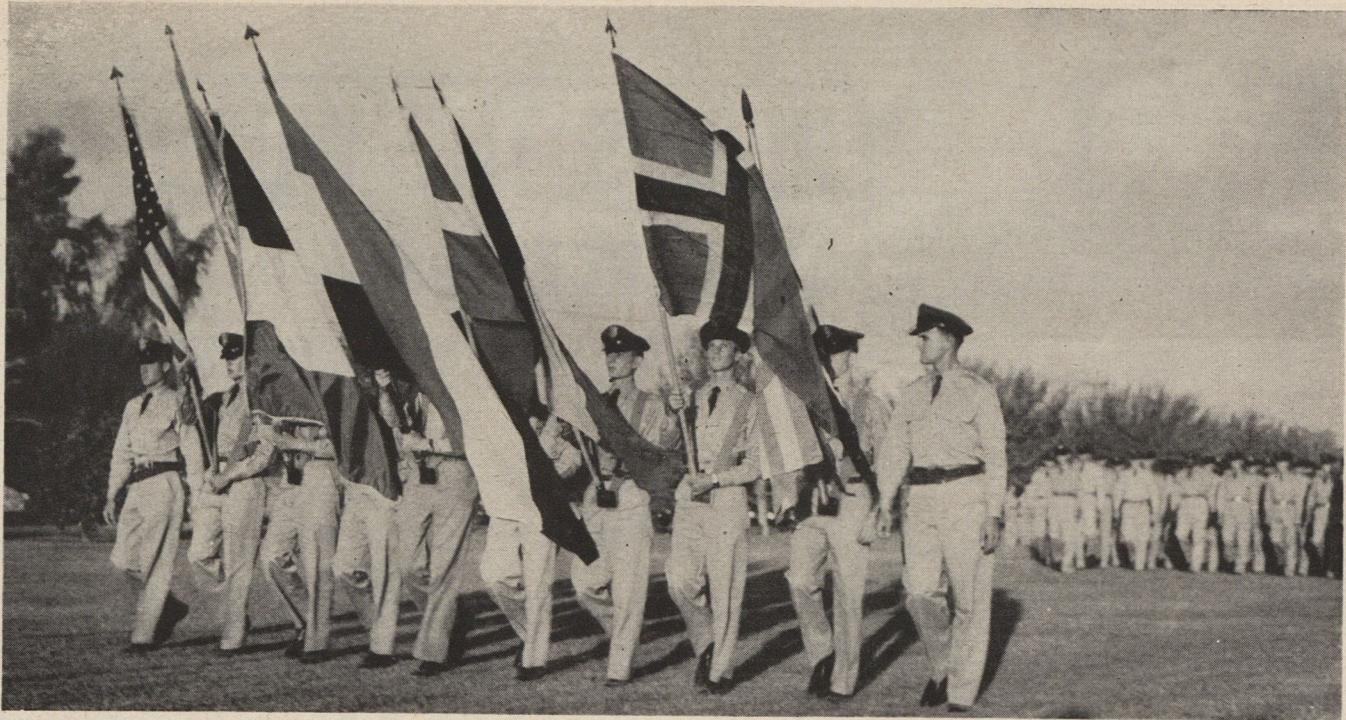


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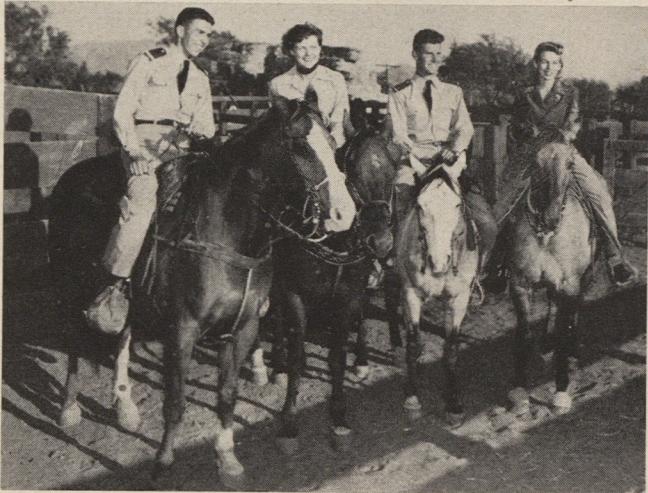
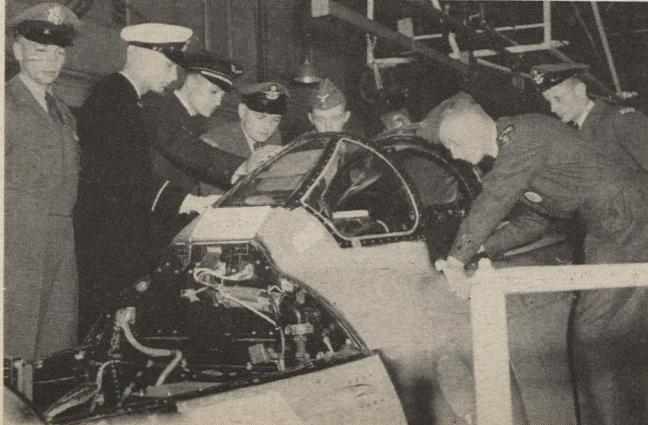


The flags of the UN and the seven nations with cadets at Williams AFB, under MDAP, fly over the Arizona jet base.

MDAP CADETS

HOW do you say, "Mighty fine duty," in seven languages? Cadets from the US and six European nations at Williams AFB, Ariz., can tell you. Willie is this country's first school for jet fighter pilots. The foreign cadets—from France, Norway, Denmark, The Netherlands, Belgium, and Greece—are here under the Mutual Defense Assistance Pact. They're on equal footing with American cadets at Willie Airpatch and get the same instruction, privileges, and penalties while learning to jockey F-80s. The Europeans all understand and write English, a requirement for MDAP training. But their English isn't always the latest Americanese. Control tower operators can now cope with landing requests in Scandinavian or Gallic accents. But it takes patience to explain that bucket wheels on jet turbines don't have handles or hold water. All cadets get identical quarters and eat the same food. When a Frenchman squawks about no wine with his dinner, the mess officer takes it in stride the way he would if a Southerner insisted on black-eyed peas or a Bostonian, baked beans. Money is one problem. Each student is paid by his own government, plus \$1.10 a day from the US for rations. Still the pay scale ranges from \$40 a month for Norwegians to \$105 plus quarters for Americans. Belgians get expense accounts.—END

Training aids sessions are part of ground school training. American and European cadets peer into an F-80 cockpit.



Jet pilot training has its social side, as Dutch cadets discover while spending a weekend on an Arizona dude ranch. Before an operations board reading like a UN roster, an instructor discusses jets with officers of the Greek AF.





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THE AIRPOWER SCANDAL

Despite billions for defense, we are losing

world balance of power to Russia. Here's how

we can get the security we need with-

out increasing our military budget

By James H. Straubel

EDITOR, AIR FORCE

126
WINGS
by
JULY 1, 1954

243
GROUPS
V-J DAY
SEPT 2
1945

95
WINGS
by
JULY 1, 1952

70
GROUPS
by
JULY 1, 1949

THE nation's airpower scandal runs the gauntlet from Billy Mitchell's court-martial to the death of Major George Davis over MIG Alley; from yesterday's lack of vision to American airmen dying outnumbered in the Korean sky; from today's military budget decisions to tomorrow's air supremacy over America.

In spite of many determined efforts to bring American airpower in line with the world situation, our national policy consistently has produced a will-o'-the-wisp Air Force, inadequate to meet the requirements of national security.

After World War II we demobilized our airpower capability out of existence. We drew up blueprints for airpower development, then ignored or forgot them. The seventy group Air Force supported by Congress was im-

THE AIRPOWER SCANDAL

pounded into impotency and cut back to a forty-eight group level. The ninety-five wing program, many months behind schedule, has been a phony from the start. Such is the more recent background of the nation's airpower scandal.

The New Approach

Now we are faced with a new approach to the airpower requirement. Where formerly the cutbacks in Air Force appropriations meant reductions in strength levels, now the force composition is maintained and the fulfillment date postponed beyond the danger period.

The Joint Chiefs of Staff have recommended, as a minimum requirement for national security, expansion of the Air Force to 126 combat wings and seventeen troop carrier groups and support units, all with modern equipment, by not later than July 1, 1954.

The Administration has rejected this program and arbitrarily recommended, instead, one which would expand the Air Force to 125 combat wings, plus another incomplete heavy bomber wing, and seventeen troop carrier groups and support units, with almost all of the latter and some of the former having obsolescent equipment. This program, according to the Administration's timetable, will not be completed before December 31, 1955, and more likely not before the early months of 1956.

This stretch-out of the airpower capability involves, at best, the calculated risk that Russia will not press her advantage in arms before 1956; at worst, transfer by default, some two years hence, of world balance of power to Russia—an engaging invitation for her to mount the death blow of western civilization. This new device for putting airpower on the rack grossly oversimplifies the solution to current mobilization problems, and suggests a dangerous cure-all for the years ahead—a continual stretching out of the airpower capability and the critical target date—until the target becomes our own backyard.

Thus, the airpower scandal continues.

The Budget Dilemma

"About the best we can do with this thing," a Congressman told me recently, "is to use good old American common sense. The issues are big and it's easy to get confused. But it doesn't make common sense to stretch out our vulnerability by stretching out our airpower. We can't keep giving diplomatic ground forever without selling our birthright or getting hurt. Airpower is bargaining power and the sooner we get it the better."

The "thing" he referred to was the Administration's fifty-two billion dollar defense budget for fiscal year 1953 (July 1, 1952-July 1, 1953). Now before Congress, the budget prescribes the stretch-out program for airpower.

This budget might be called the showdown move in the struggle against communist aggression. Due to the time lags in making modern machines of war, it will determine the nation's military stature in the years of decision ahead. Up to now we have planned and budgeted against the possibility of Russia's starting an all-out war, but not against the probability that she would have the air-atomic capability to deal us a mortal blow. Now that time has come.

The stretch-out of our military capability is being proposed in the face of what Defense Secretary Robert Lovett has called "the background of events throughout the world which gives little evidence of any relaxation of the ultimate ambitions of the Kremlin toward world domination."

Meanwhile, evidence of the Russian military threat has

increased rather than diminished. The latest economic survey by the United Nations Commission for Europe provides, in the words of *The New York Times*, "impartial and authoritative confirmation that Soviet Russia, which never demobilized in the first place, is and has been arming to the hilt. In fact, it is devoting as great or greater a share of its national resources to that purpose than in 1940, when it was arming for a possible clash with Germany."

Last month *The Times* published a series of articles on the airpower stretch-out. Staff writer A. H. Raskin stated the basic question as follows:

"Why have we slowed down our preparedness timetable when a five-to-one Communist superiority in first-line jet fighter strength over Korea makes it plain that the Russians have a long head start in the contest for control of the skies?"

The Major Issues

The answers in *The Times* report represent, I believe, the major arguments on which the Administration bases its new military budget. Here are two of the answers:

• "We have a 'very substantial' stockpile of atomic weapons and our military leaders are convinced that we are rapidly extending our lead over our enemies in this most deadly branch of armaments. Even though our ability to deliver atomic explosives to distant targets is limited by our paucity of far-flying bombers, we can still get enough through to make the Russians wary of starting a war."

• "We have no reliable information on when the point of maximum peril will be reached in our relations with Russia. We do not know whether the Kremlin is likely to throw its 'Sunday punch' in one year or in ten years, and there is some reason to doubt that the Russians know either. Future world developments will undoubtedly have a decisive influence on Soviet strategy."

These conclusions are fundamental to all the arguments for and against the budget. They deserve our first consideration.

Why a Target Date?

In stretching out the delivery date for the 126 wing Air Force at least eighteen months beyond the critical date recommended by the Joint Chiefs of Staff, the Administration has neither rejected this target date estimate, nor presented a different one. It has merely avoided the issue entirely.

Our military leaders, on the other hand, believe that target dates, whatever they may be, are inherent to national strategy. They approach a defense budget from the standpoint of the enemy capability. The Administration generally approaches it from the standpoint of the civilian economy. Neither group is united regarding the nature of the threat to be faced if and when a target date is reached. These are underlying but rarely discussed issues behind military budget decisions.

In estimating the Russian threat, for example, our military leaders have calculated to the best of their ability:

• The number of atomic bombs needed to cripple our retaliatory airpower and our production potential. This has meant an evaluation of our aircraft, bases, plants, etc., and their deployment in terms of the target system we offer Russia.

• The ability of Russia to deliver this number of atomic bombs against our target system. This has called for an appraisal of Russia's airpower capability.

• The earliest date when Russia will have the bombs and

WHY JOE STALIN IS LAUGHING—

He is laughing at our expense and at
our military expenses . . . at the defense budget
now before Congress . . . at the airpower scandal exposed
in these pages . . . at our leaders of government, because . . .



- We force unrealistic military decisions by making a fetish of politics-as-usual.
- We jam our military production machine with business-as-usual bottlenecks.
- We ignore our best estimate of Russia's approaching air-atomic superiority.
- We postpone target dates for preparedness beyond the point of calculated risk.
- We are not buying security with our projected \$52 billion defense budget.
- We could buy survival insurance with this money if we spent it wisely.
- We live in a fool's paradise of atomic surplus and outmoded military strategy.
- We fail to establish strategic priorities for military tasks and military goods.
- We stretch out production and compromise the quality of our air weapons.
- We underestimate the threat of all-out attack and of atomic blackmail.
- We blind the taxpayer to his true alternatives with guns-and-butter thinking.
- We invite Russia to bleed our economy and grab world balance of power by our failure to practice "selective mobilization" geared to a first-things-first strategy.

THE AIRPOWER SCANDAL

the aircraft, with adequate reserves of both, capable of neutralizing our powers of recovery and retaliation, and simultaneously achieving her objectives in other areas of the free world. This has involved estimates of Russia's production capability.

In these calculations, and for obvious reasons, it is assumed that Russia will have the advantage of surprise, an advantage so tremendous that it is basic to all our planning.

Granted that our information on the enemy is far from what it should be, we do have a store of reliable knowledge on both atomic bombs and aircraft production. Considering the secrets Russia has gleaned from us in one way or another, we always face the danger that our estimate of the critical period will be, if anything, optimistic.

Resistance and Retaliation

Our estimate of Russia's ability to strike us a mortal blow also is based on our own ability to defend ourselves and strike back. This factor, fluctuating with the evolution of our own weapons, continually demands a revision of estimates concerning the over-all danger and a re-establishment of target dates. When our military leaders appraise our own capabilities for resistance and retaliation, they generally center on three major areas:

- Defense against attacking aircraft.
- Quality and quantity of our aerial striking force.
- Deployment of this force and its atomic weapons.

Until we had an adequate atomic stockpile to do the retaliation job against Russia's target system, the number of atomic bombs in our arsenal was an additional (and primary) factor in appraising our own capability. With an adequate stockpile now on hand, the imponderables center in our delivery capabilities.

Adding up these factors, our military planners determine to the best of their abilities the point in time at which Russia will be strong enough to deal us mortal damage with initial surprise blows and simultaneously achieve other objectives. This point is established as a target date. Toward it we plan the strengthening of our own capabilities. Any deviation from this target date, without being compensated for by a revised estimate of the Russian threat, places us in jeopardy beyond the point of a calculated risk.

The estimate of the Russian threat has not changed—except for the worse—since the Joint Chiefs drew up their military program for the 1953 fiscal year budget. The military program, however, has been arbitrarily extended from eighteen months to two years beyond the established target date. This is the primary issue of concern in the Administration's budget. It has been caused by several factors. One of these is over-confidence in our atomic stockpile. Inasmuch as the danger period will come at the point when Russia has enough atomic bombs to do the "job" on our target system—regardless of the size of our own stockpile—it should be rather obvious that this stockpile superiority is of relative unimportance. Yet, many of our civilian policy makers apparently base their decisions on this "atomic illusion." (AIR FORCE, January and February 1952.) And there are other and still more fundamental factors involved.

War or Atomic Blackmail?

Administration leaders, as Mr. Raskin of *The Times* has reported, point to the indefinite status of Russia's "Sunday punch" as further justification for the airpower stretch-out.

This reflects their belief that the Russian threat is confined to all-out atomic attack on this country. In fact, many of our policy makers, both military and civilian, think of the Russian threat in these terms.

While conceding that Russia may have the military capability for all-out atomic attack a few years hence, it is argued that a number of non-military factors must be considered, even by Russia, before deciding on such a momentous undertaking. Thus the calculated risk of a stretch-out is supported on the basis that social, economic, and political factors may prevent Russia from staging such an attack.

Others take a broader view. They argue that the target date is critical, not only as the potential starting point of all-out war, but also as a point representing the end of our containment policy against aggressive communism, and the beginning of a Russian containment policy against the United States.

According to this view, when Russia possesses the means to strike a mortal blow against us, the balance of power will have shifted from the United States and the western democracies to the Soviet Union and her communist satellites. The significance of the shift may, in the long run, be fully as disastrous as all-out atomic attack. For at this critical juncture in history, Russia might have less—rather than more—reason to embark on all-out war. Now she could begin a program of atomic blackmail by applying an "atomic squeeze" on the fringe nations and on our present allies; and the United States, contained by Russia's superiority in arms, would be unable to stop her. Thus, Russia would be free to consolidate her gains as she went along, and to take care of the United States in her own good time. And she would have the further advantage of knowing we would not strike first.

The stretch-out, according to this argument, plays directly into Russia's hands by giving her added time, perhaps as much as two years longer than she reasonably might have counted on, to apply this atomic pressure and reverse our established containment program.

The common sense conclusion of these arguments is that when we establish a target date it represents a point of balance between opposing forces—a balance in terms of Russia's ability to strike and our ability to roll with the punch and strike back—and that we cannot arbitrarily ignore such a date or delay that date to suit our own convenience.

Why 1954?

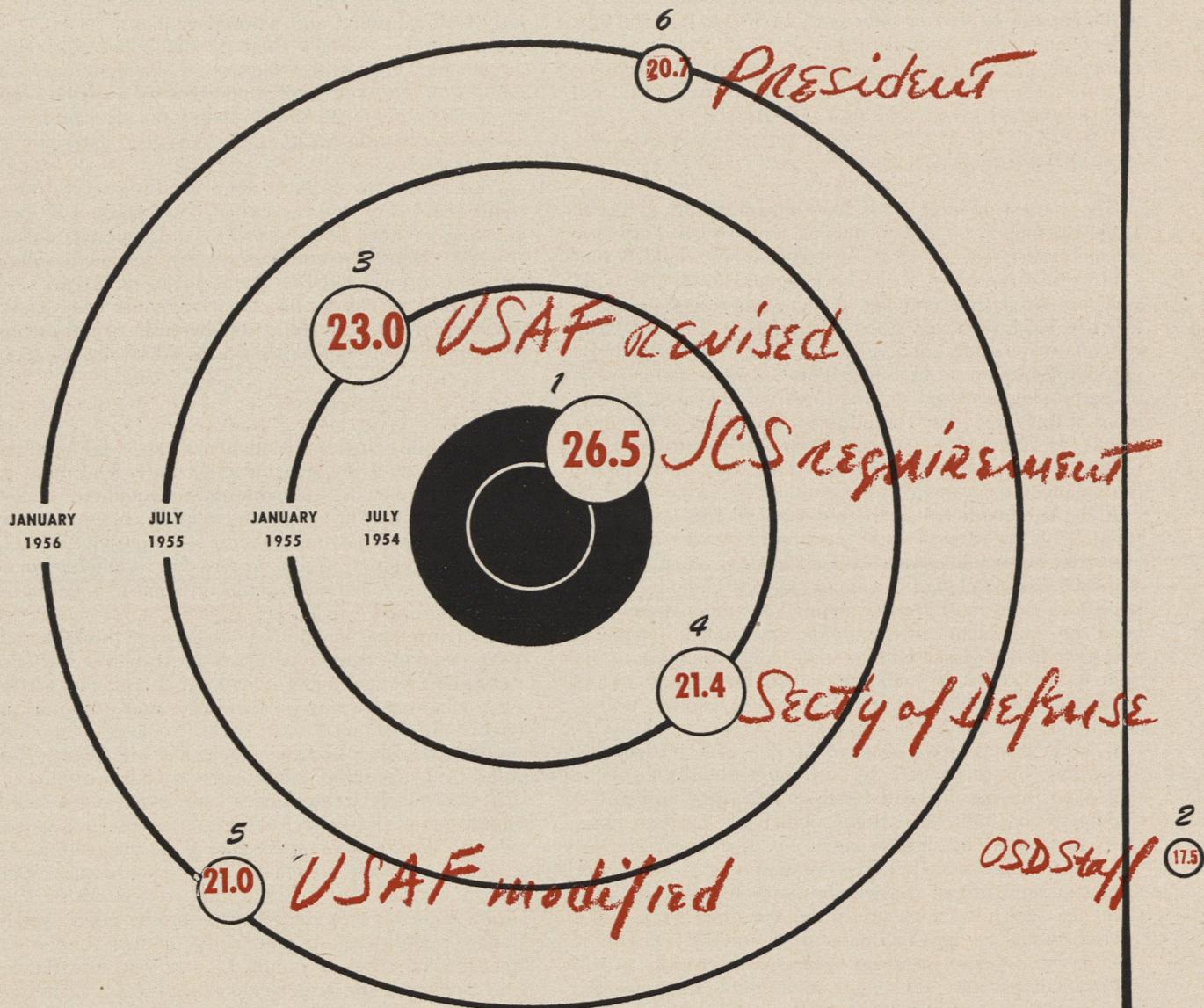
Any estimate of an enemy's capabilities and intentions is bound to be problematical. It is a "best guess" of the situation. The 1954 target date upheld by the Joint Chiefs of Staff is that and no more.

At the same time, 1954 wasn't picked out of a hat. Nor did it originate within the military services. This target date was established at the highest levels of government. It was concurred in by the National Security Council, and later agreed to by the Joint Chiefs of Staff. It could, of course, be all wrong, but no one—including Administration leaders who now discount it to support the stretch-out—has so far been able to argue successfully against its conclusions.

In the best judgment of our defense leaders, civilian and military, 1954 is the year by which Russia will have the means to strike us so hard that we will be unable to retaliate sufficiently to prevent further and decisive blows or prevent the attainment of her military-political objectives. This is their best estimate of the year in which Russia

THE SIX SHOTS AT THE AIR FORCE BUDGET

ALL FIGURES IN BILLIONS OF DOLLARS



In the evolution of the Air Force budget for the 1953 Fiscal Year, which is now before Congress, six basic revisions were made, as follows:

1 **Joint Chiefs of Staff budget** called for 126 combat wings and seventeen troop carrier groups and support units, all modern, by July 1, 1954, at an estimated cost of \$26.5 billion, a cutback from the 138 combat wings and twenty-five supporting units requested by the Air Force at an estimate of \$28 billion.

2 **Secretary of Defense "bench-mark budget"** was based incongruously on "continuation of the forces previously approved," meaning, presumably, the ninety-five wing program, and reflected an arbitrary budget ceiling on defense spending in 1953. It cut the Joint Chiefs of Staff estimate for the Air Force by \$9.5 billion to a figure of \$17.5 billion, with the July 1, 1954, target date. Its chief architect was Wilfred J. McNeil, Assistant Secretary of Defense.

3 **USAF revised estimate** under a budget ceiling raised the figure to \$23.0 billion, reinstated the 126 combat wing structure (with some second-line equipment for non-combat units) and forced a stretch-out of the delivery date to January 1, 1955.

4 **Secretary of Defense revised budget** cut the total to \$21.4 billion, maintained the 126 wing force and the January 1, 1955, stretch-out date.

5 **USAF modified estimate** under a presidential directive, cut the figure to \$21.0 billion, maintained the force composition but necessitated postponement of readiness date to January 1, 1956.

6 **President's budget**, now before Congress, sets Air Force total at \$20.7 billion. It provides for about the 126 wing strength, with some obsolescent equipment, with delivery about January 1, 1956, and more likely the early months of that year. (The above figures do not include construction estimates—The Editors)

THE AIRPOWER SCANDAL

will be able to roll in any direction, including Western Europe, while simultaneously striking the continental US so hard with atomic explosives that our productive capacity will be unable to recover sufficiently in time to turn the tide.

Knowing this, Administration leaders cannot merely shrug off the established target date with "we have no reliable information on when the point of maximum peril will be reached in our relations with Russia."

Why 126 Wings in 1954?

The Joint Chiefs of Staff have concluded that, up to 1954, Russia will be able to hurt us seriously with airborne atomic attack, but not to the extent that we would be unable to take the blow, strike back immediately, and build sufficient strength eventually to mount an adequate offensive. By 1954, however, Russia's strength will be such that we can escape mortal damage from a surprise blow only by improving our own capability. This means a better aerial defense, a bigger aerial striking force, an increased deployment of this force. And this adds up, according to the Joint Chiefs, to 126 modern combat wings and supporting units by not later than July 1, 1954. Anything short of this shifts the balance of power in Russia's favor.

If the balance between the opposing forces, in terms of Russia's ability to strike and our ability to take the blow and strike back, will come to a head in 1954, as our highest authority has concluded, it cannot possibly come to a head two years later, in 1956. For at this later date, Russia will have the upper hand in the atomic race—not in comparative stockpiles, which will be relatively unimportant by then, but in terms of stockpiles versus target systems. At this point our 1954 capability may, of course, be inadequate.

In other words, if we need an Air Force of 126 combat wings by 1954 to counter the estimated Russian threat at that point, we may need more than 126 wings to counter the threat in 1956, since Russia will have had two more years to increase her attack capability. In turn, we would have to increase our defensive-retaliatory strength by at least the same margin or be prepared to take the consequences. Such is the nature of the arms race.

With Russia already leading us in the airpower phase of the race by a wide margin—as leaders on both sides of the budget controversy agree—our stretch-out program obviously will increase her margin of superiority, and we will have to work that much harder and spend that much more to catch up. Thus, the stretch-out would help put Russia in a position to bleed our economy while she contained our military forces and blackmailed the rest of the world into submission without staging an all-out attack—solely through application of the formula we know so well, air-atomic superiority.

In short, as long as we continue to postpone the day when we can "talk turkey" to Russia, with the capability of backing it up with force—the only kind of talk Russia will listen to—so long will the "most powerful nation in the world" be drained of its world leadership, its economic strength, and its allies, and thus lose all it has been trying to defend. So goes the argument of those who classify the airpower stretch-out as one of the most dangerous moves in our history—an argument for which the Administration does not seem to have a satisfactory answer.

If postponement of our preparedness goals beyond the danger period seems incongruous and foolhardy, it must mean that national security has not been the only consideration in the stretch-out decision. It does not mean, however, though Administration spokesmen repeatedly imply as

much, that adherence to the 1954 target date and opposition to the stretch-out represents only "the purely military point of view." It also represents the view of some particularly well informed and worried civilians.

Among the military there is the belief that airborne atomic blows could be decisive in the first two or three months of an all-out conflict and that we must be prepared to survive them. We must, therefore, give priority to a "survival" force in being as the only true deterrent to all-out aggression.

Also within the military there is adherence to the more traditional belief that the initial blows will not be decisive and that we must be prepared for a drawn-out, stalemated struggle. Here the argument favors productive capacity rather than force-in-being as the major deterrent.

It would, of course, be nice if we could completely satisfy both groups, but the costs obviously would put us out of business. Thus certain choices must be made.

What Kind of Power?

One group stresses the quality of the striking power we must have ready by a given target date. The other group looks on victory as attainable only through the long-term application of an overpowering mass of weapons and manpower, although no one explains why a despot with relative atomic superiority would permit our production machine to survive long enough to build this "mass" once the battle has been joined.

In the upper policy circles, this surface thinking and airpower thinking come together in an irresolute but friendly atmosphere conducive to compromise. The end product is a mixed ground-sea-and-air strategy, and a military package which contains a little of everything, not enough of anything decisive, and too much that will have to be disposed of as unusable surplus after a future conflict.

Under these circumstances, our defense leaders have supported a "balanced force" budget which divided the military dollar about equally among the three services. This tradition was first broken in favor of airpower with the 1952 budget and the scales are tipped even further toward airpower in the proposed budget for the 1953 fiscal year. However, the Air Force partisan who takes comfort in this fact is selfishly narrow-minded, as is the industrial leader who welcomes the airpower stretch-out as a cure for his production ills. Neither is facing up to the major question—how big a risk can be taken with national security?

Nor is our latest division of the military dollar in line with the military requirement. The most we can say is that progress has been made in the right direction. Let us consider some of the inconsistencies.

The Air Force has been established by highest authority as the nation's D-Day organization. It is on call as our first line of defense and as our first-line retaliatory force. And yet, it does not receive the priorities in resources and manpower commensurate with its assigned tasks. Our leaders refuse to take first things first.

The Joint Chiefs of Staff, for example, have been unable to agree on strategic priorities for the nation's military goods. Consequently, our surface forces, preparing for post D-Day operations, receive substantially the same priority in resources and manpower as does the Air Force, which is expected to be ready for D-Day warfare.

Since the surface forces are further along in the preparedness timetable, this means that the nation is becoming better equipped for the military task which might present itself several months after an enemy attacks than it is

(Continued on page 42)



There's nothing stalemated about the way F-84s and other UN jets keep plastering Red installations south of the Yalu.

'WORKING ON THE RAILROADS'

*A World War II ace pays tribute to the unsung pilots
who daily work over enemy rails and bridges*

T

HE air war in Korea revolves around a single principle, "doing the next best thing." In nearly every decision made, the result, necessarily is a compromise.

It is obvious that the *best* thing, from a purely military standpoint, would have been to hit the Communists before they could get started; to knock them out above the Yalu River before they could get their

wheels off the runway and before they could load their supply trains and trucks. But, diplomatically, it was determined that this policy should not be carried out. So our military men bowed, ruefully but obediently, to the requirement to stay south of the Yalu. It is not in their province to question political matters. Nor am I going to argue the point on such a crucially important

By Robert S. Johnson

decision. I repeat it here, for the record, so that it will not be forgotten when future historians evaluate our conduct in the Korean war.

Since a good eighty percent of my visit to Korea was spent with fighter pilots, many of them AFA members recalled to active duty, I feel that the most important thing I can do is tell

Bridge-busting is the order of the day for fighter pilots in Korea. More MIG activity shows the enemy has been hurt.





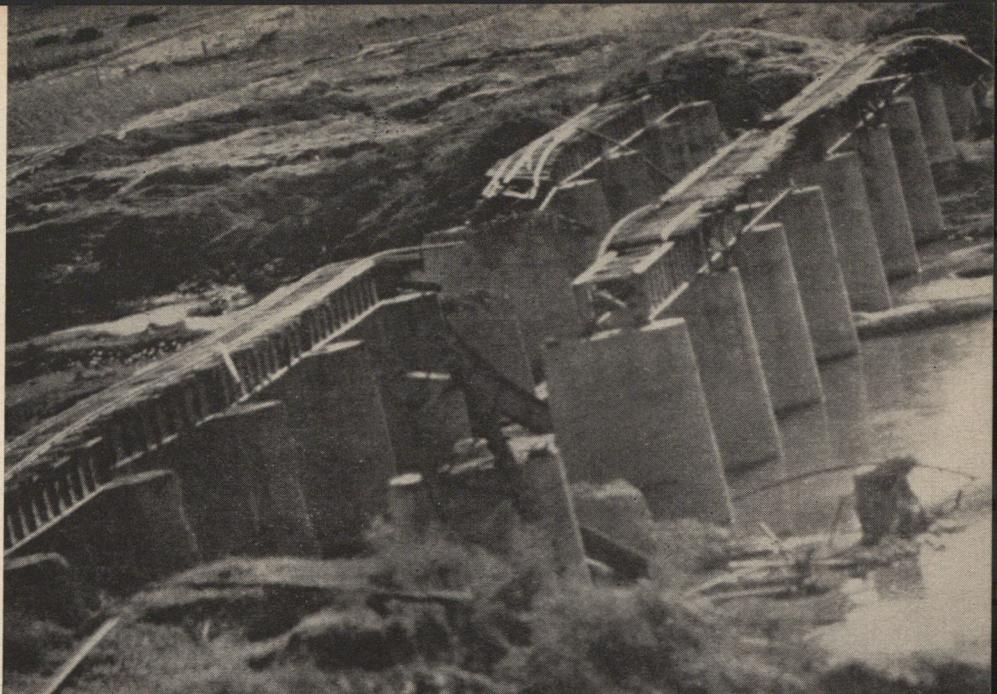
about them—their problems, their frame of mind and their accomplishments. And if I were to start any kind of a campaign over here, it would be to sell the Air Force and the general public on giving tangible recognition to that particular group of fighter pilots who are starring in "Operation Strangle," the interdiction program which is today's "next best thing."

Let's get one thing straight at the beginning. The men who are flying interception missions, the bomber boys, the liaison pilots and the transport men, all are doing a whale of a job in Korea. They are doing vitally important tasks and doing them well. And their valuable work gets daily reporting in the press. A man who knocks down five enemy aircraft is an ace. The bombers paint proof of each successful mission on the sides of their B-29s and B-26s. But when you're assigned to interdiction, the only tangible evidence is the aluminum patch that covers the spot where your plane got hit by flak on its last previous mission. And when you've flown your hundred interdiction missions, nobody adds up the number of rail cuts, locomotives and bridge spans you put out of commission. These are the men who dive right into the lion's mouth to do their job.

Yet the interdiction program in Korea is the hub of our aerial warfare program. It is the one concentrated thing we are doing to keep the enemy from building up his ground forces at the front. There are more planes and pilots assigned to Operation Strangle than to any other mission in the whole war theater. With the front more or less stabilized during the peace negotiations, it was possible to release close support fighter-bombers from all but approximately 100 close support sorties per day. These 100 sorties are of tremendous value to the ground troops, and the tactical pilots assigned have helped clean out machine-gun nests, tank columns, artillery, and other impediments to the holding action of our foot-soldiers.

The first year of the Korean engagement had been fought along more or less routine methodical lines, insofar as the air was concerned. There had been some bombardment air, some close support, some interdiction, and so on. With the beginning of the peace negotiations and the discussions leading to a stabilized tentative battle line, the strategy shifted to a policy of holding down the enemy's capacity to supply his

Interdiction pay-off is counted in battered boxcars and ripped tracks.

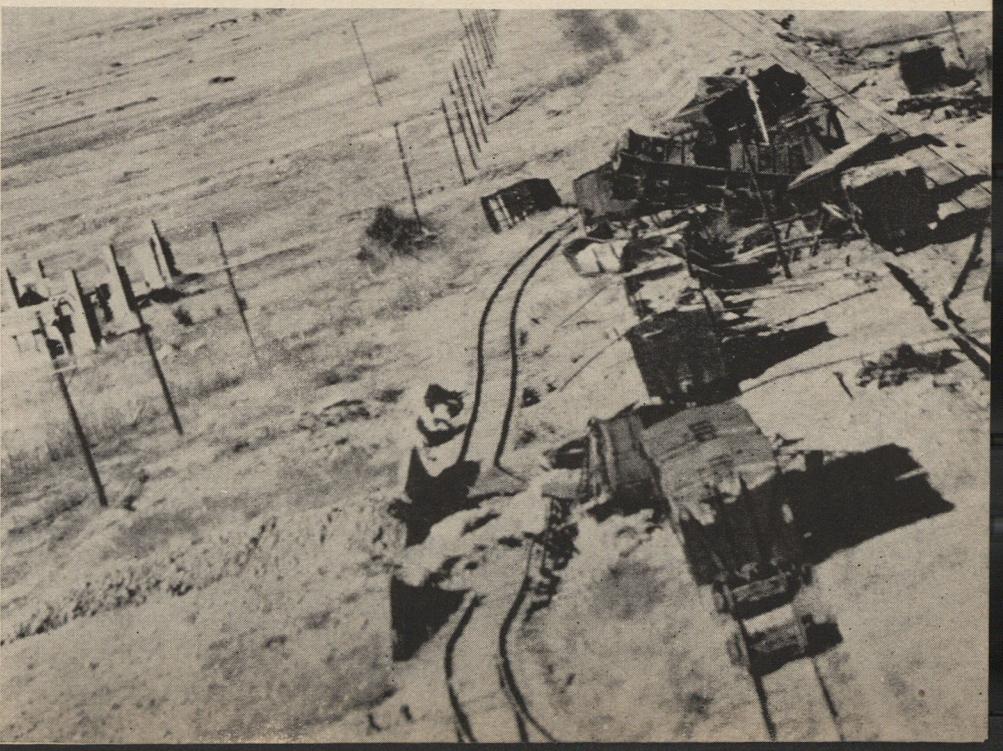


Worked-over rail bridges force the Reds to transfer supplies from boxcars to trucks.

"OPERATION STRANGLE," THUNDERJET STYLE, JULY-DEC. 1951

Type of Damage	136th Wing	49th Wing	Total
Rail cuts	2,335	1,779	4,114
Buildings	1,943	1,880	3,823
Vehicles	216	203	419
Bridges	88	39	127
Railroad tunnels	18	4	22
Locomotives	31	56	87
Railroad cars	1,343	688	2,031
Supply carts	76	33	109
Boats	89	3	92
Tanks	6	2	8
Gun positions	126	0	126
Supply dumps	19	14	33
Highway cuts	18	18	36
Artillery pieces	30	96	126
Troop casualties	578	432	1,010
MIG-15s	72	9	81

A hog may be able to cross the US without changing trains, but nothing gets from Manchuria to the truce line that way. The credit goes to "Operation Strangle." A direct bomb blast knocked out this spur at a Communist switching point.



front line or to build up new air-fields and supply centers.

Planners in the Air Force, working with their Eighth Army colleagues, set about working out a system whereby the use of airpower would have its greatest effect in the peculiar circumstances surrounding the Korean conflict. Having been told

of action. These needs included not only those of American outfits but, also, all the other UN forces in the police action. With long range targets lacking by policy agreement, nearly every type of aircraft available in Korea was considered capable of assignment to interdiction. They were spaced, generally, at points where

tunnels, and navigable mountain passes. The next decision made concerned the precise points at which they would be hit. This was not easy because it involved such factors as priorities, ability of the enemy to make quick repairs, relative costs in losses to our own striking forces from air and ground retaliation, and ability to maintain day-to-day activity against the target area chosen.

When the entire program was shaped up, it was gone over in detail by the commanders of the various forces involved. Lieutenant General O. P. Weyland and Major General (now Lieutenant General) Frank F. Everest approved it for FEA and Fifth Air Force, respectively. General Ridgway and Lieutenant General Van Fleet gave it GHQ's and Eighth Army's blessing and the project, now familiarly known as "Operation Strangle," took form.

It began in August. In December, General Weyland stated that the interdiction program "has been so successful that it will be continued until the tactical situation or cease fire agreements dictate a change." Continuing, Weyland said, "It is remarkable, first, because of the military results achieved and, secondly, as a textbook example of how, under the principle of unity of command, the totality of air resources in a theater of operations can be concentrated with maximum economy and effectiveness toward the achievement of the theater commander's mission."

How do the Communists feel about it? Listen again to General Weyland. "The Reds concentrated antiaircraft guns along main supply routes, taking a considerable toll of fighter bombers of all participating services. In the air, the spectacular build-up of MIG activity can be taken as a direct reflection of the degree to which the enemy is being hurt by 'Operation Strangle.'"

To break these official statements down to a simple example, I queried a group of officers who were assigned to the peace negotiations at Panmunjom. The question, in effect, was, "In this war, which has to date resulted in two undefeated forces negotiating with each other, why do you think the Reds are willing to negotiate at all?" Their answer was quick, and to the point. "It's because the interdiction program is running them out of decent cigarettes. It was bad enough when they were short of food, or ammunition. But when they have to smoke Korean 'straw,' they are more willing to talk." I don't mean that war or peace would be decided by our knocking them out of tobacco supplies. But when the

THE CUSTOMER IS ALWAYS RIGHT



Author Bob Johnson (right) and Ken Ellington, assistant to the president of Republic Aviation, talk F-84s with Col. James Buck, CO of the 136th Fighter-Bomber Wing. Johnson was a top fighter ace in World War II with 28 German planes to his credit, has twice been president of AFA.

that Lieutenant Colonel A. M. Howat, Jr., was a prime mover in what later became the present interdiction program. I talked with him and with many others at Fifth Air Force Headquarters in Seoul.

Colonel Howat and his colleagues described the situation which, for security reasons, cannot be brought out in minute detail but can be summarized about as follows:

The total amount of airpower available in Korea was thoroughly assessed. Each section of the battle line was considered from the standpoint of vulnerability and flexibility

the range capabilities of each type could be most effective; that is, the B-29s were located farthest away from the deepest targets; the B-26s and F-51s, and the jet fighter-bombers, the F-80s and F-84s, were located according to their best range and load carrying capabilities. The same held true for Navy and Marine units and for the British, Australian, and other UN forces.

Most of the targets selected were fairly obvious from the standpoint of their importance to the Communist supply requirements. They consisted of strategic rail lines, roads, bridges,

smokes get short, it means that the basic necessities are short—and it seems that the Commies are little different from others in their instantaneous reactions.

When I recounted this incident to some of my fighter pilot friends, now assigned to interdiction, it seemed to highlight, for the first time, the real purpose, the true mission that has become their prime purpose for being in Korea.

I spent a good deal of the time on my trip with the 49th and 136th Fighter-Bomber Wings, sitting in on their briefings, gabbing with pilots and crews and going over the reports of the daily strikes. I watched them take their F-84 Thunderjets off pierced steel planking runways, and I dodged behind jeeps or anything else available to avoid the sand and gravel that billowed up from the raw, rough airstrip.

My own Air Force tour, during World War II, was as a fighter pilot. As a former member of the 56th Fighter Group, I have always been easy to convince that the fighter pilot's only reason for being is to knock down enemy aircraft from the skies. While I had participated in ground strafing missions and had dropped bombs and other armament on targets as a fighter bomber pilot, my meat was always an FW-190 or a Messerschmitt—something I could meet and try to outwit and outfight.

That is the kind of mission every fighter pilot likes to ponder when he's training for or fighting a war. It also seems to be the kind of aerial warfare that appeals to a large percentage of the public in general. Ever since World War I, the glamor and thrill of air-to-air combat has captured the attention of the layman who thinks of war in terms of individual bravery. Whole books could be written about the real importance of interceptor fighters and their mission. But too little has been told of the true purpose they serve and a great deal has been written about their activities in uninformed terms.

Interception warfare, such as the F-86 pilots are handling so well in Korea, has as its purpose the destruction of opposition to our bombers and fighter-bombers in the interdiction program and, where necessary, elimination of enemy air attacks on our positions. It is the mission of the interceptor to keep the skies as clear as possible of opposing aircraft and maintain air superiority for our forces. As General Weyland has said, the Communist MIGs are

(Continued on page 55)

In the interdiction book it's easier to patch planes than rebuild bridges.



A LOOK AT THE

RECORDS

Best news for reservists in years is Air Force plan to up-date snafued reserve records through personal interviews. Here's a preview of the national plan

WITH snarled-up reserve records one of the principal bottlenecks in any workable reserve program, the Air Force plans to tackle the problem on a nation-wide scale beginning this spring. Using the Dallas plan (described in detail in the accompanying article) as a pilot model, twenty-five interview teams will begin an inventory, scheduled to be completed within a year, of an estimated quarter of a million reservists.

Object of the survey is to fill the numerous holes now existing in reserve personnel records and provide both the Air Force and the reservist with up-to-date information, such as changes in dependent status, physical condition, and skills or education acquired since World War II. New or revised MOS-AFS will be awarded in many cases. For many a reservist it will be his first personal contact with the Air Force since he last doffed his uniform, and interviewers will endeavor to answer his many questions. And an effort will be made to tell the reservist how much delay he may expect in event of a recall to active duty.

Personal interviews will be employed whenever possible although some remote areas will be covered by mail. Cost is estimated at \$4 per man, or about \$1,000,000. This will be written off in part by avoiding the wasteful procedure of recalling a man and discovering at the processing center that he is ineligible or entitled to a delay. To make possible the low per-man cost and to improve coverage, local reservists will assist the teams. They will either be called to active duty for short tours or will donate their time in return for unpaid drill credit. Further details of the national plan will be published in AIR FORCE Magazine as they become available.

FEW Air Force reservists need to be told that the reserve program since World War II has not been all it could be. The reasons are many and varied, ranging from, "The so-and-sos don't give a hoot" of the embittered reservist to, "We didn't have money to run a good reserve program and still have any kind of force-in-being" of the Pentagon planner.

The fact remains that when Korea broke and reserves were needed in a hurry the Air Force found, to its dismay, that it had not mothballed its people with the same degree of efficiency it had exerted on its airplanes. The clouds of war in Korea were accompanied by clouds of almost equal density over reserve record centers in the US—mushrooms of dust rising from exhumed records of badly needed men.

For the recall program launched after Korea showed just how deep the dust-pile was. The main source of confusion was the fact that master records, contrary to accepted personnel practices, had been shipped from the Pentagon to the numbered Air Force headquarters. In the Fourteenth Air Force, at Robins AFB, Ga., records of 80,000 officers and airmen had accumulated.

After Korea, when the Air Force immediately began to recall 100,000 reservists in all specialties, the plunge into the jungle of paper work began. At the Fourteenth, and its story is typical, the recall program hit with all the fury of a Commie night attack.

On July 1, 1950, the Fourteenth had about fifty officers, airmen, and civilians looking after reserve records. By November 1 of the same year the reserve administration production line at this one headquarters had swelled to 400 people, many working twelve to fourteen hours a day, seven days a week—so great

HIGHLIGHTS OF THE DALLAS PROGRAM

	TOTAL		AIRMEN		OFFICERS	
	Number	Percent	Number	Percent	Number	Percent
Total Reservists	2,897		687		2,210	
Processed	2,274	78.5%	567	82.5%	1,707	77.3%
Could not be located	6	0.2%	1	0.1%	5	0.2%
Not available	617	21.3%	119	17.4%	498	22.5%
No reservist contacted refused to participate						

How Many Interested in Reserve?

	TOTAL		AIRMEN		OFFICERS	
	Number	Percent	Number	Percent	Number	Percent
Total processed	2,274		567		1,707	
Would terminate reserve service if given opportunity	721	31.7%	295	52.0%	426	24.9%
Would not terminate reserve service if given opportunity	1,553	68.3%	272	48.0%	1,281	75.1%

How Many Were Physically Qualified?

	TOTAL		AIRMEN		OFFICERS	
	Number	Percent	Number	Percent	Number	Percent
Total processed	2,274		567		1,707	
Physically qualified without waiver	1,905	83.9%	501	88.4%	1,404	82.2%
Physically qualified with waiver	229	10.0%	36	6.3%	193	11.3%
Physically disqualified	137	6.0%	28	4.9%	109	6.4%
Physical status undetermined	3	0.1%	2	0.4%	1	0.1%

How Many Were Reclassified?

	TOTAL		AIRMEN		OFFICERS	
	Number	Percent	Number	Percent	Number	Percent
Reclassification actions taken	2,653		560		2,093	
Conversion of unauthorized MOS	114	4.3%			114	4.3%
Deletion of MOS-AFS	477	18.0%	88	15.7%	389	18.6%
Award of additional MOS-AFS	1,217	45.9%	224	40.0%	993	47.5%
Redesignation of primary MOS-AFS	1,047	49.1%	320	59.6%	727	45.5%

How Many Wanted to Fly?

	Number	Percent
Rated officers only		
Desire to fly if recalled to active duty	805	71.9%
Do not desire to fly if recalled to active duty	314	28.1%

reservist on status, programs, and ways of betterment of the program."

This lack of basic information was pointed up by the fact that a question about the reserve retirement plan, perhaps the biggest inducement to active participation in the reserve, brought this answer from more than sixty percent—"Don't know how it works!"

The reservists weren't hesitant about sounding off. Typical answers: "Equipment scarce and poor." "The Navy's system is better." "Bring lectures up to date. Material I've seen used is of 1942-43 vintage." "Promotion policy is lousy."

The Dallas survey proved so successful that the pattern was followed in later surveys at Lubbock, Fort Worth, and Austin. Information garnered at those places closely paralleled the Dallas results. Plans are now under way to extend the Dallas-type survey on a nationwide scale and thus, for the first time, build a firm foundation for a workable, sound reserve program. Rep. Overton Brooks, chairman of a House military affairs subcommittee, called the Air Force "ahead of the Army and Navy in reference to this particular matter."

Needless to say, the kind of results achieved by a hand-picked team in a selected area will be difficult to duplicate en masse. The average per man expenditure at Dallas, \$25, was much too high to be projected on a national basis. Much depends upon the caliber of the people picked for the survey teams and the kind of orientation given them. The Dallas project was blessed with an understanding chief, Lt. Col. Lester C. Weaver, and leadership of equal quality is demanded if a large-scale inventory is to succeed. One team member, not sold on the purpose or necessity of the survey, could wreck the project in any given district.

But the results in Texas indicate that the experiment is well worthwhile. This is the kind of Air Force action that the reservist understands and approves and which has heretofore been conspicuous by its absence. It is an encouraging beginning, but even on a nation-wide scale, only a beginning.

Information in itself can be no substitute for an adequate reserve program. Up-to-date records will mean little to the reservist, to the Air Force, or to national defense if they are allowed to suffer the same fate as the musty relics they replace. And the damage that will result if a national survey is not followed with a better program will be incalculable. For the reservist, quite humanly, will be "once bitten, twice shy."—END



U. S. COAST GUARD PHOTO

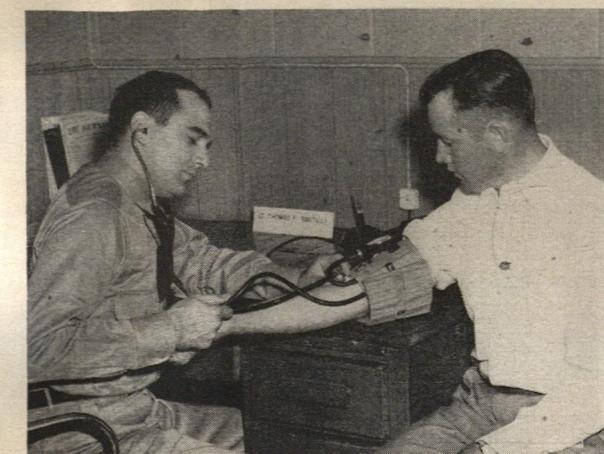
Versatility Unlimited—With the recent addition of the big, ten-place HO4S Sikorskys to its helicopter fleet, the U. S. Coast Guard is in a better position than ever to carry out the wide variety of missions for which it is justly recognized. Almost as soon as they were delivered, they were used by Coast Guardsmen to airlift medical aid to travelers on a snow-bound train high in the Sierras and to save five survivors of a bomber crash in Washington's Olympic Mountains.

Ever since 1943, the Coast Guard has pioneered in the

use of helicopters for search, rescue and other missions. With the continuing improvement in helicopter performance provided by Sikorsky, this versatile type of craft has become indispensable to the Coast Guard.

The Coast Guard also uses Sikorsky helicopters in such vital duties as security checks of ships and anchorages . . . checking harbors for oil pollution . . . inspection of navigation aids . . . harbor surveys and numerous other missions all performed with greater efficiency by the helicopter than by any other means.

SIKORSKY AIRCRAFT
BRIDGEPORT, CONNECTICUT
ONE OF THE FOUR DIVISIONS OF UNITED AIRCRAFT CORPORATION



Each reservist was given a definite date and time for processing. Available records, like 201 files, were obtained in advance whenever possible. On reporting the reservist was checked off a master list and then personally escorted to a desk for classification.

One of the first steps was to explain to the reservist that he was not being called to active duty. Then his exact status was determined, including whether or not he actually was in the Reserve. Some had transferred to other components, such as the Guard.

Initial classification served to establish the individual's present employment status. At this point an attempt was made to indicate the number of days delay the man might reasonably expect in the event of a future recall to extended active duty in the AF.

The physical exam was accompanied by an up-dating of the reservist's medical records. If a detailed physical examination was deemed necessary, the individual either was examined at Carswell AFB or produced a statement from his personal physician.

Final step in classification was an assessment of the reservist's MOS or AFS in the light of present skills and education. This might involve award of additional MOS-AFS, deletion of MOS-AFS, change of primary MOS-AFS, or converting unauthorized designations.

was the demand for the once-forgotten recallers.

This wholesale exhumation sharply outlined the high price the AF was paying for years of neglect.

First of all, a lot of reservists simply couldn't be located. The Post Office returned letters by the basketful for want of proper addresses.

Second, the years had taken their toll even of the Air Force, most youthful of the wartime services. Processing stations found many rated officers unfit for flying duty and smaller numbers unfit for any duty.

Third, the GI Bill of Rights had brought about many changes in education levels. Wartime crew chiefs

had become doctors, or dentists, or in some cases, badly needed aeronautical engineers.

And, fourth, many reservists were employed in critical industries, or had picked up a few dependents along the way and consequently were entitled to delays from active service.

For every man excused for whatever reason another had to be called to take his place. Sometimes as many as four or five would be recalled before one would qualify. No one has ever calculated what this effort cost in men, money, and time.

Fortunately, a fresh breeze is beginning to stir in this miasma of red

tape. It began with the announcement, at the AFA convention in Los Angeles, of a projected long-range blueprint for a workable reserve program. Obviously, one of the first steps would be the up-dating of all available records.

So Eugene M. Zuckert, until recently Assistant Secretary of the Air Force, last summer ordered an experimental inventory of reservists, using Dallas, Tex., as a proving ground and the personal interview as the approach. Dallas was picked because of its long and proud record of participation in Air Force reserve affairs and because it offered a relatively large reserve population in a

concentrated area. Continental Air Command and Hq., Fourteenth Air Force, collaborated on plans.

A team of interviewers from the Fourteenth, reinforced by local reservists called in for short tours and a few specialists from other Air Forces, set up shop in Dallas. Its mission was fourfold:

- To bring the reservist's personnel records up to date.
- To provide him with a new MOS or AFS based on current skills.
- To tell him how much delay he might expect if called to active duty.
- To provide a personalized contact with the Air Force, in many cases for the first time in five years; and to answer his questions.

Each reservist in the area was mailed an invitation to participate, offering a definite appointment by hour and date for his interview. If the time specified was inconvenient he could get a new appointment by mailing an enclosed postcard.

At survey headquarters he was given a two-dollar treatment that made him wonder if this was the same Air Force in which he had served. He was greeted at the door and escorted to an initial interviewer who helped him fill out preliminary forms. Thereafter, in quiet, unhurried interviews, the reservist went over his personal status as to present job and education with classification experts; his physical status with a medical officer; and his availability rating with legal officers.

Finally he was asked to submit an anonymous ballot in an opinion poll as to what he thought of the survey. The whole business took an hour.

One of the toughest parts of the survey was to relieve the reservist of the not unnatural suspicion that all

this was a fancy gimmick designed to clap him forthwith into a uniform. A comprehensive public relations program accomplished this so successfully that not one reservist contacted refused to participate. A few were recalcitrant initially but a personal visit or phone call cleared the air. One particularly suspicious individual was only persuaded to come in after it was pointed out to him that he now boasted four dependents and was virtually recall-proof, whereas his records indicated he had only one.

Out of the 2,900-odd reservists accounted for in the survey, about four reported for every one not available. The latter twenty percent turned up missing for a variety of reasons—about four percent were already on active duty, some overseas; thirteen percent had moved away, two as far as South America and Siam; two percent were no longer in the Reserve because of transfer to another component. A few were dead. One, rank undisclosed, was in prison.

Once a letter was returned as undeliverable the manhunt was on. Tracers consulted telephone directories, city directories, credit organizations, even the police and the FBI. Only six could not be located at all.

Medically, about eighty percent of those interviewed were fully qualified. Another ten percent were qualified with waivers. Only six percent were disqualified—a hearteningly low figure considering the time most of these men had been out of service.

One of the more encouraging aspects of the Dallas survey was the reclassification according to present skills. Nearly half got an additional MOS or AFS. Twenty percent had inappropriate MOS-AFS deleted.

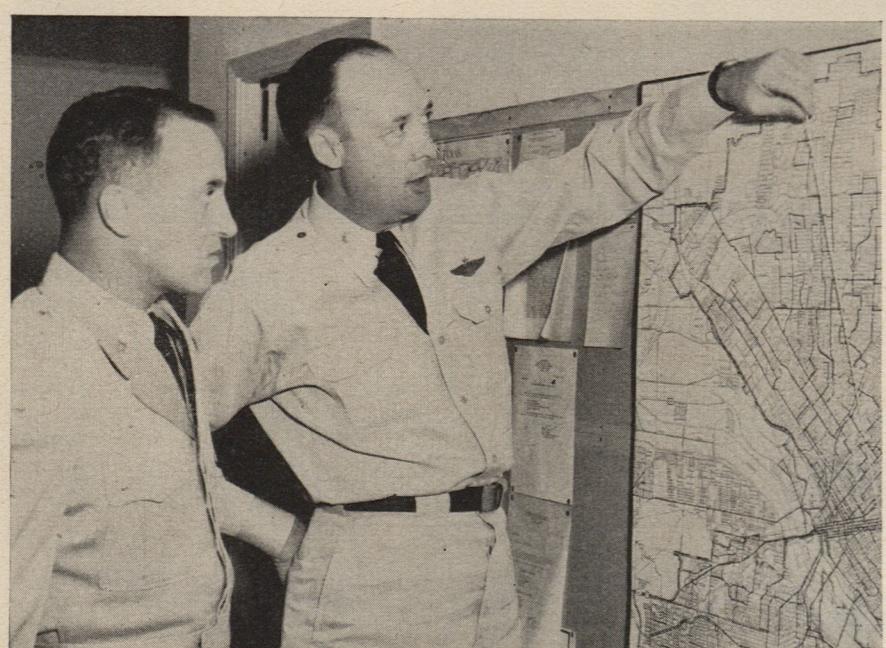


After a final check by legal officers on the interview team the reservist was asked to give his private reactions to the survey in an anonymous poll, then sent home with a set of up-dated records.

About thirty percent were given a new primary MOS-AFS.

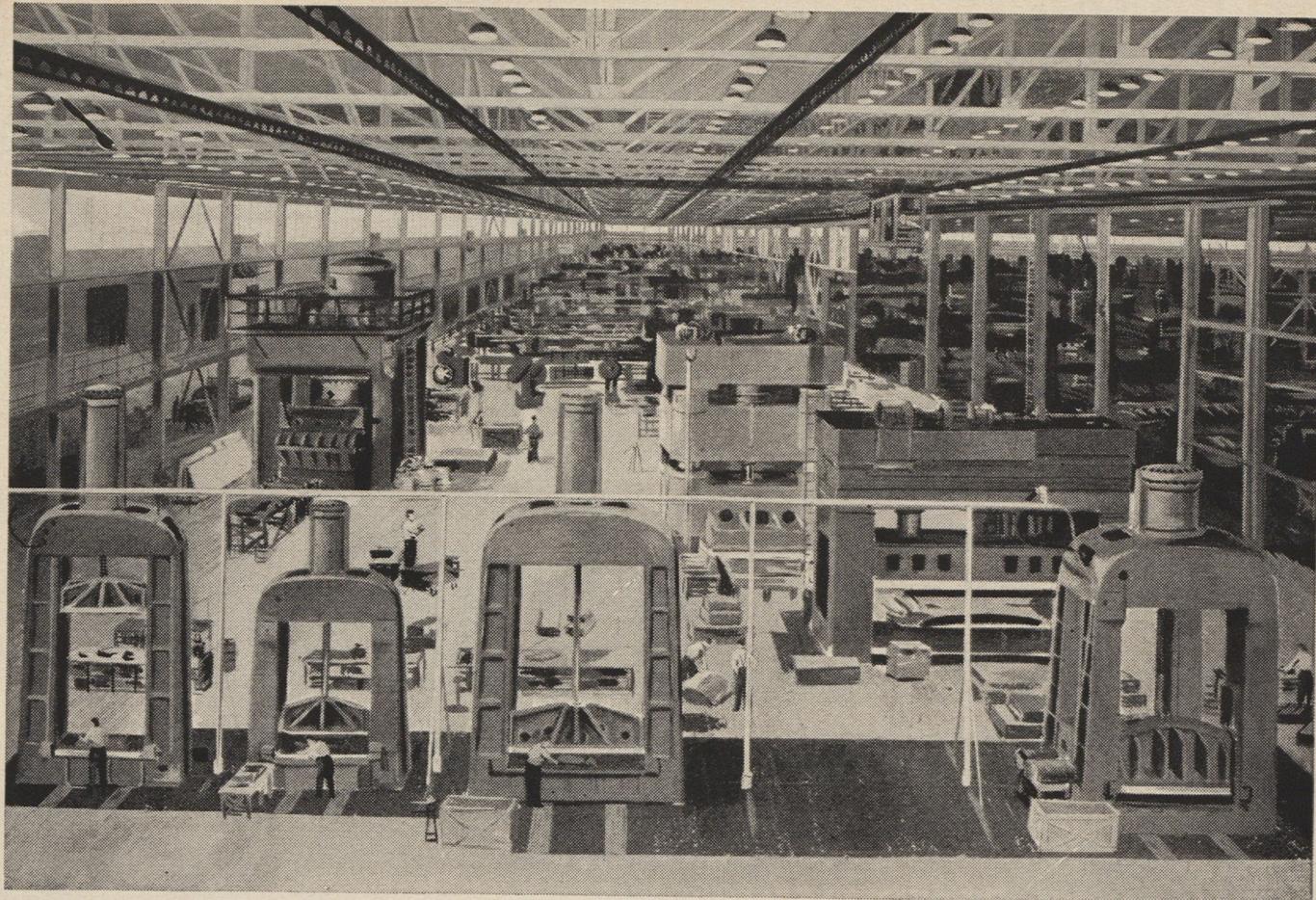
Even though the survey was not connected in any way with recall, the reservists were understandably and keenly interested in their availability status. About half were found available after the normal thirty-day delay. Others were granted delays ranging from one to three months and a very few, in extremely critical jobs, were given delays of a year or more.

Apart from the obvious advantage of obtaining up-to-date records the survey provided corollary gains. The Air Force, for example, got a pretty good cross-section of reservist attitudes from the public opinion poll. A hunger for information was apparent, indicating that the Air Force's failure to provide such information had been a big factor in reserve indifference. Sample comment—"Not enough information to the individual



Outside interview teams tracked down reservists who couldn't be located by mail or phone. Here Lt. Col. Lester C. Weaver, Dallas survey chief, explains the setup to Brig. Gen. Edwin H. Underwood, then acting director, military personnel.

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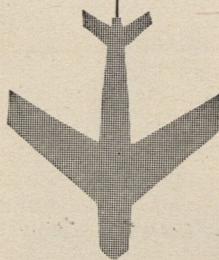
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TECHNIQUE



Largest British 'Copter

From Britain, word of the first flight of the Bristol Type 173 helicopter, designed as a thirteen-passenger, inter-city transport. The twin-rotor craft can also carry 2,500-pound cargo loads or, as a crane, lift even greater weights short distances. One Alvis Leonides LE.25 HMV radial engine is enough to fly the 173. Cruising speed is 105 mph with a 19,600 foot service ceiling.



T-29B Flying Classroom

Pressurized T-29 Convair trainers now provide simulated high altitude conditions for student navigators and bombardiers. The new models, 3,000 pounds heavier than the originals, have three astrodomes and a perisopic sextant.



Navy's Heaviest Carrier-Based Plane

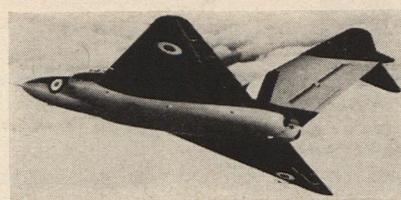
First multi-engine, turbo-prop, carrier-based attack bomber of the US Navy is the XA2J-1 Savage. The North American plane, in the

400 mph class, is powered by two Allison T-40s with six-bladed contra-rotating props. A 10,000-pound bomb load is claimed.



First Swedish Delta

A Swedish Dragon, Saab-210, gets a braking assist from a parachute. The single-seater is for a research program. The 210 has a large tail and bulbous cockpit with Saab's own ejection seat.



First Aerial View

Seen in flight for the first time is Britain's new delta-wing Gloster GA5. Speed, range, and armament are still secret, but the GA5's twin Sapphires are known to be in the 7,000-plus thrust class. The big Gloster is claimed to be in a class by itself as an interceptor.



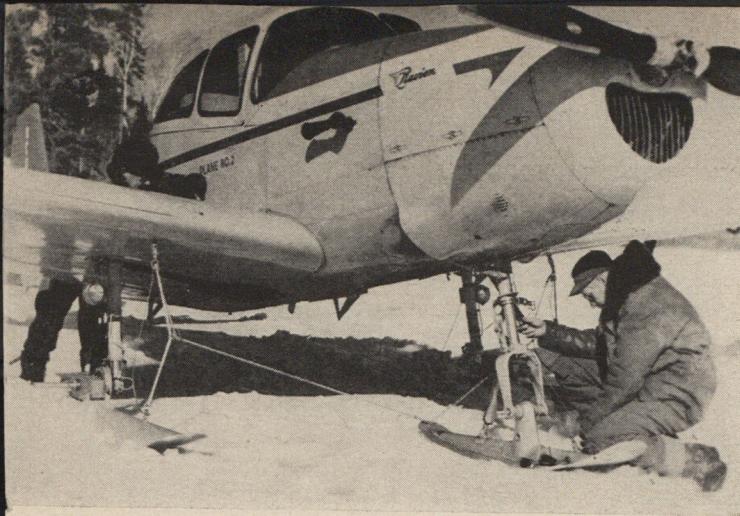
What's in a Name?

To avoid confusion with the Beaver (Technique, Dec. '51), de Havilland has changed the name of its new DHC-3 King Beaver to Otter. The Otter prototype first flew in December. Seating from eight to fourteen passengers, the Otter can also accommodate six litters. The rugged, all-metal craft is readily modified for skis, floats, or wheels. Its Pratt and Whitney engine develops 600 hp.



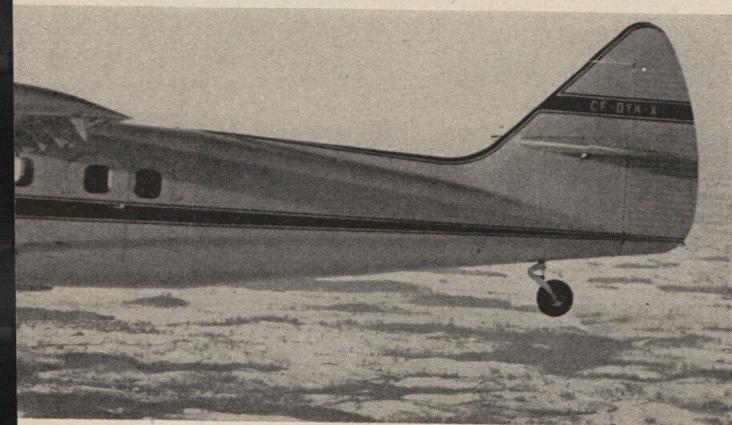
Jeep-Aided Takeoff

A new use is found for the versatile jeep when it becomes a self-propelled generator for cranking up jet engines and checking out aircraft electrical systems. A single air-cooled motor runs the jeep and, through a special power takeoff shaft, the built-in 30 kw AC and DC generators. The Lycoming-Spencer development is expected to speed servicing of jet aircraft and will supplement trailer-type electric power plants now used at AFBs. It can also tow airplanes.



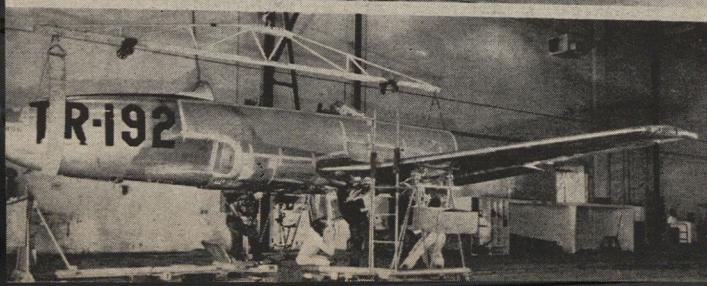
Project SOIAS Studies Ski Use

Winterized Ryan Navion Super 260s are taking part in cold weather operations from a Canadian base almost due north of Minneapolis to determine the most effective use of airplane skis. The Super 260s were specially modified for Project SOIAS (Sliding On Ice And Snow) at Wright-Patterson AFB with installation of heaters and instruments to record ski data. Flights will continue through April.



How a Jet Trainer Sprouts Wings

Lower away, Clancy! A Lockheed production trick speeds T-33 assembly. An overhead crane lowers the main fuselage onto pre-assembled wings in mating jig. Lock-up takes less than eight manhours and involves only ten bolt fittings plus hose and wire connections.



TECH TALK

By Richard Skinner

Since today's bombers fly twice as fast as World War II's first team, automatic pilots have had to be speeded up too. What worked fine last war bogs down in a 600-mph jet bomber when a bombardier finds his auto-pilot doesn't make a heading change of even a few degrees fast enough to get on target before passing the bomb release point. To whip this, Boeing and auto-pilot manufacturers, working together, have cut by half the time needed to make a heading change. The speeded-up auto-pilot reaction time, tested in Stratoforts, also permits better evasive action.

Auxiliary fuel tanks that are jettisoned in flight need an automatic, leakproof coupling. Such a coupling has been designed and is being made by the E. B. Wiggins Oil Tool Co., Los Angeles. A uniform inside diameter permits fuel to flow from tank to tank without an appreciable drop in pressure. But when a tank is dropped, a circular flapper valve drops smartly into place and halts the flow.

Now in business furnishing technical information and bibliographic service for the military, their contractors, and other authorized agencies is ASTIA, the Armed Services Technical Information Agency of the Defense Department. The address is ASTIA, Hq. USAF, Room 5D-518, The Pentagon, Washington 25, D. C.

An instrument for clocking true air speed of aircraft and missiles more accurately (within four knots), through a speed range of 150 to 600 knots, has been developed by Norden. The 25-pound meter, part of a bomb director system, develops Mach number from pitot and static pressure inputs in combination with stagnation temperatures. Norden hopes future refinements will extend the range from 130 knots to Mach 5.

Regular inspections for a construction flaw believed to have caused at least two fatal DC-4 crashes since 1941 have been ordered for more than 1,500 civil air transports. This action followed a recent CAB investigation of the mysterious 2,200-foot plunge of a Capital Airlines DC-4 west of Pittsburgh. The plane was able to land safely at Cleveland. Investigators found that a three-inch strip of linen bonding tape, cemented as a cap-strip along the trailing edge of the plane's elevator, had torn loose in flight. The inspectors reasoned that the tape had flared into the slipstream and momentarily forced the elevator into a full down position.

A new technique for shaping titanium may help break the jet-engine production bottleneck and assure enormous savings of money and scarce materials. Glass-hard titanium is the toughest of the new heat-resistant "wonder" metals. Previously it has had to be expensively whittled to size. Now a rotary draw-forming machine, resembling a huge phonograph, has successfully shaped the obstinate metal. Designed by Cyril Bath Machinery Co., of Cleveland, and developed in association with GE, the special machine draws the metal under constantly equalized hydraulic pressure between an arm and a slowly revolving table. A ring fashioned on the Bath device takes only \$135-worth (5½ pounds) of titanium, as against \$8,750-worth (350 pounds) which conventional carving methods require for the same ring. The new process rings have not yet been tested in jet engine combustion chambers.

Mobilization News

AVIATION CADET qualifying exams and personal interviews have been discontinued for applicants with two or more years of college. Applicants who meet basic requirements may be sent directly from recruiting stations to nearest AFB without appointment for medical exam. . . High school graduates who enlist in USAF for four years will be immediately eligible to apply for pilot or observer training. From Nov. 23, '51 to Jan. 10, '52, there were only 277 pilot, forty-nine a/c observer, and twenty-nine radar observer applicants under program that required high school graduates to serve eighteen months before applying. Accepted civilian applicants with two or more years of college may continue to enlist for two-year periods.

AF ASSIGNMENTS are available for 700 highly qualified technical specialists who will accept direct Reserve commissions and immediate active duty. About 250 2nd lieutenants, 325 captains, 125 majors, and eight lieutenant colonels may be commissioned under this quota. Bachelor's degree or higher is generally required. Greatest need is for more than 400 college graduates in communications, psychological warfare, procurement, weather, and auditing. Other needs are for psychological assistants, comptrollers, air police, intelligence specialists, cryptanalysts, map reproduction personnel, and laundry officers. About 200 vacancies exist for commissions in specialties calling for master's degree or higher. Particularly needed are aero-mechanical, civil and industrial engineers, meteorologists, and electronics specialists. Other fields include physics, armament, advanced management, psychology, and business administration. . . About 300 ANG direct commissions for second lieutenants are now open to eligible young men, 21 to 26½, who wish to enter pilot training.

OFFICIAL TRANSFER DATE to Inactive Reserve is June 30, 1952, for those who have completed three years in VAR and who have not earned required points for retention. Reservists' anniversary of assignment under provisions of AFR 45-5 will govern all other transfers. Anniversary date for officers who are mobilization designees or members of VAR training units will be three years from date of such assignment. . . Airmen and warrant officers serving on EAD, who hold Reserve commissions, will be carried in VAR section of appropriate AF. These people may earn points for retention and promotion by taking part in Reserve activities on unassigned basis but they may not be recommended for or receive promotions in their Reserve grades. Points earned on unassigned basis, however, may be applied toward promotion in Reserve grades on returning to inactive status. Between July and November '51, 839 airmen were separated and ordered into EAD as WOs or Reserve commissioned officers. . . AFR officers retired as airmen and drawing retired pay may waive pay in order to receive active or inactive duty training pay as Reserve officers.

NATION-WIDE SURVEY, similar to the personal interview method used for Reservists in Dallas area, has been recommended by ConAC. . . Twenty-seven of thirty authorized AF Reserve Training Center under long range plan have now been activated. . . Individual reservists assigned to VARTU and corollary units will be transferred to units authorized under new program before outfits are inactivated. . . New schools that have contracted with AF to train Reserve officers and airmen in their military specialties are DePaul University, Chicago, teaching personnel management, and California Flyers, Inglewood, conducting course in aircraft maintenance.

CHANGES in AF Regular officer appointments, to become effective April 1, include: (a) gradually discontinuing appointment to Regular status of dis-

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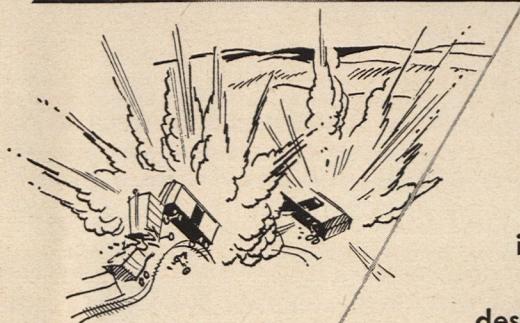
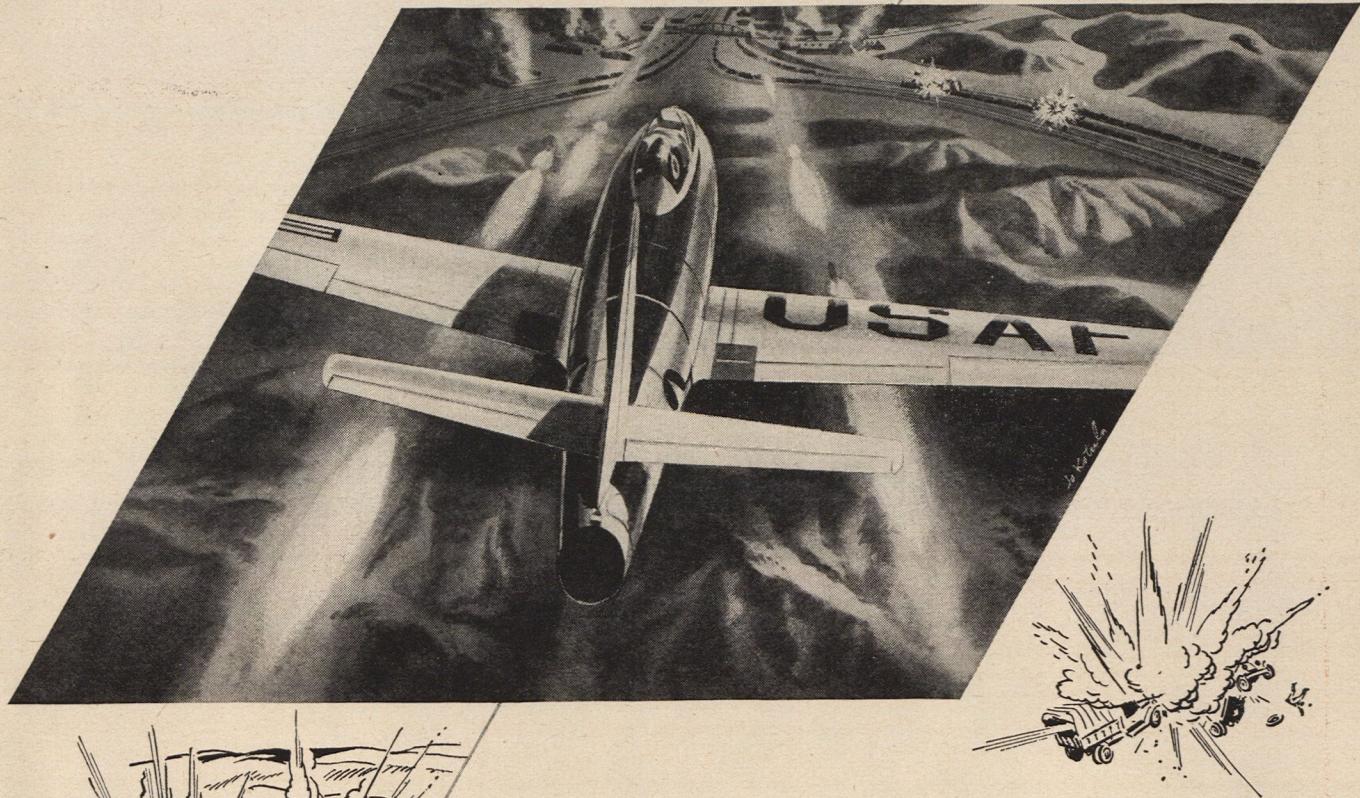
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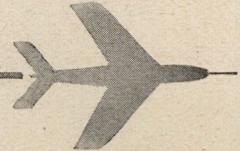


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tinguished graduates of Aviation Cadet, OCS, and AF-ROTC programs; (b) selecting all applicants on competitive basis after eighteen months active duty; (c) reducing maximum age to 26½; (d) after April 1, requiring Reserve officers to be on EAD before applying; (e) making selections twice a year. . . 238 AF-ROTC distinguished students graduating in '52 from eighty-eight colleges will receive Regular commissions. Of those selected, forty-five percent are engineering majors, twenty-two percent management, twenty-two percent from basic sciences, and eleven percent from others. . . All ROTC students who fully qualify for commissions through April 30, 1953, will get gold bars without attending summer camp, except for the students of junior class AS-3, who will be required to go to summer camps this year.

B-36 PILOT EXCHANGE PROGRAM has been started between SAC and MATS which will allow qualified ARS pilots in ZI to apply for B-36 training. . . AF is preparing educational program to explain purpose and necessity of flying pay. . . Rated recalled officers are no longer required to have been actively engaged in AFR or ANG flying for six months prior to recall in order to rate flight status on EAD. Personnel recalled to fill flying jobs must meet following minimum-age-in-grade requirements: lieutenant-36; captain-41; major-44; lieutenant colonel-47; and colonel-49. . . When command personnel expansion requirements cannot be met by normal requisitioning, mobilization assignees and designees will be used as personnel source.

TOTAL employment in aircraft and parts industry was approximately half million by October '51. Manpower shortages are expected to continue; most companies holding defense contracts will have to continue large scale hiring if defense contract commitments are met. Some attempts have been made to relieve situation by expansion of in-plant and other training programs, lengthening of scheduled work week, use of overtime, cost of living surveys with resultant wage increases in forty plants, relaxation of job entrance requirements, and such special devices as having European engineers admitted to this country. Nevertheless, job shortage problem remains acute, and is far from being solved. . . One out of every eight civilian employes of AF is physically handicapped. . . AF is recruiting young college graduates for enrollment in AF Career Development Program. Selection is made from those passing Civil Service's Junior Management Assistant exams.

WAF: Hometown release on each WAF officer and airman has been ordered by Hq, USAF, to spur WAF recruiting, now far short of 41,000 quota. . . Proposed legislation to permit Armed Services to commission women as physicians and medical specialists has been submitted to Congress. . . List of WAF Speakers is being compiled and will be available at installations in near future. . . USAF Medical Service throughout '52 will continue offering qualified young women opportunity to compete a Physical Therapy Training Course, Occupational Therapy Clinical Affiliation, or Dietetic Internship.

CIVIL DEFENSE training center, operated by FCDA to teach instructors techniques of home fire fighting, rescue operations, and chemical and radiological defenses, opened last month in Ogontz, Pa. Other centers are located in Stillwater, Okla., and St. Mary's College, Calif. . . FCDA recently distributed "The Warden's Handbook" and tech manual, "Outdoor Warning Device Systems," to state civil defense directors. . . Col. Geraldine P. May, former WAF Director, has been appointed to instructional staff of FCDA Staff College, Olney, Md.

THE AIRPOWER SCANDAL

CONTINUED

for the task of preventing and countering the attack itself. It also means that we are investing heavily in second-line reserve equipment for our surface forces, which are on second call in an emergency, and not investing enough to meet the requirement in front-line equipment for the Air Force, which is on first call. The Administration's military budget for fiscal 1953 supports these inconsistencies.

What Kind of Mobilization?

Our uncontrolled defense production machine, lacking in priorities for military goods, also is lacking in priorities between military and civilian goods. These are fundamental to our mobilization problem and to the postponement of our preparedness goals.

This is the situation which prompts William M. Allen, president of Boeing Airplane Company, to explain: "When a defense manufacturer goes to a supplier to buy a new type of part, he has to take his place at the end of the line, like a man trying to mail a package the week before Christmas. He has no authority to cut in at a point near the head of the line."

It is just as unrealistic for Mr. Allen and other aircraft manufacturers to be standing in line behind a man buying a part for an Army tank as it is for them to be held up by one buying a part for his television set. Perhaps the problem starts with the men responsible for the former situation, though it is a fairer conclusion that priority direction must come from the top, and that the Administration's butter and guns philosophy permeates all levels, including the military. Mr. Allen further says, "If we are to have 'butter' in the present quantities, we cannot at the same time have 'guns' on the desired schedules." The new defense budget gives ample justification for his statement.

Administration spokesmen have by-passed the nation's military requirement for the next fiscal year with the claim that it would "disrupt the civilian economy."

There is every reason to believe, however, that if we live up to realistic decisions within the military, based on realistic policy decisions at a higher level, and take first things first in the fields of resources and manpower, we can achieve our military requirements, maintain a strong civilian economy, and stay within the \$52 billion defense budget proposed for the next fiscal year.

If we are unwilling to take first things first, as we have been to date, our military arsenal will continue to be lean in high priority items, and fat in low priority items, and, because we must have the former, a \$52 billion budget is not adequate. Shake up the budget realistically in terms of the military requirement, apply priority controls, and the answers to our civilian economy problems will follow.

How Much Butter?

It should not be assumed that we can have all the butter we want and all the guns we need, but it should be understood that the pinch on the civilian economy need not be anywhere near as great as Administration spokesmen claim. They argue that the military requirement would drain our resources, undermine national credit and dislocate the civilian economy to a degree that would weaken rather than strengthen the nation's long-term potential for preventing or waging war. It would not permit, they add, the necessary expansion of the nation's war production capacity in basic elements such as steel, aluminum, electric power, and the like. The only choice they see is weapons or productive capacity, and they have voted substantially for the latter.

This is a curious argument in light of the fact that the

total productive capacity of the nation is now greater than it was at the height of World War II, when it supported total mobilization, and that the Joint Chiefs of Staff have recommended only a "survival" budget, requiring far less than an all-out production effort. Mr. Raskin of *The Times* put his finger on the real problem when he defined the Administration's defense effort as an attempt "to tailor the program to the requirements of a flourishing civilian economy."

This approach to national security contains all the elements of disaster. *The Times* editorially has called attention to reports which show "that while the nominal Soviet defense budgets may be smaller than ours in terms of comparative currencies, the Soviets are nevertheless able to obtain far more for their money in terms of effective fighting forces. . . . We cannot, of course, adopt the standards of Soviet slave economy. But we must face the fact that this slave economy is able to produce a military might which threatens the whole free world and compels us to arm in turn."

It might be added, in the light of the Administration's reputed fear of a shortage in basic resources, that we are apparently unable to match the Russian effort despite our more than three to one superiority over Russia in such basic items as steel production and electric power. And further, that the aircraft industry, at the height of World War II production, used only two-tenths of one percent of the national output of carbon steel and less than ten percent of the total alloy steel available.

To date, Congress and the people have been presented with only two choices—the first, to meet the total military requirement through "total mobilization" with consequent "disruption of the civilian economy," or to stretch out the total military requirement and maintain a flourishing civilian economy.

The Alternative

This is a grossly unfair choice.

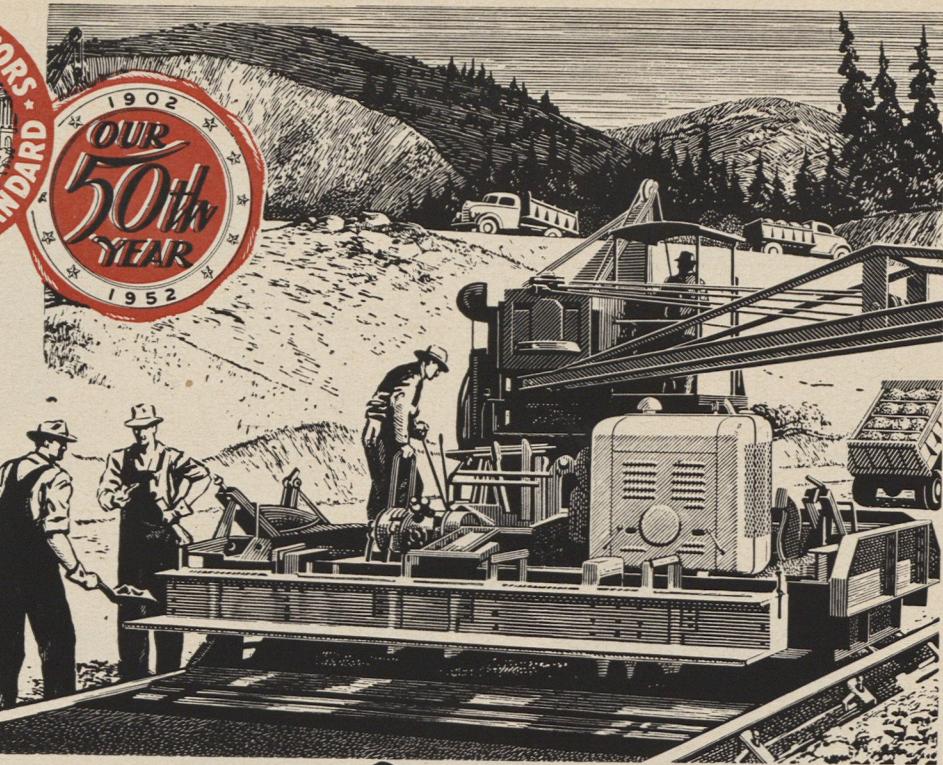
The alternative, which is crying for attention, is to re-evaluate the military requirement and adjust it to a realistic first-things-first basis, then apply the proper priorities and the proper controls to the nation's resources and manpower. In this manner the true military requirement can be achieved by the 1954 target date without disrupting the civilian economy, without undue drain on our resources, and without increasing the size of the defense budget.

So far the choice has seemed to be "limited mobilization" or "total mobilization." The answer is to be found, however, in "selective mobilization," geared to first things first—an alternative which Congress has not been permitted to consider.

The key to this solution is stark realism in military policy and in target dates—and an honest respect for the fact that nothing would disrupt our civilian economy quite so much as a few well-placed atomic bombs, or a shift in world balance of power to Russia.

In the military budget now before Congress "airpower in being" falls by the wayside in terms of the military requirement. One might expect, therefore, that "airpower potential," in terms of research and development, is being emphasized to compensate for the deficiency in hardware. Indeed, anything less would mean compounding one calculated risk upon another, for the nation's productive capacity—favored by the Administration over a "force-in-being" for the next four years—becomes an empty asset for security without technically superior air weapons to produce.

Mobilizer Wilson has given the impression that one of

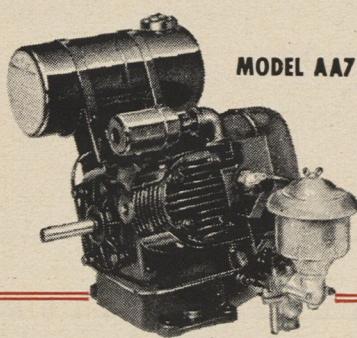


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THE AIRPOWER SCANDAL

CONTINUED

the objectives of stretching out the mobilization program is to avoid the production of mountains of obsolete and obsolescent weapons for which there is no immediate use. *Aviation Week*, in its January 28, 1952, issue, underscores the presumed new emphasis upon "quality" instead of "quantity production" in the 1953 defense budget, claiming: "Administration apprehension at the prospect of huge stocks of obsolete military hardware has channeled emphasis in the defense build-up to new advanced weapons and research and development. In line with this, the guided missile and aviation research and development programs also are being sharply stepped up."

These statements are hardly in line with the facts. First of all, the proposed budget provides for \$525 million in Air Force research and development funds for fiscal '53, a "sharp" step-up of less than nine percent from the \$485 million of the current year. Last year's figure, moreover, was short of requirements by a considerable margin, and this year's is even more so. The Air Force requested some \$725 million in research and development funds for the 1953 fiscal year. This was first arbitrarily cut to \$580 million at the Secretary of Defense level, and then further reduced to the \$525 million figure.

These cuts have been made in the face of mounting evidence that we have consistently underestimated Soviet scientific and technological capabilities. Reports on the quality of the MIG-15 have come as a rude shock to the average American; Russian jet engine progress—their souped-up Nene engine gives more thrust than the British get out of their present version of the same engine—has been an even more severe jolt to industry and Air Force officials. We are told that the Soviets now have actually in production a combat plane which will fly faster than sound, and that our Air Force *hopes* to get such a plane—but not before 1954. We stress the fact that the Russian TU-4 is a copy of our B-29, but overlook the new long-range Soviet bomber of original design which was sighted over Moscow some time ago. We are proud of the American invention of the "transistor," an important electronic device which will replace the vacuum tube in certain critical applications and greatly increase the reliability of complex electronic gear; but we seem to forget that some of the early work in this field was done by Russians in the 1920s, and that Russia has first-rate laboratories working in this field. That we have greatly underestimated Russian atomic development is by now a sad fact of the last decade.

In view of this situation, one of the last official acts of former Under Secretary of the Air Force John A. McCone—a hard-headed business man—was a strong plea to the Research and Development Board of the Department of Defense that it grant the Air Force its request for \$725 million in research and development funds for the 1953 fiscal year. Yet this figure has been slashed by almost thirty percent, and responsible officials are telling the people that the "stretch-out" in our mobilization program means "emphasis on quality." To understand the real impact of this qualitative risk to our national security—superimposed on the quantitative risk we are already taking—we must first review the situation in research and development immediately following the end of World War II.

At that time all three military departments had large balances of unliquidated obligations in World War II research and development funds. In addition, large numbers of engineers were required for the conversion of our industry from wartime to civilian production. So the military research and development budget was cut back sharply—from requests totaling some \$1.5 billion, to a \$500 million level. For two years or so immediately after World War II,

this decision could be justified. However, the \$500 million limit remained essentially static for five long years. Meanwhile, scientific research was producing new and valuable basic knowledge which could not be applied to military hardware, for lack of sufficient funds to permit construction of prototypes.

In December of 1945 a group of eminent scientists laid down the following broad guide lines for determining the Air Force research and development requirement: "If in peacetime fifteen to twenty percent of the sum spent in a war year were allowed for total expenditures of the Air Force, the amount required for research and development should constitute from twenty-five to thirty-three percent of the total Air Force budget."

In Fiscal Year 1948, the total Air Force budget was some \$3.6 billion, or about twenty-five per cent of the average annual Air Force expenditures during the last two years of the war—not out of line with the scientists' assumption. At the same time, the USAF research and development budget was limited, at the Department of Defense level, to about \$140 million, only 3.9 percent of the total USAF budget, and less than one-sixth of the minimum requirement specified by the scientists.

It is true that the post-World War II period can hardly be considered "peacetime." Certainly the total Air Force appropriation might have been considerably lower had Soviet aggression not made it necessary for the United States to maintain the Strategic Air Command in a limited state of combat readiness. However, the total per capita expenditures for military research and development in nearly-bankrupt Great Britain during this same period were about fifty percent greater than those of the prosperous United States.

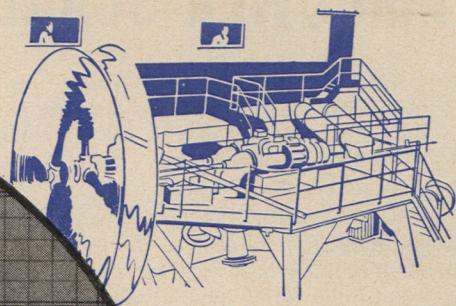
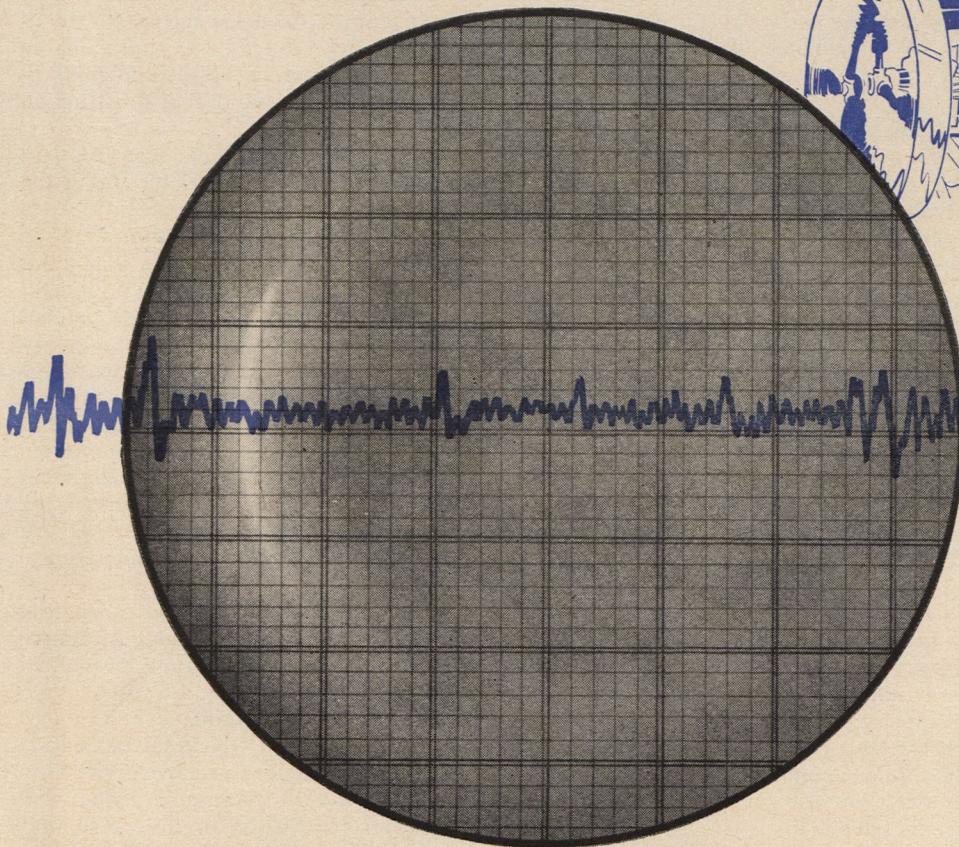
At the end of World War II, German scientific discoveries had placed airpower on the threshold of a major technological revolution. Jet engines, jet aircraft, guided missiles, and complex electronic fire control systems had become scientific possibilities and combat necessities. Yet, our Air Force did not have sufficient research and development dollars to capitalize on these opportunities and develop a superior combat potential. Those who now worry about the quality of our armament in Korea might recall that the entire annual research and development budget for air armament in the immediate post-World War II period was just about equivalent to one-half the cost of developing the K-1 bombsight.

In the face of this situation, calculated risks were taken and the money available was spread thin. The stretch-out of target dates, a new practice for the Air Force as a whole, has been common practice in its research and development effort.

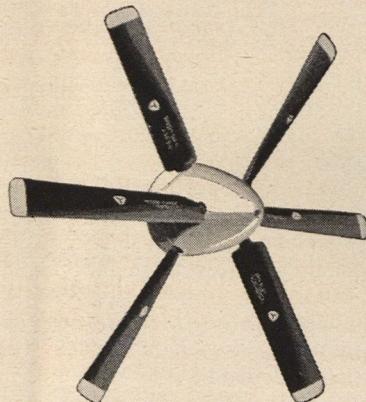
This situation continued right up to the Korean conflict. As development costs kept rising, due to the increasing technical complexity of the equipment under development, the Department of Defense limit on the over-all military research and development budget remained essentially unchanged. In 1949, with the situation becoming more serious by the day, a group of scientists advising the Air Force called for an increase in the military research and development budget in the following words:

"The factors which were used as primary guides to determine the size of the Armed Forces' research and development budgets shortly after the war, namely the supply of competent technical personnel to be devoted to military work as compared with the requirements for converting the civilian economy to a peacetime basis, and the availability of large unexpended balances of war appropriated budgets, have now changed. For the present and the fu-

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ture, the size of the research and development budget should be determined more upon the requirements of strategic concepts and the potentialities of scientific discoveries . . . than upon any magic figure imposed from above. In general, the rising level of technology will necessitate increasing budgets for research and development and their supporting facilities to keep abreast of the times. In a very real sense, expenditures for research and development represent capital investments in the tools which will fashion the future. An examination of the trends in competitive commercial business shows the strongest recognition of the necessity of increasing budgets for this purpose."

This sober warning went unheeded. By 1950 the aircraft industry was complaining that the shortage of new aircraft prototypes was leading to the dispersal of highly competent and integrated engineering staffs in industry.

In April of that year, government policy dictated intensification of military research and development activities. It was more than six months later that the military departments received a single additional dollar to do the intensifying.

Shortly after the start of the Korean war, recognizing the long years required to take an airplane from the drafting board to combat and realizing we had lost valuable time, the Air Force decided on full mobilization of its research and development activities. The Air Force is still waiting for the funds that are required for the job.

Against this background, and in light of the latest cutback in funds, one can only shudder at the statement that the Air Force research and development program is being "sharply stepped up" by the new budget.

Just as airpower stood on the threshold of one technological revolution at the end of World War II, so now in 1952 it stands on the threshold of yet another. Scientific advances during the past few years have been impressive and have brought new opportunities of increasing our striking power: supersonic combat aircraft can and must now be developed; guided missile progress has reached the point where increasingly greater research and development funds are a worthy investment; nuclear propelled flight is in the offing; the rugged structure

Captain Raymond Harvey Medal of Honor



THE 17TH INFANTRY REGIMENT was attacking Hill 1232 near Taemi-Doug, Korea. Able and Baker Companies became split by a Red-held ridge. Charlie



Company, Captain Harvey commanding, was moving up to fill the gap when the dug-in Red guns pinned it down. Calling for covering fire, Captain Harvey advanced *alone* through a hail of enemy bullets. One by one, he personally wiped out four emplacements of machine guns and automatic weapons. Then he caught a bullet through the lung. But he stayed on, refusing evacuation, until sure the objective had been won.

"In Korea," says Captain Harvey, "we stopped aggression by *united* strength. You were helping—every time you bought a Defense Bond. Because your Defense Bonds were doing more than just helping keep you, and your family, and your country financially stable. They were backing *us* up in the field with *American production power*, the surest support any fighting man can have!"

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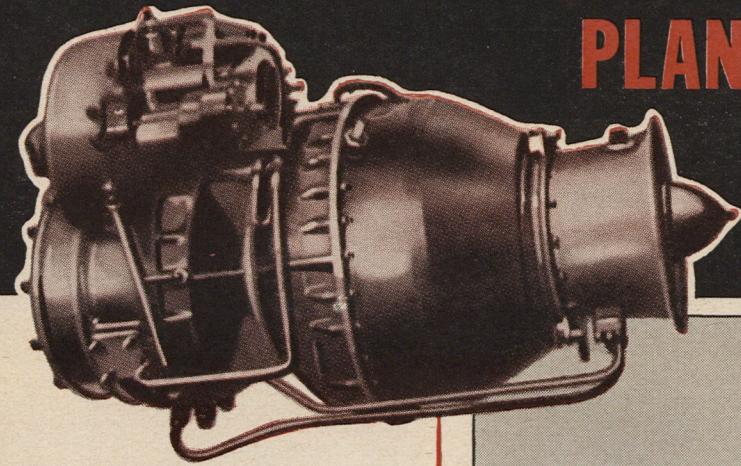
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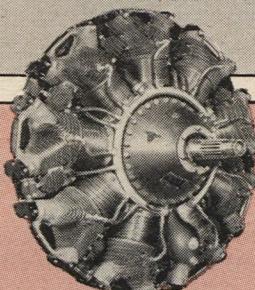
Performance characteristics heretofore confined to larger aircraft will become available for planes of medium power, with the entry of Continental Aviation & Engineering Corp., into production of an advanced new series of gas turbines.

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of modern aircraft calls for entirely new families of air combat weapons. In the face of these scientific challenges, artificial and unrealistic limitations on the research and development budget imposed from outside the Air Force continue to stifle airpower development.

If we fail to meet the Russian challenge in quality of equipment today, we cannot hope to catch up in the future. The actual clash of arms may still be months away and may yet be averted, but the research and development war is being fought today. We are losing this war by default—losing it because we have "calculated" that it can't be done instead of stating the military need and challenging American science to rise to the occasion as it did in World War II.

Thus we see another phase of the nation's airpower scandal.

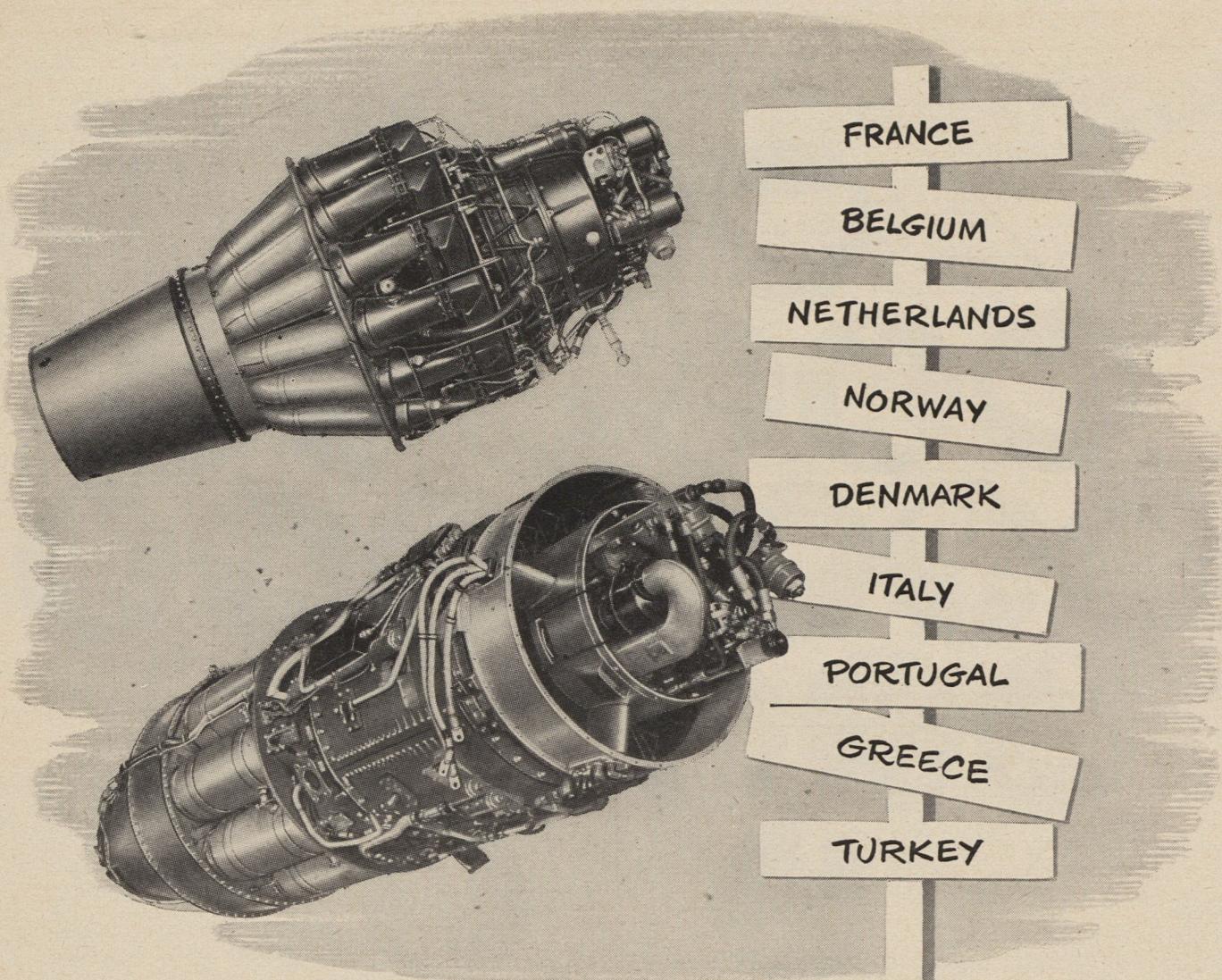
Congress has always prided itself that no request for military research and development funds has ever been cut back either in committee or by the Congress itself. Congress now has the opportunity to ask whether the Air Force research and development budget funds projected in the new military budget represent the best judgment of those responsible for their expenditure, or whether these figures have been considerably cut back by the same unimaginative and timid approach which, in the past, has repeatedly considered the military research and development job from the "it can't be done" point of view, rather than from the viewpoint of "what needs to be done to insure national security." Unless it raises this issue, Congress can hardly continue to ask why air superiority hangs in the balance over Korea.

To the People

After talking to Administration leaders about their proposed stretch-out of our military capability, Mr. A. H. Raskin of *The Times* reported one of the major tenets in their supporting argument, as follows:

"Public support for the defense program would be undermined if the country suffered the economic rigors of such a roller-coaster production effort and then found the Air Force with thousands of aging planes on its hands and no war to use them in. This would affect Congress' willingness to keep our Air Force up to date by voting the additional billions necessary to replace planes as they became obsolete."

This is a shabby excuse for pro-



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ONCE again, our Armed Services depend on Allison for jet engines to fill a critical need. Just as Allison engines were standing by for immediate duty in Korea, Allison-powered aircraft were the *first* to be sent abroad to re-arm the air forces of many European countries.

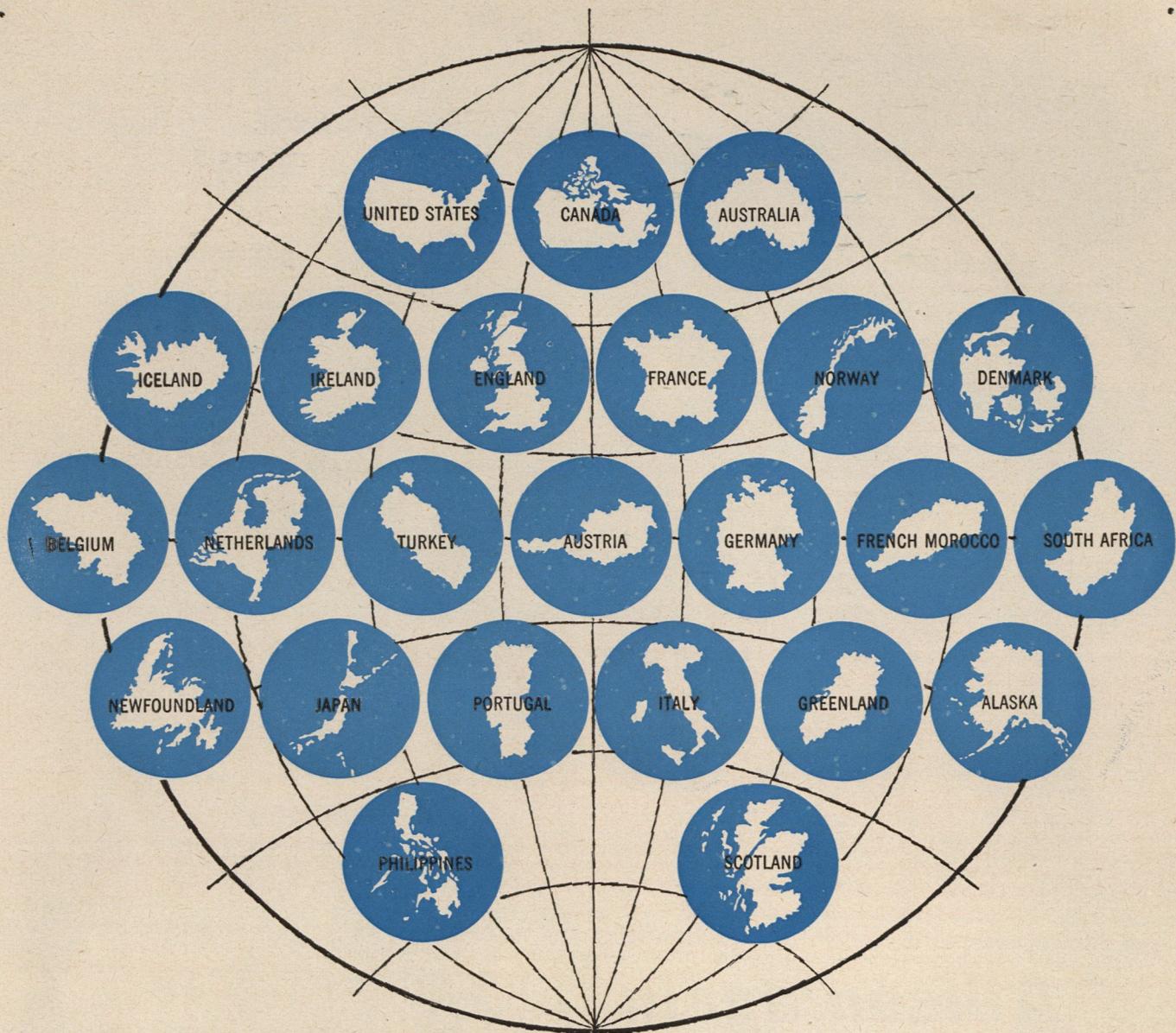
Our Armed Services have flown more hours in the air with Allison engines—more than 1,300,000—than with all other jet engines combined. It is natural then that they should draw on Allison-powered Lockheed T-33 trainers and Republic F-84 Thunderjets when

a new need developed for engines which are available now.

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gramming the nation's military requirement beyond the critical security date while maintaining a business-as-usual civilian economy and assuring a politics-as-usual election year.

It is inaccurate to begin with, as Administration leaders well know, because new planes are phased in and old planes phased out of every Air Force program to meet the ever-changing military capability of the enemy. These leaders also know that their own program, with its inadequate research and development funds, will result in an even greater proportion of obsolete planes than the program required by the Air Force.

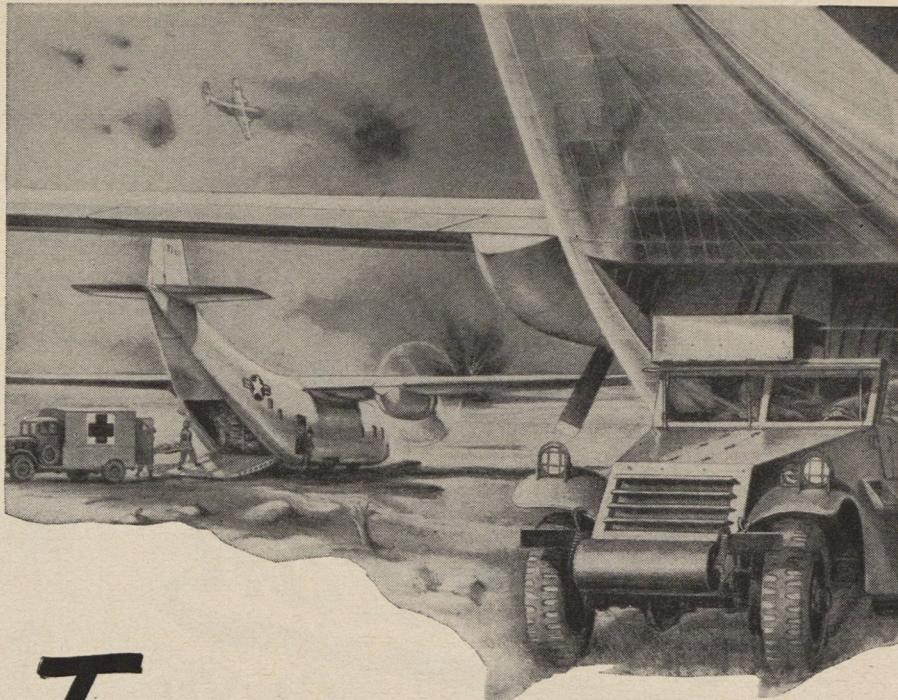
If Congress and the people have only aging Air Force planes to fear in the future, we can all rejoice at the prospect. It can mean that the deterrent force of American airpower has helped maintain world balance of power and helped prevent world catastrophe. The nation will have cause to worry when its planes and its pilots, as the saying goes, "never grow old." New planes and new pilots are the first to go to war. In the critical years ahead, aging planes and aging pilots as yet unchallenged by the enemy will be welcome symbols of security and symbols of peace.

Beyond that, this effort to shift the responsibility for the stretch-out to Congress and the people—while grossly unfair—should be accepted by both with open arms.

The man on the street, though he has not been asked to testify, is a key witness in this controversy. In fashioning its defense program around a butter *and* guns philosophy, the Administration is saying, in effect, that the man on the street (who will be going to the polls in November) will not stand for the sacrifices necessary to bring our military position in line with the realities of communist aggression. And neither is he being told about the possible alternatives to these so-called sacrifices within the civilian economy. Instead, he is being fattened up for the November harvest with only one side of the defense story.

He is not being told, first of all, about the degree to which his security, and the security of the nation, is at stake in this new defense budget, nor the manner in which the critical date for his welfare has been ignored in favor of his current position at the market place.

He is being told, however, that his only alternatives to accepting the "calculated risk" of a stretched-out



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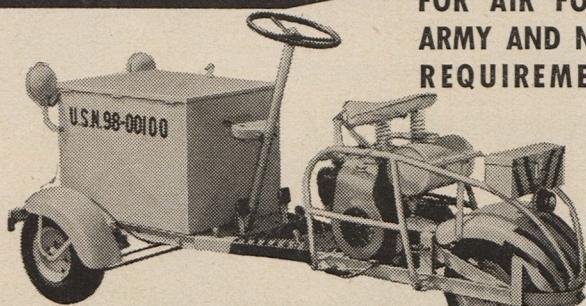


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defense program are, on the one hand, higher taxes, unemployment, and personal sacrifice, or, on the other hand, being atom bombed.

He is being told that the choice has been made in his behalf between butter or guns. But no one has suggested that still another solution is possible if someone will only raise the issue of "What kind of guns?" No one has explained that the solution to his welfare may be found somewhere between an inadequate "limited mobilization" and an excessive "total mobilization"; that with a revised and properly controlled military requirement he can get the kind of guns desired, without giving up too much butter, or paying higher taxes, and, if his luck holds, without those atom bombs.

And he isn't being told that, lacking a solution of that scope, he may find himself fortified in the stretch-out fight against communism with only a calculated risk and a prayer.

The man on the street can't search out these answers to his dilemma, but his representatives in Congress can, and I, for one, urgently request that they do so now, before our stretch-out policies lead us to disaster.—END



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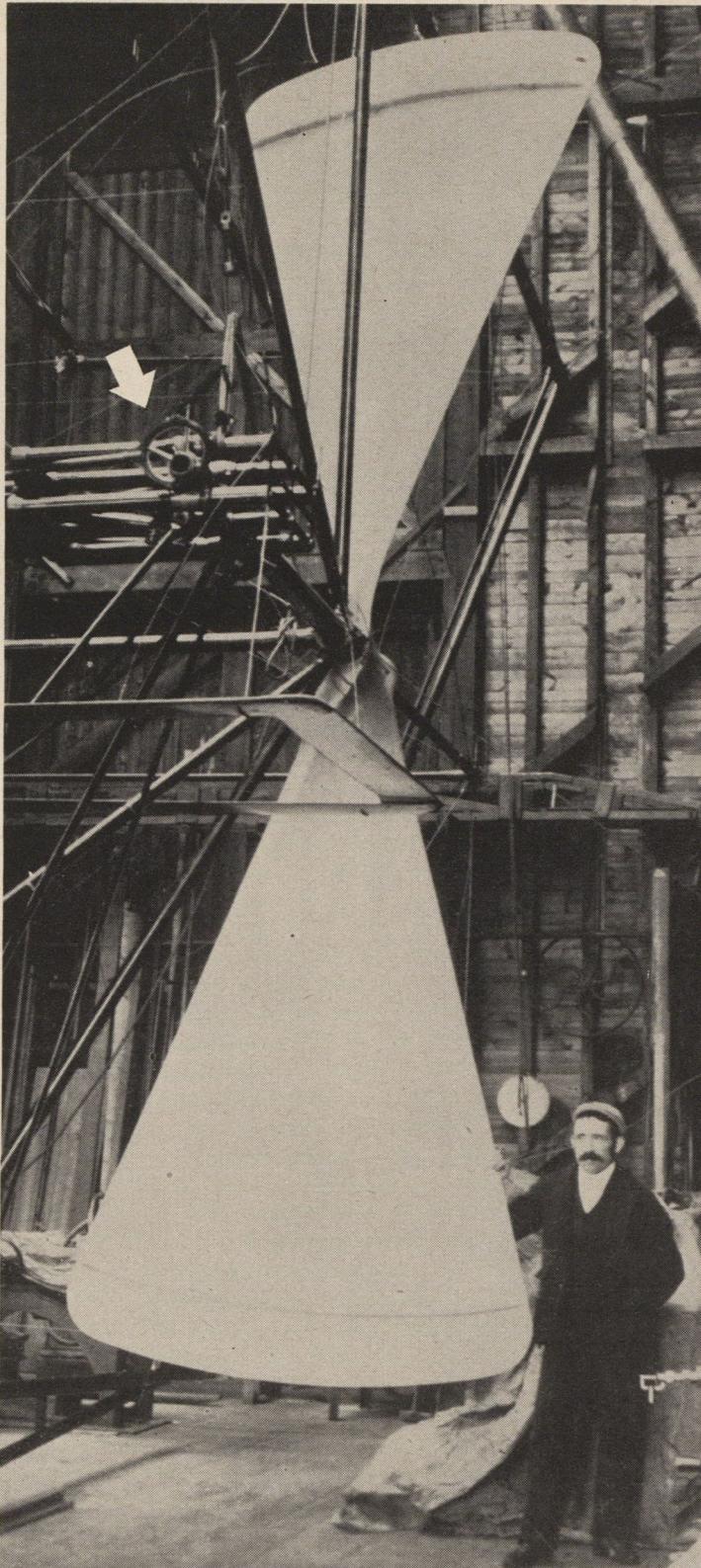
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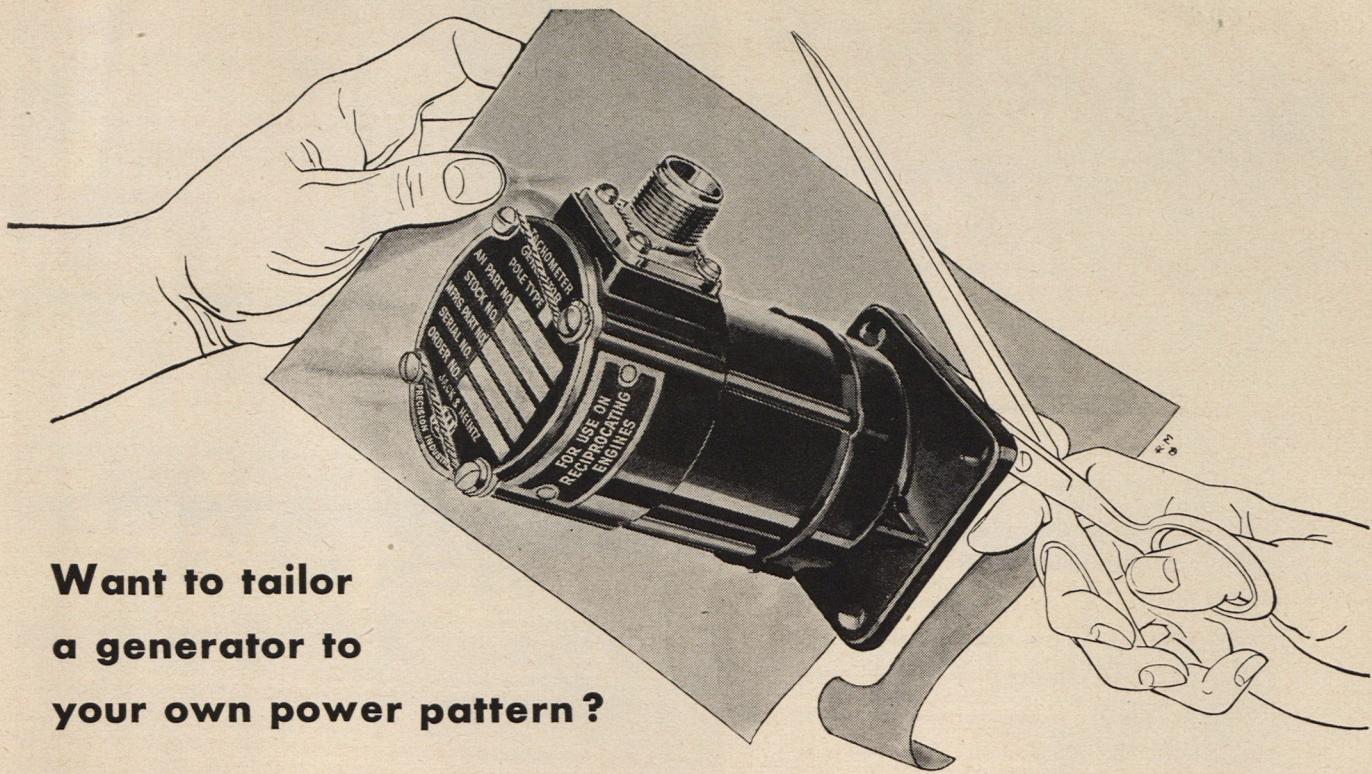
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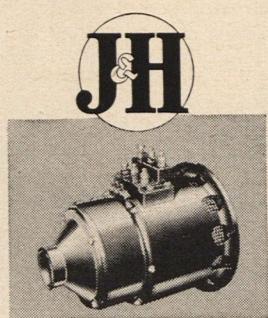
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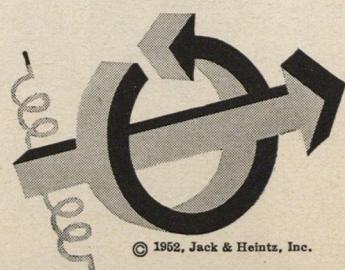
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not trying to stop our interceptors primarily. They are attempting to break up "Operation Strangle" as it is being carried out by the UN rail-cutting, supply-stopping fighter-bomber and bomber forces. The interceptors form an umbrella over the interdiction planes to enable them to carry on their work. Meanwhile, the enemy antiaircraft ground fire grows more accurate and heavier all the time, causing the Air Force F-84s and other fighter-bombers, to have to dodge flak as well as the occasional MIGs which do get through the protective top-cover. Often they fly through solid walls of flak.

It is this kind of rugged punishment which causes me, as a former fighter pilot, to salute the men who willingly take a real beating in order to lay their bombs, rockets, and napalm on the target day after day. This is the situation which results in our reporting so many losses to ground fire in the daily communiques, at the same time we hear of the remarkably able way in which our interceptor pilots are shooting down MIGs ten and twenty to one. The interdiction planes, and I can speak personally of the F-84s, occasionally are meeting the MIGs and are knocking them down at a ratio of six to one. In fact, official reports reveal that our F-84s in Korea have destroyed twelve MIG-15s in the air with a loss of only two 84s in combat against this enemy fighter. This record is due largely to our superiority in pilotage and in fire control equipment, and to the ruggedness of the F-84 compared to the MIG. This air-ground war up near the Yalu is also the reason for the limited surface engagements and fewer casualties.

Interdiction in itself is not new. The plan was used in both the European and Pacific theaters during World War II. In Italy, for example, it was not until our troops started moving up the "boot" toward Rome that the GIs realized why they could suddenly start a big push after such long, hard fighting on the ground. Then it was that they saw thousands of Italian and Nazi vehicles of all kinds pushed over to the side of the road, vehicles which had been pummeled to destruction by our tactical fighter forces. If such a move ever gets initiated in Korea, perhaps the same sight would greet the UN armies.

The difference in Korea is that "Operation Strangle" is not coupled with a sustained ground offensive. It is designed to concentrate on certain specific targets, hitting them again and again to prevent them from get-

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ting back into operation against us. And that is the tough part for our interdiction pilots. Each successive blow has caused the enemy to increase his antiaircraft defenses to the point that, over our prime target areas, there is almost a solid curtain of flak waiting for us. High in the hills near one of the bases a Communist guerrilla signals, with mirrors, to other guerrillas farther north, each engine warm-up and take-off of every mission to the rail lines between Sinanju and Pyongyang. Our people never bothered with him, for the simple reason that they knew they were expected anyway and, besides, they could be picked up by radar long before they hit the target.

One of the most important things I noticed at Fifth Air Force Headquarters was the concern of everybody, from General Everest right on down, regarding our own aircraft losses in the interdiction campaign. As in any military situation, those in command bear the weight of decisions as to which losses must be classed as acceptable and which are not acceptable.

In this case, against the losses of men and equipment being sustained

in the air war in Korea, there are many tangible gains to be assessed. Topmost among them, of course, is contained in the interdiction figures. Each mission is designed to play its part in denying to the enemy the capability of adequately supplying his own ground and air forces. Each series of rail cuts prevents trains from moving over the lines. Each supply dump, each vehicle, each bridge, and each tunnel put out of action means that the Communists will be that much short of the vital ammunition, food, clothing—yes, and cigarettes, too—that might enable them to move their troops south of the Thirty-eighth Parallel, or to end the tedious bickering and delaying actions going on at Panmunjom by decisive military action.

On my trip, I felt that few people—ground force troops, lower echelon commanders and even many of the Air Force personnel in the field—did not realize the total extent of the interdiction program, nor did they appreciate completely what the day-to-day slugging of "Operation Strangle" meant to their own missions. To many of us in the US, the war had become merely a holding

action. But the fighter-bombers up near the Yalu have continued to fight a bitter war quite effectively for our side. In a holding action, such as the Korean ground war had become, many men were thinking only in terms of what was directly in front of them—what they could see. Outside of Headquarters, practically no one below the top commanders knew that such terrific results were taking place. There were, however, indications that an indoctrination program on interdiction would shortly be made available to Army corps and divisions and to other Air Force units, as a means of improving communication between the various members of the UN team.

Someday, the full results of Operation Strangle will be counted up and those who are now the work-horse slingers in the air team will be given their full measure of credit. These guys, the same as ten years ago, are not used to fighting a diplomatic war with rules and boundaries but are there, ready and willing to destroy the enemy wherever he can be reached. Today, they are taking it, and dishing out even more—unsung, unheralded, and unafraid.—END

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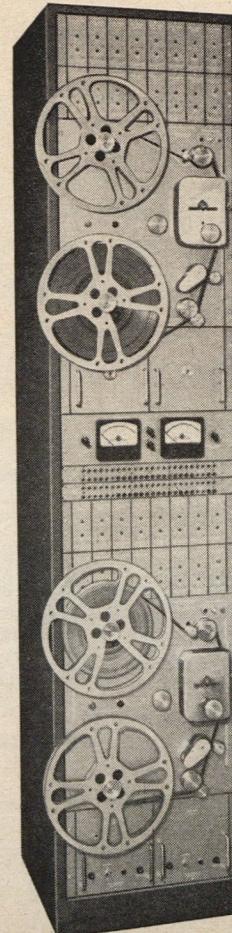
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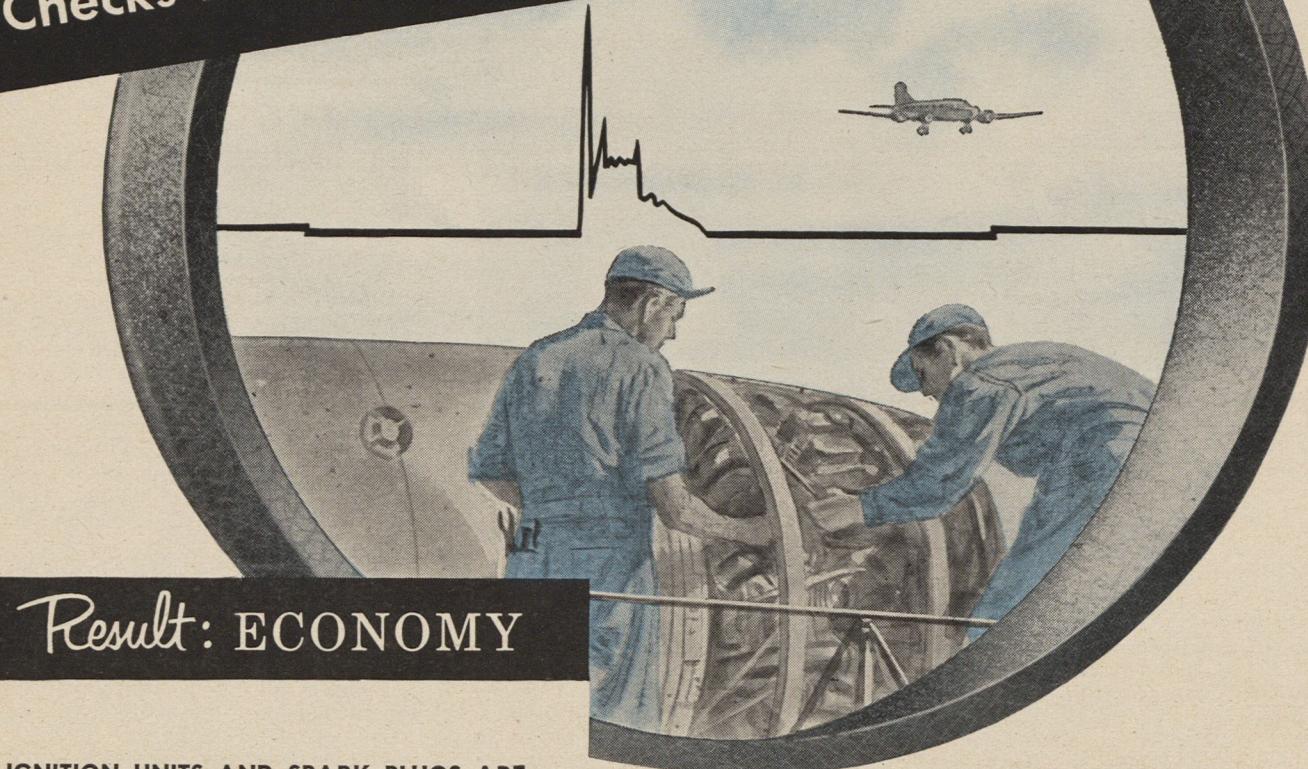
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WAC Unit Holds 5th Anniversary

New York City all-woman Squadron hears first-hand report on Harold Stuart's Far East trip



Guest of honor at the NYC WAC Squadron's Fifth Anniversary dinner at the Waldorf-Astoria was AFA President Harold Stuart. Others at the head table are (from left) Ruth Stern, new Sqdn. CO; Mrs. James Doolittle; Isabel Redding, dinner chairman; Emma Meister, past CO; and Warren De Brown, Reg. vice president.

The Parroquet Suite of the Waldorf-Astoria Hotel was the scene of the New York City WAC Squadron's Fifth Anniversary dinner. AFA President Harold Stuart was guest of honor and principal speaker. Mrs. James H. Doolittle, a favorite guest of the Squadron, attended the dinner.

Stuart commended the Squadron for its outstanding activities and spoke to them about his recent trip to Japan and Korea.

Miss Isabel Redding, Secretary of the New York Wing and chairman of the dinner committee, presided. Emma Meister is Commander of the Squadron, which has distinguished itself by staging parties for patients at nearby veterans' hospitals.

N. Y. Wing Executives Weigh Point System

The Executive Committee of the New York Wing met in special session in Albany recently to plan the Wing's program for the coming year. Forrest Vosler, holder of the Medal of Honor, presided. Vosler succeeded Mary Gill Rice as Commander of the Wing after she moved to San Francisco.

Earle Ribero, former AFA Director and an active Albany member, presented a new plan for stimulating greater Squadron activity. It consists of a



Mayor Thomas Burke of Cleveland and William Lee Birch (left), Ohio AFA Wing Commander, talk over Air Force Association's Airability program.

point system for recording Squadron activity, with appropriate awards for the leading squadrons at the annual Wing convention. Typical point awards include twenty-five for the greatest increase in Squadron membership; five for each pint of blood donated; fifteen for each air show, glider meet, airpower ball, or veterans hospital party staged; twenty-five for sponsoring a Ladies Auxiliary, Air Scout unit, or Model Plane Club; twenty-five for permanent Squadron meeting place; and from two to five points for filing various Squadron reports with the Wing. A sample scoring sheet will be mailed to each Squadron by AFA Headquarters in the near future. Other Wings and Squadrons may wish to initiate such a program.

August "Gus" Duda, who recently joined the AFA Headquarters staff as Organizational Assistant, attended the meeting in Albany and explained matters pertaining to the national Association.

Airpower and Civil Defense

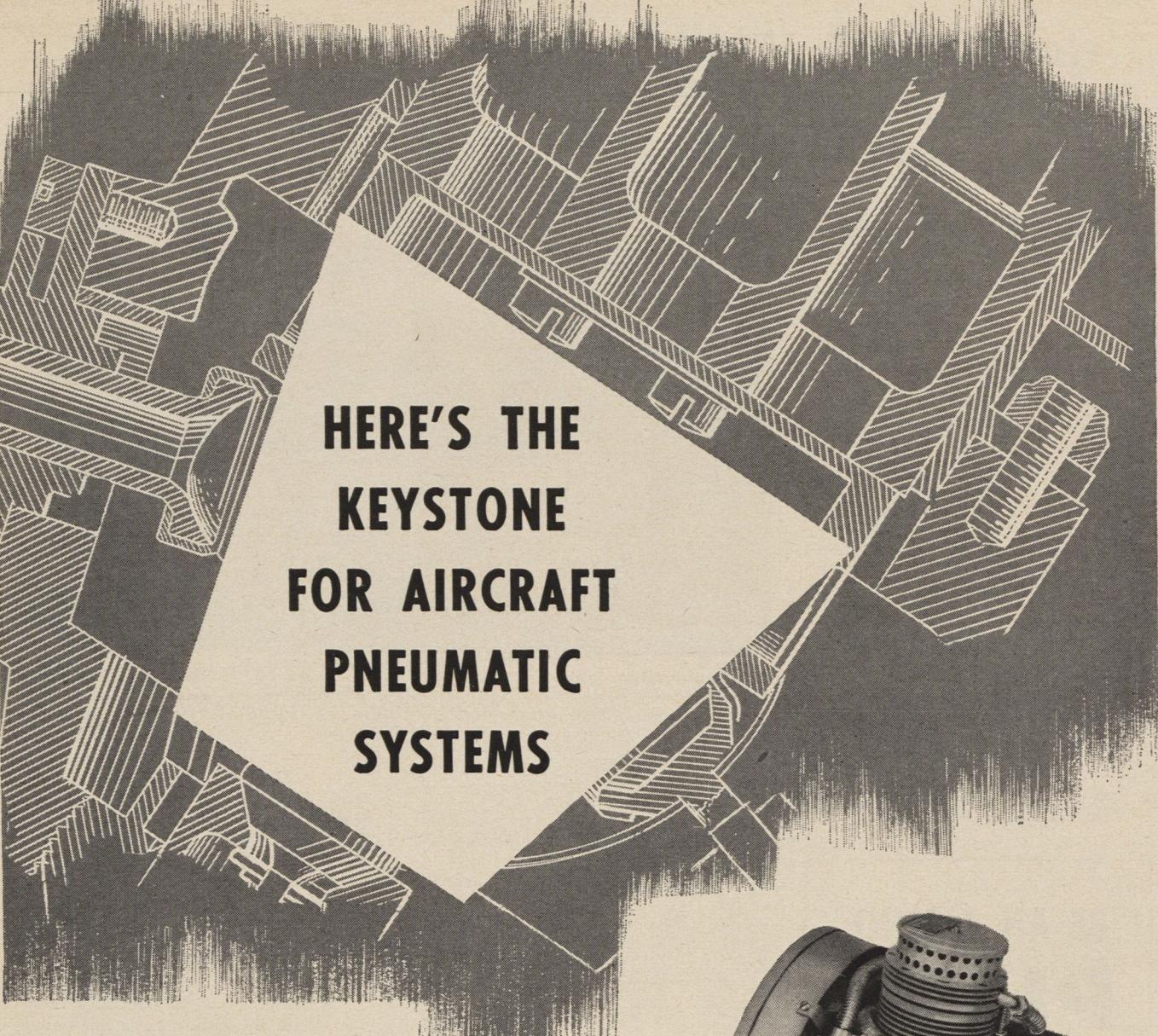
Chicago city officials, AFA members, their wives and guests braved a Windy City blizzard to attend an airpower and civil defense rally in the City Hall. The rally was sponsored and arranged by the



Lt. Gerald W. Funk, CO of the 112th Air Warning Sqdn., accepts an AFA plaque from Clair McMahon, CO of the Miffling Co., Pa., AFA Squadron.



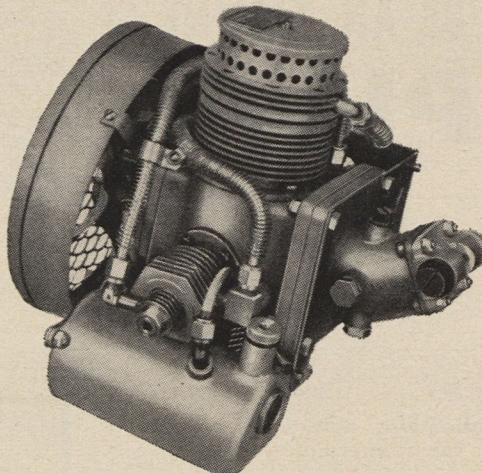
Turning out for the Washington, D.C., showing of "The Wild Blue Yonder" were (from left) Maynard Smith, Medal of Honor winner; Joe Bates, Capital Sqdn. CO; George Hardy, Nat'l Regional VP; Fred McMillan, Warner Theater manager; David Jamieson, Capital Squadron Council; and Lloyd Streifuss, DC Wing CO.



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AFA NEWS

CONTINUED



Col. Luther Bivins, Professor of Air Science and Tactics at Bowling Green State University, Ohio, is above reproach when it comes to the magazines he reads. Here, with Larry G. Hastings and Paul Bolinger, Toledo AFA Squadron officers, he talks over Air Force Association's ROTC medal.

Chicago Group Council of AFA. George Anderl, commander of the council, headed the arrangements committee and presided during the evening.

The program included an explanation of the Hines Veterans' Hospital blood donor campaign; a discussion of the duties and activities of the Civil Air Patrol by Col. Herman J. Lacey; and a report on radar-controlled planes by Howard Hawkins of Globe Co.

Fire Chief Gerald Slattery told the group about fire protection for the city, and Morry Worshill, Illinois Wing Commander, defined the purposes and aims of AFA.

This kind of activity is putting AFA's Chicago units among the top in the Association and sets a splendid example for other units to follow.

Stuart Has Busy Day As New Jersey Guest

AFA President Harold Stuart recently had a full day of "selling" AFA in Newark while the guest of former AFA Director Irving B. Zeichner of nearby Atlantic Highland, N. J. Before the end of his one-day visit, he had been interviewed on the radio at 9 a.m., toured the Wright Aeronautical plant at 10:30, appeared on a television program at noon, participated in an aviation interview at a luncheon in his honor, and spent an hour and a half with the Governor of New Jersey. He even had to turn down a midnight radio show appearance to return to Washington.



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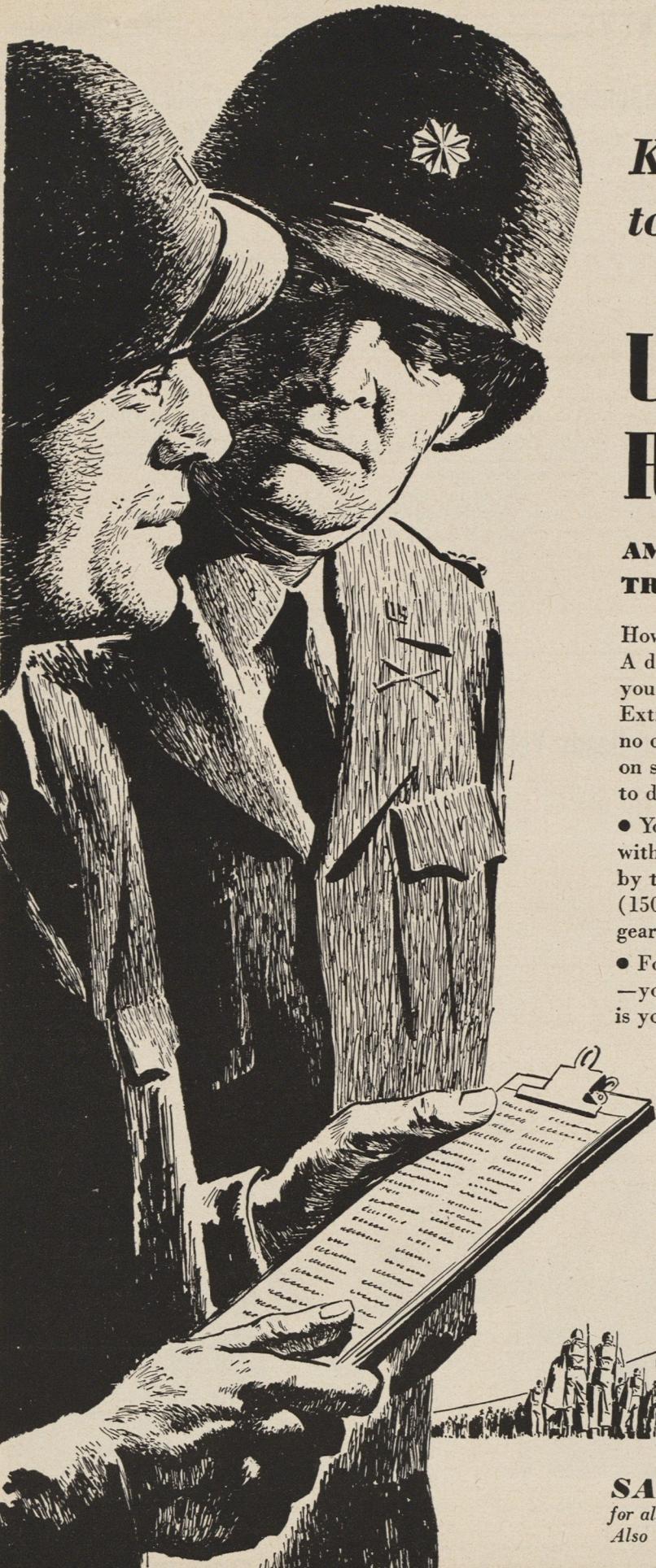
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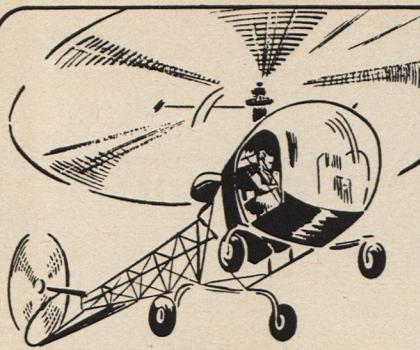
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AFA Sponsors TV Show

Charles Purcell, recently appointed Wing Commander for Maryland, has arranged for a thirteen-week television program series on WAAM-TV station in Baltimore. The program will feature Air Force films and will have AFA announcements at the beginning and end of each broadcast. The series began February 3 and will continue through April 27. The 10:30 p.m. show is the final TV program station WAAM broadcasts each Sunday night.

The show is the first in a series of moves Commander Purcell has planned to increase AFA membership throughout Maryland. He has also visited a number of Maryland cities regarding the formation of new AFA Squadrons. John Warner, Commander of the Baltimore Squadron, was recently named Secretary-Treasurer of the Wing, and S. M. Hecht, department store executive, became Wing Vice Commander. Meir Wilensky is Operations Officer.

AFA members who are interested in active participation in the Association should contact Purcell at 1102 North Charles Street, Baltimore 1.

AFA'er Heads Vet Council

Larry G. Hastings, Commander of the Toledo (Joe E. Brown) AFA Squadron, was recently elected Commander of the Lucas County (Ohio) Council of Veterans' Organizations. The Council is composed of eight veterans' organizations, with a combined membership of more than 7,000. Another AFA'er, John Kocinski, was elected Judge Advocate.

The Toledo Squadron, host to the forthcoming Ohio Wing convention, is busy with plans for the state meeting. Hastings can be reached at 3855 Lockwood Avenue.

Arnold Air Society and AF-ROTC News

Stanford, Calif.—Maj. Edward Robinson, Ass't PAS&T at Stanford University, recently became the first honorary member of the Lanphier Squadron of the Arnold Air Society, campus AF-ROTC organization. Robinson was honored for his assistance to the young organization during its formation. Second Lt. Glen Smith, an AF-ROTC graduate and Squadron alumni advisor, made the presentation.

Detroit, Mich.—The AF-ROTC Unit at Wayne University contributed 294 pints of blood during a recent campus drive. The two-day campaign was held in the Wayne Armory. As inducement for cadet participation, three awards were offered. The Squadron contributing the most blood received tickets to the Detroit Lions-Green Bay Packers football game. The flight contributing the most was given a two-hour flight in a C-47, where each cadet had an opportunity to handle the controls. And the cadet obtaining the most pledges for blood donations received a ride in a T-33 jet trainer, courtesy of the 56th Fighter Interceptor Wing, Selfridge AFB.

Albuquerque, N. M.—The University of New Mexico has enrolled more Cadet members in AFA than any other college or university in the nation. Enclosed in a recent letter from Maj. Charles P. Downer, Director of Special Projects at the University, were 250 applications for Cadet memberships. Membership cards and pins were presented to Cadets at a special meeting. The good response is attributed to the excellent presentation to the Cadets at the opening of the fall school term on the advantages of Cadet membership. Our congratulations to Major Downer and his staff.—END.



Presenting an Arnold Air Society flag to AF-ROTC Cadet William Nelson, CO of the James L. Correll AAS Squadron, is Col. Hall King, PAS&T of Indiana University, at a ceremony dedicating the squadron to the memory of Correll who was killed last July near Williams AFB while flying a jet from that base.

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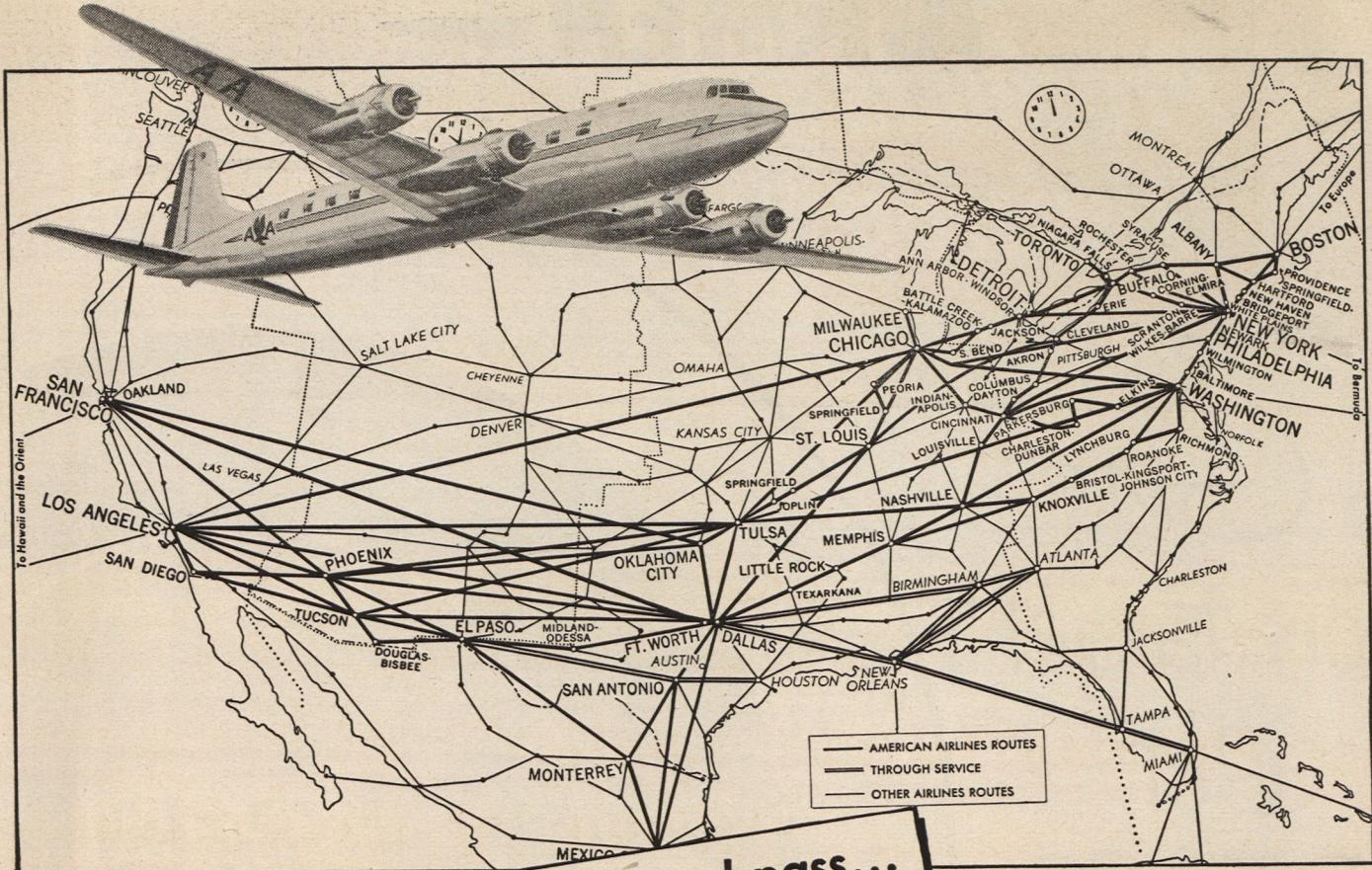
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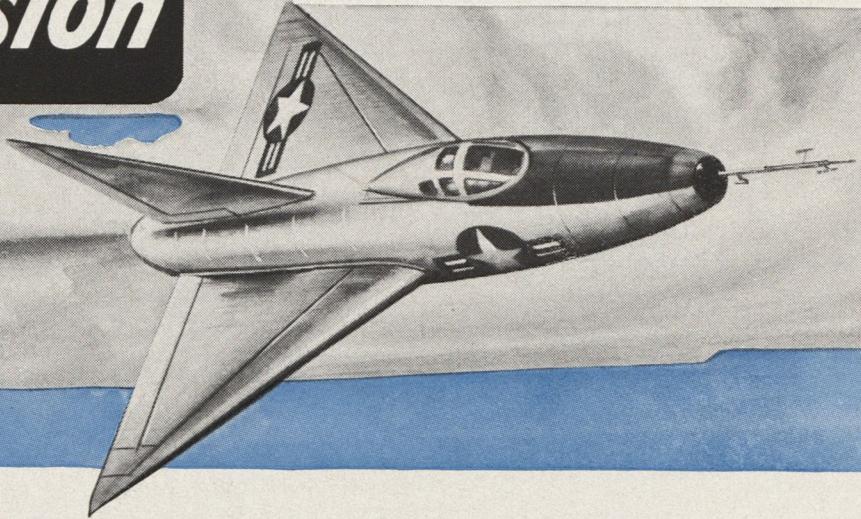
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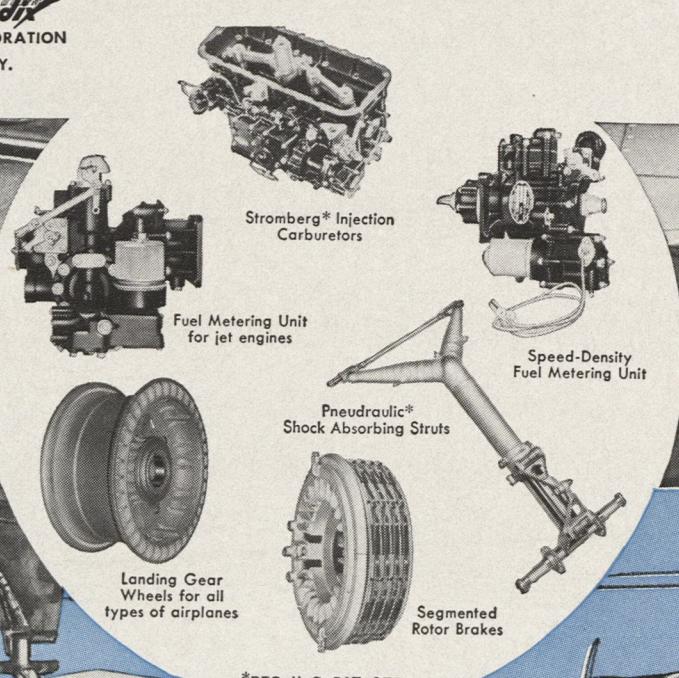
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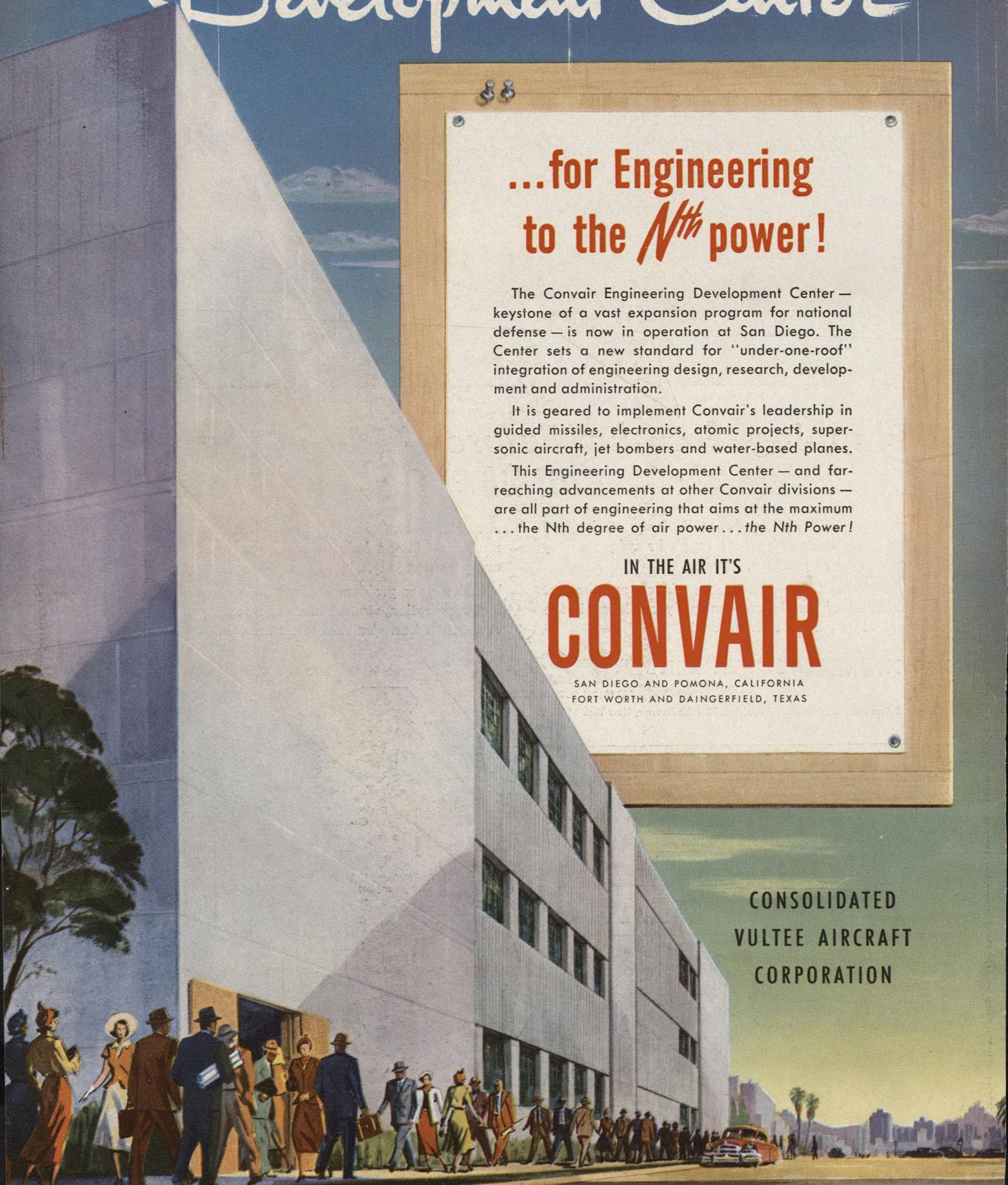
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