

AIR FORCE

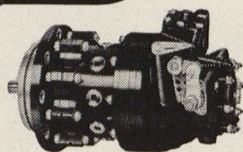
THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION, APRIL, 1949



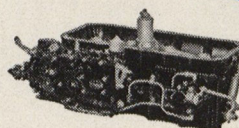
A Special Survey:
WHAT HAS BECOME OF THE FINLETTER REPORT?
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Bendix Products

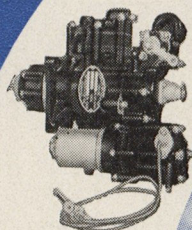
AIRCRAFT FUEL METERING SYSTEMS



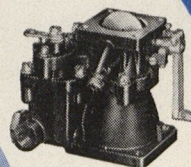
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Injection Pump.



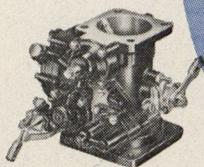
Stromberg* Injection
Carburetor
for large engines.



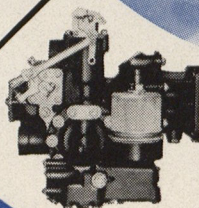
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Speed-Density
Fuel Metering Unit.



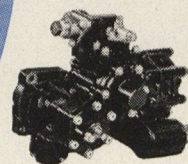
Stromberg*
Float Type
Carburetor.



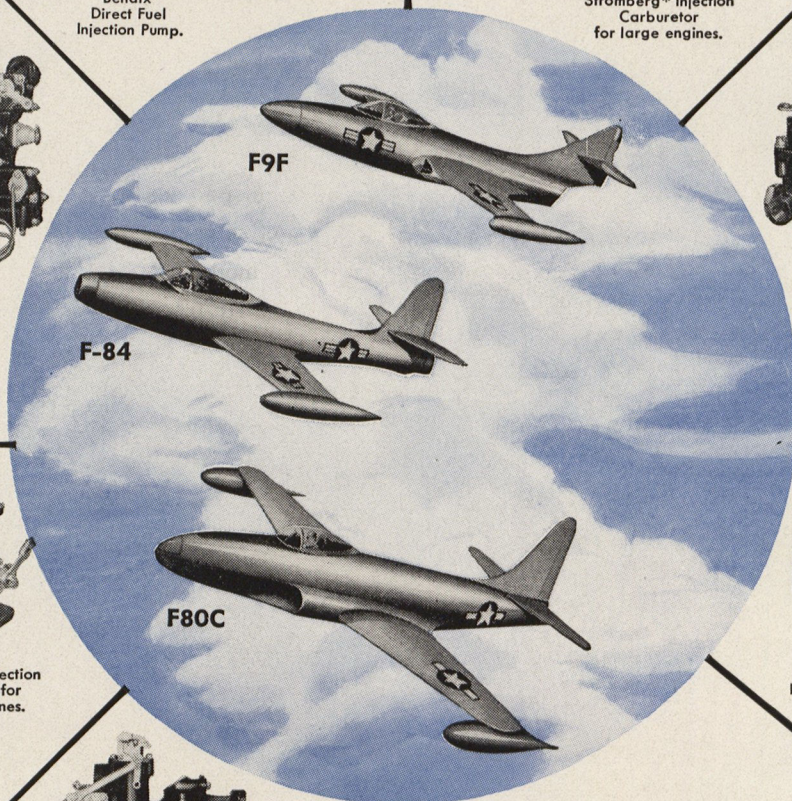
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EDITOR and PUBLISHING DIRECTOR, James H. Straubel

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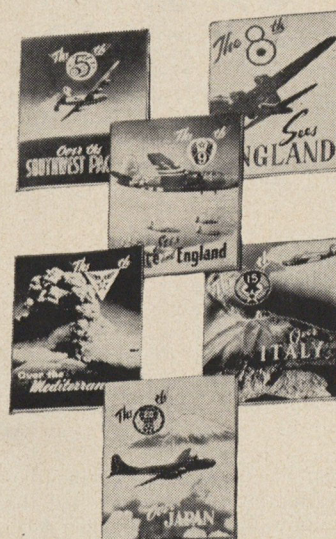
AIR FORCE MAGAZINE is published monthly by the Air Force Association at McCall Street, Dayton 1, Ohio. EDITORIAL OFFICE: 1616 K Street, N.W., Washington 6, D.C., National 2525. Publisher assumes no responsibility for unsolicited material. ADVERTISING OFFICE: 369 Lexington Avenue, New York 17, N.Y., MUrray Hill 9-3817. Sanford A. Wolf, Advertising Manager. MAILING: Reentered as second class matter, December 11, 1947, at the post office at Dayton, Ohio, under the Act of March 3, 1879. SUBSCRIPTIONS: Membership in the Air Force Association, \$4.00 per year, \$2.00 of which is for 1 year subscription to AIR FORCE. Subscription rate to non-members, \$4.00. Single copy, 35 cents. REGISTRATION: Trade-mark registered by the Air Force Association. Copyright, 1949, by the Air Force Association. All rights reserved under Pan-American Copyright Convention. Printed in U.S.A. CORRESPONDENCE: All correspondence pertaining to editorial matters and change of address should be sent to Air Force Association, 1616 K Street, N.W., Washington 6, D.C.

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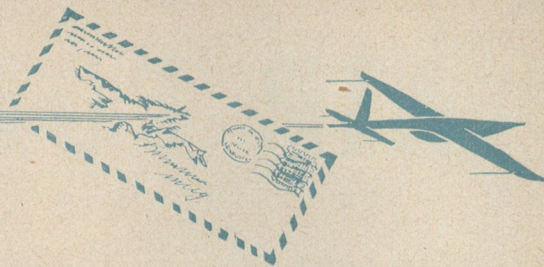
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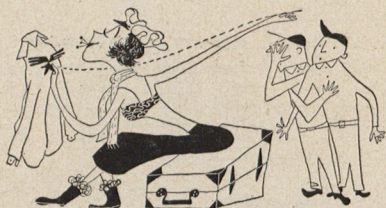
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AIR MAIL



Mere But Proud

Gentlemen: Every time I receive a copy of AIR FORCE I am carried back to the greatest day in my life—the day



I proudly sewed on my sleeve the beautiful blue and gold patch of the Air Force. That this privilege should have been given to me—a mere woman—will always be my greatest inspiration.

Lula R. Germone
Monterey, Calif.

No Sooner Said . . .

Gentlemen: I am an ex-AAF sergeant, and a hearty booster for AIR FORCE. I think it is really a swell publication. I am interested in all the articles of the Air Force during World War II, but I always hope there will be an article about my old outfit. So far none has appeared. I speak of the ATC in the Southwest Pacific—not the Pacific theater—the Southwest Pacific. I had the opportunity to be over there when ATC was just getting started, and didn't leave until the war was over. We covered the territory from Australia to the Philippines and then up to Okinawa and Japan. There is a host of material for some good writer to tackle, and the makings of a darned good story. I hope sometime in the future you will be able to find such a writer and get him to turn out a story. I know it will be good.

William H. Bates
White Salmon, Wash.

• The Diary story on page 33 is the best we can do on such short notice.—ED.

Highly Commendable and Classified

Gentlemen: Something that is highly commendable is your new feature, the classified ad department. Many veterans who do not realize the value of advertising would not use the column if they had to pay for it, but since you offer the service free for two issues, I'm sure they will see what advertising has to offer, if they have something to offer.

James P. Davis
Salem, Ohio

A Plug and a Plea

Gentlemen: I always did think that AIR FORCE was a good magazine; now I know it. After reading "Expos-

ing the Milk Wagon Myth" in the March issue, I wanted to jump up and down and shout "Amen." I have helped to build and static test the B-36 for more than two years and have heard nothing but adverse criticism of it. To have an airpower advocate like Air Force Association go to bat for the old girl makes me proud I belong.

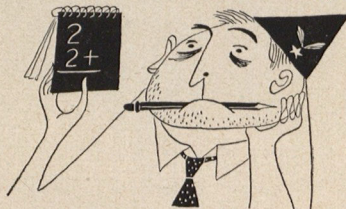
C. Roger Crippliver
Ft. Worth, Texas

Gentlemen: As a fighter pilot in the past war and as a member of a Fighter Squadron, ANG, I wish to bring out a few of my own thoughts upon reading "Exposing the Milk Wagon Myth." I read the article without prejudice but found as I progressed that it had a tinge of the old same song, second verse routine prevalent in Air Corps planning from 1931 until 1943. It seems in those days that a certain bomber was being billed as able to fight its way to and from an important target, flying above the flak, above the fighters, and outshooting the few fighters that did make contact. Try and convince some of the dead B-17 and B-24 crews! You bring out certain substantiating evidence that fighters were unable to intercept the B-36 in recent tests. Give the fighters a little time and practice and there will be successful interceptions, and I firmly believe there already have been in some cases. There will be developments in fighters, primarily in armament, to offset the loss of altitude advantage and loss of rate of closure.

Nimrod W. E. Long
Birmingham, Ala.

Routine for Whomse?

Gentlemen: I enjoyed the story about the B-47 busting the transcontinental record (It Was Routine, March) but



you say 21 hours, 18 minutes minus 18 hours and 32 minutes equals 3 hours, 46 minutes. Routine for whomse?

R. L. Kennedy
Erie, Pa.

• All right—minus 17 hours, 32 minutes, thence.—ED.

Federal Prose

Gentlemen: Regarding Jim Elliott's letter in AIR FORCE, March 1949,

page 23—obviously you are right in your comment on the basic reasons why Reserve officers who are also enlisted men in the regular Air Force cannot fly. Why doesn't the Air Force write their regulations, i.e. 35-25, according to the real reasons instead of hedging about with wording that reads like an underling trying to keep his boss from being accused of "making the many suffer for the sins of the few?"

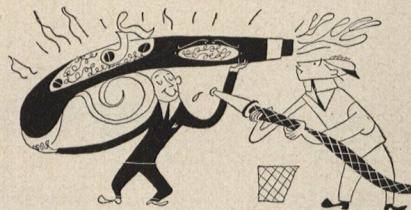
J. P. L.
Columbus, Ohio

• Good question.—ED.

"Flat-Top" Enthusiasm

Gentlemen: Congratulations on your last three issues of AIR FORCE. They were hotter than a \$2 pistol shooting uphill.

Robert D. Martin
Burbank, Calif.



Gentlemen: Let me congratulate you on your fine piece of factual reporting in the February issue. "The Case Against Flat-Top" should bring home to all of us the concerted activity necessary on the part of all AFA squadrons in reminding the public of the complete vulnerability of flat-top offense and defense in time of war. Keep up the good work.

Stephen M. Donnelly
Bronx, N. Y.

Gentlemen: I have just read the article "The Case Against Flat-Top" in the February issue and I believe it should be sent to every senator and representative in Congress. It is one of the best articles I have read in our magazine.

Frank J. Perry
New Bedford, Mass.

Gentlemen: Great—"The Case Against Flat-Top." Congratulations. I'm a new-comer to AFA. Your National Guard and Navy cases sell me 100%.

P. W. Kelley
Stoughton, Mass.

Gentlemen: A year ago I couldn't see \$4 for your magazine, but "The Case Against Flat-Top" is alone worth it. Capt. Leroy Bebout
APO 407, N. Y.

RENDEZVOUS CONTINUED

the 5th Air Force and to all Army veterans formerly attached to it including the WAC. For further information, interested persons please write to: John H. Wel-
ler, 134 So. 4th St., Philadelphia, Pa.

INFO WANTED: I would like information concerning the following: Major Miller, CO of the 42nd Fighter Sq., 343rd Fighter Gp., 11th Air Force, who was shot down while flying a P-39 on a mission to Kiska; Johnny Oerschon, a B-17 gunner or engineer, who bailed out of a crippled B-17 over Germany and was listed as missing in action; Lt. Jacobs who was stationed at the AF pooling station at Stone, England. Can anyone tell me whether or not the pilot shot down on Kiska Island and given a decent burial in 1943, complete with marker and inscription by the Japanese, was Lt. Long of New York (P-40 pilot of 18th Fighter Sq.)? Carl McClung, 290 Washington St., Keyport, N. J.

JAGGERSFONTEIN: Those boys who had to take to the life boats on June 26, 1942, while on board the wallowing dutchman, are requested to get in touch with Ahti Petagi, 323 Wallace Drive, Osborn, Ohio, who is getting together an organization of the fellows who were on this particular trip to England, with the idea of having an occasional reunion. Arthur Newcomb, 1042 N. Taylor St., Arlington, Va.

SHEMYA: In 1945 I was given a number of frames of 35 mm film. In this film I have found frames of aircraft with the following names: Jeanetty, Windy, and Assam Dragon. In two of the frames appear the names: Pilot, Lt. N. Woolley; Crew Chief, S/Sgt. R. H. Mooney; and Pilot, Lt. McQuirt; Crew Chief, Cpl. Hann. Anyone wishing to obtain copies of these frames may write to: R. E. Sullivan, 427 W. High St., Springfield, Ohio.

WHY NOT JUST HOLLER? I would like to hear from, or hear about Lt. Harry C. Burmester, who got his wings at Yuma Air

Field, Ariz., about 1943. I believe he lives in California. Theodore R. Barrett, 32 South Virginia, Pasadena, Calif.

NO LITTLE BLACK BOOK: Would like to hear from Ernest Salm, former pilot in 480th Anti-Sub Gp. and from Bill Scott, former 36th Fighter Gp. pilot; also from any other friends who expected to hear from me. All my addresses were lost when I was shot down. Wm. M. Young, Dixon Springs, Tenn.

HOSPITAL CHUM: Would like to hear from Eldridge (Bud) Sautter, or from anyone who knows where he is. I believe he was from Minnesota, and was last known to be in the Kearns, Utah AF Hospital in July 1943. Hugh E. Jones, 1857 N. Lorraine, Wichita 6, Kan.

TAPS: I'm trying to locate Vito Meoli of Summersville, Mass., who was stationed with me at Ft. Crook, Neb., and at Salt Lake City AFB, Utah, April through September 1943. If anyone knows his address and will send it to me, I will appreciate it. John J. Taphorn, 4232 School Section Rd., Cincinnati 11, Ohio.

LITTLE IRONPANTS: Can anyone help me find Donald R. Wombacker; his home was in Iowa City. As our original bombardier he served with me overseas from May 1944 until he was promoted to 1st lieutenant and advanced to lead bombardier of our squadron. Until his promotion, he served as bombardier of our B-24 (H), named "Little Ironpants." Our organization was the 490th Bomb Gp., 850th Sq., and we were stationed in Suffolk Co., England, 20 miles south of Norwich. Sometime around July or August 1944, on the take-off, his plane crashed and exploded. He escaped and recovered to fly again. Clayton G. Cobb, R. D. 3, Binghamton, N. Y.

MIA: Will greatly appreciate information leading to the locating of personnel flying with Lt. Wm. G. Wyatt when he bailed out over Belgium in the latter part of August 1944. Lt. Wyatt was in

the 544th Sq., 384th Bomb Gp., stationed in England. John R. Lipscomb, 1559 Langston St., SW, Atlanta, Ga.

THAT OLD CO: Would like to get in touch with an old CO of mine, Major Nolte, formerly of Lowry Field, Colo., and also a nurse, Lt. Nadine Riperton, formerly a member of the Station hospital at Buckley Field, Colo. Frank Gehr, Harpursville, N. Y.

FROM INDIANA: Do any of you know the present address of ex-Cpl. Russell Sankey who came from somewhere in Indiana? We were at several stations of the 17th RCD in England before being assigned to Pangbourne House of the 19th. I'd like to get in touch with him and so would several of our old mutual friends. Edgar D. Van Wagoner, 103 N. Walnut St., East Orange, N. J.

GOOD PIX: While stationed at the 1345th AAFBU, ATC, Kurmitola, India, I obtained good kodachrome and black and white shots of the base, India in general, the Hump, and China. If any ex-CBI personnel are interested in getting copies or prints of these, I'll send them a list. Wm. J. Jahoda, 13 Fairview Ave., New Paltz, N. Y.

ACQUAINTANCES, NOT FORGOT: Would like to receive word from acquaintances who were or are members of the 41st Bomb Gp., 49th Svc. Gp., March Field, Davis Monthan Field, AAF Depots at Springfield, Ill., South Bend, Ind., and Shelby, Ohio. R. C. O'Brien, Lt. Col. USAF (Retd), P. O. Drawer 530, Ouray, Colo.

HEY, HOMAN! Would appreciate any information as to the present address of S/Sgt. John H. Homan, last known to be with the 1st Tac. Recon. Sq. during the early part of 1947. T/Sgt. Cornelius Seago, Rt. #3, Norris Rd., Columbus, Ga.

AI, AI, AI: Will Col. William Price III please contact Cpl. (formerly S/Sgt.) Earl J. Nelson, 96th Fighter Sq., Grenier AFB, Manchester, N. H.

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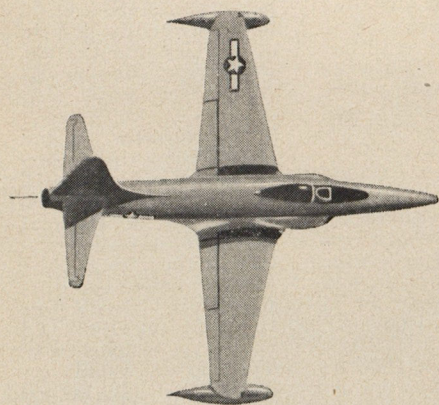
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Lockheed

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Where the Gang gets together

ANY OLD BUDDY: Would like to hear from Capt. N. L. Bradley, overseas S-1 of the 392nd Fighter Sq., 367th Fighter Gp., 9th Air Force. Also like to hear from any old buddies from the 92nd. *Lt. Bruce Baize, SMAFB, San Marcos, Texas.*

TRIAL FLIGHT: First reunion of the 360th Fighter Sq. will be held Memorial Day weekend 1949 at Cleveland, Ohio. All members please contact *Glenn D. Mishler, 466 Watson St., Akron 5, Ohio.*

394TH BOMB GP. HISTORY: "Bridge Busters," the story of the 394th Bomb Gp. is now being printed and will be distributed in early summer. Former members are asked to contact *Col. T. B. Hall, Hq. 314th Air Division, APO 994, c/o PM, San Francisco, Calif.* or *Lt. J. G. Ziegler, Yokota AFB, Box 418, APO 328, c/o PM, San Francisco.*

KIA: Would like to hear from men who served with my son S/Sgt. Robert L. Vidler, missing in action Dec. 23, 1944; later death confirmed. He was a gunner engineer with the 391st Bomb Gp., 574th Bomb Sq. *Mrs. Adelia Vidler, 436 Yuba St., Vallejo, Calif.*

OLD ISSUES WANTED: Would like to hear from anyone who has old issues of Air Force that they would like to part with, as I want to make my library more complete. *Ray G. Smith, 3794 So. 5th St. East, Salt Lake City 6, Utah.*

DEPOT SUPPLY REUN: Will all former members of the 45th Depot Supply Sq. please contact me with regard to our third reunion which will be held in the fall of 1949 at Springfield, Ill. *Morris B. Danziger, 4537 Mayfield Road, South Euclid 21, Ohio.*

MORE REUNION: Kelly Field Class of June 1929 celebrates its 20th Anniversary with a reunion this summer. We need names and addresses of class members. For all information write: *Lt. Col. Karl H. Kalberer, Rm 4E110, The Pentagon, Wash., D. C.*

BROWNIE: I am trying to locate Russell F. Brown. Saw him last in Santa Ana Pre-Flight Cadet Center—he was in Class 45-C—and would appreciate any information about him. *Garland P. Merrell, Jr., Box 410 W.C., Norman, Okla.*

DELTA DARKNESS: Would like to contact Lt. Zell S. Myers. We were assigned to the 312th Ferrying Sq. and were with Gen. J. P. Ratay in Marseilles flying for the Delta Base Section. *Vernon A. Hansen, 601 Percell St., Bonneville Park, Ogden, Utah.*

PRIORITY & TRAFFIC: Would like to hear from any of the ex-P&T men of the ATC India-China Division at Jorhat and Tezgon, India, and Bhamo, Burma. *Herman M. Miller, 109 Falby, Richland, Wash.*

HO! WING-TOH: I am anxious to learn the whereabouts of Lt. Ho, Wing-Toh (Chinese AF) who graduated with me from Douglas Twin Engine Pilot School, class of 44-D. Lt. Ho went from Douglas to La Junta, Colo., for B-25 transition and from there I've lost all contact with him. I seem to recall that his serial number was 589, which is purely a guess, and I'm not sure if it's a Chinese or American number. *H. T. Staudt, Jr., 1175 E. 152nd St., Cleveland 10, Ohio.*

THE STRINGBEAN AND THE ROCK: Would like to hear from Paul Greiner, "the Rock from Butte, Mont.," and George

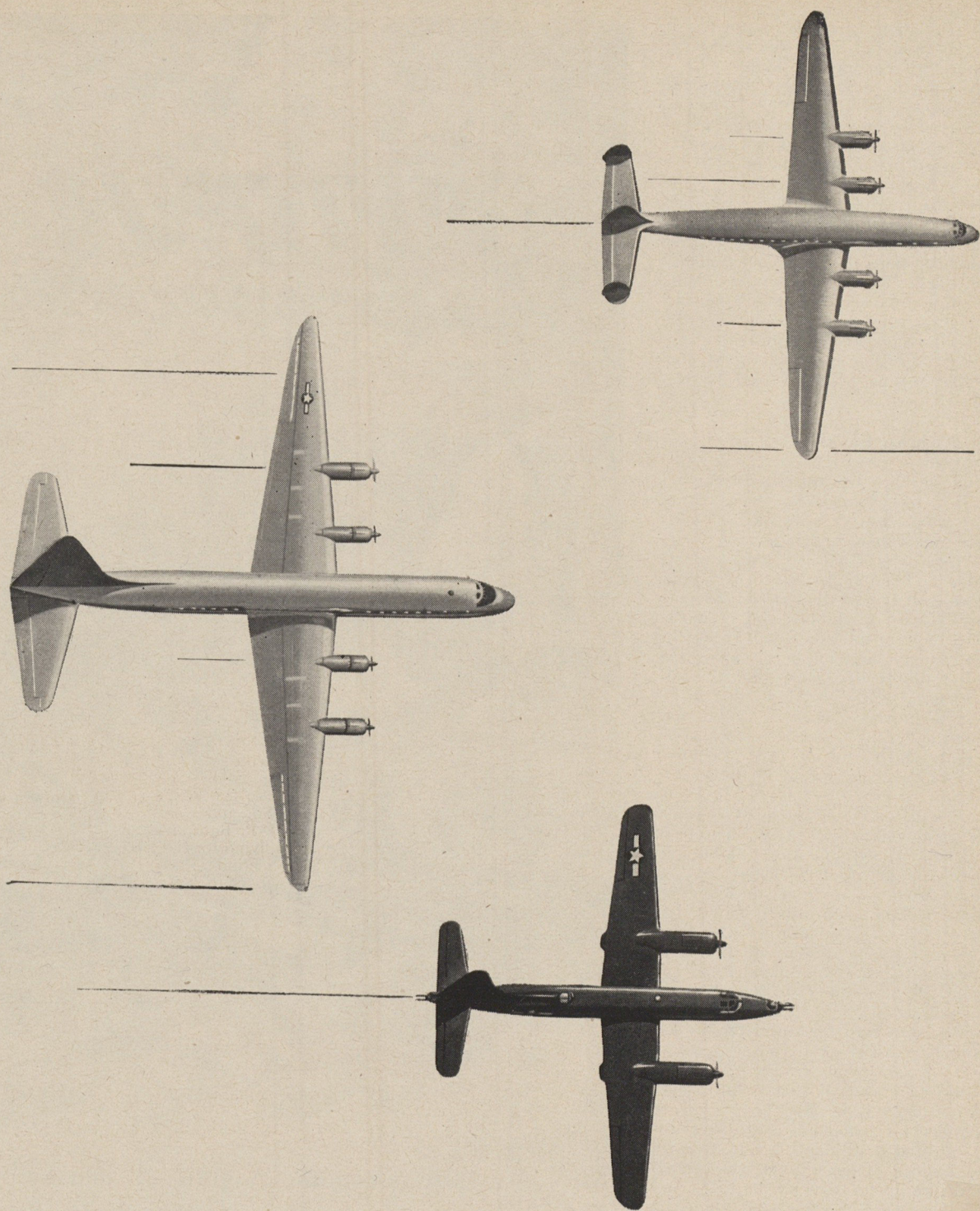
Glober, "the Stringbean from San Angelo, Texas." *Albert W. James, 3108 Walling Drive, Austin, Texas.*

WITH MIRRORS: The day after the war ended, my buddy and I, by the use of signal mirrors and sea marker, contacted two B-24s as we sat in our one-man life rafts about 75 miles southeast of Okinawa. I would like to get in touch with any or all of both crews, particularly the fella whose name I think was Lasky, and whose canteen I kept for quite a while hoping someday to return it. Would also like to get in touch with the pilots. *W. B. Frable, 722 Packer St., Weatherly, Pa.*

BUSTER PAWLY'S CREW AROUND? Would be glad to hear from anyone who was with the 576th Sq., 392nd Bomb Gp., stationed at Wendling, England; also from the following, who were members of Lt. Bernard (Buster) Pawly's crew: *Jim Conley, Enos Tart, George Standby, Joe Supp, Tex Tooman, and MacDonald. Alan B. Clarke, 1648 Filbert St., San Francisco, Calif.*

HISTORY SWAP: I have a group history of the 22nd Bomb Gp. published in Australia in 1944 which I will swap for either a 22nd Group history published after that date, or the address file which was published sometime in 1945. *John F. Johnson, Nemaha, Neb.*

5th AIR FORCE SOCIETY: The 5th Air Force Society is composed of veterans who served in the 5th Air Force in the Southwest Pacific, which was recently formed in Philadelphia. The organization is dedicated to perpetuate the memory of fallen comrades, to carry on the traditions of the Air Force. Membership is open to all past and present members of (Continued on page 10)



All the Leaders are Lockheeds

the regulation unusually complete. It did, as promised, cover the new point system. Except for one thing.

We put in a call to the boys in the Air Reserve section at the Pentagon. "This regulation apply to enlisted members of Air Reserve and Air Guard?" We asked in our worst manner. After some stammering, the voice at the other end confirmed what we had suspicioned; AFR 45-5 was strictly for officers. "What regulation does cover enlisted men in this new point system?" we asked. The answer was decidedly negative. As we report in the last paragraph of our article on page 38, "There is no regulation prescribing the new point system for enlisted personnel of the Organized Reserve and Air National Guard."

Ring Three Bells!

Of all the letters that have come our way in recent weeks, we lean toward this one as our favorite, and it won't take you long to understand why:

"Dear Sirs: Like 99% of graduate students I am broke 99% of the time. Thus, you can see that raising \$4 dues for the AFA might be a bit of a job. Since my membership lapsed at the time when a large output of money was required, I had a more difficult time than usual. However, I decided to invest a quarter (25c) in a business enterprise (slot machine), and I hit 3 bells which paid off \$4.50. Enclosed find \$4 for my renewal. The other 50c I spent foolishly—two beers."

This letter, along with \$4 in dues for another year with AFA, came from a fellow named Bill Meyer, a student at Washington State College.

It's been a long time since we hit three bells on a one-armed-bandit, but as we recall any sizable win from a slot machine produced the overpowering desire to squander it immediately on a round of drinks or some such thing.

We commend Bill Meyer for his self control, for his acute business sense, and for his investment in AFA. The moral, of course, is that if Bill Meyer thinks enough of the Association to sacrifice his slot machine winnings for it, contrary to all that's human, you can well afford to renew your membership and sign up for a friend for AFA. And we hasten to mention that there's a membership enrollment form all ready for you on page 10.

J.H.S.



AVITRUC

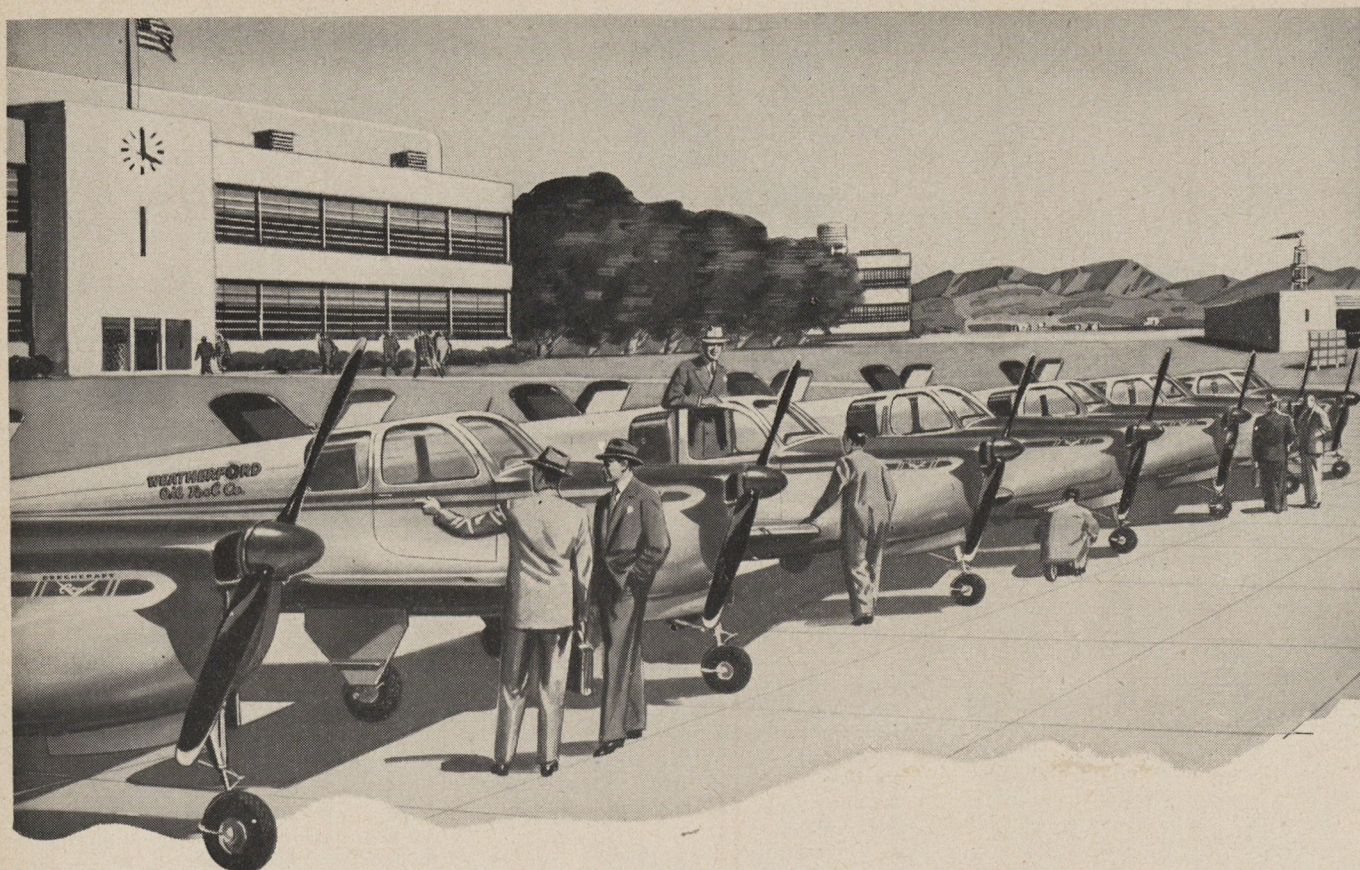
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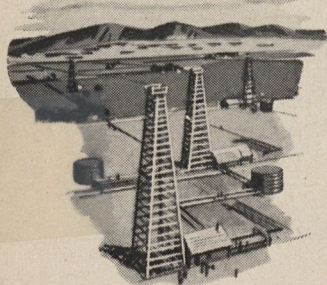
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Sales Manager John Hall even uses his Bonanza as "reconnaissance"; spots well locations from the air, follows up with sales calls. Because Bonanzas are *quiet* and comfortable, they're ideal as customer transports. Cost of operation? About the same gas and oil consumption per mile as an auto! This Bonanza fleet is a profitable, paying proposition.

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SHOOTING

How New Are You?

B-36 crewmen who these days are making routine shake-down flights well above 40,000 feet are advised that a large and impressive set of mathematical equations, which has come to our attention, proves conclusively that a bomber cannot operate above 38,000 feet.

A particular B-36 crew might be more interested in an even larger and more foreboding batch of mathematics which in scientific circles is packaged under the name of Breguet's Law. It is tops on the hit parade of documents used to theorize on how far planes can and cannot go.

We recall an analysis of this Law which appeared in an aviation newsletter some months ago. We can't forget the article's concluding statement that "it is scarcely possible to produce a bomber now that will lug a big load more than 3500 statute miles and return."

The crew we have in mind to mull this one over is the gang from the B-36 that recently lugged a big simulated bomb load of 10,000 pounds for 5000 miles, dropped the load and returned 4600 more miles to base.

The latest use of Breguet's Law to prove mathematically that the B-36 cannot do what it is doing appears in a current aviation magazine. The author supplies technical data that blur the eye, then arrives at the conclusion that a 10,000-mile bomber is only "technically feasible" and, even so, "economically unsound" and with "a low probability of success." Our B-36 crew would find it hard to dispute the mathematics cited. They would have no other answer than the fact that they completed their 9600 flight with 2 hours of operating fuel in the tanks, more than enough to hit the 10,000-mile mark, plus a 5% emergency fuel load.

It seems more than coincidence that the material presented in both the



THE BREEZE

plane can rip away, as erosion washes away a mountainside, entrenched sentimental or commercial interests. Those people without axes to grind, but who are traditionalists in their thinking just the same, may find it more logical to stick with "balanced force" doctrine rather than accept an airpower concept. Still others may accept the concept while holding to the belief that things haven't much changed since V-J Day.

In this battle of Old vs. New even Air Force veterans must be on their guard. It is too easy for us to appraise air warfare in terms of World War II. It is not so easy to scrap some of our outmoded notions about fighter superiority over bombers at high altitude, about visual bombing, about mass bombing, about island-hopping strategy to secure bomber bases. Such things are out, or fast on the way out. We must realize it and keep our minds open to supersonics and super-altitudes. If not, we can become guilty of developing a "B-17 concept," which in the future can be as dangerous as the deadly "battleship concept" with which we are all too familiar.

We should look forward to the day when we will be belaboring the traditionalists, perhaps within our Air Force, who insist on operating piloted bombers when we know full well that George has taken over and the guided missile is here to stay.

Officer's Country

You will find on page 37 a report on revised AFR 45-5 which has been heralded for sometime now as the regulation to end all regulations for Air Force Reservists and Air National Guardsmen on such matters as "organizational composition, assignment, promotion, transfer, retention." It would, we were told, contain all the poop on the new point system, tell you what you were working for and why.

When a copy of AFR 45-5 arrived in the office, we looked it over and found

publications referred to above came from the same fountainhead of information. In the first instance, "Navy aeronautical engineers" were credited though not identified as the source. In the second, the Director of the Design Research Division, Navy Bureau of Aeronautics (Ivan H. Driggs) was the bylined author.

In both cases the conclusion was the same: the law of diminishing returns has been reached in big bombers; the 10,000-mile bomber is impractical; the trend is toward high performance at a sacrifice in range; for extension of bombing range we must look to the aircraft carrier.

We prefer to believe that the Navy's aeronautical engineers know full well the mathematical limitations they place on the B-36 are based on certain constants such as those regarding temperature at high altitude and powerplant efficiency—"constants" that are no longer constant today—and that these engineers also know the B-36 is a 10,000-mile bomber, with no holds barred. We prefer to believe this slide rule criticism of the B-36 is merely Navy Public Relations at work again, though we gasp a bit when we hear of Navy briefings for newsmen to explain how Breguet's Law and other mathematical calculations "prove" the B-36 is not in the cards.

That the B-36 is flying higher and farther than scientific "fact" says it can fly not only indicates that someone had better hurry and rewrite the engineering books—it also represents the dilemma faced by the traditionalist when he attempts to evaluate the Air Force in the defense setup.

This dilemma is not easy to take. Each step in the advancement of the air-

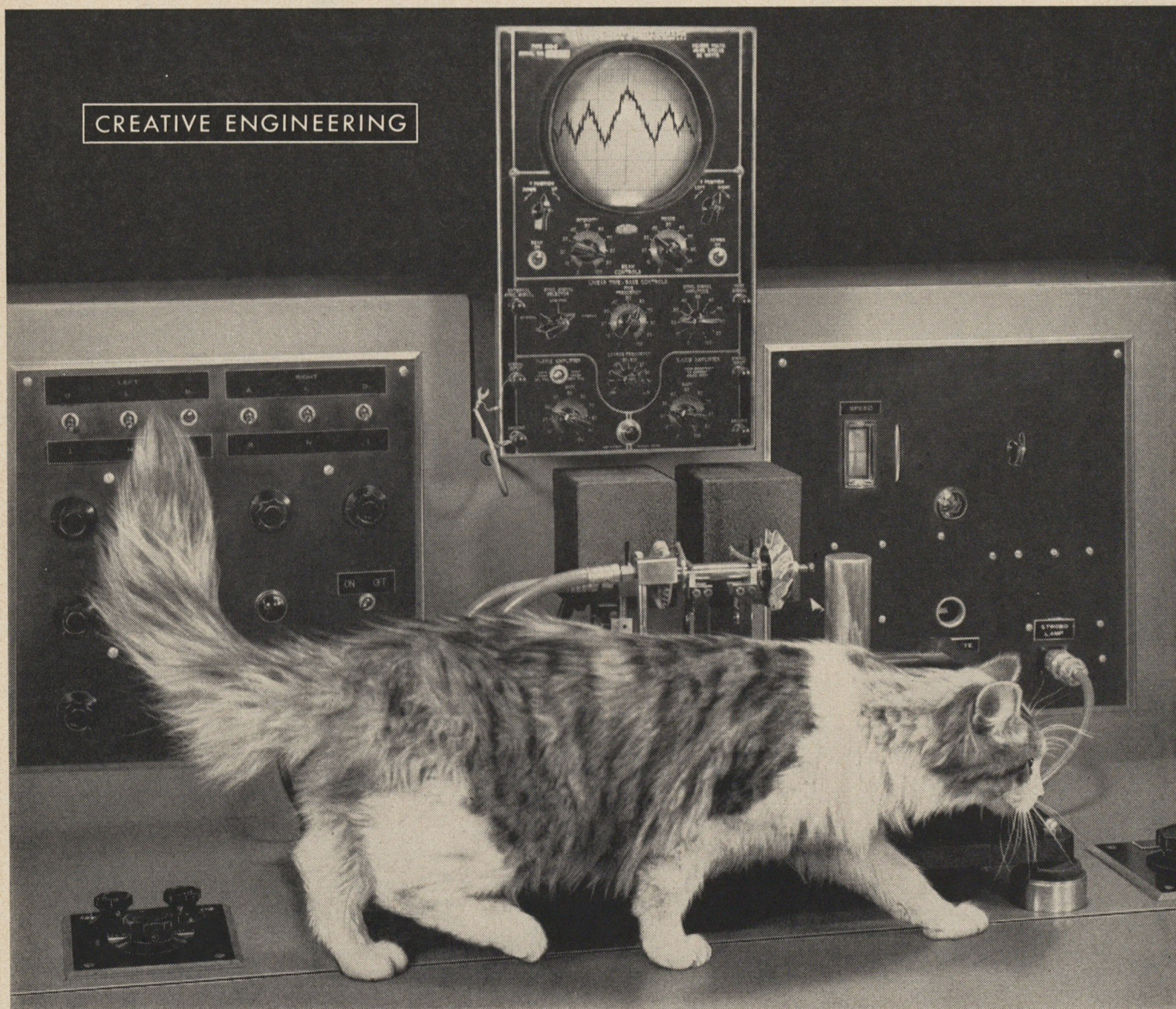
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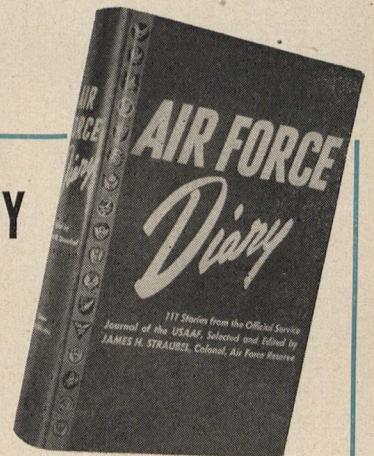
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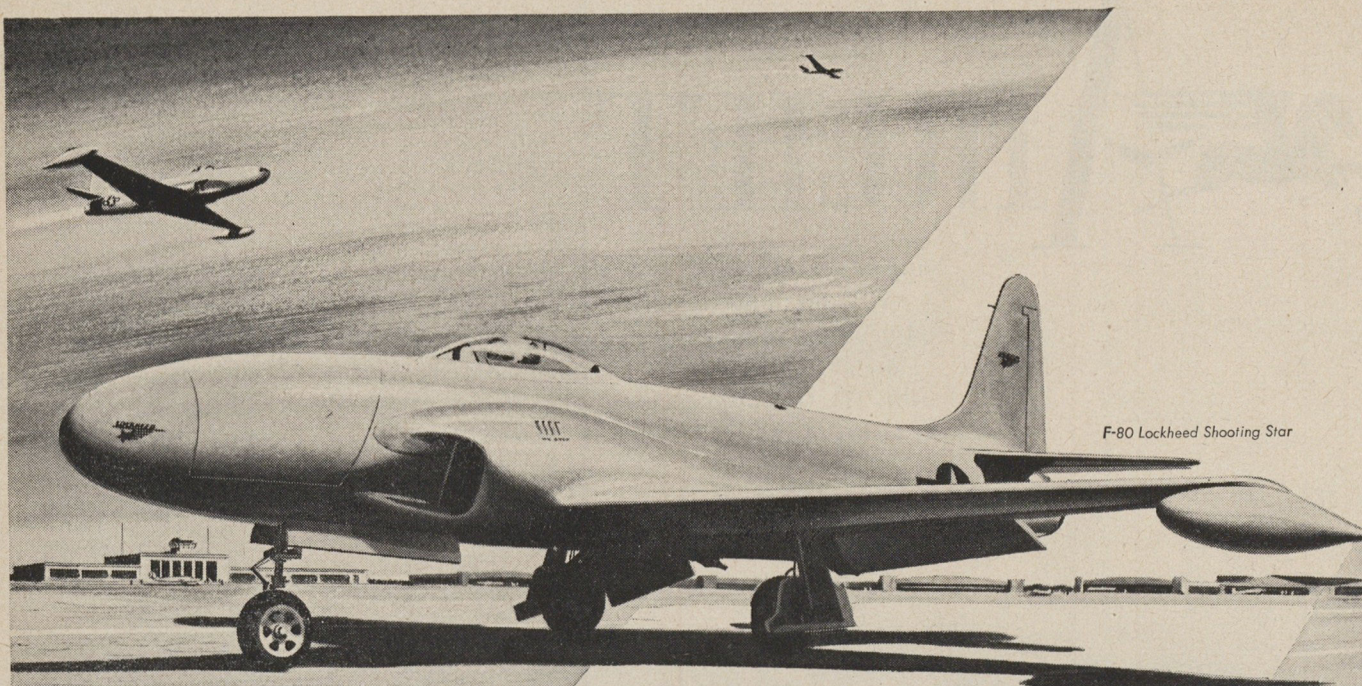
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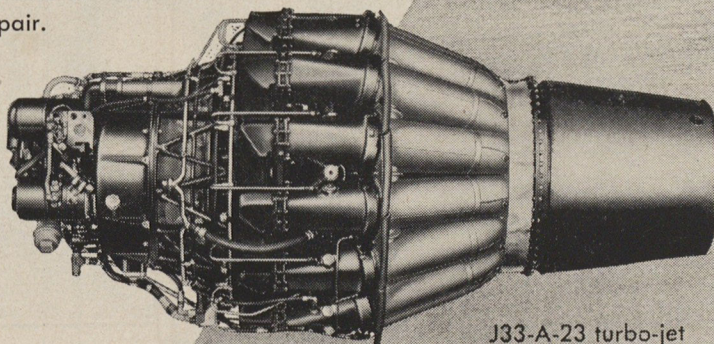
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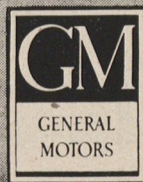


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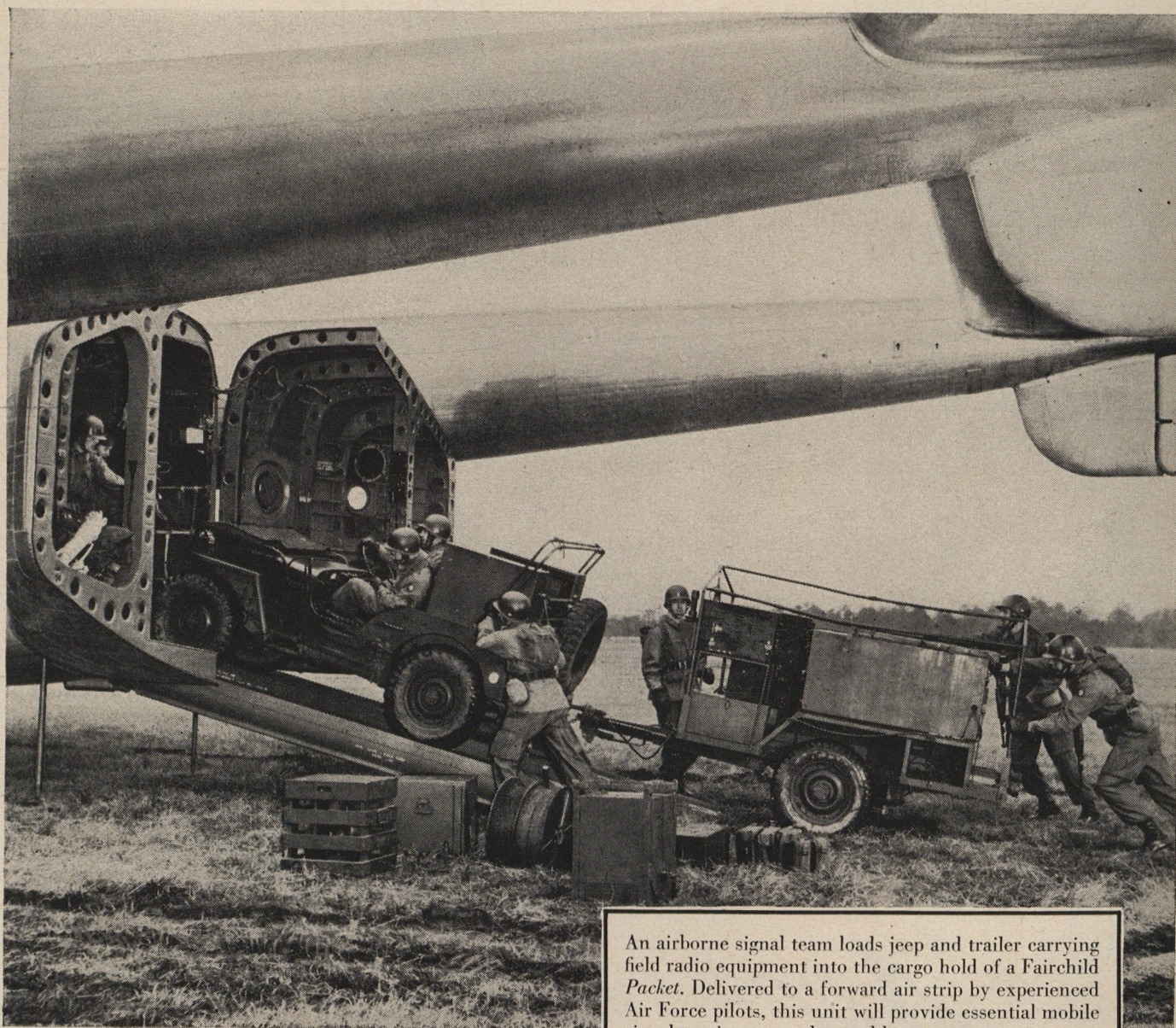


Indianapolis,
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National security depends largely upon the full use of air power in all its phases. One vital operation is airlift—dramatically pointed up by the air supply of Berlin and more recently by food-rescue missions in the snowbound areas of the West.

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The Finletter Report—A Year Later

Here is a searching analysis of what has—and hasn't—been done

to give this country adequate strength in the air

By Ned Root

A year ago we welcomed with open arms the appearance of what we called "a workable airpower program—the kind we have been fighting for both as individuals and as an organization."

To the Report that spelled out the program we devoted an entire issue of this magazine. Copies of this special issue were sent AFA members throughout the country, to thousands of local, state and national leaders. Airpower rallies, held by AFA's local units, helped spread this word.

The nation's press, was hardly less enthusiastic. Most of the country's leading newspapers favored the Report with front page billing. It was the Time story of the week. The New York Times found it "so well thought out, so sanely presented, so well buttressed by straight thinking that it is difficult to see where it can be attacked except in small detail." In Dallas, the Morning Star added, "our existence and our future are wrapped up in it."

This unprecedented public interest was motivated by the published findings, after months of independent investigation, of a five man Air Policy Commission appointed by the President and popularly known as the Finletter Commission after its chairman, attorney Thomas K. Finletter. The Report was fittingly titled "Survival in the Air Age."

What has become, we ask now, of the Finletter Report? How does it stack up after a year of cold war and hot flying? How does the nation stack up before the Report's grim conclusions regarding survival in the air age?

These are questions every taxpayer has a right to ask and a right to have answered. To this end AIR FORCE looks at the Finletter Report—a year later—in this special survey.

JHS

In the first pages of its historic report, the President's Air Policy Commission came to this rueful conclusion: "We will not be rid of war until the nations arrive at the great agreement to live together in peace and to this end give the United Nations Organization the legal and physical powers under a regime of law to keep the peace. As yet there is no sign that this agreement will be made within the future with which this Commission has to deal."

Had there been any considerable progress toward such an agreement in the year that has passed since the report was released, there would be less cause to review now our readiness to fight. But such is not the case. A year ago there was at least some comfort to be taken from the haggling and bickering that continued in the offices of the Security Council at Lake Success. For as long as there was debate there was also the prospect that sooner or later UN would be given the law and the power to enforce the peace.

Even if no such solution were found, debate itself was a better—and safer—end than collapse.

FINLETTER REPORT—YEAR LATER CONTINUED

But today the structure that had its foundation in the lofty principles of "practicing tolerance and living together in peace with one another as good neighbors"—today that structure is a shambles. The Security Council (or more specifically the Military Staff Committee under the Security Council) has abandoned debate—without an agreed upon program. The deadlock which was active and heated a year ago has become an impasse which is

As the Finletter report stated, "As yet there is no sign . . ."

Not being able to count on the creation, within the future for which it now has to prepare, of a world settlement which could give it absolute security under law," said the Commission, "the US must seek the next best thing—that is *relative* security under the protection of its own arms. Reluctantly this Commission has come to the con-

ferent manner. The Finletter group thought of security primarily in terms of defense of our own borders. Under terms of the pact, the US must now concern itself not only with keeping its own borders inviolate, but it must also hold to the obligations it has assumed to defend—even with arms—the sovereignty of about a dozen *other* nations. Perhaps under these conditions the President's board would have called for even greater arms. Wider dispersion of our forces beyond our own borders might also have been indicated. In lieu of either of these, Finletter might only have called for the rapid arming by the arsenal of democracy of the signatory nations—without an expansion of our own forces. In any event, this much is certain: The creation of the Atlantic pact itself makes no less urgent the need to arm at least to the level recommended by Finletter. It is quite probable that just the opposite is true.

Another condition which might have altered the conclusions of this Air Board is the present war-making potential of our only possible enemy. There is no evidence—at least for public consumption—that Russia is any further along in the development of the A-Bomb than Finletter contemplated she would be at this moment. The date when "possibly hostile" powers could be assumed to have A-Bombs in quantity, was December 1952. That point seems as good now as it was a year ago.

Nor is there any new, readily available evidence that the countries beyond the iron curtain have developed guided missiles, biological warfare, or the art of sabotage beyond the point contemplated and allowed for by Finletter.

There are reports, however, that in 1948 Russia built three airplanes to every one built by the US. It is unlikely that the Commission reckoned with this degree of superiority. The information would not have lowered its estimate of the number of planes required by our Air Force.

There is one factor though, and a sizable one, that might easily have done just that. It should be remembered that while the Finletter report was made public just a little over a year ago, the study and deliberation which preceded it was conducted in the latter half of 1947. Much has happened in the technological perfection of our own air weapon since then. The Commission could not yet appraise the B-36, for example. We know now that it is far superior to anything we could have hoped for a year and a half ago. So revolutionary has the performance of this single plane been that the Air Force itself has been called upon to alter substantially its own assessment of the techniques of air warfare. The mammoth Consolidated plane can deliver an A-Bomb to any conceivable target on earth from available bases and return without refueling. Not only that, tests under combat conditions prove conclusively that at forty to forty-five thousand feet it is all but impervious to any existing weapon of interception. It would be difficult to



An historic shot—Russia's Andrei Gromyko walks out on the United Nations.

cold and stagnant. Members of the Military Staff Committee meet as regularly as ever because the interval of their meetings is prescribed by UN law, but in the past year there have been at least two examples of the futility of those meetings.

In Palestine the borders of the Arab-Israeli states as defined in the UN partition plan of 1947 were violated by armed conflict. It was not only a threat to the peace, it was a serious breach of the peace. By threat of economic and political sanction against both factions, the UN figured somewhat in bringing about an early truce in the fighting. But it was the line of battle established in the fighting that became the new border line. UN was powerless to re-establish the boundaries it had set up in its partition outline.

Again in Indonesia, the Dutch, after 17 months of indecisive skirmishing, pulled a 14-day blitz on the Indonesians while UN stood by and "deplored" the action.

clusion that this security is to be found only in a policy of arming the US so strongly

► That other nations will hesitate to attack us or our vital national interests because of the violence of the counter-attack they would have to face, and
► That if we were attacked we will be able to smash the assault at the earliest possible moment."

Right here it might be well to point out that several things have happened in the past year that undoubtedly would have "conditioned" the findings of the Commission had its report been made now instead of last year.

In the first place, the "deadlock" in the UN has, in effect, been broken in that the disputants have set out quite openly on their own individual ways. The Eastern block has established and expanded its cominform. The West has created an Atlantic pact. Had that pact been in existence at the time of the report, "relative security" might have been arrived at in a somewhat dif-

exaggerate the importance of this "prolonged life expectancy" in actual war. Obviously fewer planes—whether they carried an A-Bomb or conventional TNT explosives—would have to be dispatched to assure the successful destruction of any single target. Furthermore, low attrition would just as obviously diminish the number or replacement planes required. A far greater succession of enemy targets could therefore be attacked in a far shorter period of time—and at greater economy.

All these conditioning factors, both pro and con, were not unforeseen by the Finletter body. They carefully recommended that "there be periodic reviews of the military establishment of the US in the light of the then current international situation and the military strength of other nations." Their specific recommendations—if they were made today—might not conform in full detail to the ones actually set on paper. There would be far more evidence than has been offered here to support either side of the argument. On the other hand, full evaluation of new facts might lead them right back where they left off. Air Secretary Symington, for example, has testified within the month that if the nation could afford it he still believes there is a requirement for 70 groups.

Regardless of the present requirements for men and weapons, the first requirement as set forth by the Commission is just as correct today as it was last year. It will be equally true next year and the next. It is this:

"In our opinion," said the Finletter group, "the military establishment must be built around the air arm . . . the country must have a new strategic concept for its defense and the core of this concept is airpower."

Here, then, is where we begin. A bulk of planes and men and money is both extravagant and inefficient unless it is assembled in complement to a sound strategic concept.

It would be wrong to imply that a concept as envisaged by the Commission does not now exist. It exists in the blueprints of such planes as the B-36. It exists at Ladd Field in Alaska, and in new techniques of air-to-air refueling. And most certainly it exists in the minds of such men as Generals George Kenney and Curtis LeMay. But there are other places where it has not yet been detected. No one has yet reported its presence under the keels at Newport News, on the grounds at Annapolis, nor in the halls and offices on Constitution Avenue. The concept of airpower as the core of our defense is a somewhere thing.

In retrospect it can now be pointed out that the greatest weakness of the Finletter report perhaps lies in the fact that it was a unilateral study. Having arrived at the conclusion that airpower was the core of our defense, the commissioners went on to investigate that one phase of the problem only. Indeed that was the express purpose of their convening. But their limited analysis of the core rather than the whole of the



In Indonesia UN was powerless to halt a bloody 14-day blitz—Dutch style.

defense tangle has provided an unanticipated loophole for those who would circumvent the Committee's conclusions. These critics have contrived an argument of fair sounding but obviously overdone logic. "We agree," they say, "in the desirability of a healthy Air Force. But it must not be created at the expense of other services. We must have a balanced force." As might be expected in a nation that is notoriously responsive to slogans and catch phrases, the term "balanced force" has thrown

the less euphonious idea of a "new strategic concept" for a serious loss.

To be sure, the Finletter Commission itself went on record for a balanced force long before the present advocates. But their conclusion was somewhat different. "We are impressed with the need for proper balance between the three services," the Commissioners wrote. But they added, "We have concluded that such a balance does not exist now because of the relative and absolute inadequacy of the

In Palestine UN helped frame truce but failed to reestablish partition lines.



FINLETTER REPORT — YEAR LATER

CONTINUED

present day US Air Force establishment."

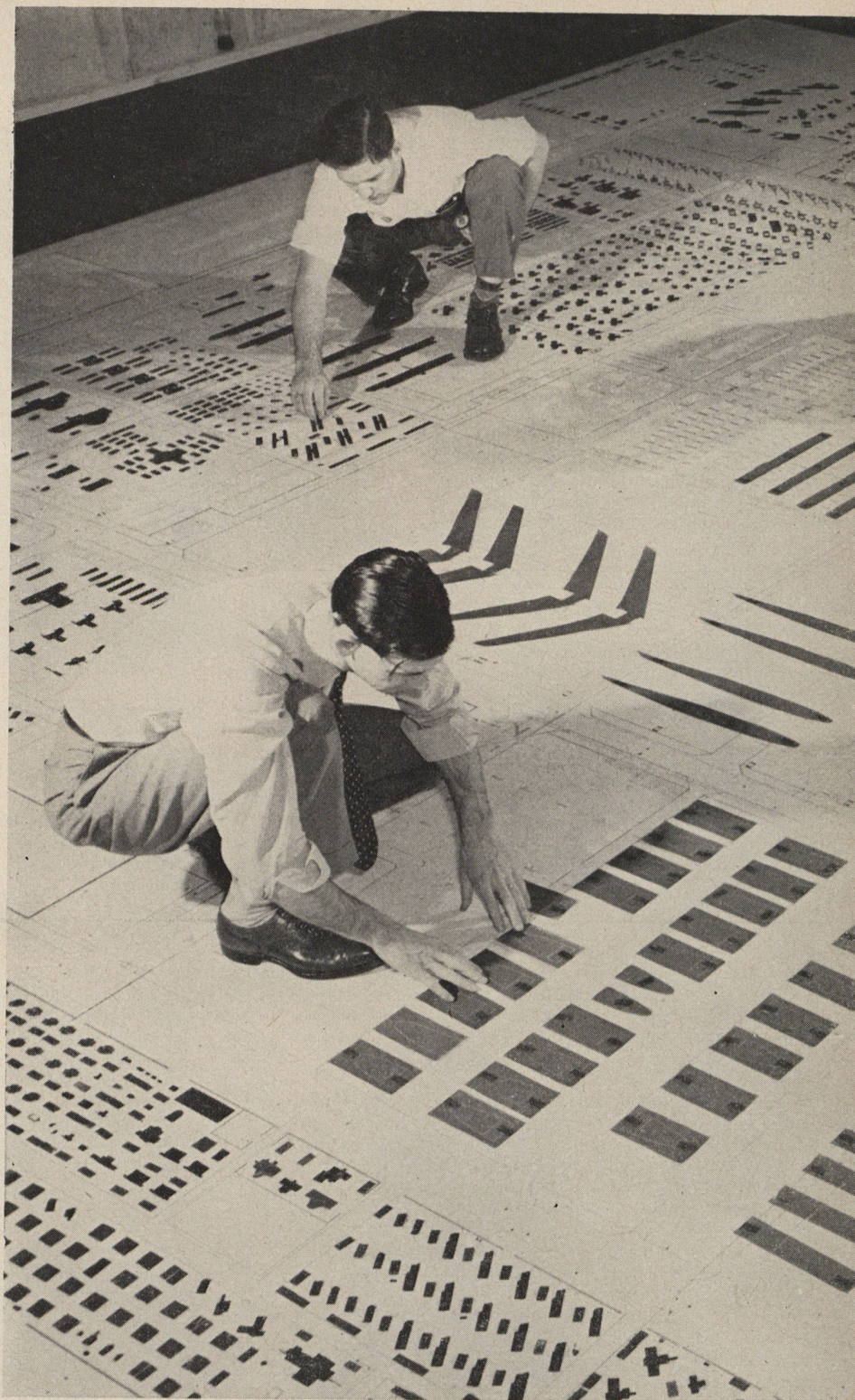
Obviously the nation cannot afford the kind of "balance" that would provide "a plane for me and a boat for you." It would be as ridiculous as a police force that was "balanced" with a fire department of an equal number of firemen.

It is apparent now that the Finletter report did not go far enough. It is not enough to determine that the airplane is the primary weapon of defense without also setting forth the roles and missions of subordinate instruments. The experience of the past year has proved that to do so is to seriously jeopardize the chance of successfully forging even the "first" weapon.

It was for the stated purpose of defining the roles and missions of the three services that Secretary of Defense Forrestal called the Joint Chiefs of Staff to Key West, Fla., last March. For four days the heads of the three services endeavored to resolve their differences. They arrived at an agreement which provided 17 "common functions" of all branches, 10 of which would be the primary concern of the Army, 12 for the Navy and Marine Corps, and 12 which would come under the jurisdiction of the Air Force. Theoretically it was a step in the right direction. But even in the assigned number of responsibilities there was too neat a balance. Mr. Forrestal made the findings public with the following statement: "One of the purposes of the recent Key West conference was to establish clearly the functions of the Armed Forces and to delineate their responsibilities. A considerable measure of agreement had been reached prior to the conference on many of the issues which were controversial at the time that the Unification Act went into effect last September. There remained, however, certain differences among the services which had not been reconciled by the Joint Chiefs of Staff. Decisions have now been reached on all controversial points, and I believe that there is now general accord on practically all matters which were previously unresolved."

But it wasn't that easy. The "delineation" was too ambiguous to cut short further debate. Under Section VI of the report the Air Force was "to be responsible for strategic air warfare" and "to be responsible for defense of the US against air attack in accordance with the policies and procedures of the joint Chiefs of Staff," as primary functions. Earlier in the agreement the Navy was assigned these primary functions:

- ▶ To conduct air operations as necessary for the accomplishment of objectives in a Naval campaign.
- ▶ To organize and equip . . . and to provide Naval forces including Naval close air support forces, for the con-



One reason it takes four years to put modern bomber on production line—

duct of all joint amphibious operations.

- ▶ To be responsible for Naval reconnaissance, anti-submarine warfare, the protection of shipping, and for mine laying, including the air aspects thereof.
- ▶ To provide air transport essential for Naval operations.
- ▶ To provide sea-based air defense and the sea-based means for coordinating control for defense against air attack, coordinating with the other services in

all matters which are of joint concern.

- ▶ To provide Naval (including Naval air) forces as required for the defense of the US against air attack, in accordance with the joint doctrines and procedures approved by the Joint Chiefs of Staff.

As collateral functions the Navy was responsible as follows:

- ▶ To conduct close air support for land operations.



plant engineers of Boeing Company study factory layout for B-47 production.

► To be prepared to participate in the overall air effort as directed by the Joint Chiefs of Staff.

There were several things wrong. In the first place the assignments indicate that they were made more to pacify and placate rather than define defense responsibilities on the basis of modern weapons. In the second place the assignments, good or bad, were so loosely defined, as evidenced by the above, as

to make it all but impossible to draw a line indicating the end of one service's responsibilities and the beginning of another's.

But there was still another flaw—perhaps the most important of the lot. Key West, in its own fashion, assigned missions. But the Air Force alone of the three services had a yardstick—a Finletter report—by which it could gauge its strength to meet those re-

sponsibilities. Had the Key West paper been less diffident in its approach, the requirements of the other two services in terms of manpower, equipment and facilities might have been more self-evident. Since it wasn't, however, the Navy has been able to advance its argument of "balance" with notable success.

"We view with great anxiety the pressures from many sides," said the Finletter report, "directed towards the maintenance of yesterday's establishment to fight tomorrow's war; of an unwillingness to discard the old and take on the new; of a determination to advance the interest of a segment at the sacrifice of the body as a whole. All this is understandable. For it comes in large part from loyalty of each service to its traditions. But we can no longer afford the waste it involves. Hope rests only with the ability of the Secretary of Defense under the President to discharge effectively the authority vested in him with one objective in mind—the maximum in security for the minimum cost. It is imperative that this be done; for unless it is we will not have a military establishment capable of defending the country."

Not having achieved these objectives at Key West, the Secretary of Defense tried again at Newport, R. I., five months later.

At Newport the Air Force was told to keep its mitts out of the anti-submarine patrol pie, and that was about all. In the words of Mr. Forrestal, "The results of the agreement leave no doubt that there now exists a clear understanding of the exclusive responsibility and necessary authority of the Navy for programming and planning in the field of anti-submarine warfare." Which, of course, is all the authority the Navy needs to launch a program of procuring large land-based patrol bombers—duplication of effort if it ever existed. In the same sentence Mr. Forrestal added "Likewise (there exists a clear understanding of) the exclusive responsibility and necessary authority of the Air Force for programming and planning in the field of strategic air warfare." The Navy, however, has been allowed to go right ahead with the building of its super-carrier which it readily admits is a strategic weapon.

Perhaps here we can indulge in a little speculation. Take it for what it's worth. It will be recalled that traditionally President Truman has been a strong supporter of airpower. His record as a senator attests this fact as does the unprecedented fight he waged as President to gain passage of the Unification Act. It was he also who appointed the Commission that made the report we are reviewing here. On the surface therefore it is incongruous that the Defense budget he sent to Congress this year should contain a recommendation for a lesser appropriation for air than recommended by Finletter. But is it? Mr. Truman has the responsibility of keeping the national budget within the national means. A total defense appropriation of 15 billion dollars certainly seems close to the limit of what we can afford. Yet if it is less than the

FINLETTER REPORT — YEAR LATER CONTINUED

services think they should have, will it not be the responsibility of Congress to reapportion the total funds available in accordance with the greatest need? And since Congress has abundantly demonstrated the direction in which its sympathies lie when it comes to determining need, is it not logical to expect that reapportionment to favor the Air Force? And, in truth, is this not exactly what is happening today in the proposal Congress has under consideration to transfer \$800,000,000 from one item of defense to another—the Air Force?

It is not too far fetched therefore to surmise that the President by limiting the budget is forcing the Joint Chiefs into a more precise delineation of roles and missions than they were able to arrive at around the conference tables at Key West or Newport.

Another omen that our defense weapons will shortly be placed in sensible relation to one another, is the recall to active duty of General Eisenhower to head still another study of the problem by the Joint Chiefs of Staff. Eisenhower's realism and his ability to impress that realism on any staff he heads will surely pay great dividends. Of at least equal encouragement is the appointment as Secretary of Defense of Louis Johnson, who, in the words of

the *Denver Post*, "is known as an outspoken advocate both of airpower and of more effective unification of the Armed Forces. He looks like the combination we need; and we look to his tenure with real confidence."

Happiest prospect of all, though, is the probable enactment by Congress of a law that would not only give the Secretary of Defense wider authority but would also give the Joint Chiefs of Staff a head who would be empowered to force a decision on any matter on which the other Chiefs could not agree. In the past a "veto" vote of any one member of the panel automatically shelved the matter under discussion. Under such a plan, enforcement of the policies set forth at Key West, Newport, or any place has been next to impossible. The new bill was first proposed by the Hoover Commission in the form of a report to the President. The President in turn sent a message to Congress supporting the Hoover findings. At the moment Congress has the proposal under study, and it is surmised favorable action will be taken—a tremendous move toward unwinding the tangle.

Welcome and promising as these signs are, it is still an irrefutable fact that a year after the Finletter report was released:

► The "new strategic concept" built around the air arm is a concept that has been neither accepted nor enforced.

► Roles and missions have been poorly conceived and inexpertly assigned.

► No move has been made to set forth for the Army or Navy their requirements (in terms of men and equipment) to meet their responsibilities as has been done for the Air Force by the Finletter report.

"The real task," said the Commission, "is to consolidate and integrate the functions of our total military establishment and to increase the dollar efficiency of every segment of it." So far as roles and missions and the adoption of a new concept is concerned, we have failed "the real job."

In fairness it must be pointed out here that very definite steps towards integration of *certain aspects* of the military establishment have been made during the past year—steps that have increased the efficiency of the defense dollar to an appreciable extent. It should be noted, too, that these moves can be accredited to the efforts of one man—the Secretary of Defense. The only regrettable fact is that they pertain more to the business of maintenance than they do to fighting. Nonetheless they are worthy of note:

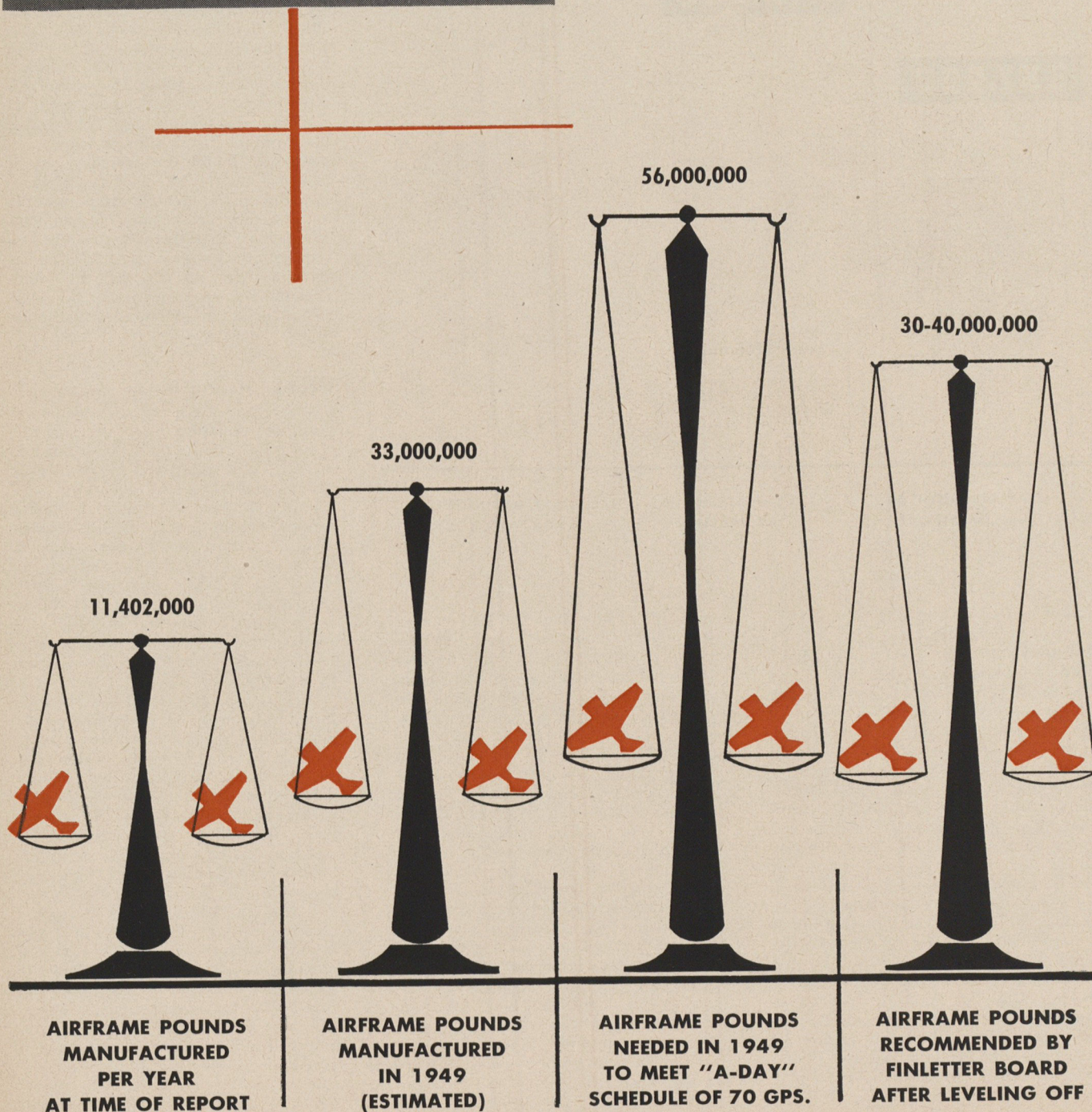
► *Joint Procurement:* Procurement efforts of the Army, Navy and Air Force have been coordinated, under the Munitions Board, to the extent that
(Continued on page 22)

Another phase of getting a bomber into the air. Boeing workers work on plaster pattern of B-47



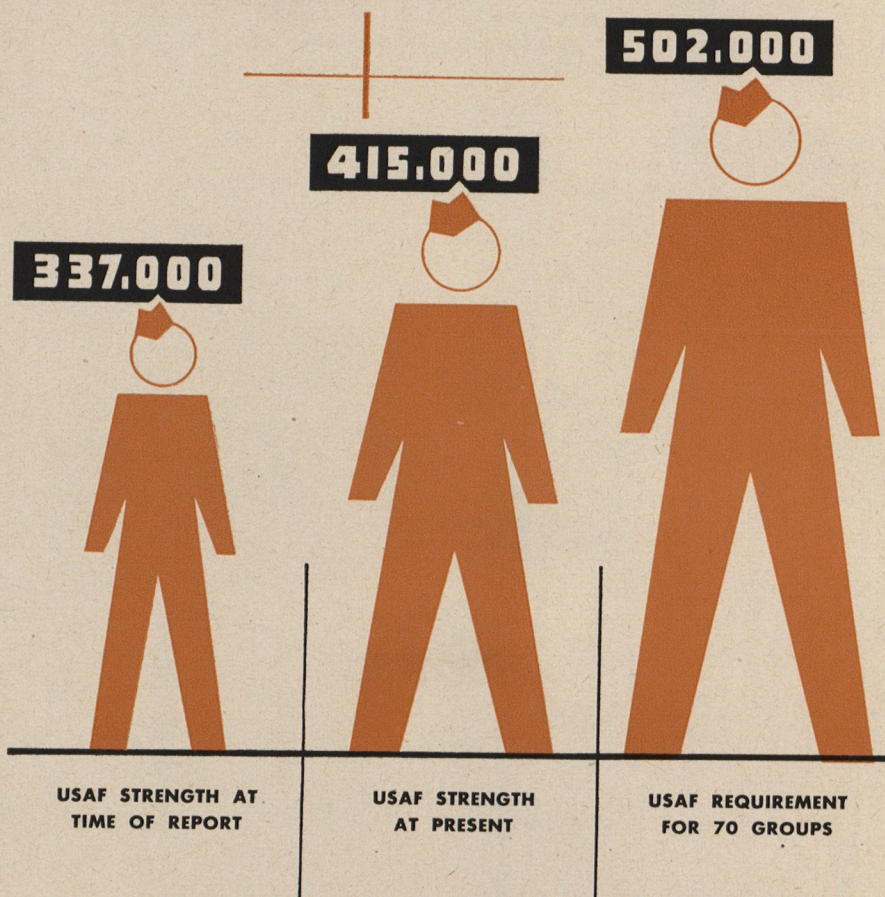
AIRFRAME PROBLEM

Thirty to forty million pounds of airframe weight, said the Finletter group, would "provide a sound basis for expansion in an emergency." This figure though, did not take into consideration the building of the Air Force to its A-Day strength. To meet this would require 23,000,000 more pounds than will be produced this year.



PERSONNEL PROBLEM

Today the Air Force is 87,000 men short of the 70 group requirement. With little possibility of expanding beyond 57 groups under present budget there is likewise little chance that manpower figure will undergo much change.



75% of items procured in fiscal year 1949 were coordinated.

► **Consolidation of NATS and ATC:** The consolidation of the Naval Air Transport Service and the Air Transport Command is now complete. According to all reports it is an efficient, healthy outfit. The job it has done in the Berlin airlift would seem to bear this out.

► **Consolidation of Medical and Hospital Facilities:** In recent months a board composed of the head surgeons of the three services and Dr. Paul Hawley made an intensive examination of medical and hospital facilities with a view to effecting consolidation, eliminating duplication, and bringing about uniformity in medical practices of the three Departments. Their success has been substantial but not spectacular.

► **Joint Code of Military Justice:** A uniform code of military justice applicable to personnel of all three services has been established as a result of the work of an interdepartmental committee headed by Professor E. M. Mor-

gan, Jr., of the Harvard Law School.

► **Unified Commands:** As was the practice during the war, overseas theaters have been placed under unified command. Under this concept the theater commander has under him the forces of all three services. At present all overseas theaters in which we have major troop elements are so commanded. The Alaskan Theater is under Air Force Command, the Pacific Theater under Navy Command, and the Caribbean, Far East and European Theaters are under Army Command.

► **Uniform Pay and Retirement Schedules:** During the past year an independent *ad hoc* committee headed by Charles R. Hook has made a thorough and up-to-date study of military pay levels and retirement benefits. At this writing no action has been taken on the report, but it is expected to result in more uniformity in regard to pay and retirement throughout the three services.

There have been a number of other

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CONTINUED

moves in addition to these toward unification. But this is the thing to remember: The moves, important as they are, are no substitute for an intelligent and unprejudiced assignment of roles and missions. Without the latter, the former is only window dressing.

So much for the bilateral consideration of our military establishment. In the final analysis the activities of the Navy and the Army are pertinent in this discussion only in so far as they jeopardize, by virtue of expense and waste which our economy cannot stand, the fulfillment of the mission of the Air Force. As the Finletter group pointed out, no integration of our military operations under the National Security Act will lessen the overall Air requirement. But at the same time, as Finletter also pointed out, "The cost of the Military Establishment shows beyond any doubt the critical need of carrying out the intent of the Unification Act to the greatest extent possible and at the earliest possible moment. We believe that there is an enormous opportunity for savings, and that as these savings are effected, the forces essential for our security can be maintained in being within the safe limits of our financial resources."

Group Strength

"We have come to the conclusion that the minimum force necessary at the present," wrote the Commission, "is an Air Force composed of 70 combat groups and 22 special squadrons supplemented by 27 National Guard groups and 34 groups of Air Reserve. The 70 groups should be organized, equipped and ready for service by January 1, 1950. An adequate reserve of planes, estimated at 8,100, should be in being by the end of 1952"—the projected date when the "possibly hostile power" might have the A-Bomb in quantity.

A year ago the Air Force had 55 groups. To arrive at 70 groups by the appointed date, plans were made to build to 66 groups by July of this year. (It will be recalled that after the Finletter report and the report of the Joint Congressional Air Policy Board last year, funds were made available for this purpose by Congress in a supplemental appropriation act.) At the moment the Air Force has 59 groups—7 shy of what it is supposed to have 4 months hence. Moreover, the Presidential budget message to Congress provides funds sufficient for only 48 groups in the period between now and July 1950. In all probability Congress will take \$800,000,000 earmarked for universal military training and make it available to the Air Force to compensate for this cut-back. The \$800,000,000 would make possible an Air

Force of 57 groups—at a date when the 70-group force was originally scheduled to have been in being for 6 months.

As A-Day (the day the “enemy” has the A-Bomb in quantity) draws closer there is some solace in the fact that at least certain of these groups—those equipped with B-36s—have far greater striking power than anything imagined by the Finletter Commission.

On the other hand, as pointed out earlier, Mr. Symington has testified before the House Armed Service Committee that, from a military standpoint, if the economy of the country could support it, the Air Force would still favor 70 groups as the “minimum requirement.” Further, he has stated, again under questioning by the same Committee, that the 1950 fiscal budget—even with the pilfered \$800,000,000 is “about one billion dollars short” of what is required under the original 70-group program.

When the Reserve forces which were supposed to be ready by the end of 1952 will actually come into existence—if ever—is anybody’s guess.

Plane Strength

Finletter recommended a “front line” airplane force of 6,869 aircraft. Counting leftovers from the war we now have 5,500 combat planes plus 7,500 “utility” types. Only a very small percentage of these have come off the production line

since V-J Day and could therefore be rightly classified as “modern.” Of course the rule regarding group efficiency applies equally to planes, but not so much as to compensate for this sort of discrepancy.

Personnel Strength

Strangely enough, the Air Policy Commission made no specific recommendation as to the number of personnel that should be assigned to the Air Force. The Air Force itself, however, has estimated that a complement of 502,000 officers and men is necessary in the full 70-group program. Last year at this time there were 337,000. Today there are 415,000. At present, due to contemplated budget restrictions, there is no indication that there will be any substantial increase in personnel figures within the coming year.

Air Force Appropriations

The Finletter report recommended a 1949 calendar appropriation of \$5,450,000,000. What the Air Force will actually get to spend in this calendar year is still a guess. The fiscal appropriation for '49 was \$4,500,000,000. Half of that added to half of what Congress has yet to vote for fiscal '50 would provide the amount available from January to December. But whether you divide by six or square the root and double

the drag, you can't possibly come out with \$5,450,000,000. And unlike groups and planes, a dollar is no more efficient this year than it was last.

Airframe Pounds

“Our air establishment,” said the Air Policy Commission, “would be useless unless backed up by a manufacturing industry skillful in technological application, efficient in production, capable of rapid expansion, and strong in basic financial structure.”

At the time of the report the aircraft industry met only the first one of these requirements. Today, thanks to additional procurement appropriations voted by Congress, the situation has materially changed. Finletter concluded that military requirements for thirty to forty million pounds annually, in addition to demands for commercial and private planes, would provide a sound basis for expansion of the industry in an emergency. A year ago the military production rate was 11,402,000 pounds annually. Today it is 33,000,000 and not too shy of the stated minimum. It should not be forgotten, however, that had the original 70-group timetable been adhered to, calendar year 1948 would have seen the production of 34,000,000 pounds and calendar year 1949, 56,000,000 pounds—a factor which Finletter contemplated in the “recovery” of the industry.

Determined looking gentleman on right has been delegated by gentleman on left to make thorough study of unification.



Five Year Procurement

"Year to year planning of aircraft production which has been forced upon the services by current budgeting practice," warned the report, "must give way to long-term planning. Evidence submitted to us indicates that the savings on the uninterrupted production of airplanes over a five year period, as compared to five annual procurements of the same total number of planes, could run as high as twenty to twenty-five percent. Primary saving is from more efficient use of tools and manpower."

Here is an instance where the advice of the Commission has produced some action. The same bill (HR 1437, introduced by Carl Vinson of Georgia) that authorizes an Air Force of 70 groups and 502,000 men also states that "any monies appropriated (for aircraft procurement) shall remain

available for obligation during the fiscal year for which appropriated and the 4 succeeding fiscal years thereafter . . ." The House approved the bill last month. Senate and Presidential approval is expected as a matter of form.

Research and Development

In a report such as that of the Finletter group, requirements in the field of research and development must be necessarily general. You can say that funds are insufficient and that trained personnel are lacking, but from there on out the specific requirement becomes increasingly difficult to pinpoint. In generalities, Finletter determined that we must

- ▶ Extend our fundamental knowledge of aerodynamic phenomena, especially in the supersonic speed range.
- ▶ Grant the highest priority to coordinated research in guided missiles, and

not limit such effort by failing to provide adequate money.

▶ Intensify research in the employment of atomic energy to propel aircraft and guided missiles.

▶ Continue research on piston type engines.

▶ Authorize research contracts over a five year period.

It would be difficult to prove that any of these requirements had been met or that they hadn't been met in the past year. For the most part, it's a matter of degree. The technicians at Wright Field extend their fundamental knowledge of aerodynamic phenomena every day. The question is whether or not they are extending it as fast as the other fellow.

There is an exception to this point which is contained in the recommendation to authorize research contracts over a five year period. A bill now before Congress makes it possible to apportion research funds over any period of time necessary to complete the project undertaken.

Being unable to accurately measure the progress that has been made in this field in the past year, AIR FORCE asked the research and development engineers at Wright Field to give us 10 of the major problems which are as yet unresolved and which must be solved to assure the kind of Air Force the Finletter Committee had in mind. The following are their answers:

First we must materially extend the range of our high-speed aircraft to permit operations anywhere on the globe from bases from within the US. Today the B-36 comes closest to this order without "artificial" assistance. The technique of air-to-air refueling has made it possible for other types to accomplish the same objective as long as there are sufficient tanker planes en route the target and back. Jato has proved to be another valuable asset, but the basic solution, in the estimation of the men at Wright, lies in new aircraft design, more efficient propulsion, and improved airframe construction and configuration—facts which amply demonstrate the need for continued pure research.

We must discover new materials and alloys which will meet the stress and temperature requirements peculiar to high speed performance.

Metal alloys presently available can't take it for any length of time. Exploration of the metal base compounds such as the carbides and borides may provide some of the answers. A definite laboratory program for exploration of ceramics is underway. But to date, these are all laboratory curiosities and will require extensive research before they can be fabricated into useful products. It may take years.

Encouraging, however, are these results already obtained: The use of magnesium replacing aluminum in certain parts of aircraft structure has in one case slashed weight from a new design by as much as two or three thousand pounds. Experiments in extruding magnesium are also in process.

(Continued on page 26)

APPROPRIATION PROBLEM

The 4.5 billion Congress authorized last year was sufficient to get 70 group program under way. Trouble is instead of increasing appropriation this year as indicated here, figure will drop.



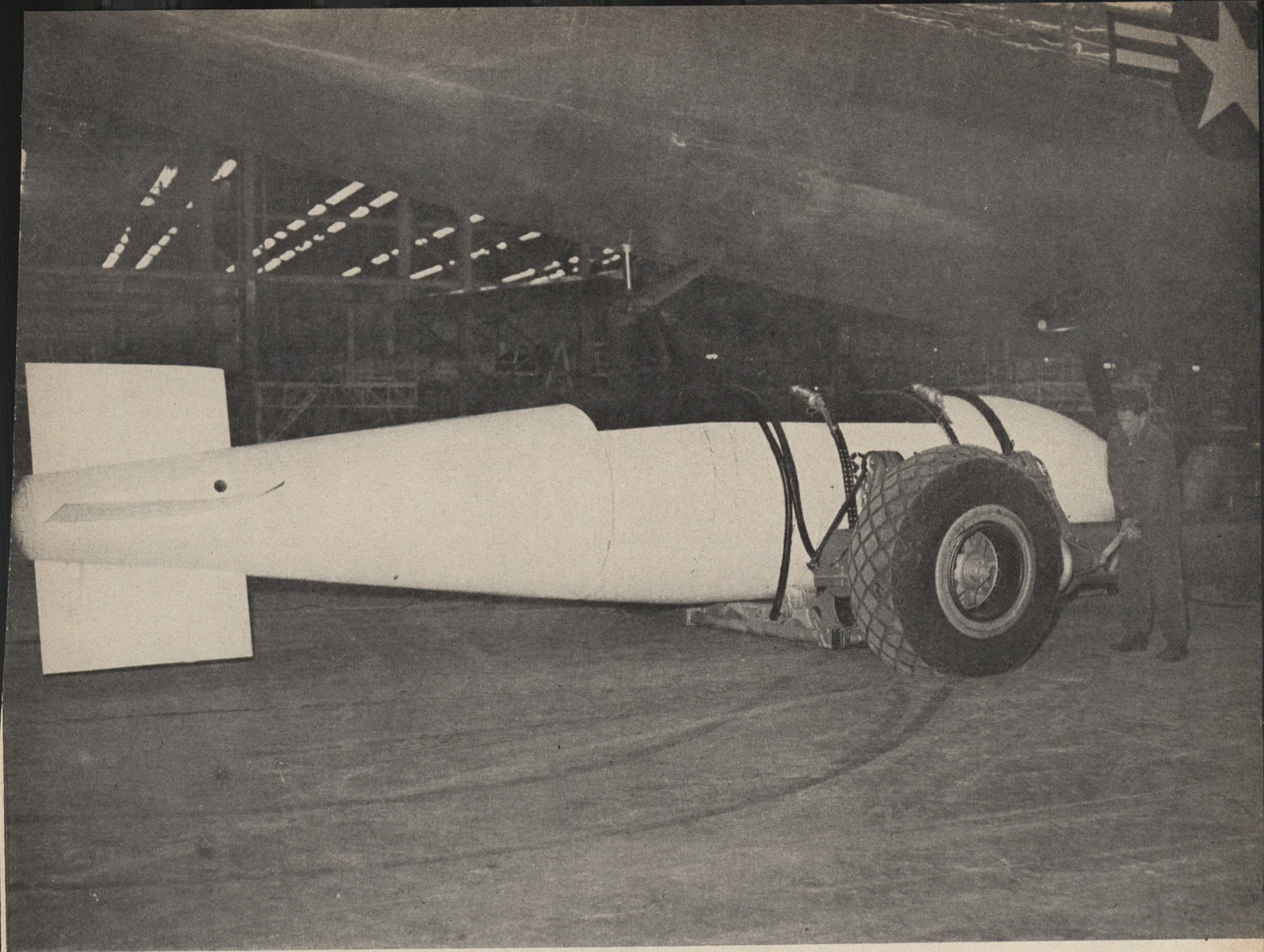
FUNDS AVAILABLE AT TIME OF REPORT
(Fiscal '47-'48)



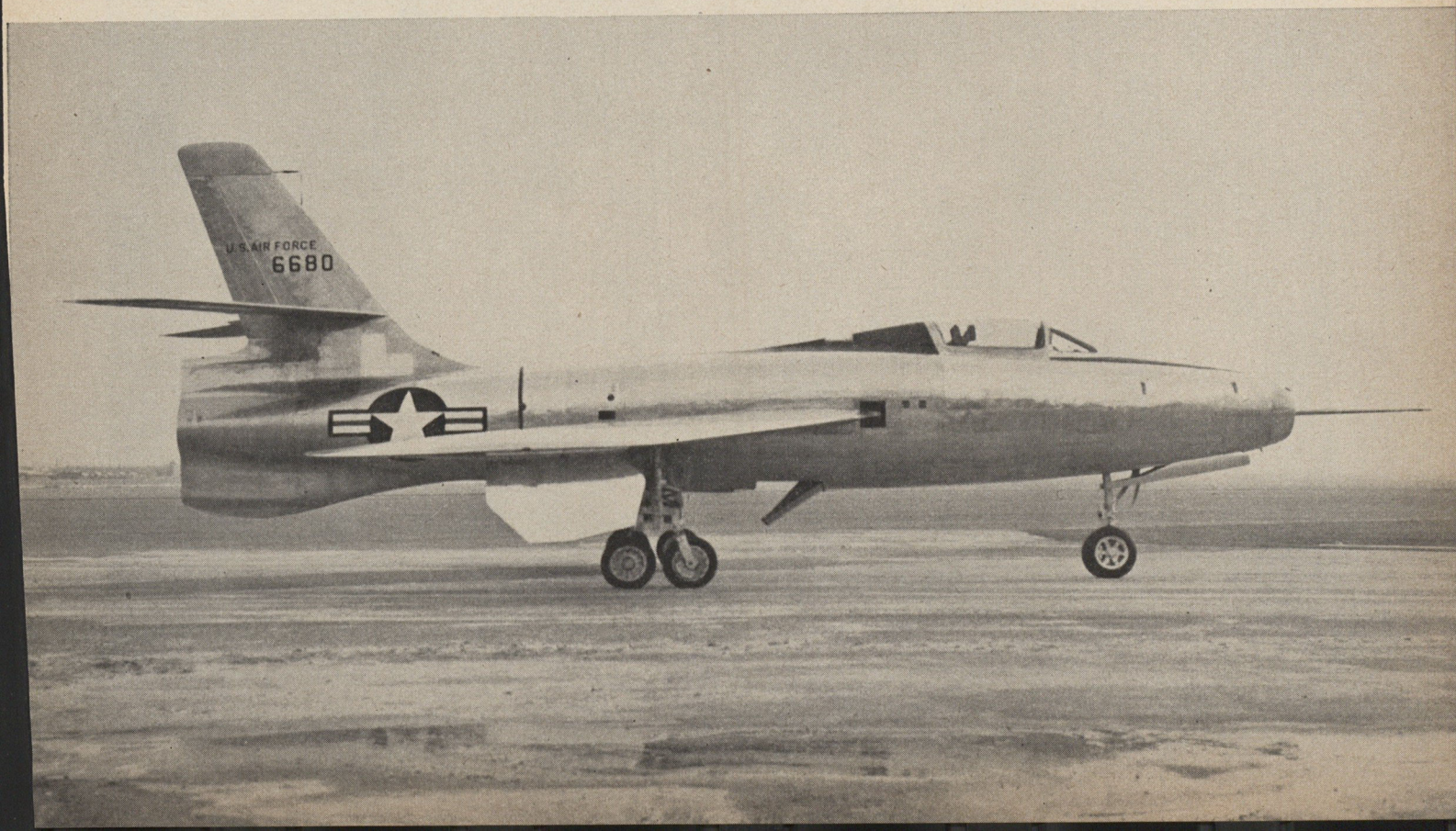
FUNDS AVAILABLE AT PRESENT
(Fiscal '49)



FUNDS RECOMMENDED BY FINLETTER FOR PRESENT
(Calendar '49)



Here are two instruments that figure high in the "strategic concept". Above, a 42,000 pound bomb being hoisted hydraulically into bay of B-36. Below, Republic's new XF-91 which will undergo first test flights at Muroc, Calif., this month.



FINLETTER REPORT—YEAR LATER CONTINUED

It never before was deemed practical.

Existing fuels must be improved and new types of fuel must be sought out. Recently it was announced that a new type fuel (gasoline, no less) had been developed for jet type aircraft. Also various experiments—with considerable success—have been accomplished with new rocket fuels. But the program has only begun.

► We must perfect armament devices that will compensate for high-speed performance and conform to new design configurations.

This, say the engineers, is the worst bugaboo today. We are sadly lacking in an armament program that can keep pace with complexities of new aircraft. Nobody seems to know where to start since the airplane, always before a simple vehicle to which we could fit guns, has suddenly, because of its increased speeds, become a missile itself. "It amounts to this," one engineer volunteered, "we are faced with putting bullets on bullets or turning to a whole new type of offensive weapon."

The probabilities are that we will have to explore the use of missiles which shoot torpedo-like from sleek slender bodies of a bomber much the same as a submarine uses its striking power. Or it may be that we will still use guns with long-range, heavy caliber fire (virtual cannon shells) aimed and fired by target detecting devices which will reach out for miles to pick up approaching enemy aircraft formations.

► We must establish adequate test

facilities to carry out an extensive basic research and experimental test program for new aircraft designs, powerplants and auxiliary equipment.

Our present facilities are taxed to the limit.

► Electronic aids must be perfected to permit air operations regardless of weather or darkness.

There has been increased activity in the field of electronics. We are increasing the range of our radar (from 100 to 200 miles) with stations virtually blanketing the whole North American Continent. But of more importance has been the consolidation of research and development in this field. Heretofore spread out in the Watson Laboratories at Wright Field in the Electronics Sub-Division, and at Cambridge Field Station, the program now is centralizing at a new field station in Rome, N. Y., with more opportunity for the system's integration.

► We must design and build airframes and powerplants to utilize the full benefits of high-speeds now known to be obtainable.

► We must undertake a comprehensive physiological research program to determine human limitations of our airmen.

► We must pursue the development of pilotless aircraft and guided missiles and undertake a comprehensive and aggressive upper air research program.

► We must establish a whole new personnel system to fully utilize the best brains in our colleges, universities and

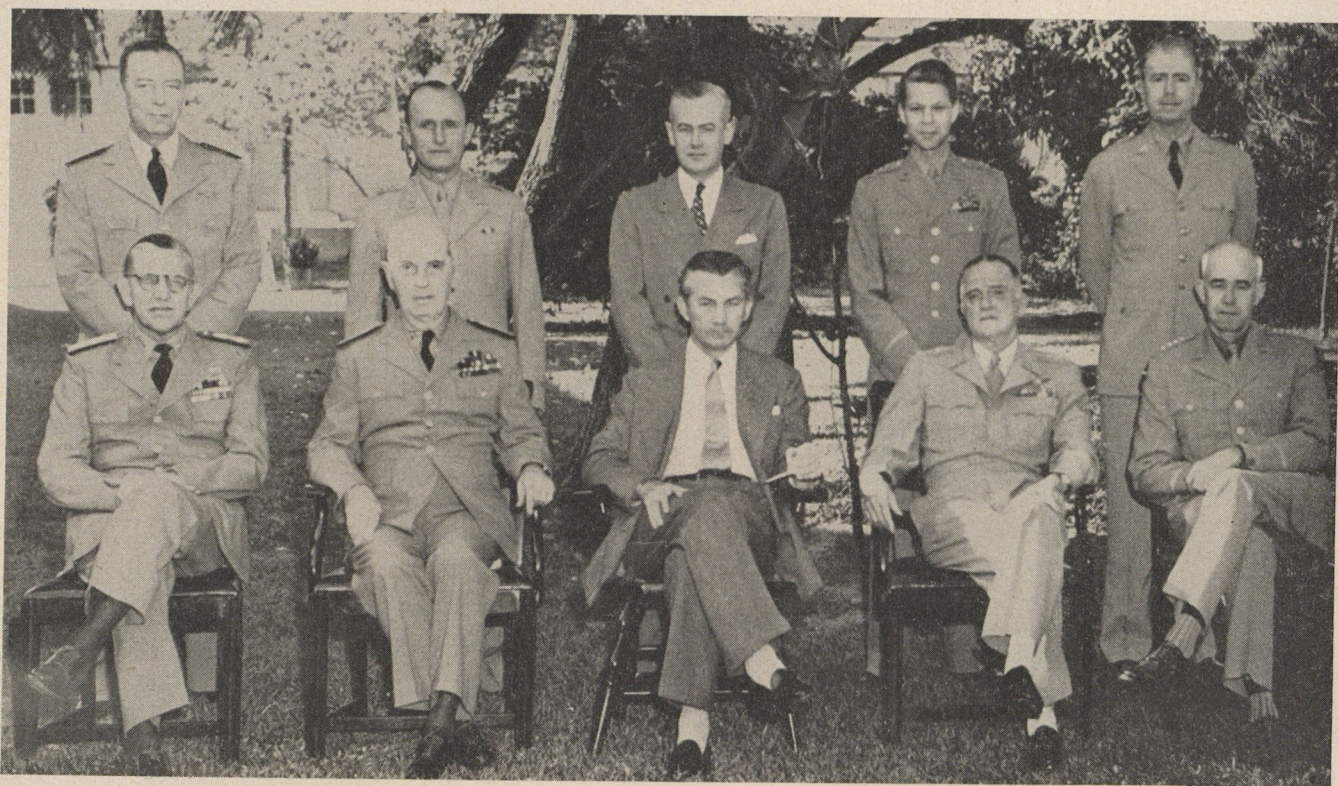
our industries and scientific institutions.

Although certain strides in the right direction have been made in the past year to allow the Air Force to entice professional engineers and technicians from civilian jobs, a great deal is still needed to meet the demand. The personnel problem is probably the most acute of any in the R&D program. As one of the Wright Field chiefs said, "We simply can't find enough of the right kind of people to help us solve our problems." The brains are available but the Air Force can offer only limited enticements.

There is of course another solution—or at least partial solution—and that is in the training of officers by the Air Force itself. This the Air Force has undertaken with the expansion of the Air Institute of Technology at Wright Field. Present enrollment totals 368 officers and is growing steadily. In addition to the Institute, the Air Force is sending a considerable number of its officers to civilian colleges and universities for advance study. When they return they will take their places in the labs to assist in solving some of the problems outlined above.

There are many more problems considered by the Finletter Commission than we have taken into discussion here. Problems like geographic dispersal of the aircraft industry (in which some progress has been made), and problems like stockpiling and industrial mobilization (in which progress has been debatable).

Our review here has been chiefly occupied with matters which pertain di-



Joint Chiefs and deputies met with Secretary Forrestal at Key West in March, 1948; came with high purpose, left much undone. Front row: Adm. L. E. Denfeld, Adm. W. D. Leahy, Sec. Forrestal, Gen. Carl Spaatz, Gen. Omar Bradley. Back row: Adm. A. W. Radford, Maj. Gen. A. M. Guenther, W. J. McNeil, Lt. Gen. L. Norstad, and Lt. Gen. A. C. Wedemeyer.

rectly to the striking power of the Air Force, and of these matters this can be said in summary: When it comes to planes, men, facilities and other tangibles which are inherent in the Air Force's capability of meeting the enemy and pulling him out of the sky, and of its power to retaliate with unprecedented fury—when it comes to these things, the Air Force is generally better off than it was at the time of the report. But this is scant consolation. For by any yardstick—money, planes, men or air groups, we are far from where Finletter said we should be. We are now 12 months closer to A-Day—twelve months nearer the date when we must assume “possibly hostile” nations will have the atomic bomb *in quantity*. Already a third of the time we were given to prepare for this date has passed. Not serious? Maybe not, but look back over some of Finletter's conclusions: ▶ “An attack by an enemy equipped with atomic weapons would be of a violence which is difficult to imagine.”

Try another:

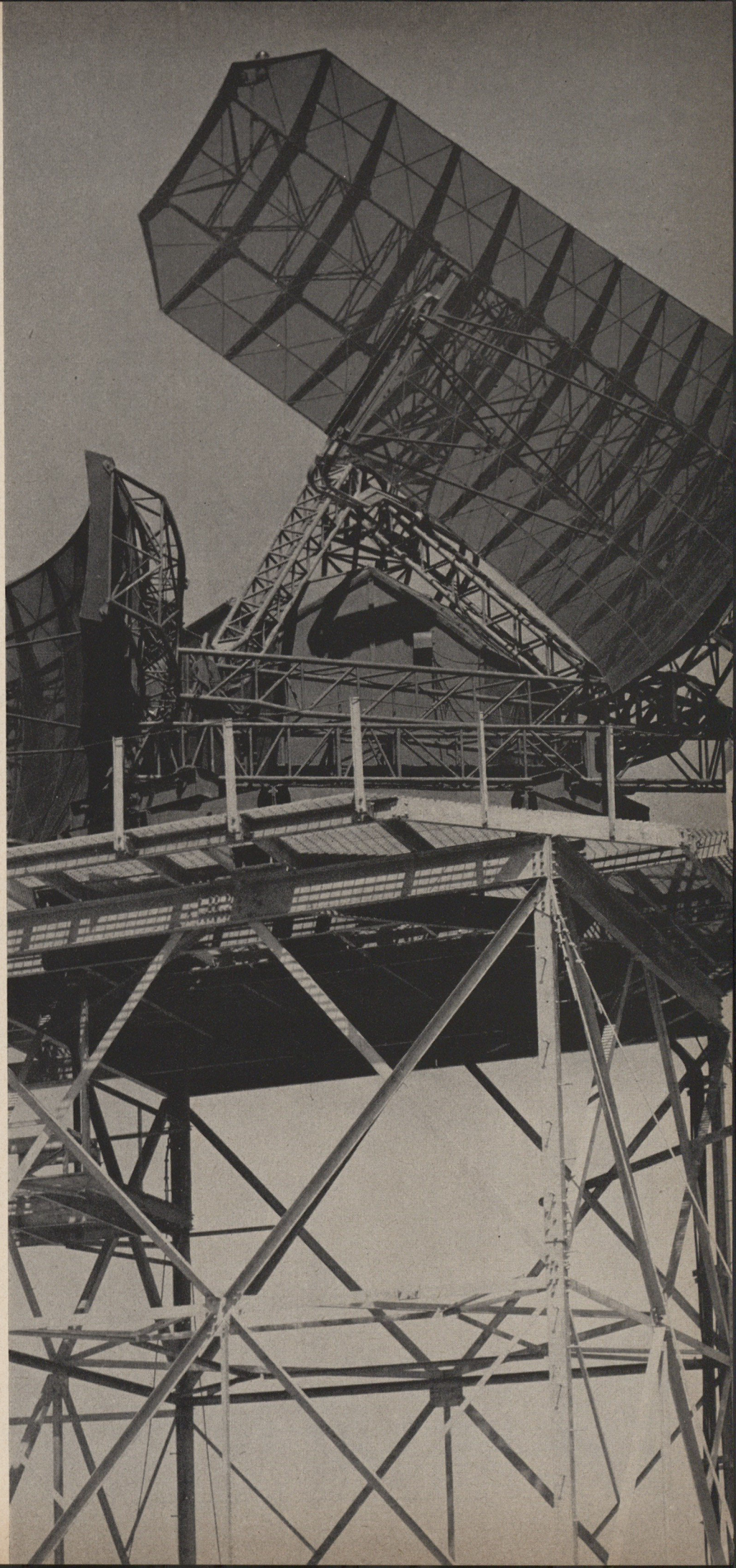
▶ “It must be assumed that there may be no warning of the attack. We must assume that the force we will bring into being by the end of 1952 will be the force which will have to handle the attack. We will get no further warning than that we already have.”

And here's another:

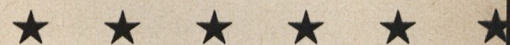
▶ “We must assume in making our plans that there will be a direct attack on the United States mainland, in any major war in which the United States will become engaged, on and after January 1, 1953. It may be that the war will not open with this direct assault. It may be that the fighting will start at some point in the world where our forces will come in contact with those of other nations. It may be that the fighting will be localized at that point, on the model of the practice war between Germany and Russia in the Spanish Civil War. *But this is not likely*; and certainly we must not count on it. We must assume, in making our plans, that if the enemy can do it he will make a direct air assault on the United States mainland regardless how or where the first shooting starts.”

Such paragraphs as these were not written to make scare headlines. They are sober warnings voiced by sober men. They were made a year ago and they have not received the sober consideration they deserve. We have spent a third of our time. Less than a third of the job has been done. Perhaps this is part of the cost of the democratic system, for it is doubtful that Stalin is plagued with the same problems. In his country the choice of weapons and the assignment of responsibilities is made without ceremony. But procrastination is a luxury we can no longer afford. “We will get no further warning than that we already have.”

One of first recommendations of Finletter group was establishment of a radar net around perimeter of U.S. In March of this year the House voted funds for such a screen. The Senate is expected to confirm action soon.



This is the Story of Your New Air National Guard



MISSION

The Air National Guard, as an integral part of the Air Force of the United States, has been assigned a Mobilization-Day mission:

- To defend critical areas of the United States against land, seaborne or airborne invasion
- To assist in covering the mobilization and concentration of the reserve forces
- To participate by units in all types of operations in the Air.

ORGANIZATION

Established in 1946, the 33-month-old Air National Guard is the modern air concept of America's 400-year-old militia tradition . . . dedicated to protect the peace and security of the nation.

It is a well-balanced force, organized into

- 12 Wings
- 27 Tactical Groups
- 12 Aircraft Control and Warning Groups
- 84 Tactical Squadrons

. . . with other supporting units. Ninety-five percent of this force is in being, and its nearly 500 units are strategically located throughout the 48 States . . .

Hawaii . . . Puerto Rico . . . and the District of Columbia, especially concentrated near key cities and industrial centers.

Each State, Territory and the District of Columbia has at least one tactical Air National Guard squadron.

PERSONNEL

Strength June 30, 1946 . . .

117 officers and airmen

Strength to date . . .

38,000 officers and airmen

Planned strength June 30, 1951 . . .

58,138 officers and airmen

Its officers, including those who were wartime enlisted men, are men whose military service demonstrated an ability to hold their present Air National Guard grades and positions.

Its pilots, meeting the same annual flying hour requirements set for USAF pilots, were rated officers during World War II. They flew combat missions in every theater of operations and hold every decoration awarded, including the Medal of Honor.

The great majority of its non-commissioned officers also are veterans, skilled in their specialties and capable of passing their knowledge on to the younger enlisted men.

The commission of every Air National Guard officer is approved by the United States Air Force, and enlisted men must meet the same standards as enlisted personnel of the regular services.

You've Got to be Good to Get in

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

TRAINING

Air National Guard training, supervised by the USAF through its assigned instructors, consists of weekly air base meetings and a concentrated 15-day annual summer encampment.

Trained as an M-Day combat team force, the Air National Guard stresses unit, rather than individual training.

During summer field training in Fiscal Year 1949 all Air National Guard units inspected by USAF teams received the highest possible ratings. Ninety-four percent of the air base inspections made during Fiscal Years 1948 and 1949 were satisfactory.

EQUIPMENT

Air National Guard Fighter Squadrons fly

- F-80 "Shooting Stars"
- F-51 "Mustangs"
- F-47 "Thunderbolts"

Its Light Bombardment Squadrons fly

- B-26 "Invaders"

All Fighter and Light Bombardment Squadrons are scheduled to fly jet-propelled aircraft by 1952.

Additional aircraft include the C-47 and other service and training aircraft. Ground vehicles and training equipment also are first line.

FACILITIES

The Air National Guard operates from 78 air bases throughout the continental limits of the nation, Puerto Rico and Hawaii.

These are the finest available installations; 62 are furnished by the States or communities, 16 by the Federal government.

This Is Your New Air National Guard

A well-balanced, constantly growing air arm, the Air National Guard is dedicated to the security and freedom of the United States.

Opportunities for fellowship . . . education . . . pay . . . leadership . . . and the training and teamwork that will help to keep America strong and at peace . . . await young men who join the Air National Guard.

For further information, see the Air National Guard commander in your community, or write to the Adjutant General at your State Capital.



the AIR NATIONAL GUARD



The brass dwelt on the historic aspects of the flight of the Lucky Lady II.

But T/Sgt. Ed Rogers was more interested in the purr of the engines

"A CRACK OUTFIT"

A group of perhaps 200 officials and distinguished guests milled about on the ramp in front of the control tower at Ft. Worth, Texas, for about an hour. They had come to meet a distinguished plane—the Lucky Lady II of the 43rd Bomb Group, now homeward bound from a four-day non-stop flight around the world, the first in history. Air Secretary Symington, one of the milling officials, compared the flight to those of the Kittyhawk and the Spirit of St. Louis. T/Sgt. Ed Rogers, who was neither an official nor a distinguished guest, but one of the Lucky Lady's ground crew, thought that was probably overplaying Lindbergh and the Wright brothers, but he kept his opinion to himself.

As the Lady made a pass over the field, the entire crowd responded audibly to the smooth throaty roar of her engines. They had been turning over without letup for 94 hours, but they sounded as though they were 10 minutes out of the factory.

When the plane landed and taxied up to where the crowd had assembled, the people in front—Secretary Symington and the officials and guests—applauded sincerely but politely. The people in back were less reserved. Sergeant Rogers was so proud he was inarticulate. He shook, and tears came to his eyes. He chewed his finger nails off in hunks, and all he could say over and over was, "Jeez listen to those engines. Man we're a crack outfit. Jeez listen to those engines." Sergeant Rogers hadn't known where his ship was

going when it took off four days earlier. But now a thought struck him. "Jeez, my old lady guessed it right on the button. I didn't, but she did. Jeez, we're a crack outfit."

The aircrew of the Lady piled out and lined up in front of the plane for pictures. Somebody spotted a cracker box in the plexiglass nose of the ship. "A million dollar ad for free," he observed. His perspective may have been excusably warped by the excitement of the moment.

After the pictures, the crew talked for five minutes to the news reporters. No, they hadn't had any trouble, refueling in mid-air, except maybe a little in Hawaii; yes, they were tired; no, they hadn't run into any serious weather; yes, they were glad to be home. Then they were hustled off to the hospital for 24-hour confinement. Later the medic who examined them for fatigue made an informal report: "I don't think they're worn as badly as they might have been after a 20-hour mission. Why? Well, I guess because they worked and rested in shifts. On a 20-hour mission the boys usually just sweat it out without much regard for any sort of schedule. One of the crewmen shows signs of excessive eyestrain but nothing that won't be corrected with a little sleep. Another one actually gained four pounds on the flight. Sure, they were hungry. We gave them anything they wanted to eat and one of them ate three T-bone steaks. I'll tell you how tired they are. They want to go to town tonight and do it up good. Guess

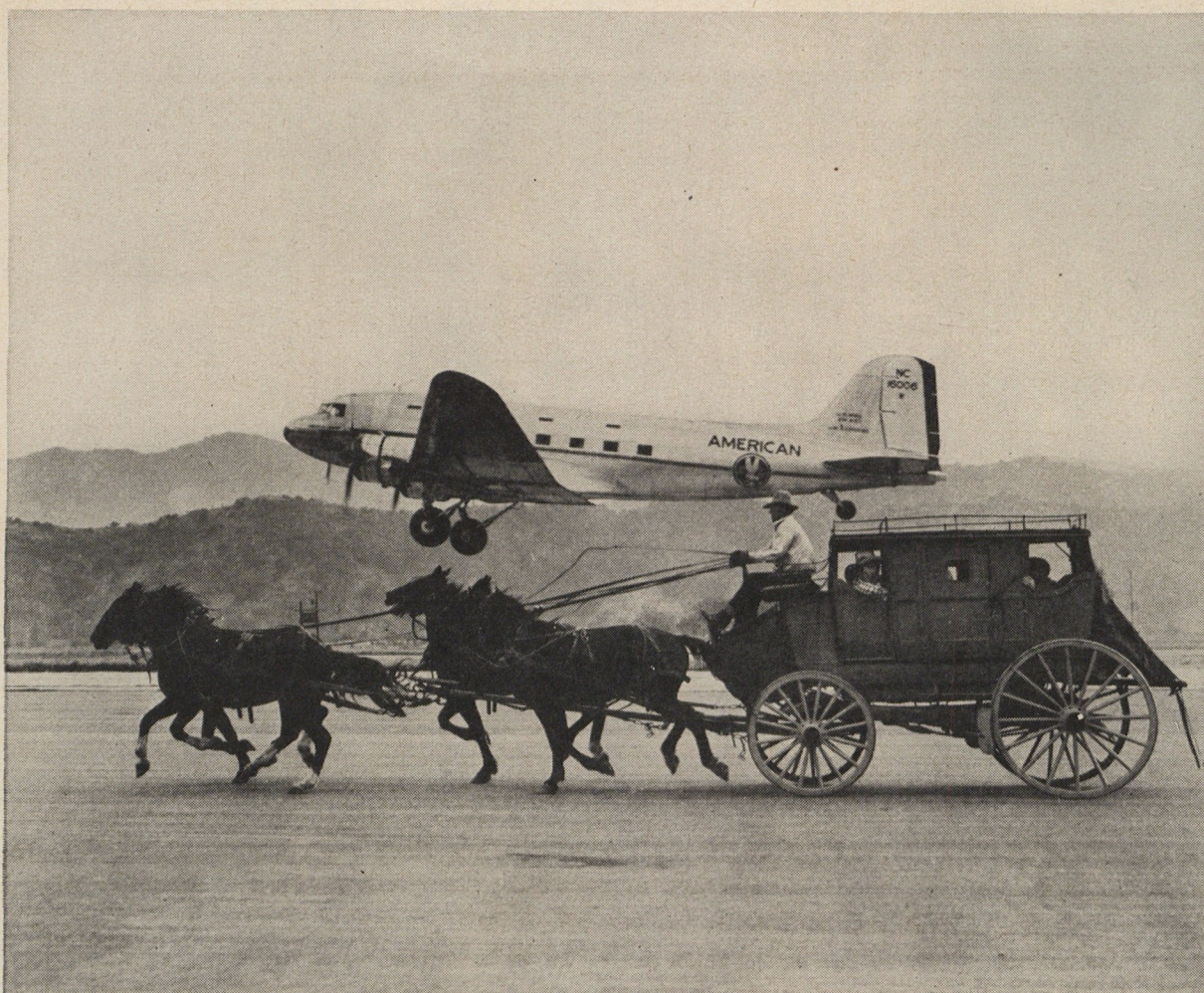
they'll have to wait til tomorrow though."

In the meantime the Lucky Lady was towed from in front of the tower to its assigned position in the line. Except for the name, it would have been impossible to distinguish it from any of the 15 others in the same line. As much as any of them, it looked ready to perform whatever service was asked for it. Sergeant Rogers and the other crewmen had hastily switched from ODs (for the ceremony) to fatigues and were now as concerned over the condition of the plane as the flight surgeon had been about the crew. One thing was for sure. The Lady needed a bath. There was an accumulation of oil on the wings and engine nacelles and dust filmed her windows.

The engineering officer at Ft. Worth came over to inspect the plane's Form One. There was no entry that might not have been made had the ship just landed from Tucson. Sergeant Rogers tested the lines he had taped and found them still secure. His examination was admittedly hasty, but his conclusion was that a new set of spark plugs would put Lucky Lady II in condition for another flight of the same duration. As Rogers said, the 43rd Bomb Group is a "crack outfit."

Top: Secretary of Air Symington and General Vandenberg greet pilot James Gallagher. Top right: the method used to refuel in flight. Right, the path of the Lady's epoch making mission.





This month **A GRAND OLD PLANE** *makes its last flight!*

Outmoded by finer, faster, more modern transports, the Douglas DC-3 makes its last passenger flight for American Airlines this month. It is being retired, as was the DC-4 last year, to make way for progress.

Although change is the inevitable price of progress in air transportation, the passing of the DC-3 is tinged with regret. For this was no ordinary aircraft. For years it maintained an almost personal reputation for reliability and sound performance, not unlike the famous Model T Ford. Every solid inch was pure thoroughbred!

The first DC-3 was purchased over a decade ago by American—in August 1936. Since it then represented the ultimate in transport luxury, American Airlines subsequently converted its entire fleet to

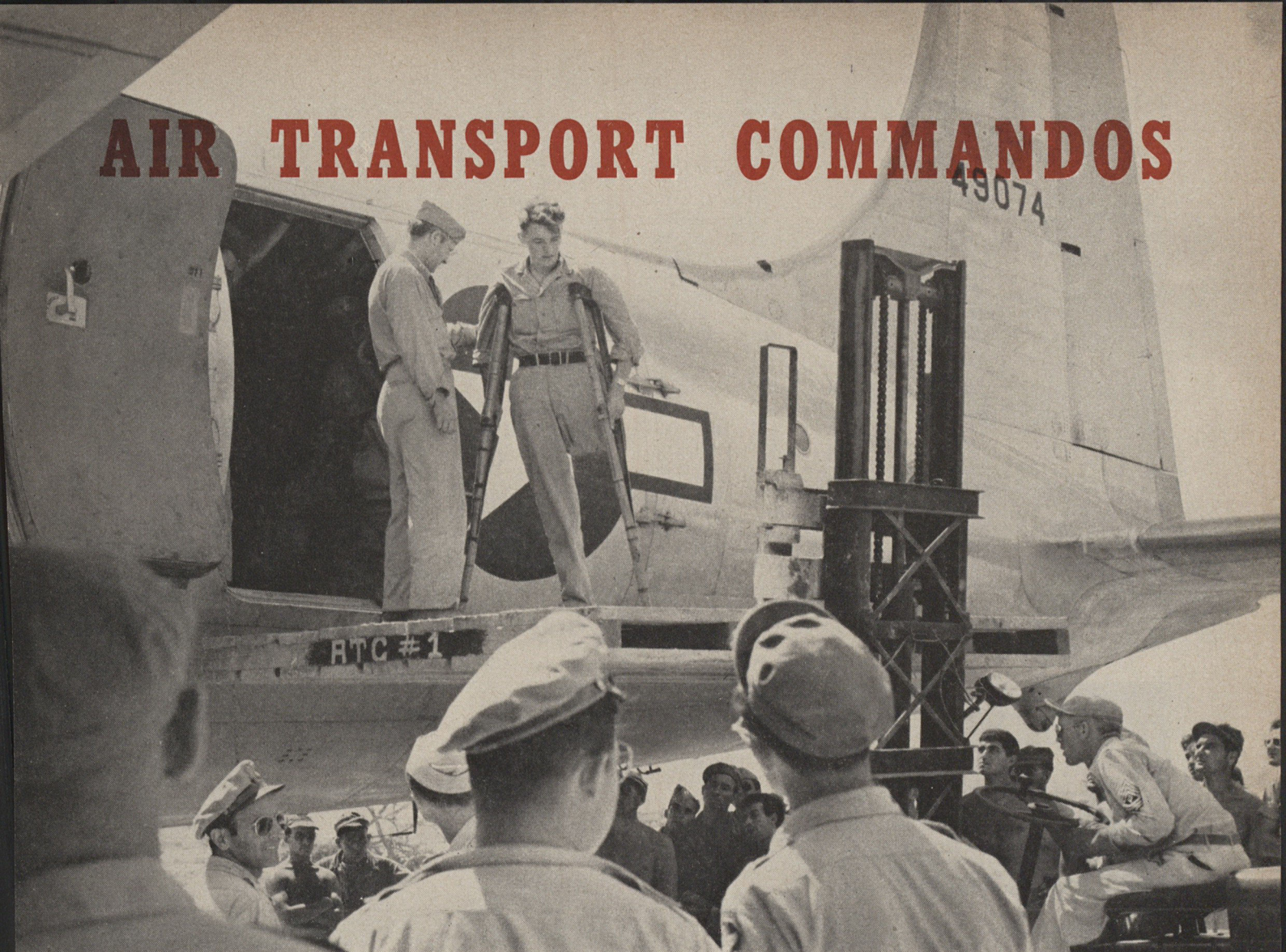
this new type. The DC-3 carried 21 passengers at 200 miles an hour—small and slow when compared to the Flagships of today. In 1949, American's new Flagships, the DC-6 and the Convair, accommodate 52 and 40 people respectively and travel 300 miles an hour!

The DC-3 will doubtless continue to serve the public in a limited way, just as the old Ford Tri-motor did, but no longer will it be seen on American's far-flung routes where it starred so long. Oldtimers, passengers and pilots alike, will mourn the passing of this grand old plane, inevitable though it be. Its retirement from the Flagship Fleet is symbolic of the ever recurring changes we must make to maintain American's leadership in air transportation's progress.



AMERICAN AIRLINES INC.

AIR TRANSPORT COMMANDOS



Air raids and artillery couldn't drown roar of ATC engines as they brought priority cargo and took out the wounded.

Europe's war was on the wane. But on Okinawa, combat-trained ATC men were open for business seven days after the invasion

By Major Milton Krims

April, 1945: The Nazis crumbled. Russian troops seized the Reichstag and the bunker where Adolf Hitler's dream of world conquest ended with a pistol shot. In Italy American troops pushed on to the Swiss border past Benito Mussolini hanging by his heels in a public square in Milan. The war was winding up, they said, but on Okinawa, the boys of the ATC were too busy to notice.

A tiny black dot moves across the sky. The dot grows into a huge, shining C-54. It makes a perfect landing, throwing up clouds of dust, and a man wearing gun and helmet waves it toward a large, shell-shaped revetment. The pilot cuts his engines and hears the rumble of not-too-distant artillery. Meanwhile, the doors are opened, and heavily armed men grin up at the new arrivals, and one of them shouts, "You should have been here when it was really rough."

Everyone laughs, because the wise-

acre had set foot on Okinawa only an hour before, having arrived in the first ATC plane to land. This newcomer was the second. The time: April 8, 1945—seven days after Invasion Day.

After the one brief pleasantries, the men get to work. No time can be lost getting the unarmed C-54 back into the air again and on its way back to a rear base. Sixteen litter cases are loaded into the plane. They have to be carried up steps, as the fork lift has not yet been assembled. Then come the walking wounded, a few high-priority passengers, some mail . . . and at the last moment, a new enemy weapon that must be speeded to Washington for technical examination. In exactly one hour and forty-five minutes, the big C-54 is taxiing toward the strip.

These first two ATC planes had also brought their priority cargoes into Okinawa: Key ATC personnel, a 250-gallon water truck, a baby bulldozer, 2 jeeps and a trailer, a fork lift, and an

airborne tractor. ATC was ready to go into business. Already they had a sign up on Yontan airstrip: AIR TRANSPORT COMMAND WELCOMES YOU TO OKINAWA, PARADISE OF THE PACIFIC, EVERY DAY A FOURTH OF JULY.

Planning for the Okinawa invasion began in the fall of 1944. From the very first it included participation by ATC. By the end of January, the Pacific Division was ready to proceed with its own plans for active participation. A new type of ATC unit was born at Hickam Field, Hawaii. Of the 20 men who made up this advance unit, under Lt. Col. James W. Luker, all were in overseas service—and all had volunteered for this special assignment. They had no idea where they were going, but they did know it was into a forward area. They kidded each other, called themselves the Air Transport Commandos.

On March 6 the entire unit moved

AIR TRANSPORT COMMANDOS CONCLUDED

to the Marianas, and on March 10 it was activated at an AAF Base Unit. At that time it consisted of 65 men, the nucleus of an eventually much larger organization.

For the first time in ATC history, its men received intensive combat training. They labored through the usual field exercises, learned about chemical warfare, tent pitching, carbines, and machine guns. They had target practice, took long hikes with full packs, generally toughened up. In the evening, they listened to lectures on cargo handling, aircraft maintenance, advance-base conditions. They were lectured on first aid, care of the body. And still they didn't have the slightest idea where they were going.

Came April 1, and the news of the Okinawa invasion. They listened intently to the radio, speculated excitedly. On April 7 they were up and out at 0030 for a 10-mile hike. They returned hot and tired. But for the 19 men of the advance cadre there was no

change the time of departure to 0300 and 0500. Other last minute changes were made; 1000 pounds of mail was added, and each airplane carried enough gas for the round trip. The rest of the cargo consisted of ATC personnel and equipment.

The first thing arrivals on the first plane did was set up four pyramidal tents to cover the supplies. Then a party went down to the beach to scrounge K rations and additional water. Others got to work assembling the fork lift and other necessary equipment. Still others searched for bombproof shelters, got themselves set up in the Jap revetments. It was a busy afternoon; they could hear the artillery only a few miles to the south; they could see the swarms of fighters hurrying to and from the not-too-distant targets. And as they worked, they carried pistols and carbines and seldom left helmets out of reach. They knew they must work fast because the Japs would come visiting any time.

Sure enough, the sirens wailed to a red alert at 1900. They scrambled to the shelters, but there was no attack, and an hour later the sirens sounded the all-clear. Certainly they were grateful because none had any sleep since 0230 the day before. They crawled into their cots, were soon out again searching for more blankets. It was cold on Okinawa.

At 0400 all hell broke loose over Yontan Field. It seemed that every gun within a radius of five miles started shooting at the same time. The sky was a spider web of red tracers. The men fell out of bed, jumped under their helmets, furtively peeked out to watch as seven Jap fighters were shot down. It was their first taste of combat, and when it was over they climbed into the sack, feeling like veterans and prepared now to sleep away the rest of the night.

At 0600 the sirens bounced them out of bed again. Nothing happened except that they were annoyed. The Japs were getting to be pests. And tomorrow—no—today was another workday regardless of their loss of sleep—more transport planes would be coming in a few hours and have to be serviced.

The planes came in on schedule, one at 0930, the other at 1135. They left in a few minutes over an hour after arrival, each carrying 28 litter cases plus walking wounded and mail.

The big C-54s continued to come in and depart on schedule. The men serviced them as best they could with what facilities they had. The medics cared for the patients with gentleness and efficiency. Customers lined up to present orders, be assigned priorities and space on outgoing airplanes. And even as at Hamilton, Biak, Paris, Calcutta, or Guam, passengers huddled together to sweat out rides and gripe about having to be in Washington or New York or Sydney practically the day before yesterday.

And yet it was different. There was

always the distant thunder of artillery, the roar of fighters hurrying somewhere. And there were the passing vehicles of active war and the ambulances carrying the wounded. Everyone, including the passengers, carried weapons and wore or carried helmets. And while they waited, they wandered through the ruins of a near-by Okinawa village, marveled at the magnificent masonry of the stone walls and the graceful curves of the tiled roofs, admired the finely lacquered trays and low tables and even gaped at the kind of dishes you used to see at Little Tokyo's Oriental Bazaar at home . . . and wouldn't buy for a dime a dozen. And always the dust was like a fine blizzard caking everyone and everything with a gray-tan patina.

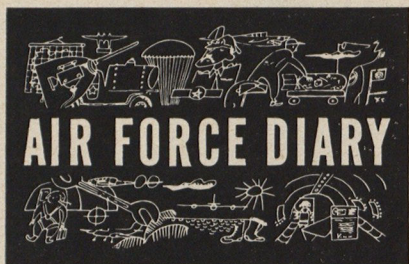
At 0200 the morning of the twelfth, the siren sounded the warning of what turned out to be the biggest raid yet. Nineteen Jap aircraft were shot down before the all-clear sounded two hours and forty minutes later. The men returned to their tents, ready for sleep. Twenty minutes later there was a loud explosion less than a hundred yards from the center of their area. Several of them were knocked out of their beds, badly shaken. Two passengers waiting to go out on the morning plane were injured, one seriously. From out of the darkness came anxious calls for ambulances, medical assistance. The explosions continued; they were being shelled by a Jap 105 dual-purpose battery. At 0630 Jap planes came over to strafe. Seventeen were shot down. The men moved their cots inside the revetment.

These pioneer ATC men on Okinawa worked like laborers, serviced airplanes, made repairs with hardly more than ingenuity for a best tool. A tent was spread over an adjacent gully to make a supply warehouse and office. A major, an engineer in civilian life, became unofficial "Director of Sandbag Operations," filling sandbags with the rest and making certain they were piled into proper shock-resisting walls. They built an outdoor mess, shower, and latrines.

They even managed to share what they had with others. The Navy was still using flare pots to light the runway for the night fighters. ATC gave them a set of strip lights brought in by the first plane. And others shared with them. They promoted rations from the Army, lubricating oils from the Navy. They learned the gentle art of making midnight requisitions.

A fully organized air transport business was going within a week. The planes came in on schedule, bringing mail, replacements, medical supplies, plasma, whole blood, and much needed bomb fuses. And they departed on schedule, carrying mail and urgent freight and, most important, the wounded.

From AIR FORCE DIARY, edited by James H. Straubel and published by Simon and Schuster, \$3.75. Copyright 1947, by Army Air Forces Aid Society.



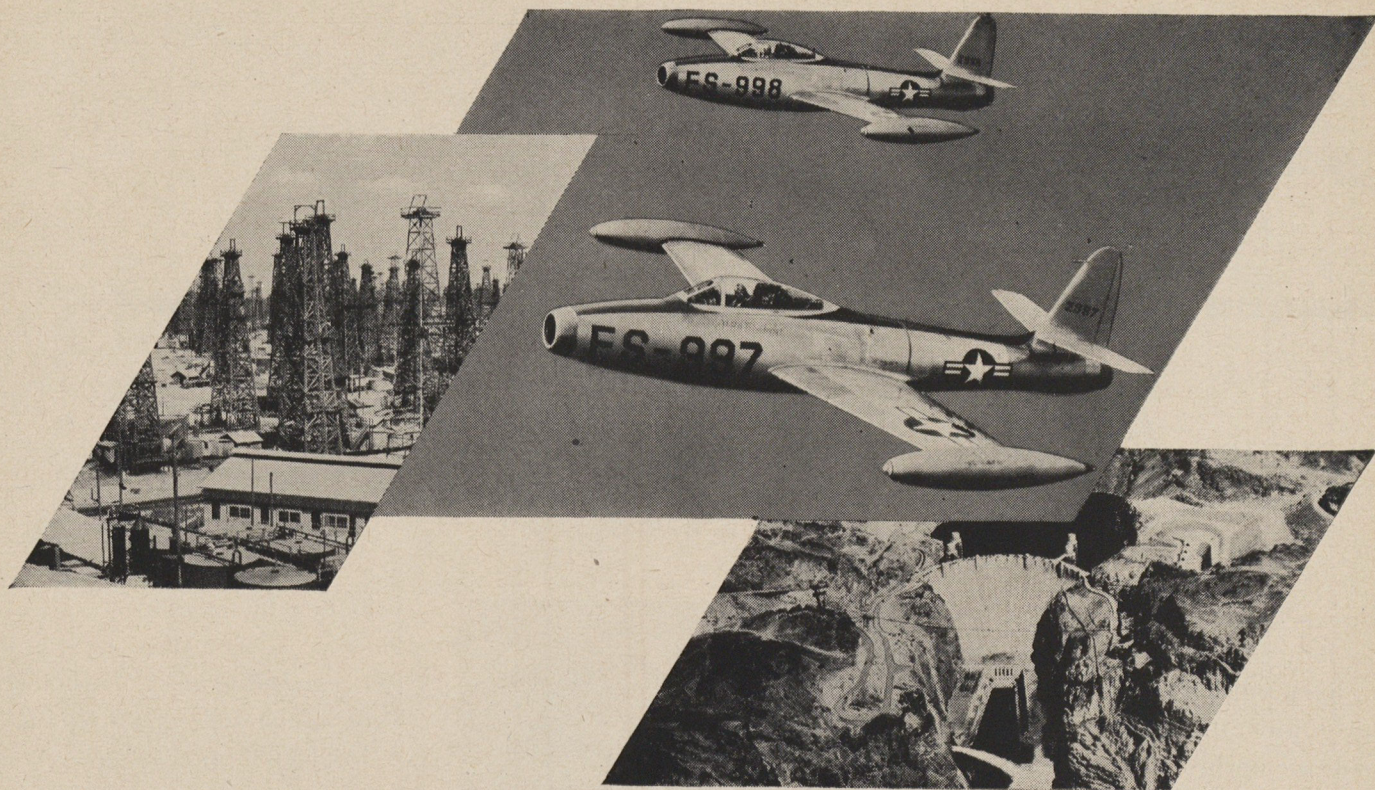
rest. They were ordered to pack for an 0300 take-off . . . their destination: Okinawa Shima.

Along with the task force that invaded Okinawa was an ATC representative, Colonel Luker. His instructions were to have Yontan Field ready to receive the first C-54 on L plus five. Heavy casualties were expected, and it was up to ATC and its Air Evacuation Units to help get them out.

Colonel Luker, working in close collaboration with representatives of the Tenth Army and the Aviation Engineers immediately inspected the two airfields, Katena and Yontan, chose Yontan. The long strip was practically undamaged, there were plenty of Jap-built revetments to provide cover for both wounded and personnel during air raids and artillery shelling. Every move was considered from the viewpoint of enemy action, strip maintenance, communications, parking, and handling of patients. ATC opened its office in a revetment.

Yontan was ready on L plus five, but Tenth Army made no request until two days later. The message from Comfor Area, received April 7, stated simply that Tenth Army requested commencement of transport service to Yontan Field, Okinawa Shima. The first C-54 would depart April 8 at 0200, the second at 0400.

Because Okinawa time was one hour earlier than Guam, it was decided to



THUNDERJETS OVER AMERICA

San Diego, berth place of our alert Pacific fleet . . . Hollywood and Los Angeles, centers of the cinema world . . . and Southern California industry and commerce.

☐ San Francisco, gateway to the Orient . . . and the San Joaquin's lush acres of nature's generous



back o'er bounty,

with adjacent Ojai Valley . . . concentrated lode of oil for the wheels of progress . . .

and great Hoover Dam, wonders, all are assured



man-made miracle of irrigation's protection. ☐ This vital area

of the West is patrolled by the Air Defense Command of the U.S. Air Force . . .

which is calling upon Republic F-84 Thunderjets in ever increasing numbers to

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broad range . . . speed of more than

600 M.P.H. and tremendous striking power, are day by day proving to be

necessary defense factors . . . for preserving the peace.

Republic Aviation Corporation, Farmingdale, L. I., N. Y.

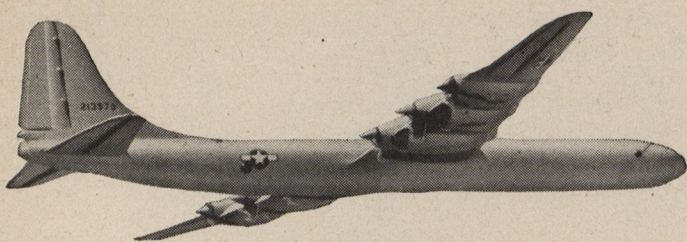


"This is the year of the Thunderjet"

REPUBLIC  AVIATION



Makers of the Mighty Thunderbolt • Thunderjet • XR-12 • XF-91



ANNOUNCING WORLD'S LARGEST PRODUCTION PROPELLER

"Custom-Built" BY Curtiss-Wright

FOR THE B-36

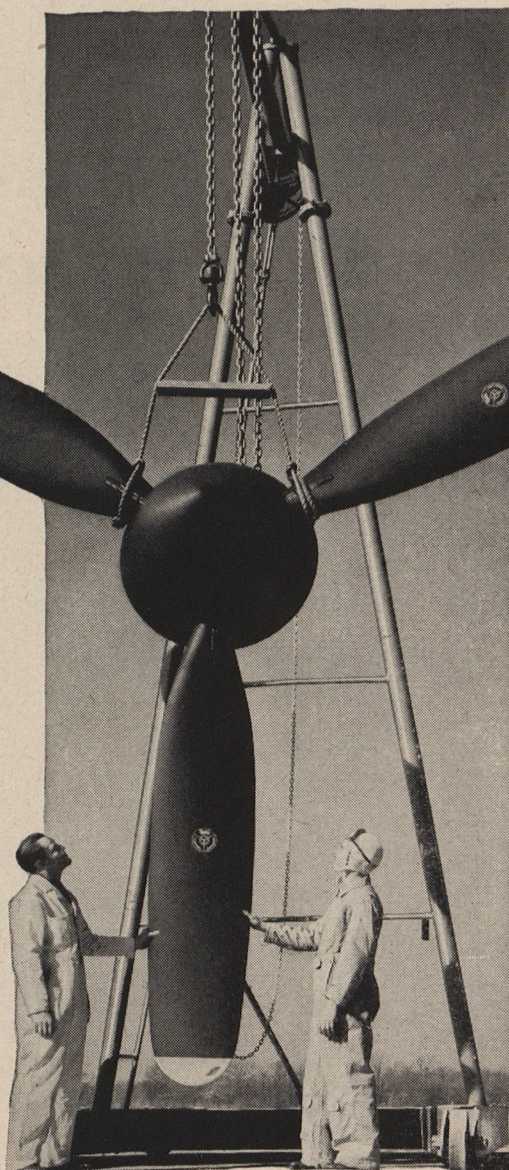
Curtiss-Wright's continued leadership in research and engineering has produced an entirely new development in the propeller field—the world's largest production propeller. This giant propeller—19 feet in diameter with a

21-inch blade chord — was designed specifically for the Air Force's B-36 and is custom-built throughout.

► This propeller's pusher location on the trailing edge of the wing, causing abnormal loads resulting from airflow disturbance, involved new and difficult design problems. But these were successfully solved and a *practical* propeller of huge size, featuring many new advantages was developed . . . as the result of many man hours in engineering, research, development and testing.

Many service-proved features

The new Curtiss Propeller also provides *reverse* thrust for smooth, air-cushioned landing and more effective braking . . . *automatic synchronization* which



enables pilot to control six engines as *one* with single-lever action . . . *hollow steel blades* for light weight and extra strength. ► This new propeller now servicing the giant B-36 is another in-

dication that Curtiss-Wright's continued leadership in the propeller field is meeting *today's* while anticipating *tomorrow's* aviation needs.

Many new features included in new Curtiss Propeller

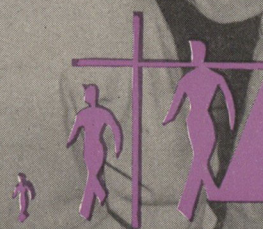
- . . . *constant speed in reverse*
- . . . *instantaneous reversing and feathering*
- . . . *pitch change from rotation of propeller*
- . . . *de-icing by heated air passing through hub and hollow steel blade*

A PRODUCT OF
CURTISS  WRIGHT
FIRST IN FLIGHT



PROPELLER DIVISION, CALDWELL, N. J.

CURTISS ELECTRIC PROPELLERS



In Reserve
AN AIR FORCE DEPARTMENT

A Naval Commander at Jacksonville, Fla., welcomes a group of Air National Guardsmen who have just finished cross country flight from California. Feature of flight, a project of the 195th Fighter Sq., was an attack on Meridian Air Reserve Field, Miss. In spite of intercept planes dispatched from Meridian, the 195th led by Maj. Robert Foy "completely destroyed" the field and then continued on to Jacksonville to deliver letter from Governor Warren of California to Governor Warren of Fla.

New outline for promotion of AF Reserve officers

New point system will measure Air Reserve officers proficiency for promotion and retainment, but EM provision is still lacking

A detailed statement of the composition of the Air Force Reserve and Air National Guard and a detailed outline of the policies, standards, and procedures for maintenance of proficiency and promotion of officers in the Reserve forces has been set forth in a revision of Air Force Regulation, 45-5.

The most striking deviation of the new regulation from the old shows up in a new point system which will now be used to measure an officer's proficiency for promotion and retainment of assignment purposes. The old credit system is out, although a Reservist may still earn points in much the same way as he used to earn credits. A detailed explanation of the new system and highlights of additional changes under the new regulation follows:

To retain assignment in the Air Force

Reserve or the Air National Guard, an officer must now maintain an average of 35 points annually during any 3-year period and obtain a minimum total of 105 points in any period of 3 consecutive years. (The above figures under the old system were 225 and 675 credits respectively.) A member of the Volunteer Air Reserve must average 15 points annually with a 3-year total of at least 45. (The former figures here were 150 and 450.)

Here is how to earn points under the new system:

- ▶ One point for attendance at an authorized unit training assembly; one point for each day of active duty, including extended active duty and active duty training;
- ▶ one point for accomplishment of an authorized training period; one point

for participation in a period of equivalent training or instruction; one point for accomplishment of a period of equivalent duty or appropriate duties;

- ▶ one point for each three hours of extension courses, above pre-commissioning and indoctrination course level;
- ▶ one point for each four hours of flying time performed by rated personnel and recorded on the officer's AF Form 5 when such flying time is accomplished pursuant to completion of approved and published minimum maintenance of proficiency requirements for the Reserve forces category to which the officer is assigned.

One point for duty as instructor at:

- ▶ authorized unit training assemblies;
- ▶ authorized unit schools;
- ▶ authorized assemblies other than unit training assemblies;
- ▶ Air Force Reserve Officers' Training Corps or Army Reserve Officers' Training Corps classes;
- ▶ CAP or Air Scouts of the Boy Scouts of America assemblies pursuant to an authorized course of instruction, when such duty is ordered by competent authority.

One point will be given for prepara-

tion of each hour of instruction with no more than two points for preparation of any one instruction period.

NOTE: Not more than one point will be credited on any of the above point-gaining activities during any one calendar day unless such activities total at least eight hours. It should also be noted that simultaneous participation in more than one activity for point gaining purposes is not permitted.

The maximum Age-in-Grade permitted for officers in the Organized Reserve and the Air National Guard have been changed in some cases. The new schedule follows:

Until January 1, 1951, for rated personnel assigned to tactical flying units and tactical headquarters below wing level: lieutenant, 36; captain, 41; major, 44; lieutenant colonel, 47; colonel, 49. After January 1, 1951, the foregoing ages will be as follows: lieutenant, 32; captain, 37; major, 42; lieutenant colonel, 45; colonel, 49. For other officers assigned to TO&E units and all others in the Organized Air Reserve the maximum age-in-grade permitted is as follows: lieutenant, 36; captain, 42; major, 48; lieutenant colonel, 55; colonel, 66.

In connection with the above figures, it should be noted that waivers may be granted to members of the Organized Reserve by the major Air Command concerned in the following cases: individuals of the Organized Air Reserve who reach the maximum age-in-grade and who are qualified for promotion but who, due to lack of position vacancy, have not been considered for promotion; officers who, upon attaining the maximum age-in-grade, require less than one year to complete the minimum service in grade provisions. The maximum age-in-grade waiver situation for officers of the Air National Guard is similar to the above and, incidentally, there has been no change in minimum periods of service-in-grade required for promotion.

If you're thinking of promotion, here are the points you will need under the new regulation: for promotion to 1st lieutenant, 70 points while in the grade of 2nd lieutenant; for promotion to captain, 105 points while in the grade of 1st lieutenant; for promotion to major, 175 points while in the grade of captain; for promotion to lieutenant colonel, 105 points while in the grade of major; for promotion to colonel, 140 points while in the grade of lieutenant colonel.

In figuring your points, credits earned prior to the issuance of the new regulation may be accredited by competent authority provided they are converted into the new point system as outlined early in this article. Officers who have served time-in-grade on active duty since September 16, 1940, will be awarded one point for each day served on active duty in the grade held immediately preceding relief from active duty.

There is no regulation prescribing the new point system for enlisted personnel of the Organized Reserve and Air National Guard.

Forrestal signs order to give flight pay to EM of Reserve

A proposed executive order which would authorize flight pay for qualified enlisted personnel of the Air Force Reserve has been signed by Defense Secretary James Forrestal and sent to the Bureau of the Budget.

The directive supplements legislation approved by Congress last March which authorizes flight orders for enlisted reservists. Once it is cleared by the Bureau of the Budget and the Department of Justice, it will go to the National Archives for a numerical designation and then to the President's desk for his signature.

Although flight pay funds have not yet been set aside, a million and one-half dollars have recently been made available to cover inactive duty training pay of Air Force reservists assigned to the Continental Air Command. These funds will cover the first three months of 1949. A similar amount is available for the last three months of 1948 and payrolls for that period are now being prepared.

Over 40,000 Air Force reservists now training as Mobilization Day assignees or as members of specified TO&E units are expected to qualify for shares of the money now available.

Mobilization Day assignees must attend a minimum of eight two-hour training periods during each fiscal quarter, with a maximum of 48 periods per year, to get on the payroll while reserve members of TO&E units will qualify for inactive duty pay when at least 60% of the officer and enlisted strength assigned are in attendance for a training period.

Pay will be based on a rate of one-thirtieth of the monthly base pay, including longevity, for each two hour training period.

Wartime A-C's eligible now for commissions in Air Nat. Guard

Former wartime Army flying cadets can now obtain commissions as non-rated 2nd lieutenants in the Air National Guard, according to Maj. Gen. K. F. Cramer, Chief, Guard Bureau.

Men who were in training as flying cadets when the wartime program was cancelled after the Japanese surrender, and who have a total of six months or more of honorable service, have not passed 32, and can meet the physical and mental requirements, are eligible.

Commissions are also open to warrant officers and enlisted men of the first three grades with at least six months of honorable service since December 7, 1941, and to enlisted men who are college graduates and have at least six months of honorable service between December 7, 1941, and June 30, 1947.

Those interested should apply to the Adjutant General of their state or to the nearest Air National Guard Base.

IN RESERVE LETTERS



The SOP of AR and NG

Gentlemen: The article on page 37 of the December issue has me in a strut—"Officer Recall Quota Is Being Filled Rapidly." Where did you get your information for this article? I've been trying to apply for a commission in the AFR but have been stumped at every turn. Your article says in part "... he must have at least a high school education and preferably two years of college." AF Regulation 45-15 says that the applicant will have at least two or three years practical experience in the field in addition to possessing a college degree. I have graduated from the Armed Forces Information School (enlisted course) at Carlisle Barracks, Pa. I have eight years of grammar school, four years of high school and one and a half years of college. I am knocking on the door of the Air Force Reserve Officer program but I can't find the handle. The AF is hard up for Public Information Officers according to your article and other articles and paid advertisements I have read. I'm sold on the AF and I'm chafing at the bit to get into the public information field as an officer specialist. I think we'd make a good team. How do I get a commission in the AFR; how do I get a commission as Public Information Officer, MOS 5401? The Air Force needs me. I need the Air Force. Tell me what directive I may use as authority for applying. I was a T/sgt during the war and have just recently reenlisted. I am an enlisted 274 (Information Specialist) at present.

S/Sgt. Edward J. Walsh
Fayetteville, N. C.

• Applicant must possess a college degree with a major in public relations, journalism, radio, advertising, motion picture production, photography, or closely related fields, with a minimum of three years experience in one or more of these fields. In exceptional cases, individuals who have completed two years of college may substitute practical experience in responsible positions at the rate of one year of experience for one semester for college education.

Gentlemen: We of the Air Force wish to know if it is possible that Congress will impose a 60-year age retirement and tear down our present 20 and 30 year plan, for which we have waited and hoped so long?

M/Sgt. T. A. Banguesi
Spring Lake, N. C.

• Joint Army and AF Bulletin No. 29, 15 July 48, based on Public Law 810 establishes the latest detailed plan for

retirement benefits of regular and Air Force Reservists.

Gentlemen: In the next to the last paragraph of the article on the Reserve Retirement Act in your March issue, the percentage mentioned was $\frac{1}{2}\%$. Shouldn't this have been $2\frac{1}{2}\%$?

Steve Bissle
Danbury, Conn.

• *You are right. Two and a half percent is the correct figure.*

Gentlemen: Please send me the numbers of any directives or regulations which pertain to the Women's Air Force Reserve program.

Jane Brady
Topeka, Kan.

• *AF Letters 39-10, 39-10A, and 39-10B are the three directives outlining the enlistment program for women in the US Air Force Reserve. Other information may be obtained at your nearest US Air Force recruiting station.*

Gentlemen: I am in an artillery senior ROTC unit but would prefer to accept an Air Force commission instead of an Army commission. Can this be done?

P. Thompson
W. Va.

• *You can usually transfer if your Professors of Military Science and Tactics approve and if you satisfy the academic requirements listed in Par. 23 Memorandum 145-10-32, dated March 27, 1947. Your application for transfer will then be forwarded to the Commanding General of the Army or Air Force involved for approval.*

Gentlemen: For the last two months I have voluntarily instructed ROTC cadets. I was informed that if I had an assignment to a Class A unit it would be possible to be remunerated for this work. Is this true?

John L. Brosnan
Ohio

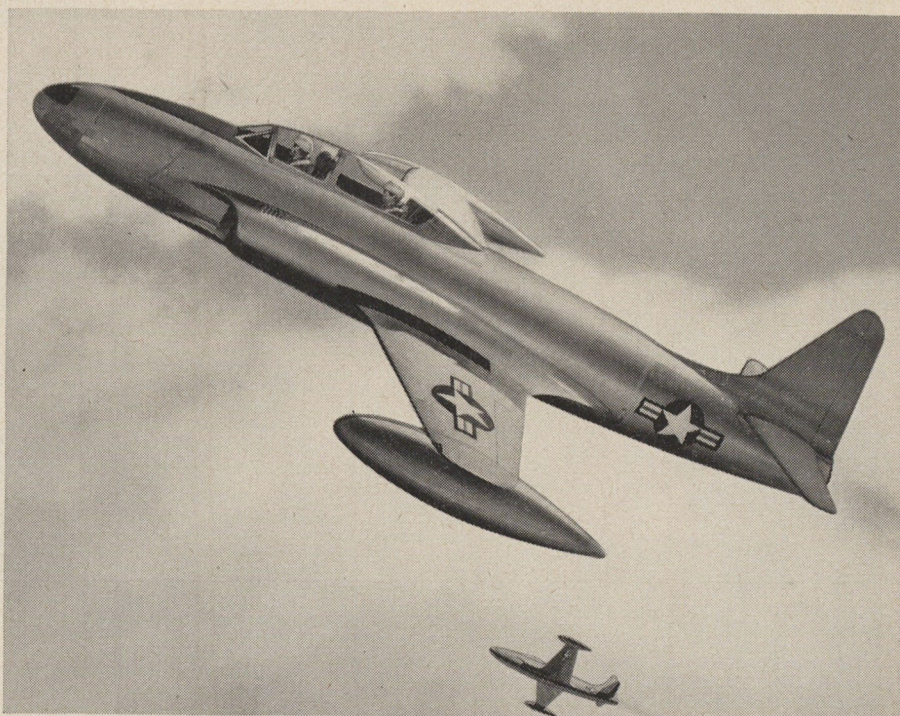
• *Assignment to a Class A unit would not automatically entitle you to remuneration. See AFR 45-10 for further details.*

Gentlemen: I observe that the number of points that reserve personnel may earn toward retirement and promotion in any one year has been greatly reduced. As originally presented it was possible to earn a maximum total of 910 points annually, exclusive of tours of extended active duty. Now, the maximum annual credits possible, exclusive of extended active duty tours, have been reduced to an aggregate of 60, plus, perhaps, 15 for 15-day field maneuvers. My question is this: Have the minimum credit requirements for promotion in the reserve been reduced in proportion to the new system of assigning credits.

Keith J. Lindsay
Columbia, Missouri

• *There has been considerable adjustment. See story on page 37 for details.*

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Chief of Staff, U. S. Air Force,
Attention: Aviation Cadet Branch,
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Why I Left the Air Guard

A former commander states his case against a system that permits local politics to compromise air defense efficiency

By John C. A. Watkins, formerly Senior Air Officer, Rhode Island National Guard

Six months ago I took command of the Rhode Island Air National Guard. At the request of the Adjutant General of this state, I gave up a majority in the Air Force Reserve to become a lieutenant colonel in the Guard and assume responsibility for the activation and training of a fighter squadron, a utility flight, a service group detachment and a weather unit. Three weeks ago, as this is written, thoroughly disillusioned and generally disappointed at the outcome of what I had entered into as a hopeful experiment, I resigned from the National Guard.

I think my Air Guard history presents excellent arguments for direct control by the US Air Force of a reorganized civilian air component. While it is true that some of the problems I experienced were the result of a peculiar local situation, I did have an opportunity to observe the National Guard system in operation, and what I saw wasn't very impressive. I left the Air Guard with certain well formed conclusions, all based on experiences which can happen anywhere under the present National Guard system:

► First, the state of Rhode Island wanted very much the federal money the National Guard Bureau was willing to spend here, and the 60-odd well-paying, full-time jobs available in the maintenance detachment of the unit I commanded. But the state wanted to give just as little in return as it possibly could, and its officeholders, civilian as well as some military, came pretty close to moral, if not legal, deceit in getting what they wanted.

► Second, the Adjutant General of Rhode Island seemed willing to disregard operational efficiency and, in fact, what I sincerely believe were the best interests and the actual safety of the fighter pilots in the Rhode Island Air National Guard, to keep peace with his fellow officeholders.

► Third, some of the old-time National Guard officers who had no World War II experience haven't the faintest conception of the true role of the airplane in warfare. Recently one of them referred to the airplane as the "primary weapon" of certain of his troops, much as he might have mentioned the carbine in a discussion of infantry tactics.

► Finally, the National Guard Bureau is interested primarily in strength of numbers, not efficiency, to impress Congress with its sheer mass and influence, whether it can meet its M-Day responsibility or not, and it will

make almost any concession to the local political party in power in order to ensure strong support in any battle to alter its status quo.

My appointment as senior air officer of the Rhode Island Air National Guard was in itself a curious climax to a battle opened more than two years ago by the Rhode Island Wing of the Air Force Association. That fight, which actually began the morning after a group of us met to form the Wing, was to get the Governor of Rhode Island to permit both the Air National Guard and the Air Force Reserve to operate from the Theodore Francis Green Airport, the state-owned airport which serves the metropolitan area of Providence and Rhode Island. This was the only available airport in the state suitable for military air operations. Because it was closed to them, Rhode Island airmen had to drive more than 60 miles to Bedford, Mass., to get military training.

Just before the war the Rhode Island National Guard had obtained federal funds to build a hangar at Theodore Francis Green Airport for its 152nd

Observation Squadron. The building was an elaborate one, complete with parachute loft and rigging room, ordnance vaults, a small-arms range, photographic laboratories, etc. It was designed especially to meet the requirements of a military organization. Several hundred thousands of dollars of federal funds went into its construction. The only expense borne by the state itself was the architects' fee, which came out of the Adjutant General's funds.

Shortly after the building was completed, the Army Air Forces took over the field for wartime operations. The hangar and all other facilities at the airport, except for a limited amount of space made available to the commercial airlines, were used by the AAF until the field was turned back to the state at the end of the war.

In the meantime, the able and aggressive Adjutant General, who was responsible for the conception and building of the hangar, had left his post. Another officer had been appointed in his place and he shortly became ill and unable to carry on his duties. An "Acting Adjutant General" was appointed to conduct the state's military affairs, and that is the way things still are in Rhode Island. For six or seven years the Adjutant General has been physically incapacitated, but still drawing full salary, and all that time we have had an Acting Adjutant General, also drawing full salary, doing the work. (The Acting Adjutant General is a retired high school teacher who commanded a field artillery battery at the time the National Guard was federalized. He was unable to meet War Department physical requirements and therefore unable to go to war with his units.)

Further complicating the picture is the peculiar way in which armories are operated here. In this state the Adjutant General, though he heads the military department of the state, has no control over armories as buildings. The maintenance and care of the armories is a responsibility of the Department of Public Works; control is vested in the director of this department.

As a result, when the AAF gave the Theodore Francis Green Airport back

(Continued on page 43)

ABOUT THE AUTHOR . . .

The ninth National Guard leader (in this case a former Guardsman, with due emphasis) to sound off in AIR FORCE in this series of pro and con statements on the Air Guard is a combat veteran with more than average impatience at inefficiencies in the defense establishment.

Perhaps this is due in part to the fact that he grew up on military bases (his father is an Air Force colonel, now retired) and saw first hand the let-down in military preparedness between wars, and its results. Perhaps this impatience is sharpened by the fact that three of his brothers were killed in World War II.

John Watkins got his combat experience in the Mediterranean area with the 325th Fighter Group in 1943-44, and served as Operations Officer of the Group. His three confirmed and two probable in air combat were achieved in the old P-40s. He saw action in the Tunisian, Pantaleria and Sardinian campaigns, in the invasions of Sicily and Southern Italy. Later he saw administrative action at Headquarters as Executive Officer in the Operational Plans Division and as Executive Officer to the Deputy Chief of Staff. —THE EDITOR



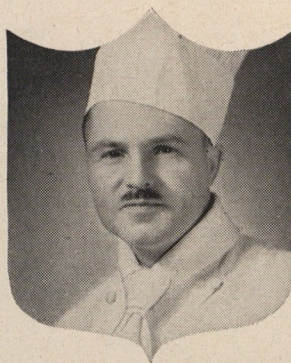
All of us together give you



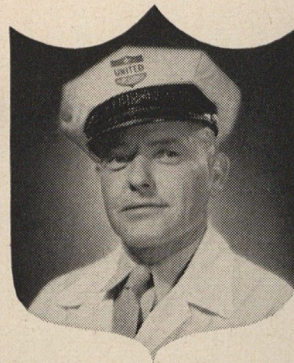
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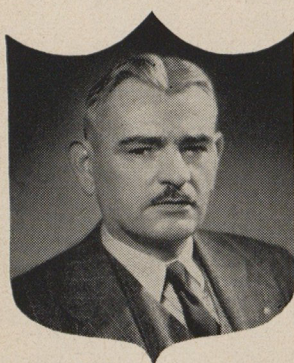


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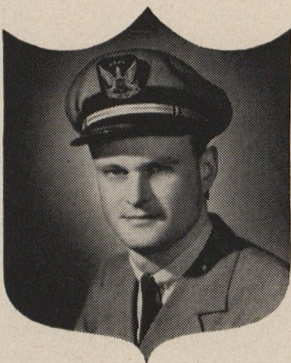


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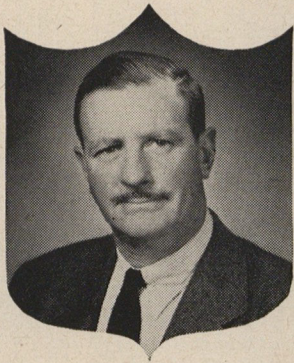
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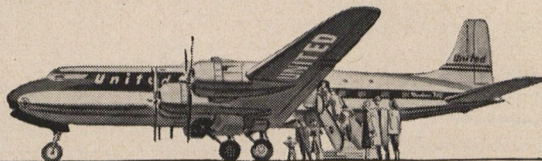
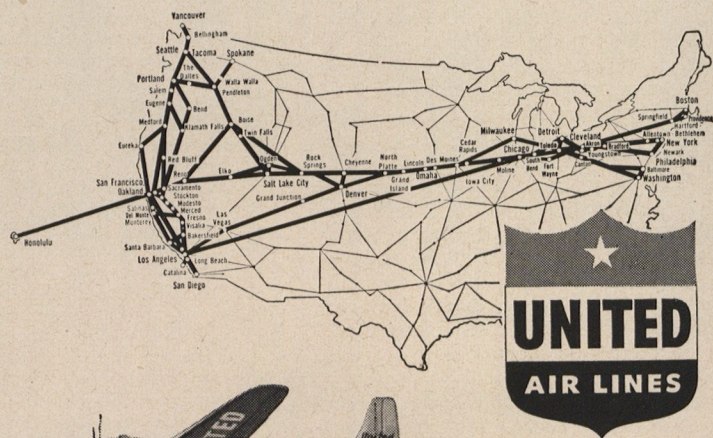
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to the state at the end of the war, the Director of Public Works promptly leased the National Guard hangar to commercial aviation interests. He flatly refused to recognize any vested National Guard rights in the structure. Moral rights weren't even considered.

Instead of going to the Governor and demanding that the hangar—built with federal funds expressly for military purposes—be turned over to him for his air units, the Acting Adjutant General weakly asserted that nothing could be done. He looked to other alternatives. He worked strenuously to get the National Guard Bureau and the US Air Force to permit him to activate his air units at a former Navy field at Westerly, R. I. Because Westerly was more than 40 miles from the center of population of the state, in a sparsely settled section, neither the Bureau nor the Air Force would consent to its use.

Meanwhile, the aeronautics division of the Department of Public Works and the Rhode Island Port Authority joined forces to prevent any branch of the military from using the airport. They barraged the press with lurid tales of the evil results of military use of the field. The Port Authority on one occasion released a long list of fatal accidents which were purported to have resulted from AAF occupancy of the airport during the war. A group of former military pilots made a close examination of this list, which resulted in the disclosure that some of the accidents cited actually involved Navy airplanes operating from their own fields, and some involved AAF aircraft which happened to be passing over Rhode Island at the time of trouble.

The Rhode Island Wing of the Air Force Association held no particular brief for the Air National Guard as compared to the Air Force Reserve. However, we were disgusted with the character of the opposition to military use of the field, outraged at the misrepresentations, ignorance and downright lies of the so-called experts to whom the Governor was listening, and humiliated because Rhode Island was the only state in the Union which had done nothing towards the reestablishment of a sound civilian component of the national defense air organization.

We decided that the first task of Rhode Island's AFA would be to open the Theodore Francis Green Airport to the civilian components of the Air Force—National Guard and Air Force Reserve alike. After frequent public and private overtures to the Governor, none of them successful, we finally aroused public attention to the point where he was forced to make some sort of move. He retained two private engineering firms to survey the state's aviation needs and its airport situation. When these firms made their report to the Governor, he was left with no alternative but to announce that he would permit the Air National Guard to operate from the Theodore Francis Green Airport. (Curiously enough, the

engineers' reports on combined use of airport by military, commercial and flying school operators, were almost word for word the same as that of a survey made by a group of AFA members and submitted privately to the Governor more than a year earlier.)

Shortly after the Governor announced his willingness to permit activation of air units allocated to Rhode Island by the National Guard Bureau, the Adjutant General asked me to organize the new units and take command of the Rhode Island Air National Guard. I was surprised at his proposal, and very skeptical. All of us who were active in the fight had been outspoken in our criticism of the way things were done in Rhode Island public administrative circles, and we had concentrated fairly intently on the Adjutant General. More than once we had demanded publicly that he be replaced by a stronger character—preferably by someone who had had combat experience in the last war.

Even if the man was completely selfless and forgiving in his choice of a commanding officer, there were still many of the original problems extant. The Director of Aeronautics was reputedly far from friendly to the US Air Force or to the principle of military



use of the airport. The post of airport manager had been given to the Port Authority employee who had been the most bitterly outspoken and irresponsibly critical opponent of military flying from the field.

After considerable thought and consultation with experienced friends, I told the Adjutant General that I would accept command of the Air Guard on the following conditions:

- ▶ That the Governor and all his department heads accepted without reservation the principle of military use of all necessary facilities at the airport.
- ▶ That members of the permanent caretaker detachment would be selected "by me, and me alone, entirely on the basis of their technical and military backgrounds," and with the understanding that if any political pressure was attempted "by or on behalf of any applicant, that applicant would be dropped from the list of candidates."
- ▶ That I would have "an absolutely free hand, *subject only to US Air Force regulations and policy*, in the selection of personnel and for the training and operations of the fighter squadron."

This last stipulation may seem a little
(Continued on page 44)

WHICH END OF THE HORSE?

Rhode Island Air Force veterans, after waging a two-year fight with state authorities to establish the Air National Guard in Rhode Island, are again aroused over the manner in which Air Guard matters have been handled there, over the National Guard system in general, and over the National Guard Association's organized opposition to federalization of the Air Guard and merger with the Air Reserve as proposed by President Truman. To give expression to these views the following letter has been submitted to AIR FORCE with the request that it be published.

Dear Sir:

If you had a leaking pipe in your house would you call the electrician?

It doesn't make much sense to us to see the National Guard Bureau (a government bureau) sending men to talk to Congress like General Walsh and General Reckord who don't know anything about Air Force operations and who also were apparently not even considered up to having combat ground commands in World War II. Of course it's easy enough to understand why these two Generals who run the National Guard Association (a private group) don't want to lose any part of their empire. Rhode Island newspapers have pointed out that the National Guard Association makes a collection from Rhode Island State funds for every man who joins the National Guard and in addition is quite successful at "persuading" the boys in the Guard to join the Association and pay dues. Who runs the Guard—the National Guard Bureau or the National Guard Association lobby?

We don't think the country can afford to have 48 little private air forces. Also what most people don't know is that there are millions of us who fought in the Air Force around the world who signed up in the Reserve to be ready in case we had to go back and do it all over again. And that includes a lot of us who probably wouldn't be drafted next time.

If this thing is decided on the basis of opinions from people like General Walsh and General Reckord who not only aren't experts on air problems but didn't have practical combat experience in their own line of work in World War II, instead of hearing from men in and out of the Guard who commanded Air Force fighter units during the war, then we are not showing horse sense but are becoming part of the horse.

Bertrand T. Cournoyer
(P-51 Flight Leader—
China)

Jacques Lepoutre, Jr.
(B-17 Flight Engineer)

Marcel Lefebvre
(B-17 Group Leader—
Europe)

Joseph Sokolski
(B-17 Squadron Leader
—Europe)

William Morrisson
(P-38 Intelligence & Op-
erations—South Pacific)

Paul Mousseau
(Troop Carrier Glider
pilot—Europe)

WHY I LEFT THE AIR GUARD CONTINUED

strong and perhaps it was. I wasn't sure at the time that the pre-war concept of National Guard operations as a state responsibility would work with a global weapon like airpower. But I was willing to give it an honest try. As long as the Adjutant General had asked me to take the job, and I hadn't sought it, I felt that I had a right to state my conditions and he could accept or reject them.

He chose to accept them and I proceeded to ignore pre-war National Guard traditions about state boundaries, states' rights, etc. I began to work directly with Group headquarters, which happened to be in Hartford, Conn., and, when the occasion demanded, with 1st Air Force and Con-

building was converted into a "temporary" airline terminal and offices for the Airport Manager. The parachute loft and packing room became part of a restaurant, leaving the Air Guard with no facilities of any kind for airing and packing parachutes. The small-arms range became a storeroom.)

In accordance with the agreement which the Adjutant General assured me the Governor had agreed to, the commercial firms occupying our share of the hangar were notified by letter from the Aeronautics Director to vacate on or before September 1, 1948. That date came and went and they didn't move. In fact, they didn't even start packing.

I complained to the Adjutant General and was assured that the com-



senior member of the team immediately noticed that we did not have the required facilities, and called it to our attention. He was taken by the Adjutant General to see the Aeronautics Director who assured the inspector that the facilities would be turned over to the Air Guard no later than two weeks hence, that they would have been made available long since but for unforeseen conditions, etc.

On the basis of these assurances, the Air Force inspector recommended federal recognition. When we actually received federal recognition, we still did not have the facilities required for it. More than two months elapsed before we finally got possession of the promised facilities. At the time I resigned, some of the agreements made still hadn't been respected. In fact, as of this writing, more than three weeks after signing of the contract by which the federal government pays part of the cost of operating the field, the state still has not met some of its obligations under the contract.

During our occupancy of part of our area and of temporary facilities in the hangar, we were subjected to every petty annoyance and inconvenience that a small-minded, hostile bureaucrat could conceive. Our drill night was Monday. One Monday night the steam heat might be turned off in the hangar, after working satisfactorily all day, 15 minutes before the formation was called. On another drill night, the lights in the hangar might be turned off from the main switch just before formation time, and the watchman would inform us that they could be turned on only on orders from the airport manager.

I mention all this only to give a picture of the general conditions under which the Air Guard operated in Rhode Island. The Adjutant General, paid by the taxpayers to head the military department of the state government and responsible for Rhode Island's contribution to the national defense, was either unable or unwilling to cope with the situation.

At the time I took command of the state Air Guard, I questioned the Adjutant General about the contract between the National Guard Bureau and the state, covering compensation by the Bureau for use of the airport. To my astonishment, he said that he had received a standard form of contract from the Bureau and had turned it over to the Public Works Director; he didn't know what was being done with it. Although such agreements normally are revised by the state Adjutant General to meet local conditions and signed by him and the US Property and Disbursal Officer, our Adjutant General had allowed the Public Works Director to handle the matter. The latter, I learned through other sources,

(Continued on page 47)

CENTER OF THE RHODE ISLAND CONTROVERSY



Eight months after the Rhode Island Air Guard was federally recognized the state's "air force" (shown above) consisted of three T-6s, one C-47 and three non-flying F-47s. Tactical aircraft were available but the F-47s could be used only for ground training because runways at Theodore Francis Green Airport, center of state's Air Guard fight, hadn't been lengthened to 5,000 ft.

tinental Air Command headquarters. This was all clearly brought out in conversations with the Adjutant General, in the presence of witnesses provided for that purpose. His role, it was made clear, would be as the administrative channel to the Governor on matters requiring the latter's action. I told the Adjutant General that I had no intention of going to the Governor on any Air Guard matters, and I never did.

We began recruiting immediately. I was told that it would take a few days to clear the occupants from our side of the hangar at Theodore Francis Green Airport, but that we would get possession in a few weeks. (I should explain that we didn't get the entire hangar; the Adjutant General consented to the Air National Guard's getting just enough of the space in the building to meet minimum requirements for federal recognition. We got a little less than half the floor area in the main hangar section of the building, roughly one-third of the office space, and virtually none of the shop space. The rest of the

mercial firms would vacate the premises on or before September 15. In the meantime, I was told that the Aeronautics Director, after dispatching the formal notices to the commercial tenants, had called them together quietly and told them to ignore it.

After a great deal of argument, we finally forced the Aeronautics Director to turn over to us some of the office space at the field, and an agreement was made whereby we could have the use of the vacant half of the hangar—the area to be turned into an airline passenger terminal—until our half had been vacated. It was perfectly obvious that the occupants of our half were making no effort to move, however, and that the Aeronautics Director and the Airport Manager were making no effort to get them to move. In fact, they were publicly sympathetic to the tenants who, of course, were innocent victims of the situation.

Finally an Air Force inspection team arrived to make the customary inspection leading to federal recognition. The

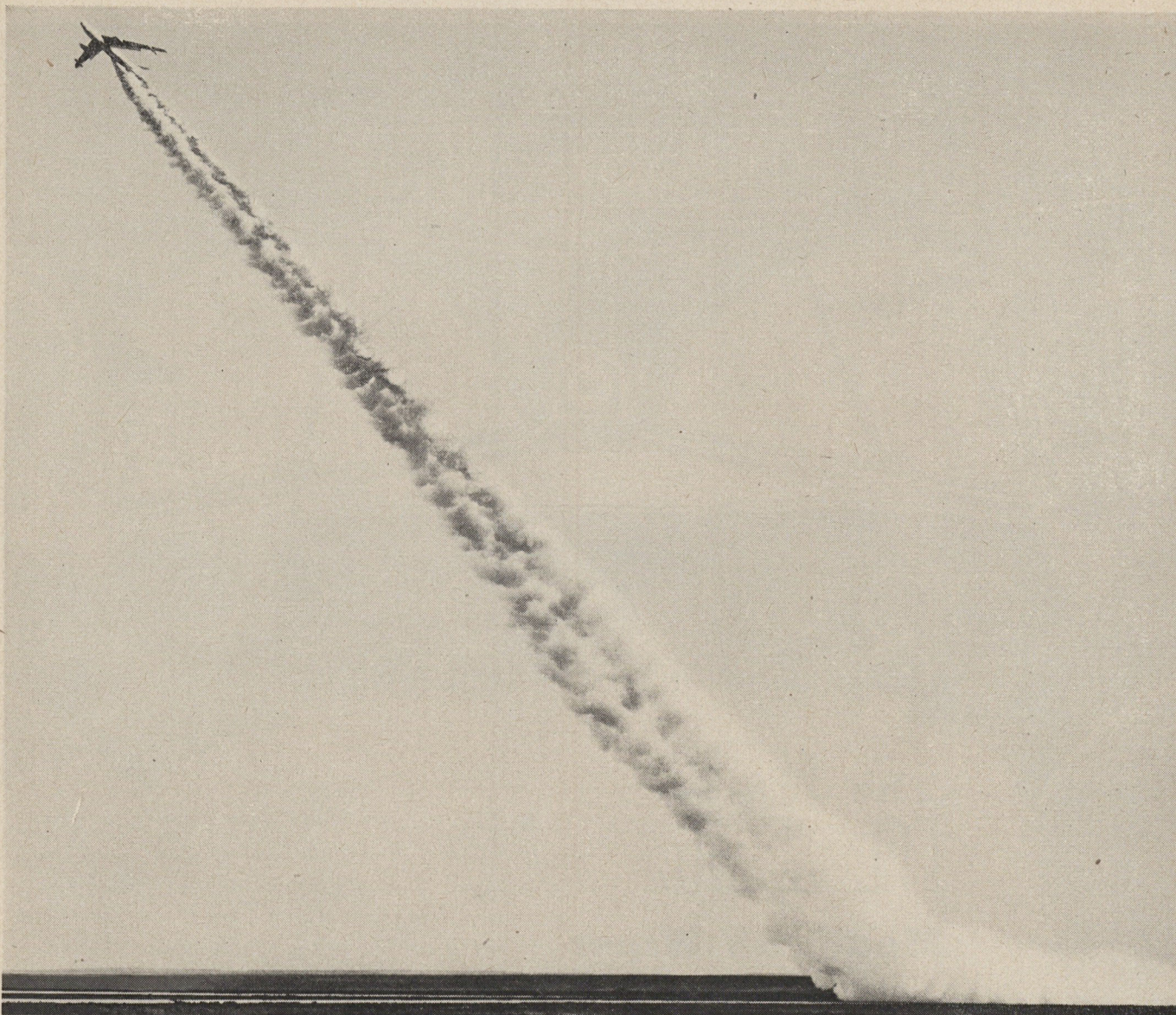


Photo shows the Boeing 60-ton XB-47 Stratojet, 12 seconds after standing start, on a rocket-assisted take-off.

Whoosh! It's America's "hottest" bomber!

This big American bomber, leaping skyward with incredible climb, is the USAF's radical new Boeing XB-47 Stratojet—which recently crossed the United States in 3 hours 46 minutes—an average speed of 607.8 miles per hour for the 2,289-mile flight.

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it streaks along like a giant arrow, with ten tons of bombs.

That the Stratojet is flying today is a tribute to Boeing's advanced planning and the foresight of the United States Air Force. It is the first large airplane of such radical design to be built—and it made its initial test flight only 18 months after first drawings were put on paper.

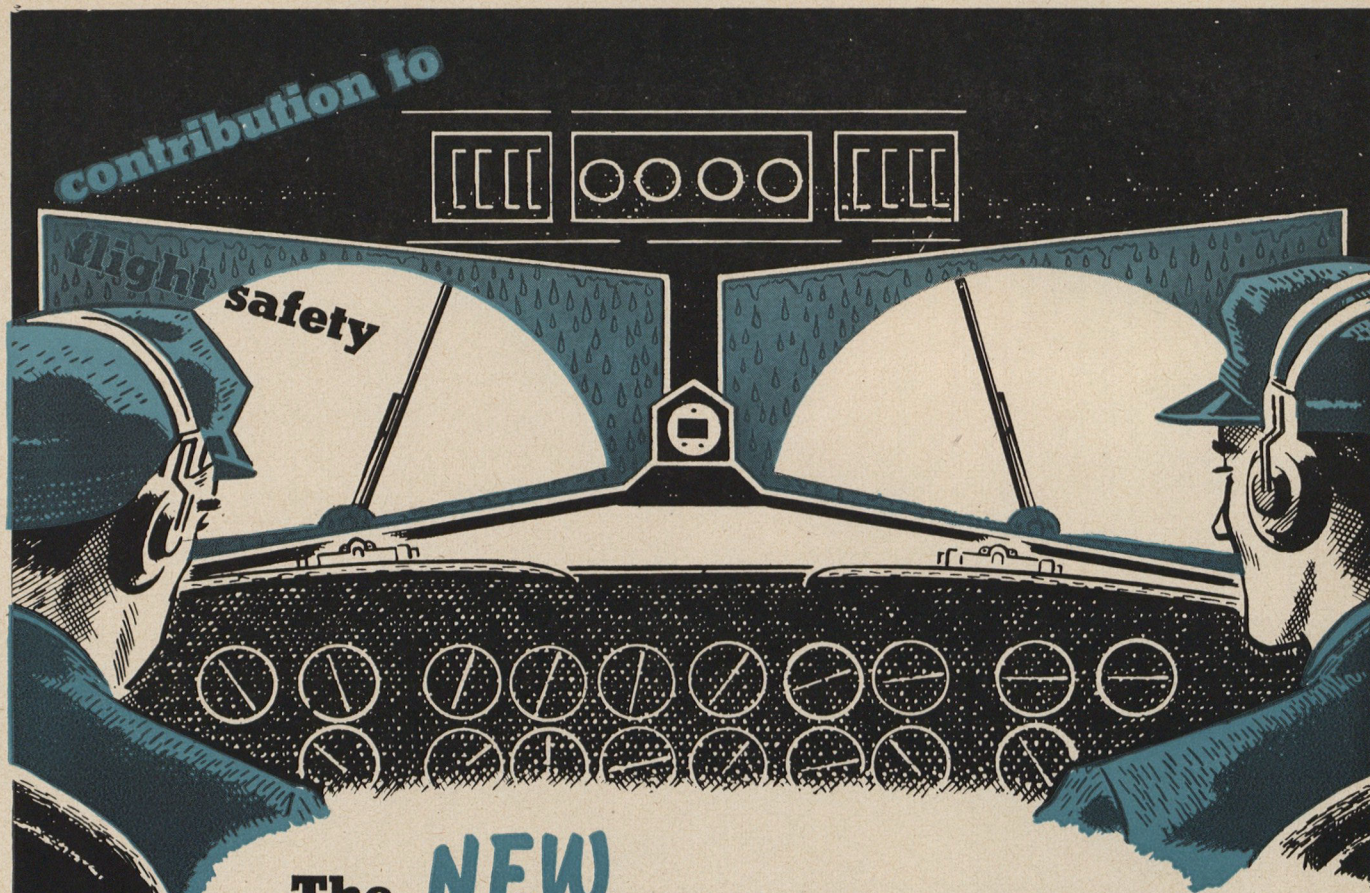
More than 12 months of exacting tests by Boeing and USAF flight crews

have proved that, in the Stratojet, America has developed one of the world's most significant defense weapons, worthy successor to Boeing's great World War II bombers.

As a result of these tests and on the basis of its remarkable performance, the Air Force has ordered an initial production quantity of B-47's which will be built at the Wichita, Kansas, division of the Boeing Airplane Company.

For the Air Force, Boeing is building the B-50 Superfortress, B-47 Stratojet, and C-97 Stratofreighter—for the Army, the L-15 Scout liaison plane—and for six major airlines, the twin-deck Boeing Stratocruiser.

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WHY I LEFT THE AIR GUARD CONCLUDED

had turned it over to the Aeronautics Director and the Airport Manager and they were rewriting it completely to meet their own peculiar ideas of how the Air National Guard should be handled in Rhode Island. The Adjutant General told me quite candidly that he had no idea what the Public Works Director was doing to the proposal or when it would be ready for submission to the National Guard Bureau. The contents didn't matter, he said. The main thing was to "get the money" from the government.

The Public Works Director finally released the rewritten contract, sent it to the Adjutant General and announced to the press that the agreement had been rewritten into shape acceptable to the state. He added that he wished the National Guard Bureau would hurry up and sign it so the state would start receiving some compensation for its sacrifices in making space available to the Air Guard at the field. Bear in mind that the Adjutant General, responsible under the law for the operation and training of the state's military units, had no part in preparing the agreement. I hadn't even seen it, although I was responsible for the training and operations of the air units, and, more importantly, for the lives of my pilots. Nor, after seeing it, was I given any chance to express my opinion as to the possible effect of its terms. On the contrary, the Adjutant General took the document as it had been rewritten by men he knew were hostile to his units, and forwarded it to Washington for signature.

I managed to get a copy of the proposed agreement through unofficial channels. It was so shocking I could hardly believe that any officer, no matter how weak he might be or how willing to compromise his principles to save his job, could have so little self respect as to send such a document to his military superior—in this case the Chief of the National Guard Bureau—for consideration.

The standard agreement, in use with minor modifications in every state where there is a National Guard unit, had been rewritten almost completely. The calculated purpose was to bind the National Guard to rigid observance of every detail of the agreement, but to release the state from any responsibility for failing to meet its obligations under the contract. In fact, the rewriters of the agreement were so frank in their purpose that one paragraph stated specifically that the failure of the state to meet its obligations under the contract did not release the National Guard Bureau from its responsibilities under the agreement. The document was filled with such escape clauses as "use of the ramp . . . shall be exercised under the direction of and to such extent as shall be prescribed by the Administrator of Aeronautics" and "crash-fire protection will be furnished normally . . . eighteen hours per day." The contract was so all inclusive that it

gave the civilian airport operators the right to supervise and disapprove, if they chose, the equipment supplied by the Air Force for refueling, and the use of that equipment. It gave the airport operators the right of access at any time to any part of the military establishment, whether they contained classified equipment or not.

I was incensed by the proposal, by the Adjutant General's failure to protest it, and by his action in forwarding it to Washington without attempting to get it into more favorable form. It was obvious that no commander, conscious of his responsibility for the safety and welfare of his pilots and technicians, and for the military efficiency of his units, could conscientiously accept the conditions of such an agreement. Accordingly, I wrote a detailed analysis of the contract, protesting many of its clauses, and forwarded it through regular channels to the Chief of the National Guard Bureau.

Nevertheless, the basic contract was signed by the Chief of the National Guard Bureau, almost without change. A so-called supplementary agreement, which contained much of the detail to which I took exception, was separated from the contract and consequently was not a part of the final document accepted by the National Guard Bureau and the state. When he returned from Washington with the signed contract, however, the Adjutant General signed the supplement as a separate agreement. Notwithstanding the fact that as senior air officer of the state I had protested that the safety of our military aircraft and the lives of our pilots would be jeopardized by observance of the terms outlined in the document, it was signed in its original form with two minor exceptions: The Rhode Island Air National Guard was given the privilege of operating its own vending machines; the airport management relinquished its right to free and unlimited access, at any time, to the vault in which we stored our ordnance and classified equipment.

A few days after my protest had gone forward to Washington, I received a telephone call from the Adjutant General. He told me that because of my "wide knowledge of the regular Air Force and my personal acquaintance with so many of its officers" I would be of more value to the National Guard as a staff officer. Consequently, he said, I was relieved as Air National Guard commander and assigned to state headquarters as "Air Adviser to the Adjutant General." I resigned forthwith.

Although most of my problems were the result of the peculiar Rhode Island situation—one contributory cause of which I think is the failure of the National Guard Bureau to insist on a properly qualified Adjutant General—I was subjected from the beginning to minor but disquieting evidence of National Guard Bureau preoccupation with maintenance of the system rather than military efficiency.



For instance, almost immediately after I had accepted command of the Rhode Island Air National Guard, I was told by the Adjutant General that he wanted all Air Guard officers to become members of the National Guard Association. I replied that I personally did not believe in the organization, or any other lobby organized by any group of members of any component of the armed forces for the personal benefit of that group. I told him that if my officers wanted to join, I considered it the personal business of each individual.

I then received a letter from him, which was sent to each organization commander in the Rhode Island National Guard, in which he stated that it was "the wish" of his office that each officer join the Association. I read the letter at an officers' meeting, explaining that as far as I was concerned each officer was free to join or not, as he wished, and that he would be judged by his performance of duty, whether or not he belonged to the association.

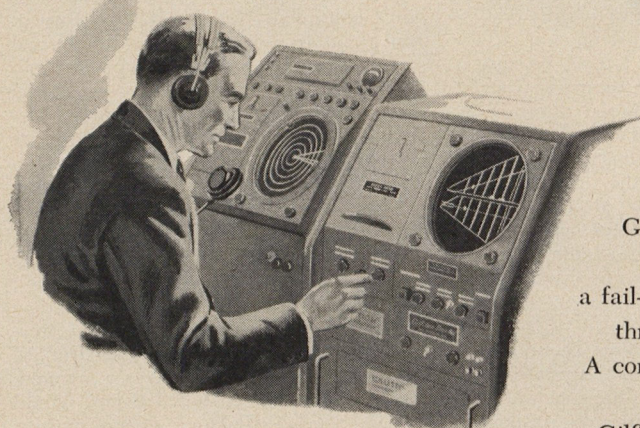
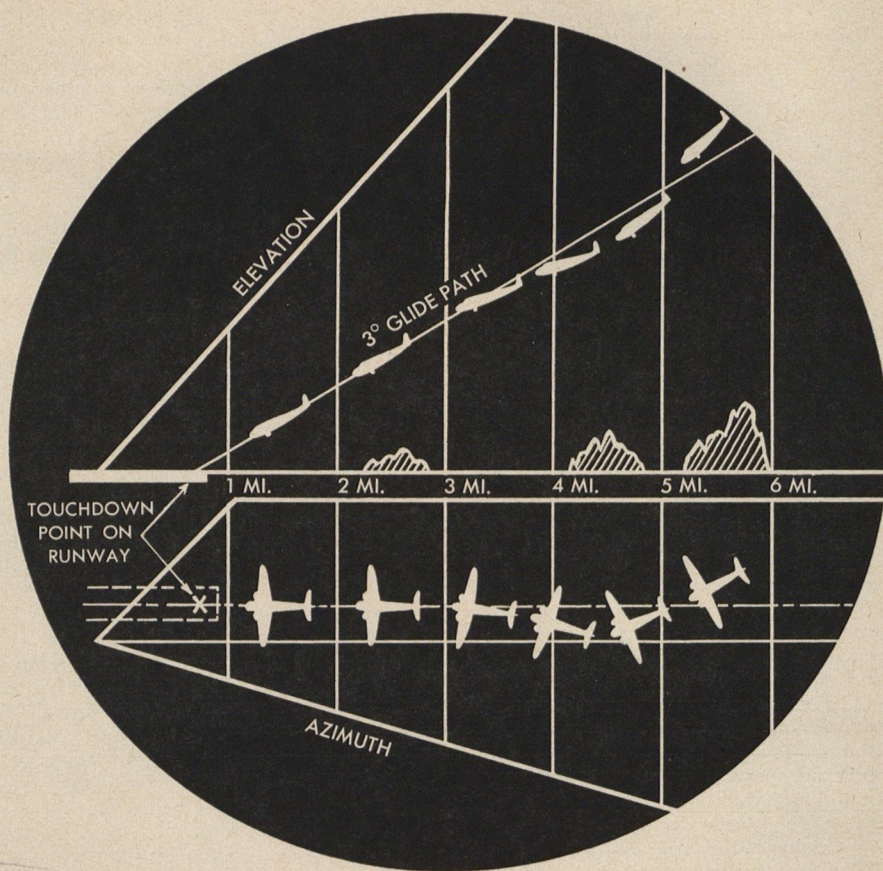
Subsequently, each officer received, in the franked National Guard Bureau envelope in which he got his formal notification of federal recognition, an application blank for the National Guard Association and a glowing description of its merits. The Adjutant General of Rhode Island went a step further; he sent our officers a letter stating not only that he expected them to join, but that they should send in to his office their first year's dues to the Association *immediately upon receiving their first drill pay* or sooner.

I also encountered considerable pressure to recruit our units to full strength before the present Congress convened, in order that the National Guard would "make a good showing" when Congress considered appropriations.

Inasmuch as we had no airplanes, and knew that we could not operate tactical aircraft from the airport until at least one runway had been lengthened to 5000 feet (a condition accepted before activation was authorized) I saw no military reason for building up the strength of the units faster than I received equipment with which to train the members. At the time I was directed to recruit to full strength, I was having great difficulty keeping the members of the units—filled to only about 25% in airmen and about 90% in officers—interested in the training program. There were no tools, no training aids, no airplanes—nothing to keep them busy or interested except what our own imaginations could conceive.

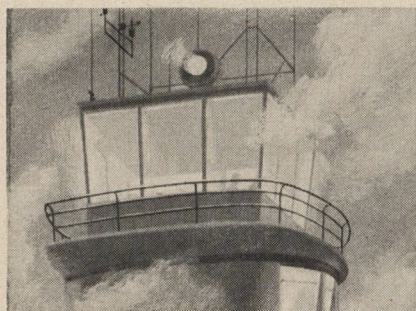
That made no difference. What the National Guard Bureau seemed to want was bodies, not efficiency. Build up the units, it said. Give us men—don't bother about training them. That, at least, was the impression I got. The whole experience impressed me so much that I got out.

Landing your Transport on Fail-Safe GCA*

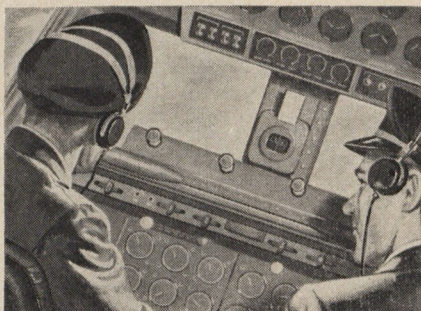


Clear, exact position of aircraft is constantly shown in three dimensions—altitude, azimuth and range—on the Gilfillan Azel Scope in all weather. This positive position data, accurate to ± 10 feet, is relayed to the pilot who uses it as a fail-safe navigational aid in flying his aircraft. Today, thanks to the three dimension Azel Scope, GCA is a smooth, one-man operation. A compact tower console replaces bulky field equipment.

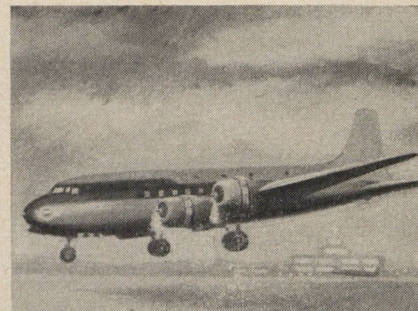
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Gilfillan
LOS ANGELES



State Roundup

CALIFORNIA

Los Angeles Area: Out of the California Wing's "Operation Membership," reported in the March issue of AIR FORCE, have sprung six new AFA squadrons, all chartered by headquarters. Some of these squadrons were organized by former Air Force units, some according to their location and others by a combination of both. Bert Lynn, secretary of the Wing announces that many other new squadrons are ready to apply for their charters.

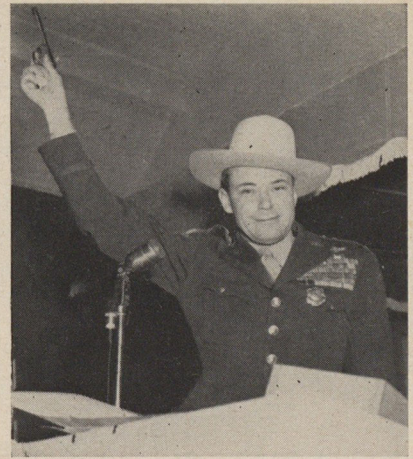
One of the first new Squadrons to be chartered during "Operation Membership" was San Bernardino. David W. Barrows of 444 East Orange Street was elected to command the outfit during its first year. On hand to welcome the new Squadron was Clarence L. Gurr, president of the Chamber of Commerce, Mayor's representative John G. Center and attractive screen star June Lockhart. Other Squadron officers chosen to assist Barrows were: Gene Kenwood, vice commander; Robert Allen, Jr., secretary and treasurer; and Samuel Morse, Frederick Padgett and Russell Broomhill as councilmen. Miss Lockhart was unanimously elected sweetheart of the Squadron.

The next Squadron to follow the new San Bernardino unit was the Washington-Benton-Franklin. Thirty-eight former members of the Air Force signed the charter and elected Clark H. Durham as their commander. W. R. Atterbury, vice commander; John Robinson,

Jr., secretary; Robert Work, treasurer; and council members Eugene Fletcher, Ted Birchell and John Burke were elected to assist in operating the Squadron during the coming year.

Just a few days later, AFA headquarters received three more California squadron charters. One was for the Los Angeles ATC Squadron No. 1, and its 31 charter members elected Emery Ellington, Box 10096, Airport Station, L. A., as their commander. Another was the South Bay Squadron, and its 31 charter members put in Glen T. Noyes, 733 Esplanade, Redondo Beach, to head the outfit for the first year. Next to be chartered was the Roger-Wilco Squadron of Culver City. Thirty-three members were on hand for the charter signing. Dick Loehnert of 4162 Ince Boulevard in Culver City was elected commander. Among his assistants, as a member of the council, is Clark Gable, who served as a major with the Air Force in England.

Most recent of the new Squadrons to apply for charter was the Montebello, which will represent East Los Angeles. Twenty-five Air Force veterans signed the charter and elected Irwin L. McElliott, 2321 Repetto Avenue, Montebello to temporarily head the outfit. Capt. George Scott of the Los Angeles procurement office of the Air Materiel Command was principal speaker for the evening. June Lockhart of Hollywood was also on the program. The new Squadron plans to meet the first and third Tuesdays in the Armory, lo-



"Air Power Is Peace Power"—Dallas AFAers proved it recently by making General Hoyt Vandenberg, bona fide peace officer with hat, gun and badge.

cated in the Public Library building.

MICHIGAN

Jackson: William B. Caldwell, Jr., 722 Union Street, has been elected the new commander of the Jackson Squadron. He took over the top Squadron office during installation ceremonies held in the Cascades clubhouse. This enthusiastic group of AFA members has been quite busy in its campaign to inform the citizens in that area of the need for adequate airpower. They recently displayed a huge sign in front of one of the local theatres, urging the movie goers to see March of Time's new "America's New Air Power" film. The Squadron has placed several long news articles in the local papers, giving the public some of the latest aviation developments.

NEW YORK

Brooklyn: Members of the First Brooklyn Squadron have elected John Favorita to succeed John Most as commander of the local AFA unit. Most has been elected to head the New York AFA Group. He also will head the Squadron's welfare committee. Other officers elected to assist Favorita, who will also serve as chairman of the membership committee, are: vice commander Erwin Kranz, chairman of the public relations committee; Beatrice Tarnoff, historian and legislative committee; Joseph T. Hallek, treasurer and newsletter committee; Jerome Briefner, corresponding secretary and program committee; and Herbert Heimberg, John Most and Joseph Haffey as councilmen. The Squadron can be contacted at G.P.O. Box 168.

Mrs. Stella J. Hallek has been elected president of the newly formed Ladies' Auxiliary of the First Brooklyn Squadron. The Auxiliary extends a cordial invitation to all wives, mothers, sisters and widows of former members of the Air Force to join their unit. Mrs. Hallek can be contacted at 147 Guernsey Street, Brooklyn.

(Continued on page 50)



Eyes Front for Lace! Toledo's AFAers recently got this original of Milt Caniff's as souvenir of first convention. Left to right: L. G. Hastings, G. Duda, R. Girkins, V. Lemle, T. Bacho agree it looks good on any wall.



AFA News Briefs



Real Stuff. Instructor McMahon of Mifflin County, Pennsylvania squadron helps newly organized Air Scout group get acquainted with details of Link Trainers.

THE MORNING MAIL

The Morning Mail

Funny thing about the morning mail. The other day we got a report from one of our squadrons saying they had just established a women's auxiliary. They were going to put the ladies to work selling airpower. In the same mail a note from another outfit reported the activation of an Air Scout unit. Other squadrons have reported that nothing stimulates interest in a strong Air Force like the local appearance of a dimple-kneed "Miss Airpower of Upper Narragansett." There seems no end to the devices to spread the gospel.

Yesterday we got a neatly wrapped package from the Mifflin County Squadron in Pennsylvania. Membership: 75. It was the Mifflin Activity Report for the past fiscal year.

Mifflin has been going about its business in its own quiet way. It was apparent before we had finished the first page of the report that no one from Mifflin could look forward to a promotion or publicity career on Broadway or Hollywood. The "flare" wasn't there. No bathing beauties passing out membership cards; no starlets exchanging kisses for subscriptions; no searchlights or premieres.

Mifflin spent its year selling airpower the way it thought best—simply by showing the people of the county how it works. During the summer they staged the first air show in the history of the community. There were no jets nor B-36's, but there was a parachute jump and a how-not-to-fly demonstration and the people loved it. A couple pilots who had been around the world in a light plane dropped in, and there

was a spot-landing contest for private pilots. Over 8000 of the Mifflin County citizens were at the show.

Mifflin, like a number of AFA units, has an Air Scout program. There are thirty-five members, four instructors, a Link trainer, communications instruments, and an engine or two for instruction in mechanics. To bring older residents into the fold the squadron is now forming a Civil Air Patrol unit. It already has 52 members.

Here is a big thing in the report. Last Memorial Day the AFA squadron was the biggest veteran unit in the local parade. This prompted a new squadron slogan, which goes, "Who says the Air Force never walks." The report says they kept in good step, too.

As a gesture, the Squadron has formed a committee to attend all funerals of service personnel returned from overseas for re-burial. It knits them closer to the community, and gives them a chance to show their gratitude to their comrades who were less fortunate during the recent war.

The document goes on to report the other usual activities—talks before local service clubs, promotion of aeronautical training in the high school, and so forth.

The point, we think, is this: Mifflin has shown no unusual spark, and therein lies its strength. In Mifflin County the people obviously go for the straight goods—simple and honest, and that's the way the AFA squadron there has given it to them. Maybe it wouldn't work that way in Chicago or Los Angeles but in Mifflin we'll bet they would vote for 70 groups any time it was put on the ballot. It's funny about the morning mail.

ROUNDUP CONTINUED

Buffalo: Carl Proctor, secretary of the Buffalo Squadron, has announced plans for obtaining the unit's own club house, and the outlook is very favorable. At a recent meeting, Jack Wilder, chief of the jet experimental division of the Cornell aeronautical lab, spoke to the group on the latest developments in jet aviation and showed a new film on the XS-1 rocket plane.

The Squadron recently participated in the showing of the Hollywood movie "Command Decision." The unit arranged for a parade of the various military units in that area. Members of the Squadron spoke to the audience on the value of adequate airpower.

OHIO

Cincinnati: Highlight of the Cincinnati Squadron's activities for February was the Valentine dance at the Army-Navy Boat Club. Over 150 AFA members and their guests attended the festivities. The clubroom was appropriately decorated for the occasion.

Business and pleasure were combined for the regular monthly meeting. Members brought their friends and wives. The meeting was in the form of a banquet, and the showing of several Air Force movies concluded the evening.

Ed Kunnen of 1027 Fairbanks Avenue heads the Squadron. He is assisted by Bob Doolan as vice commander, Gene Christiansen as second vice commander, Jean Roberts as secretary and Carl Auberger as treasurer. A three-man public relations committee has been named.

PENNSYLVANIA

York: Another Pennsylvania AFA Squadron has made a report on one of its most outstanding activities during the past year. The City of York has long wanted an active program of baseball for its young boys. The local AFA unit decided to do something about it. After several quick meetings were held to see what the Squadron could do to help the city out in this program, it was decided that they would bring the US Air Force Band to York for a public concert. This called for many more meetings to determine how the AFA members could obtain the funds necessary for the payment of the costs of such a venture. Plans called for an elaborate concert program to be printed. The many friends of the Squadron were quite liberal with their advertising in this program. When the day of the concert came, the local AFA unit was quite pleased with results.

Lt. Col. George S. Howard conducted the Air Force Band through one of the best concerts ever held in that area. The Squadron was commended for staging a successful concert which contributed greatly to the youth baseball program in York.

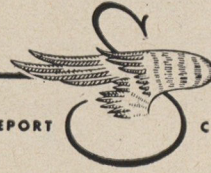
Eligible AFA members in the York area are urged to contact Harry Gnau, (Continued on page 55)

SIKORSKY *Helicopter* NEWS

SIKORSKY AIRCRAFT

ONE OF THE FOUR DIVISIONS OF UNITED AIRCRAFT CORPORATION

BRIDGEPORT



CONNECTICUT

Do you have any idea of the number of people whose lives have been saved by helicopters? We didn't either, until we checked through the records the other day - and the results surprised even us.

As nearly as we can check, the story begins in January, 1944. A Sikorsky R-4 flew through a blinding snowstorm carrying blood plasma to the victims of a destroyer explosion off Sandy Hook, saving the lives of 70 seamen. Just four months later the Air Force made an "impossible" rescue behind Japanese lines deep in a Burma jungle. Two airmen, downed in an attempt to fly "The Hump", were flown to safety in a Sikorsky R-4.

Scores of other rescues - many of them make dramatic stories - have been made since. During maneuvers by the Navy in the Caribbean, a helicopter, operating for the first time from a carrier, saved the life of a downed Navy flier. Before the maneuvers were over that same Sikorsky helicopter had rescued five more men. Or again; 12 survivors of a plane that had been forced down in the Philippine Sea were saved by an Air Force rescue team flying a Sikorsky R-5.

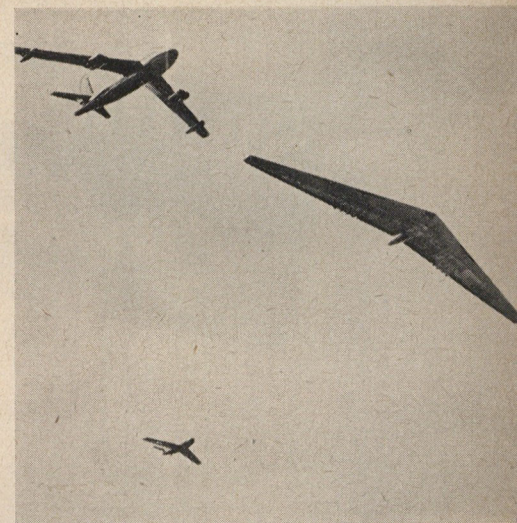
In yet another dramatic rescue an S-51, piloted by one of our own men, bucked winds of near-hurricane force to snatch two helpless crew men from a storm-lashed oil barge aground on Penfield Reef, Conn.

Operating over land and sea, Sikorsky helicopters flown by the Air Force, Navy, Marine Corps, Coast Guard and civilian pilots have found and rescued people from the wilderness of Newfoundland, the frozen wastes of Labrador and Alaska, the jungles of Nicaragua, a barren desert in California, mountain peaks of China and the nearby waters of Long Island Sound.

And only a few weeks ago helicopters were pressed into service to take medical aid, food and fuel to blizzard victims in the Great Plains states.

By the time we had finished looking through our files, we found that rugged Sikorsky helicopters had rescued men, women and children in nearly every part of the world. And we don't have a complete record. More stories of this use of these versatile helicopters keep cropping up all the time. To date, at least 200 people have been saved by Sikorsky helicopters - one of the most versatile forms of transportation ever developed. Rescue missions demonstrate just one of their many uses.

SIKORSKY AIRCRAFT



Caught in one unusual picture are three of the fastest things on wings—B47 (top), B49 (right), F86 (below).

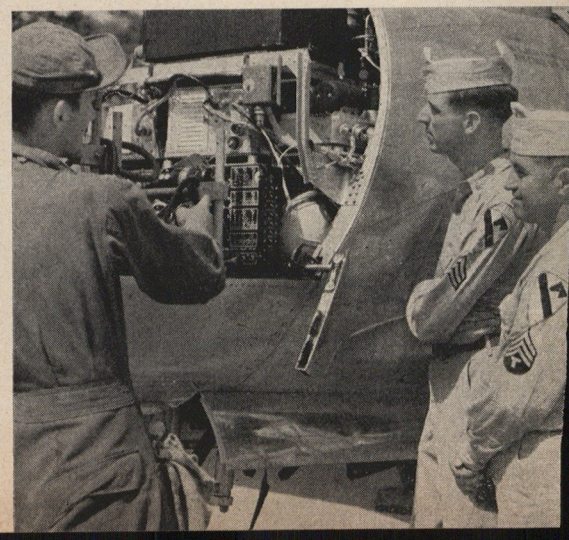
RECON SHOTS

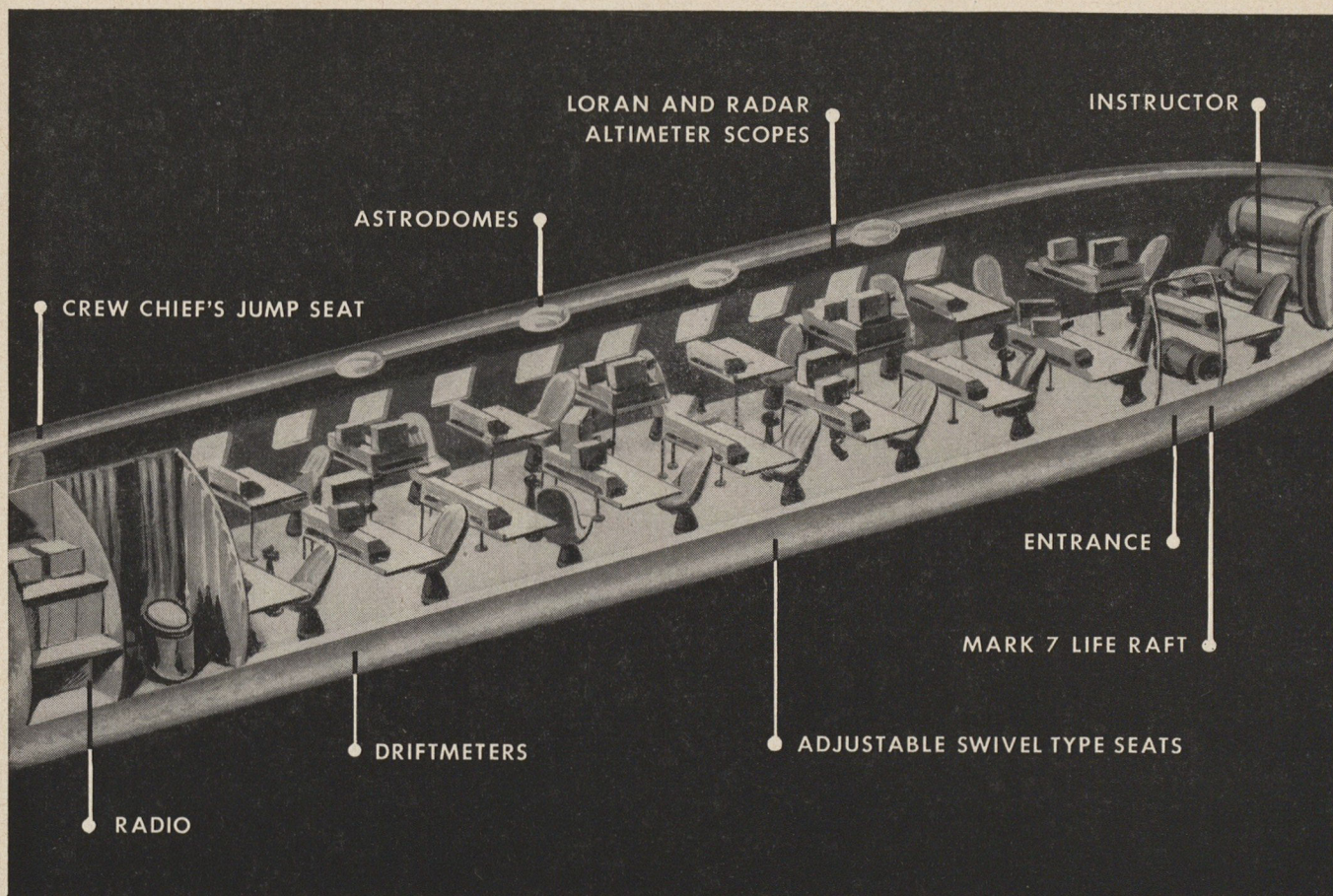
Random camera records of the events of the month in the air from the four corners of the globe

North American really builds for a streamlined effect. See above for two examples. The one on the right is Clem Lawson and the plane she has named "Sabre" is an F-86 swept-back jet fighter of the First Fighter Group.

Bell's chief test pilot, Owen Niehaus recently flew the XH-12 to a new unofficial helicopter speed record of 133.9 miles per hour. Bell is building 11 of these five-passenger, all metal rotorcrafts for the Air Force.

Cavalry troopers in Tokyo are getting a good look at the camera set-up in the nose of a Shooting Star. This is part of a program whereby the troopers at nearby Camp Drake will make guided tours of the Yokota Army Air Base and thereby become more familiar with the Air Force.





NEW CLASSROOM FOR THE USAF

THE T-29, the USAF's newest flying classroom, is on order from Convair. It has already proved itself in service on major world airlines.

It provides space for 14 navigation students and 2 instructors.

Convair design boosts the T-29's speed to the 300-mph class.

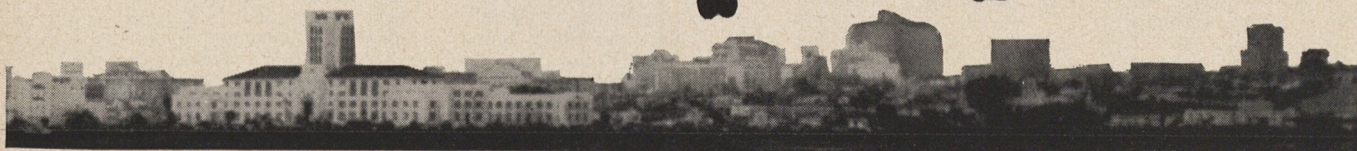
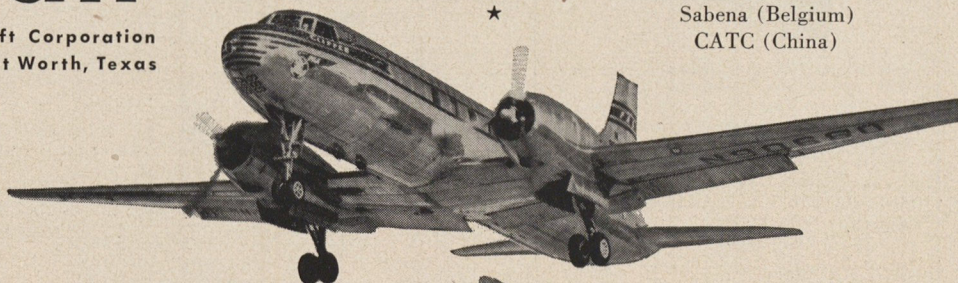
As a Navigational Trainer this plane simulates conditions in fast tactical aircraft where navigation problems must be solved rapidly.

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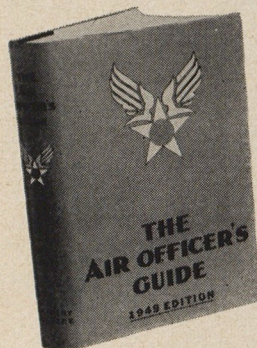
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SENIOR ENGINEERING DRAFTSMAN, 44 years old. Five years in drafting room and three years in shop. Some experience in aviation machine shop practice. Civil service rating. Prefer position in South. Write Box E-F-1, AIR FORCE.

WANTED—By disabled, honorably discharged veteran—work as gate-man or usher in theatre, 7 years experience; or work in packing department in store or factory. Will accept employment anywhere. Write Box E-L-1, AIR FORCE.

AIR FORCE VETERAN, 25, with 20 months experience as airplane and engine mechanic, desires position with a future. High school graduate, one year of business school. Photostat assistant 9 months. Write Box E-M-1, AIR FORCE.

AIR FORCE VETERAN desires electrical position. Airplane and engine mechanic 3 years—aircraft engineer 4 months—electricians helper 2½ years. Graduate of two Air Force schools. Accept employment anywhere. Write Box E-M-2, AIR FORCE.

FORMER AIR FORCE SUPPLY TECHNICIAN wants job as store-keeper for parts and accessories manufacturer or wholesale dealer. Understands supply and warehouse techniques; 18 years experience. Work anywhere. Write Box E-M-3, AIR FORCE.

EXPORT MANAGER ASSISTANT, familiar all phases of export business, several years experience. Independent Spanish correspondent. Good foreign connections for drugs, medicines, hospital equipment. Desire position with manufacturer only. Write Box E-S-1, AIR FORCE.

SPECIALTY SALESMAN with commercial pilot license desires position utilizing either, or both, qualifications as manufacturer's representative. Former fighter pilot. Will move anywhere. References. Write Box E-G-2 AIR FORCE.

AIR FORCE VETERAN, 3 years with ATC. Eight years training, study and experience in airline operations, traffic, passenger handling and public relations. Desires employment with commercial airline. Write Box E-G-1 AIR FORCE.

DISABLED AIR FORCE VETERAN, age 27, two years experience as aircraft and mechanical engineering technician, 7 months aircraft inspection experience. Two years of engr. schooling, 3½ years of college. Write Box E-C-1 AIR FORCE.

LICENSED A & E MECHANIC, age 27, desires permanent position. Three and a half years experience on AT6, C54, C47 and 749, with ATC. Experience in inspection, maintenance and overhaul. Excellent references. Write Box E-H-1 AIR FORCE.

A-1 PIN BALL MECHANIC desires work in Western part of country or on Pacific Coast. All around man, expert on Bally one ball machines—10 years experience as trouble shooter with Bally Mfg. Co. Write Box E-H-2 AIR FORCE.

FAMILY-MAN desires work anywhere in U.S. Ambitious—not afraid of hard work. Five years experience as paint sprayer—three years as electrical helper. Will accept caretaker job. Write Box E-M-4, AIR FORCE.

COLLEGE GRADUATE, business administration and economics experience. Young, married and ambitious. Desires sales or Industrial Relations work. 1 year NLRB field work. Similar experience in private firm. Write Box E-S-2 AIR FORCE.

EX-AIR FORCE PUBLIC RELATIONS CAPTAIN, age 30, college graduate, with more than 2 years post-war experience in top advertising agency. Desires contact, public relations or promotion job. Will travel. Write Box E-S-3 AIR FORCE.

4-ENGINE PILOT, college art major, year-book editor, two years trade school radio design; experience in layout, lettering, design, copy and selling. Will consider all offers. Write Box E-D-1 AIR FORCE.

EX-C.I.D. AGENT desires position. Have 18 years experience in fingerprinting, criminal investigation, security survey, bodyguard and special police officer. Will go anywhere for permanent position. Write Box E-D-2 AIR FORCE.

AIR FORCE VETERAN, age 27, college education, 2 years experience as personnel assistant with chain store. Aggressive, loyal and ambitious. Specialized in employer and employee relations. Will go anywhere. Write Box E-H-3 AIR FORCE.

AIR FORCE VETERAN, age 25, desires engineering position with manufacturer. B.S. degree in mechanical engineering. Experience in sales, radio maintenance and factory labor. Work anywhere in U.S. Write Box E-S-6 AIR FORCE. 1

SINGLE MAN, age 25, 15 months experience in industrial traffic dept., desires position with airline or railroad as freight solicitor trainee. One year of college, business administration, car. Write Box E-B-1 AIR FORCE. 1

AIR FORCE VETERAN, 38, excellent background in general, personal, governmental and industrial administration. Seeks opportunity in Los Angeles area. Write Box E-A-1 AIR FORCE. 1

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ROUNDUP

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Commander, 1323 South Queen Street.

RHODE ISLAND

Woonsocket: Eugene A. Verrier of 1194 Pontiac Avenue, Cranston, is now Wing commander for the Air Force Association in Rhode Island, according to William Morrisson, past commander of the Wing and now one of the national Board of Directors. Other officers of the Wing are: Georges E. Lepoutre, 413 Manville Road, Woonsocket, and Robert Wood, Newport Air Park, Middletown, vice-commanders; Charles G. Bailey, Jr., 109 Wentworth Avenue, Cranston, secretary-treasurer; William H. Phinney, 90 Blackstone Boulevard, Providence, deputy vice-commander; and Westcote H. Cheesbrough, Hospital Trust Building, Providence, the judge-advocate.

Morrisson announced at a recent meeting of the Board of Directors that the state was getting ready to launch an extensive membership campaign. Full details will be available very soon. All eligible AFA members in the State of Rhode Island are urged to contact one of the above persons for information on membership and joining a local squadron.

WEST VIRGINIA

Beckley: The Beckley Squadron is making plans for one of the biggest public dances ever held in that area. Tex Beneke's well-known band has been engaged to play for the dance set for April 21st in the city's new Recreation Building. James Thompson, P. O. Box 165, Raleigh, W. Va., has been named head of the five-man committee to stage the big event. Funds raised from the dance are to be used to help finance an aviation contest the Squadron is sponsoring in all the high schools in that county.

Mrs. William C. Mitchell, president of the Beckley AFA Auxiliary, has named Mrs. Nancy Ruth Thorne to head a committee to arrange for the Auxiliary unit to sponsor a Senior Girl Scout unit.

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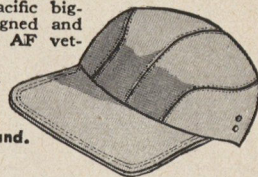
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ARE YOU IN

If you've spotted the back of your noggin in this picture, you'll appreciate this advance tip. This year's AFA convention will be held in Chicago July 1, 2 and 3. No need to tell you what to expect. You Know. But believe it or not, the 1949 convention promises to be bigger and better than last year's. Don't believe it? Plan now to be there and see for yourself. Full details in next month's AIR FORCE. Oh, yes. If you're NOT in this picture, we suggest you look up an AFA friend who was there. He'll give you the lowdown on what you missed. If he's driving this year, maybe he can even make room for you in the back seat.

AFA's 1949 CONVENTION

And Reunions of Air Force Units

JULY 1-2-3

Perfect for Your Vacation Trip

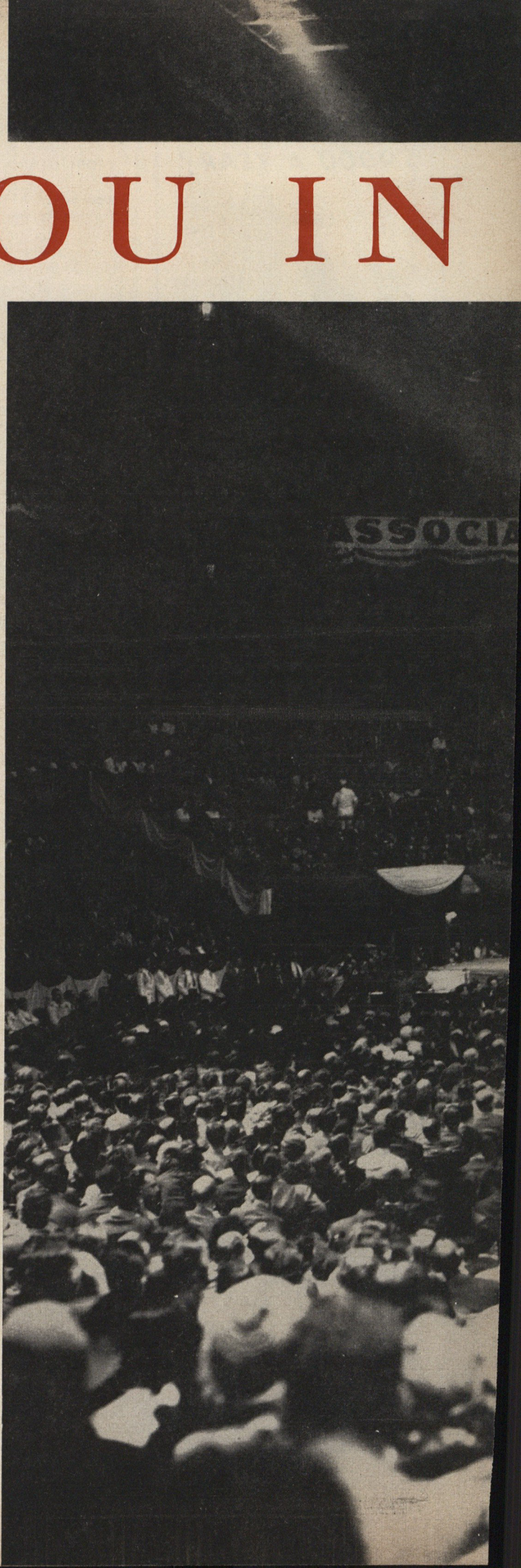
CHICAGO

CONVENTION HEADQUARTERS

THE STEVENS

WORLD'S LARGEST HOTEL

This was "Operation Wing Ding"—the greatest show ever put on in Madison Square Garden, according to the president of the place. It was just one of the high spots of last year's convention. This year the party will be better than ever.



THE PICTURE?





Big Moves—the Easy Way!

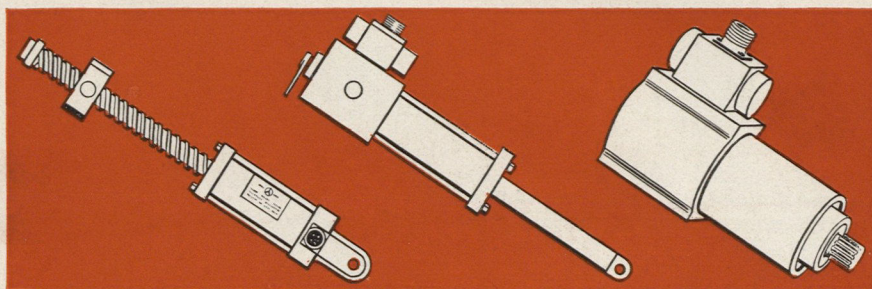
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