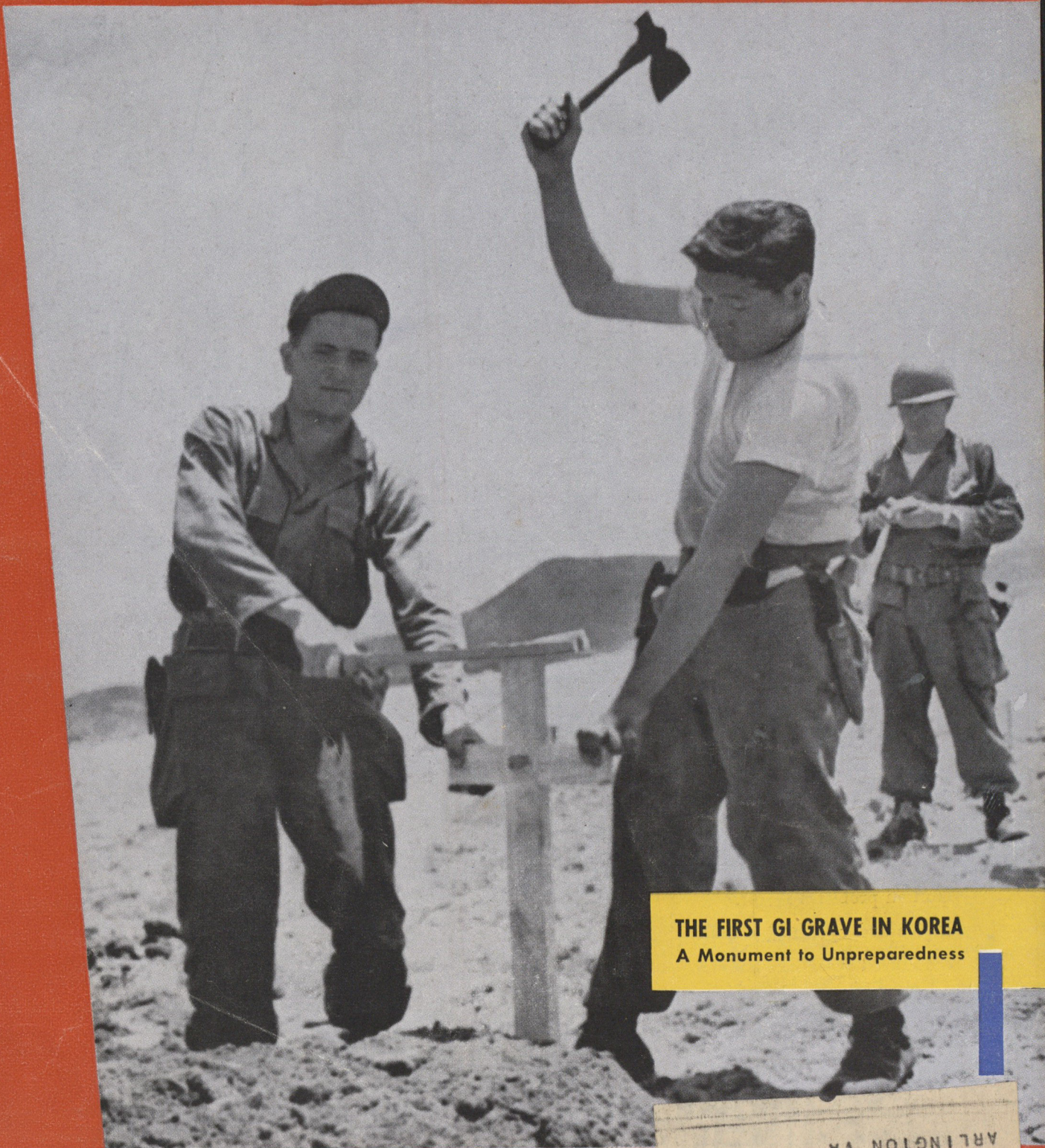


AIR FORCE

THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION, AUGUST, 1950



THE FIRST GI GRAVE IN KOREA
A Monument to Unpreparedness

Exclusive!

THE FIRST REAL STORY OF THE AIR

By Cable from AIR FORCE'S Far East Correspondent

12-6-50 R-3 1-51
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HELP YOU DETERMINE THE BEST TYPE OF
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SIKORSKY *Helicopter* NEWS

SIKORSKY AIRCRAFT

ONE OF THE FOUR DIVISIONS OF UNITED AIRCRAFT CORPORATION



BRIDGEPORT

CONNECTICUT

Over the portals of the U. S. Post Office building in New York is this inscription: "Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds". We can paraphrase that and say that neither fog nor smog nor overcast nor gloom of night now stays Sikorsky helicopters from the swift completion of their appointed rounds on the pioneering mail route operated by Los Angeles Airways.

The C.A.A. has certificated Los Angeles Airways, using Sikorsky helicopters, for flying under instrument conditions.

For more than a year preceding the C.A.A. action, scores of test flights on instruments and many successful landings in zero-zero weather were made. Of equal importance is the unparalleled record of two and one-half years of safe, dependable operation of these Sikorsky helicopters by Los Angeles Airways.

Instrument flight operation is another significant milestone in the progress of this versatile aircraft, which less than a dozen years ago could barely leave the ground under full power.

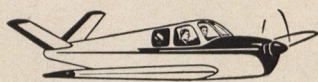
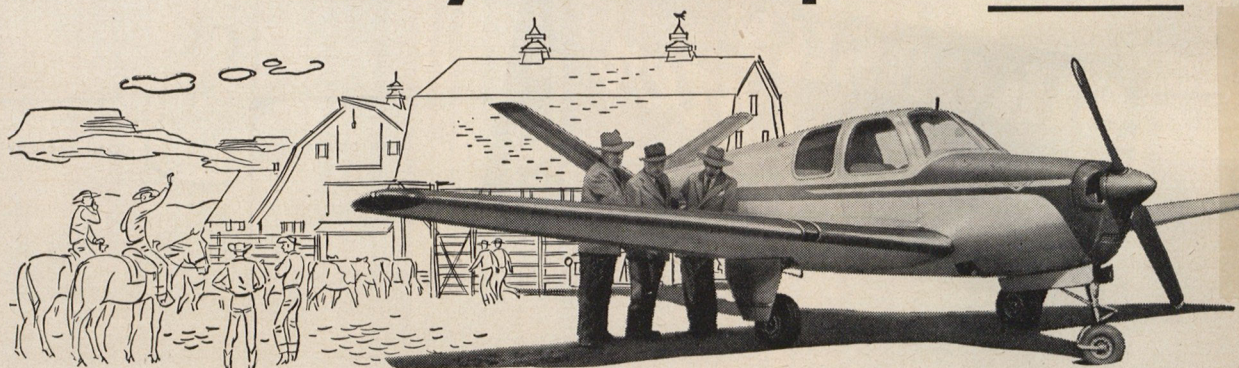
The C.A.A. certificate extends only to Sikorsky S-51 helicopters used on the Los Angeles air mail route, but it is safe to predict that, because the way has been paved, helicopter instrument flight certificates will be extended to other areas.

SIKORSKY AIRCRAFT

Bridgeport, Connecticut

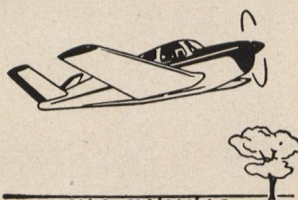
On the go? This Beechcraft

lets you accomplish more!



Speed and Top Performance

Because you cruise at 170 mph, all the travel time you formerly wasted is put to *profitable* use. You measure trips in hours, not days. The Bonanza's 750-mile range gives you mobility of action.



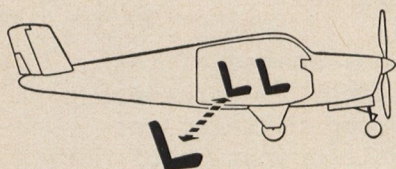
Short Field Performance

... because of these features: Take-off horsepower rating now 196 hp at 2450 rpm. New Beechcraft propeller has greater static thrust. Action of retractable landing gear has been speeded up.



Solid In-Flight Comfort

Luxuriously appointed cabin carries four with plenty of "stretching room." Quiet soundproofed cabin lets you arrive ready for action. Luxury touches: arm rests, ash trays for all, three map pockets.



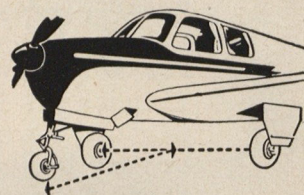
Extra Space When Needed

Want more cargo space? Rear seats are easily removable in 3 minutes. Regular luggage compartment accessible from inside or out. There's even a cabin coat hanger rod to carry clothes wrinkle-free.



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Since the Bonanza uses only 56% of the engine's rated take-off horsepower, there's less engine strain, fewer overhauls. And upkeep is exceptionally low. You use only 9½ gallons of fuel per hour.



It's Strong on Safety

Sturdy, low cross-braced landing gear with its wide tread and long wheel base makes rough field landings easy. Rugged all-steel frame far surpasses shock and stress requirement tests of CAA.



There's much more to tell about this versatile, economical business plane. For the full story on the revolutionary Model B35 Beechcraft Bonanza, contact your nearest Beechcraft distributor or dealer. Or for more details, write Beech Aircraft Corporation, Wichita, Kansas, U.S.A., on your company letterhead today.

Beechcraft

Top speed, 184 mph
Cruising speed, 170 mph
Range, 750 miles
Fuel economy, 9.5 gph

BONANZA

BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS



AIR FORCE

THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION

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AUGUST, 1950 VOL. 33, NO. 8

THIS IS AFA

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

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

ITS OBJECTIVES

To preserve and foster the spirit of fellowship among former and present members of the Air Force, and to perpetuate the identity and group solidarity of wartime Air Force units large and small.

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

To keep AFA members and the public at large abreast of developments in the field of aviation, and to stimulate community interest in Air Force activities and installations.

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THE COVER

There weren't many crosses in the Quartermaster Far East depots when the war broke out in Korea. In fact there wasn't much of anything. And because there wasn't much of anything, two GIs from Wisconsin named Donald Wilson and John Walder were given the unhappy task of marking the spot where the first doughboy to die in action since the end of World War II is buried. The price of unpreparedness today, as always, remains tragically high.

READ "AIR WAR IN KOREA"—PAGE 21

AIR FORCE STAFF

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NED ROOT, Managing Editor

ROBERT FLEISHER, Ass't. Managing Editor

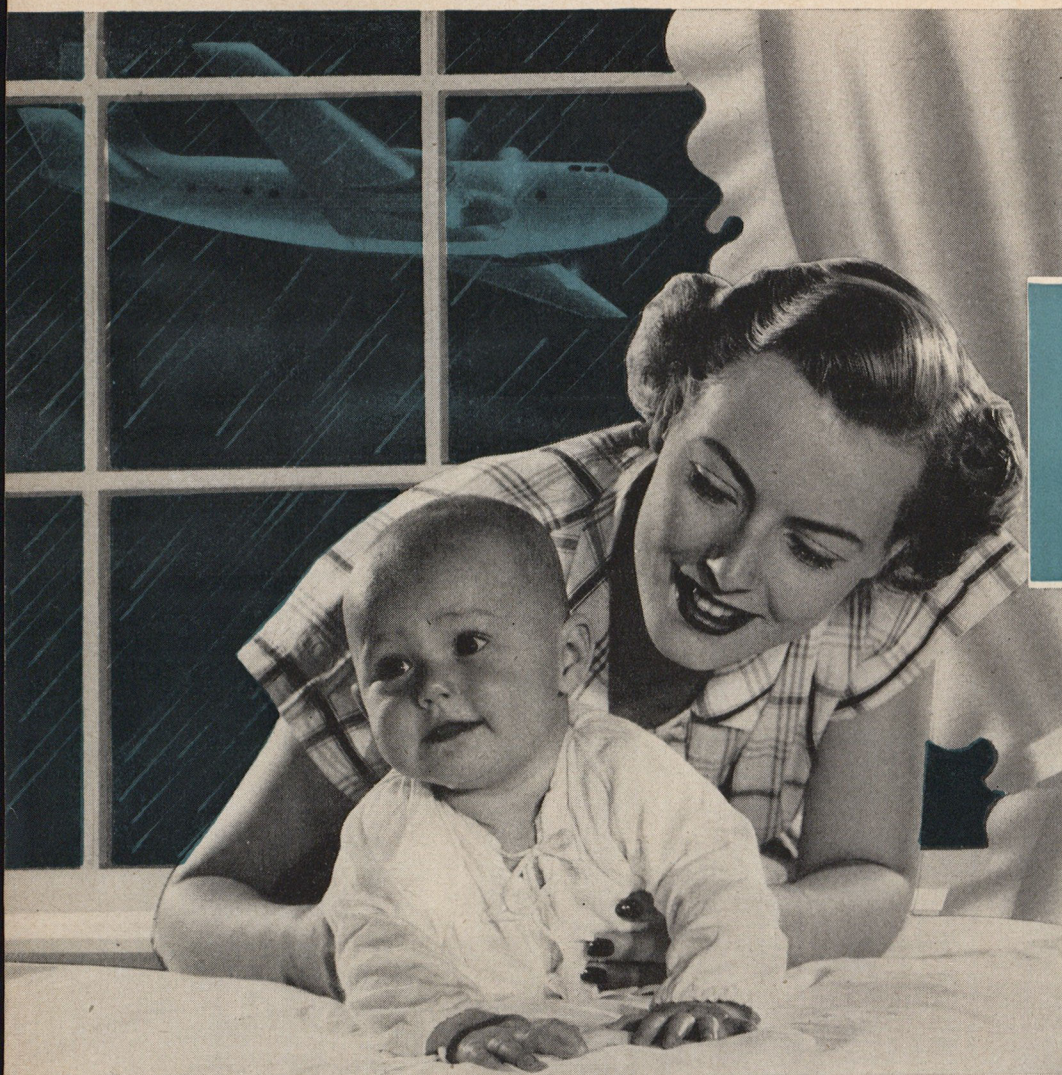
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CHARLOTTE KNIGHT, Far East Correspondent

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Announcing

*For your security
and peace of mind.*

HERE'S PROTECTION for you and your family, day and night, at home or away, on land, on sea, and in the air, any place in the world, even while you pilot — or are a passenger in — military aircraft, and *even while you are on active duty with the Air Force.* It requires no physical examination. It pays off for loss of sight or limb as well

CHOICE OF COVERAGE SUITED TO YOUR PARTICULAR NEEDS:



CLASSES A-1 and A-2

● Designed especially for pilots and other flight crew members of the REGULAR military services, who are engaged in military flying activities as a full-time occupation. A-1 covers accidental death and loss of sight or limb from any cause, including military or civilian accidents, on land or sea or in the air, world wide. A-2 offers the same accidental death coverage as A-1 but does not cover loss of sight or limb.



CLASSES B-1 and B-2

● Designed especially for pilots and other flight crew members in the RESERVE military services, whose flying activities are part-time (generally limited to weekends and the two-week annual military service period). B-1 covers all types of accidental death, whereas B-2 is limited to death from aviation accidents only. B-1 also has broader loss of sight and limb benefits than B-2 (see chart).



CLASS C

● Designed for all persons who are not flying personnel and whose participation in aviation is limited to traveling in aircraft as passengers or to working in or around aircraft on the ground. Death or injury from every type of non-aviation accident, and from certain types of aviation accidents, is covered (see chart).

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plus General Accident Insurance—including Private and Commercial Flying

as for accidental death. No other accident insurance offers you — at such small cost — comparable military and civilian air and ground protection. Available in units of \$1,000 — up to a maximum of \$10,000 — AFA ACCIDENT INSURANCE is exclusively for members or associates of the Air Force Association.

"If You Fly You Need AFA Accident Insurance," says

GEN. JIMMY DOOLITTLE

THOSE OF US who fly military aircraft, as pilots or passengers, on daily missions or week-end assignments, know better than anyone the risks involved.

We accept those risks. It is quite another thing for us to ask those who are dependent upon us to accept them.

Airmen can live by the numbers, by a philosophy that says, come what may, we'll pull through the tightest spin and the roughest weather—until our number is up.

We cannot forget that our number hangs heavy over the heads of our dependents — our wives, children and parents, as the case may be. We have an obligation to give them the protection they deserve.

Accident insurance is a logical form of protection against the risks of military aviation. Group accident insurance makes possible maximum protection at minimum cost. It is natural that those of us who have grouped together in Air Force Association should take advantage of these benefits.

If you fly you need AFA Accident Insurance.

JAMES H. DOOLITTLE
Lt. Gen., USAFR

SELECT THE ACCIDENT COVERAGE YOU NEED FROM THIS CHOICE OF POLICIES

Available with premiums payable annually, semi-annually, or quarterly

CLASS OF POLICY	PERSONS ELIGIBLE: All AFA members and associates (other than paratroopers and air- borne infantry) except as follows:	SCOPE OF POLICY COVERAGE (indicated by ✓)						ANNUAL PREMIUM PER \$1,000
		Death Benefits			Loss of Sight or Limb Benefits			
		Military Aviation Accident	Civil Aviation Accident	All Other Accidents	Military Aviation Accident	Civil Aviation Accident	All Other Accidents	
A-1	No exceptions	✓	✓	✓	✓	✓	✓	\$15.00
A-2	No exceptions	✓	✓	✓				13.80
B-1	Flight-rated REGULAR military personnel not eligible (see note 1)	✓ (see note 2)	✓ (see note 2)	✓		✓ (see note 2)	✓	7.20
B-2	Flight-rated REGULAR military personnel not eligible (see note 1)	✓ (see note 2)	✓ (see note 2)			✓ (see note 2)		4.80
C	FLIGHT-RATED Regu- lar and Reserve mili- tary personnel not eli- gible (see note 1)	✓ (see note 3)	✓ (see note 3)	✓	✓	✓	✓	3.00

NOTE 1: "Flight-rated personnel" means pilots, co-pilots, navigators, flight engineers, radio operators, bombardiers, aerial gunners, and similar flying personnel of the military services or their reserve components.

NOTE 2: Class B-1 and Class B-2 policies expire with respect to aviation accident coverage if the insured person serves 120 days, consecutively or non-consecu-

tively, on active military duty during the policy period; but Class B-1 coverage continues in effect thereafter for other types of accidents.

NOTE 3: Class C coverage does not apply to accidental death of the insured person on an aircraft unless he is on such aircraft as a passenger or in the course of his employment as ground crew or administrative personnel.

AIR FORCE ASSOCIATION

901 SIXTEENTH STREET, N. W. • WASHINGTON 6, D. C.

Please send complete information about AFA Accident Insurance together with schedule of optional means of payment and application blank.

Name.....

Address.....

City..... Zone..... State.....

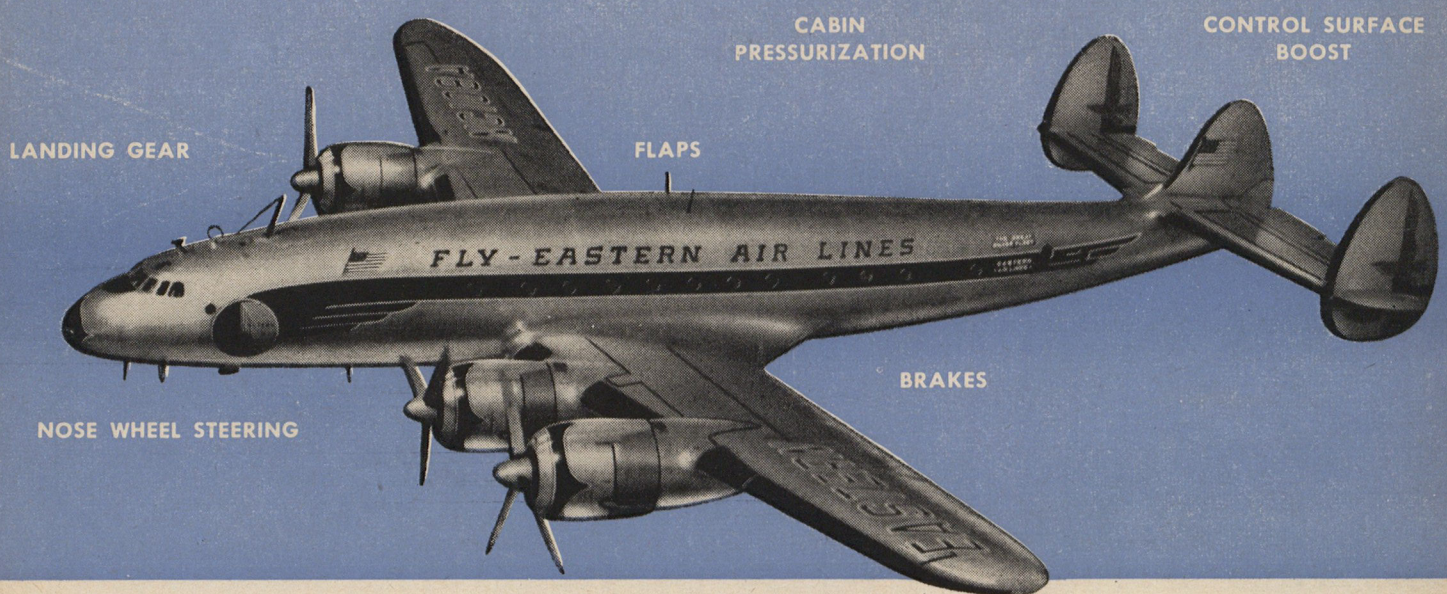
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Proven Performance

... the Reason EASTERN AIR LINES Selected CONSTELLATIONS

... the Reason LOCKHEED Selected

VICKERS HYDRAULIC EQUIPMENT



Repeat orders are certainly evidence of satisfaction in the selection of a plane and in the selection of a make of hydraulic equipment. Like the initial Constellations flown by Eastern Air Lines, those of most recent purchase have Vickers Hydraulic Equipment.

As indicated in the illustration above, many purposes are served by Vickers Equipment. In addition to the main 1700 psi hydraulic system, there is an independent 3000 psi variable speed hydraulic transmission to control the output of the cabin pressurization and air conditioning compressors. (See photograph at right.)

Vickers Hydraulic Controls for aircraft are so widely preferred because they do the job dependably, smoothly and accurately. For further information, ask for Bulletin 49-53.

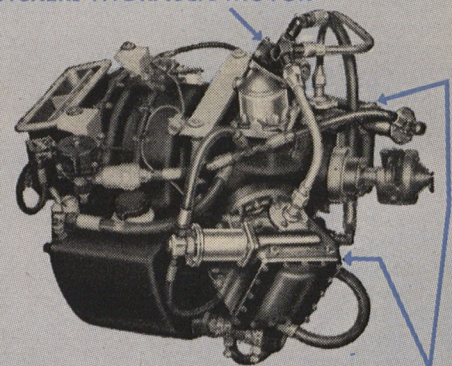
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VICKERS HYDRAULIC MOTOR



VICKERS VARIABLE DISPLACEMENT PUMPS

Vickers Variable Delivery Pumps and Hydraulic Motor are used in combination as a variable speed transmission for accurate and dependable speed control of cabin air compressors. These Vickers transmissions automatically deliver the speed and power required to maintain the desired cabin pressure regardless of varying volume demand and engine speed.

AIRPOWER IN THE NEWS

VOL. 33, NO. 8

WASHINGTON, D. C.

AUGUST, 1950

AFA's JIMMY DOOLITTLE AND JACKIE COCHRAN have been chosen by advisory committee of Harmon Trust as the outstanding aviator and aviatrix of the decade 1940-50. Awards will be made in Washington this Fall.

FIRST GUIDED MISSILE to be flight-tested at new USAF Long Range Proving Ground, Cocoa, Florida, was launched from Cape Canaveral area, in mid-July, Defense Department has announced.

RECOMMENDATIONS FOR DECORATIONS FOR WARTIME ACTS AND SERVICES are again being considered by Army, Navy and USAF in accordance with time-limit extension granted under recent law passed by 81st Congress. This extension was granted in order that deserving acts and services performed during the period December 7, 1941, to September 2, 1945, could be given appropriate recognition. Recommendations for AF personnel should go to Director of Military Personnel, USAF, Washington 25, D.C., prior to May 3, 1951.

LATEST AF AIRCRAFT STRENGTH RELEASABLE FIGURES, based on March 31, 1950, inventory, are: Active status, combat--3100; utility--5000. Inactive status (storage), combat--4600; utility--3600. Net increase of approximately 400 aircraft is reflected in comparison of March inventory total of 16,800 with December breakdown.

USAF BEGINS EVALUATION TESTS OF YF-96. Swept-back version of F-84 Thunder-jet completed performance trials by Republic pilots in 29 days. . . First production version of AF's Northrop Scorpion F-89--a speedy, twin-jet, all weather interceptor--successfully completed its initial flight recently. . . Construction of USAF's new Fairchild XC-120 transport plane, an experimental aircraft having a detachable cargo compartment, has been completed, and the twin-engine "Pack Plane" was rolled out of its production hangar at Hagerstown, Md., last month. . . AF has ordered four hundred Cessna L-19 A Airplanes for Army Field Forces and National Guard. . .

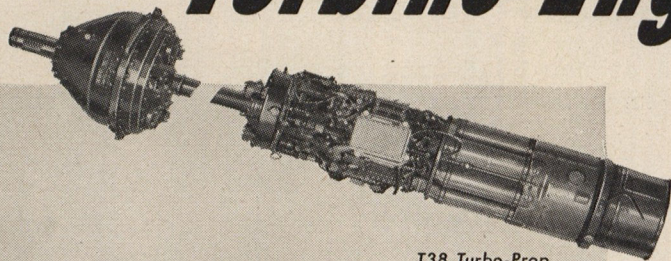
WORLD WAR II VETS' EXEMPTIONS were not affected by extension of 1948 Draft Act. . . Rep. Olin E. Teague (D., Tex.) has introduced a bill to extend Servicemen's Readjustment Act benefits to members of Armed Forces who engage in Korean campaign. . . American servicemen totally disabled during current fighting in Korea may be eligible to have their National Service Life Insurance premiums waived, if their total disability lasts six consecutive months or longer, VA has announced.

NSLI POLICY HOLDERS who have not received their special dividend checks are now invited by VA to write inquiries to Special Dividend Insurance Project Section, VA Central Office, Washington 25, D.C. . . .

CONTRACTS TOTALLING \$592,000 have been forwarded to two civilian schools for training approximately 550 USAF airplane and engine mechanics. The schools are the Cal-Aero Technical Institute, Glendale, Calif., and Spartan School of Aeronautics, Tulsa, Okla.

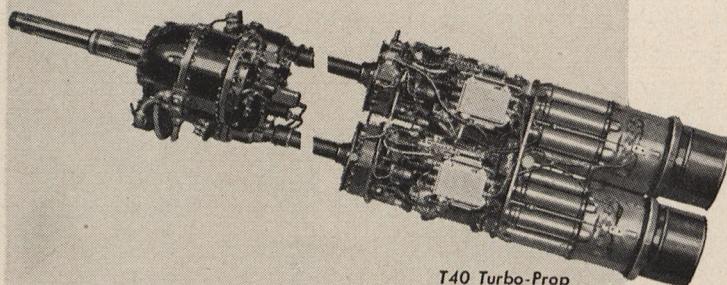
USAF HAS ANNOUNCED changes in designations of two bases. Moses, AFB, Washington, will be known as Larson AFB, in honor of Maj. Donald A. Larson, and Victorville AFB, Calif., will be renamed George AFB in honor of Brig. Gen. Harold H. George. . . AF will issue a new identification card for officers and airmen about September 1, 1950. It will replace the old Army WD AGO Form 65 and will be designated DD Form 2 AF.

Allison FIRSTS — Proof of Turbine Engine Leadership



T38 Turbo-Prop

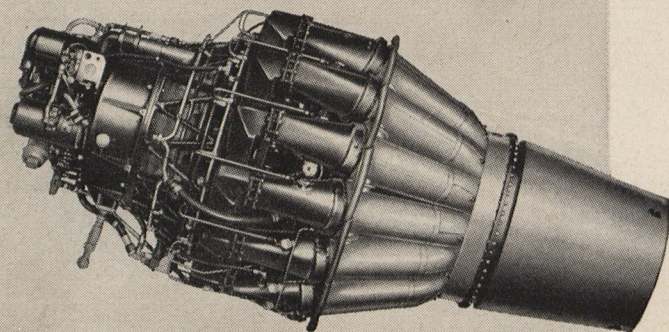
FIRST to complete 150-hour qualification test for Turbo-Jet engine with afterburner.



T40 Turbo-Prop

FIRST to complete 150-hour qualification test for Turbo-Jet engine with water/alcohol injection.

FIRST to complete 150-hour qualification test for any Turbo-Jet engine.

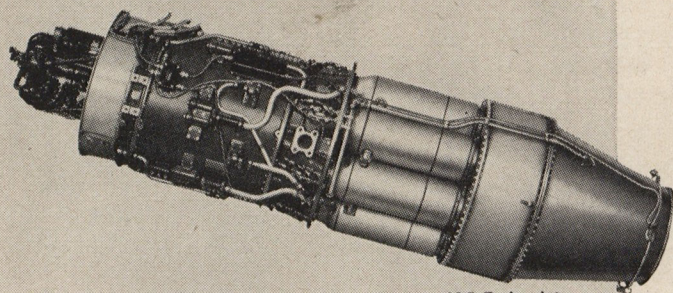


J33 Turbo-Jet

FIRST to complete 50-hour flight clearance test for U. S. Turbo-Prop engine.

FIRST to put Turbo-Jet engines in production with either afterburning or water/alcohol injection.

FIRST to purchase its own airplane to proof-test Turbo-Prop engines for commercial transport use.



J35 Turbo-Jet

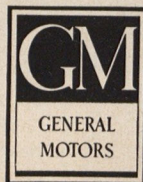
FIRST to design and release for production a Turbo-Jet fuel control which meets combat operational requirements.

FIRST to get commercial certification of a Turbo-Jet engine.

FIRST to fly a propeller-type engine producing more than two horsepower per pound of weight.

Allison

DIVISION OF



INDIANAPOLIS, INDIANA



Lt. Clyde Morehouse, left, San Antonio, Texas, was a B-29 instructor during the war. His students today are Turkish flying cadets. Above, center, a Turkish officer adjusts high altitude equipment on one of his compatriots during



a class at their School of Aviation Medicine, fashioned after its American counterpart. The communications school specializes in radio and radar, right. The equipment is American made and all instruction is GI-supervised.



Gen. Zeki Dogan
CG, TAF



B/G R. F. Tate
AF head in Turkey

TUNING TURKEY'S AIR ARM

In May, 1947, when the American mission for Aid to Turkey was established by law, Turkey had a large collection of airplanes but no real Air Force. Comparatively strong on the ground, the Turkish air arm at that time consisted mostly of obsolete British models.

Today Turkey—one of the world's potential trouble spots—has a small but relatively modern and efficient Air Force, equipped and trained with funds provided under the terms of the agreement on Aid to Turkey. Student pilots are training in AT-6s and AT-11s and

Turkish Air Force officers on the operational level are flying C-47s, B-26s and F-47s as well as some British models.

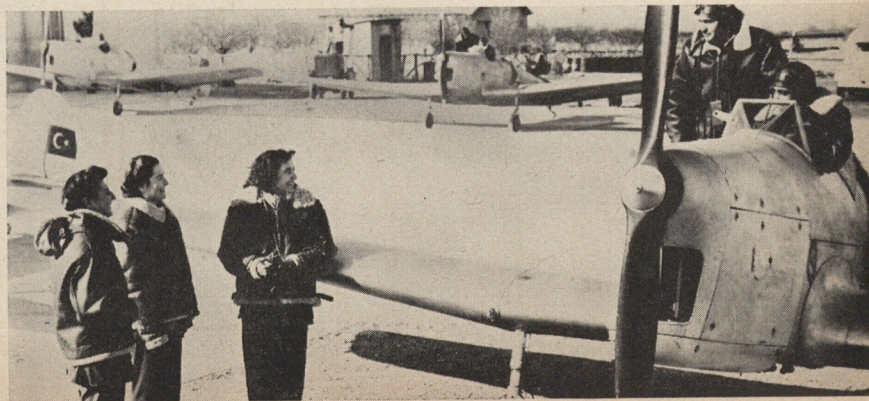
Although the mission is under direct control of the State Department, the Army, Navy and Air Force, all have been assigned certain responsibilities in assisting the Turks to build up a strong military defensive organization.

To discharge these responsibilities, the USAF has roughly 180 officers and men in Turkey—most of whom are engaged in training and familiarizing Turkish Air Force personnel in the use of American equipment.

Below are some of the American-built T-6s at Turkey's cadet training center. U. S. advisors work with Turks employing a modified USAF training system.



Turkish ground troops (above) await signal to board C-47 Aid plane near Ankara in first "airlift exercise" ever undertaken by Turks. They flew to "relieve" an airfield in Konya. Below, three girl instructors of Turkish Civil Air League.





***Ever see a
flying "idea"?***

This strange aircraft has no pilot—no engine—no actual existence. It may never even have been sketched on a drawing board. It's just an idea in an engineer's mind. Yet it is possible to fly it!

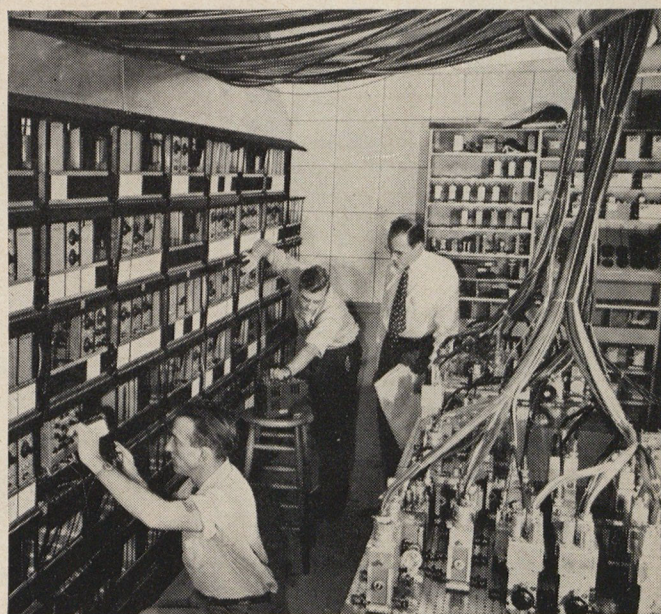
As part of the research constantly going on in Boeing's experimental laboratories, such "flights" have actually been made. You know the shape of your imaginary aircraft—its airfoil, weight and dimensions—its propelling power. You stipulate the conditions under which

it is to operate—altitude, wind direction and other factors which will affect its flight. Feed all these figures into a maze of wires, vacuum tubes, tiny gears, shafts and motors and flip a switch. Instantly the remarkable Boeing-developed BEMAC flight simulator charts the second-by-second performance of your idea almost as fully and accurately as if you were flying it!

Such devices are of immense value in the development of guided missiles

and trans-sonic aircraft of the future. This and the other equipment which make up Boeing's unique aeronautical laboratories save years of time and millions of dollars that would otherwise go into trial-and-error experiments.

America must hold its leadership in the air. Just as it takes the nation's keenest young men to operate and service the modern planes of the Air Force, it requires the best engineering minds to design and produce new aircraft.

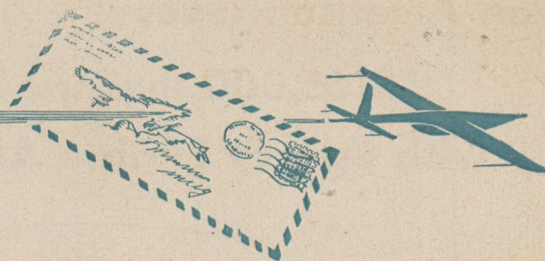


One corner of BEMAC—Boeing Electro-Mechanical Analogue Computer

Built by Boeing for the U. S. Air Force are the new B-47 Stratojet Bombers,
B-50 Superfortresses and C-97 Stratofreighters; for the U. S. Army, L-15 Scout liaison planes;
and for five of the world's leading airlines, fleets of the new twin-deck Stratocruisers.

BOEING

AIR MAIL



Calling the Town

Gentlemen: The one thing that alarms me most is the "open invitation," to aggressor nations, headlining every newspaper and magazine article I read today. The invitation to take the first poke at the United States. In the humble opinion of this writer, we are in no condition to extend such invites, even when adding that we will retaliate. I get the picture of a very small man standing up to a well trained professional fighter and saying: "after you." The little fellow could be admired for his courage but who is going to admire a fighter with a broken back. And believe me, gentlemen, this well-trained fighter is not going to strike the first blow until he can break our back. On the other hand, we, as a non-aggressor nation cannot strike the first blow without losing face with the rest of the world, to which we have tried so long to teach non-aggression. The one thing we could do, and should have done when both fighters were more nearly matched, is to force the hand of our opposition before his chin is completely out of reach, in hopes of catching him off balance. Draw a line showing exactly where our side of the ring begins and his ends, with clear unmistakable understanding that when he comes out from his side, every effort will be made to put him back. Some similarity of such line is drawn in the Atlantic Pact, but a more effective and concrete one would have been to draw the line across north China and Korea. Even now, the new strength added by the control of this vast area is beginning to give our would-be aggressor more courage and unbearable gall. None of the smaller nations, "Down Under," will ever be able to rest easy with such a black-hearted giant near enough to crush them at will. It truly is as though a giant with a long handled spoon is standing over the entire Far East stirring up the peoples and causing chaos and unrest. I, as a member of the Team expected to defend our freedom-loving country from such an unmerciful foe, am frightened of the job to be done. The cost will be high and "The price is going up."

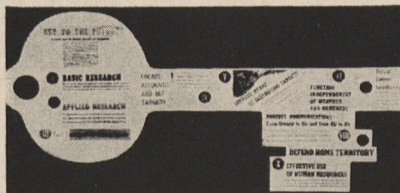
T/Sgt. Arthur B. Hicks
Clark AFB

Old Faithfuls

Gentlemen: An article in the May issue of AIR FORCE Magazine on page 19, shows the exercise invasion of North Carolina, and to my surprise I note they are still using the "old faithfuls," the C-54s and C-47s. Those planes should get a special citation for their

proud work during the late war in the invasions of Sicily and Southern France.

John J. Allen
W. Roxbury, Mass.



Key Fits

Gentlemen: Your recent article on "Key to the future" was so interesting that I wanted to cut it out and display in on our Bulletin Boards. In attempting to assemble the material so that it would be presentable, I suddenly came up with the idea you see on the enclosed photograph. Thanks so much for making the attractive addition possible.

Col. William S. Pocock, Jr., CO
Hq. 2239th AFRTC

Fuselage Guns

Gentlemen: The so-called poor results of the jet-plane strafing in Korea are not so surprising. It only needs some glimmering of knowledge of guns and trajectories thereof, to understand what happened. It has always puzzled me why everyone who designs planes for strafing puts the guns facing forward in a fashion that requires aiming the whole darn plane, thus making only a small portion of the "pass" useful. There is no reason why the guns cannot be mounted *also* somewhere in the fuselage so that they would face forward and down at about a 45° angle. This method would be particularly advantageous on a jet since it would enable the pilot to fly along a column and really do some



damage. Two 30s would be sufficient for this since this type of firing is primarily anti-personnel. However, there is no reason why any other arrangement could not be made regarding the armament. If they mounted small cannons in the fuselage, surely they could easily build a bank of machine guns into the fuselage likewise, since the recoil is not as severe. Sounds unorthodox perhaps, but orthodox methods have

their disadvantages against someone like the Russians who do not theorize in an orthodox fashion. It would be interesting to hear as to why this type of armament would not be practical.

James J. Harvey
New York, New York

• Our armament expert informs us the trouble lies not in mounting guns in the fuselage, but in aiming them. With present fighter plane sights, when forward guns pass out of the range of the target, so does the sight. A new radar-type sight would be required to aim fuselage guns.

Triple Plus

Gentlemen: I had intended to renew my membership some months ago but money always seemed to be a short item, especially under the GI school deal. However, I finally decided to get it on the way after receiving a ticket for speeding on the return trip from the post office, where your letter was the only mail that I received. The citation cost me ten bucks and I still feel gypped so in order that I can get a triple-plus value for my money, here is my renewal.

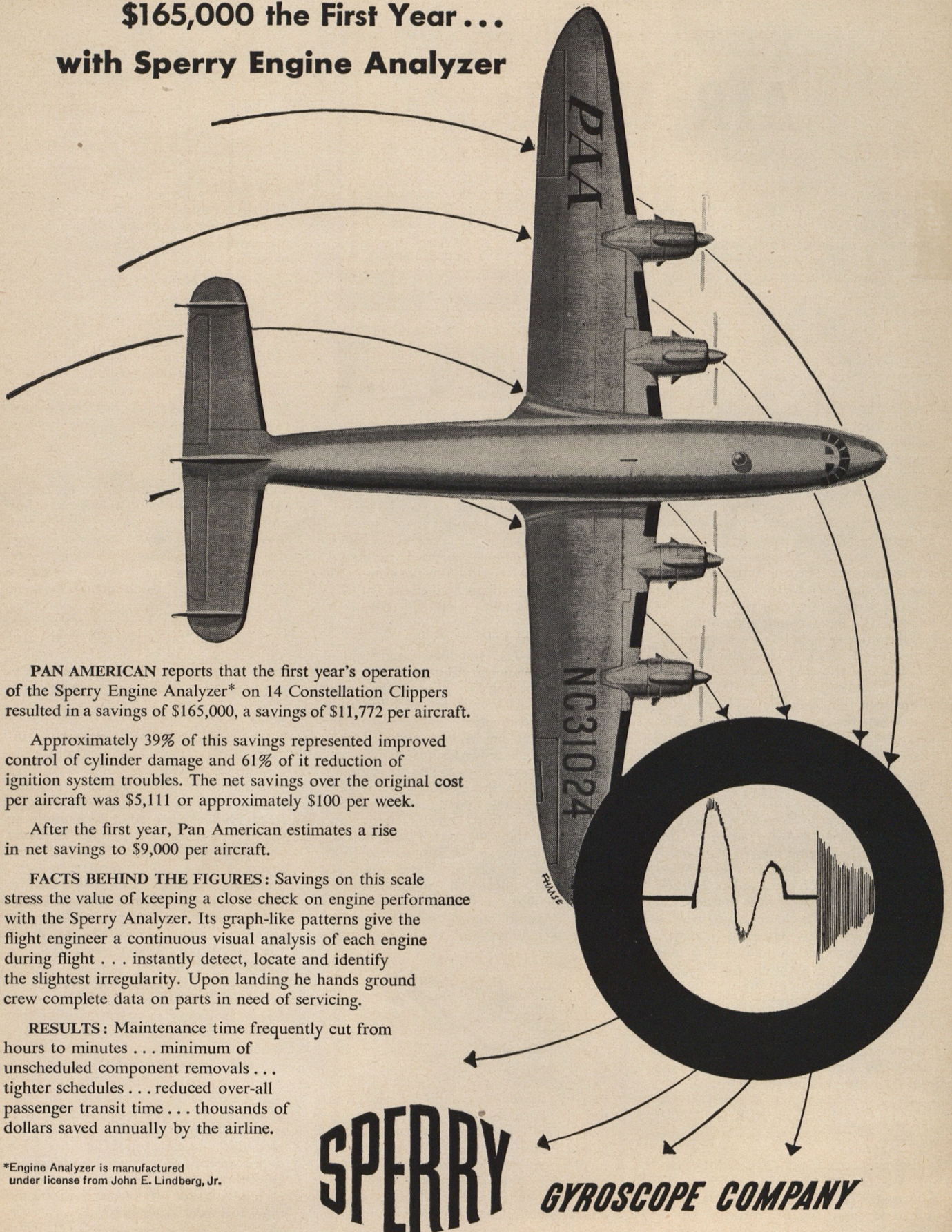
Whoa

Gentlemen: I read with interest the inquiry of Mr. Einar C. Selberg, of Chico, California, in the Air Mail Section of your July issue of AIR FORCE Magazine, relative to reversing propellers in-flight. Reader Selberg is correct in maintaining that he read an article that the blade angles of all four propellers had been reversed on a C-54 transport in-flight. Since the writer was fortunate to be the first person to reverse simultaneously all four propellers in-flight, and conduct all subsequent tests to date, we of the Curtiss Wright Flight Test Section, Caldwell, N. J., feel quite elated that our efforts on this safety procedure have penetrated as far west as Chico, California. It may interest your readers that when all four propellers are reversed simultaneously at a cruising speed of 200 miles per hour and then this same speed maintained during the descent; that six seconds after reversal the rate of descent is 11,000 feet per minute. It is very obvious that the value of this procedure in cases such as fire, cabin depressurization, personnel accidents or any other emergencies that might occur at high altitude, requiring a maximum rate of descent immediately.

Herbert O. Fisher
Chief Test Pilot
Curtiss Wright Corp.

Pan American saves

**\$165,000 the First Year ...
with Sperry Engine Analyzer**



PAN AMERICAN reports that the first year's operation of the Sperry Engine Analyzer* on 14 Constellation Clippers resulted in a savings of \$165,000, a savings of \$11,772 per aircraft.

Approximately 39% of this savings represented improved control of cylinder damage and 61% of it reduction of ignition system troubles. The net savings over the original cost per aircraft was \$5,111 or approximately \$100 per week.

After the first year, Pan American estimates a rise in net savings to \$9,000 per aircraft.

FACTS BEHIND THE FIGURES: Savings on this scale stress the value of keeping a close check on engine performance with the Sperry Analyzer. Its graph-like patterns give the flight engineer a continuous visual analysis of each engine during flight . . . instantly detect, locate and identify the slightest irregularity. Upon landing he hands ground crew complete data on parts in need of servicing.

RESULTS: Maintenance time frequently cut from hours to minutes . . . minimum of unscheduled component removals . . . tighter schedules . . . reduced over-all passenger transit time . . . thousands of dollars saved annually by the airline.

SPERRY **GYROSCOPE COMPANY**

*Engine Analyzer is manufactured under license from John E. Lindberg, Jr.

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SHOOTING

Lest We Forget

As this is written the nation is experiencing a limited call to arms stirred up by a Korean crisis which could become a world crisis. This may or may not be the start of general mobilization. No one from the rawest recruit to the Commander-in-Chief knows the answer. We do know that once again the country has been caught short, and once again the men of World War II are in demand. The first call for volunteers was directed—on the Air Force side—at the Reservists, Air Guardsmen and other veterans with critical MOS's (see list on page 19). As the alarm is sounded we have these first reactions. This may be the last time we feel inclined to express them. We hope not, but it may. Here goes:

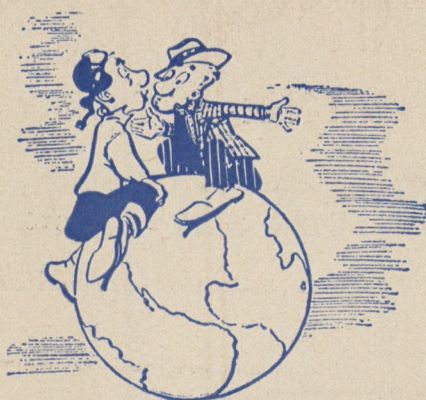
Pearl Harbor shocked us out of civilian life and into The Suit so fast we had little time to think about it. What thinking we did was weathered in with ignorance and immaturity.

At the start of it, most of us didn't know where the hell Pearl Harbor was, and cared less. We recall the batch of reserve officers, called to Headquarters the night of December 7, 1941, watching intently as the Regular at the blackboard thrust the pointer at the map and exclaimed, "Gentlemen, *that* is Pearl Harbor!" And we recall the Oh's and Ah's and the "I'll be damned" reactions of the audience.

The issues involved in Our War were as old as we were old and by the time they closed in on us they were as remote as that dot on the map of the central Pacific.

Korea is just around the corner. Though it wasn't on our World War II schedule, some 200,000 of us served there during occupation of the area now catching hell from the Reds. For the majority of us who escaped it, Korea would hardly be a shocker. Sticky and muddy and uncomfortable—like a thousand other spots in the world where Our War was fought.

The issues of the Korean war are also clear, as issues of war go. At least we know whom we're fighting, and why. The Special Service boys



can forget their literary efforts and publishing expenses on that score. It's one saving Secretary Johnson can count on.

And there's another difference. In Our War the Retreads usually slinked in over-aged, over-weight and over-cautious in the face of a new generation. Most of us are over-weight-in-grade, as the saying goes, and somewhat more cautious, but only five years out of The Suit, and the youngest retreads this man's Army, Navy and Air Force have ever put up with. And so the military is now camping on our doorsteps, loving every digit of our MOS numbers.

Why are we Retreads, with our poor old combat-beaten aircraft of World War II, quite suddenly the fair-haired "boys" of a new war? The answer isn't pretty.

As war veterans, we have been screaming to high heaven for adequate preparedness ever since Our War was over. This is no time for an "I told you so" approach. Things are too critical for that. Nor can we argue fairly against ill-advised decisions and honest mistakes of judgment. We have made plenty of them ourselves. But a few points are worth noting before the issues are confused once again, before we become so concerned with where we are that we are forced to forget how we got there.

Our AIR FORCE correspondent in the Far East (see page 21) has just cabled these sickening, frustrating lines: "We forget the planes we deliberately junked, the hundreds we pickled, the thousands of tons of precious radio, radar and construction equipment we bulldozed into the sea on Guam and Okinawa because we didn't have the men to look after it . . . For the better part of the last four years I have lived here in the Far East and have watched this thing happen . . . and I have seen the tragic results of this policy in Korea during the past few weeks."

Here in Washington we too have

THE BREEZE

seen this thing happen, at close range. We have seen, for example, the report of the President's Air Policy Commission, with its 70-group Air Force provisions, avoided and ignored into impotency. We cried out for a 70-group Air Force even before the Finletter Report appeared and we know now, as we knew then, that the tactical aviation so desperately lacking and so desperately needed for the Korean war was provided for in that program. We have seen the Air Force, forced to concentrate on "first things first", build up its B-36 strategic power to the obvious detriment of its air defense and tactical aviation responsibilities. We have seen the Army depleted as a striking force, and we have seen inter-service strife become confused with carrier aviation's obvious value in Korean-type operations. We have seen Congress rise to the occasion, only to have some of its airpower appropriations impounded on recommendation of the Secretary of Defense. We have heard much about an absolute ceiling on defense funds to prevent our spending ourselves into collapse and Russian domination. This theory has numbed our representatives and our taxpayers into submission, but came an emergency and we now hear that this ceiling can be raised several billion dollars without materially affecting our national economy. Considering that this few billion could mean the difference between, for one thing, 48 and 70 Air Force groups, we wonder who is being hoodwinked and why. We have heard even more about the fat and the muscle of our military strength, until the analogy has become a catchword for national security, and we have seen this so-called muscle so lacking in Korea that the bony ribs of the richest nation have been exposed to all the world.

These are not happy thoughts for a soldier going into battle, and they will no doubt be forgotten in the rush of events. This is the time to look ahead, not back.

As Retreads we know that this new war, if it comes, will be Our War too. We'll believe in what we're fighting for long after we've forgotten what put us there. J. H. S.

AFA's GREATEST NATIONAL

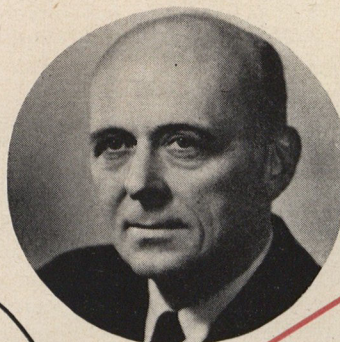
BOSTON—AUGUST 25-26-27

Convention Headquarters—HOTEL STATLER

MOBILIZATION FORUM

Poop to the group from
brass who make policy on
you know what but not why

AIRPOWER RESOLUTIONS



POWDER-PUFF DERBY

Fifty flying gals of the
Ninety-Nines race in from
Ohio to join the big party



WORLD PREMIERE of "MY BLUE HEAVEN"

20th-Century-Fox Technicolor Musical Gam-
my Betty Grable and dancing Dan Dailey
are the stars, 20th-Century-Fox and RKO
the angels who give AFA this exclusive
convention premiere at Boston's beautiful
Memorial Theater

UNIT REUNIONS

More talk, more drinks,
more reunions of Air Force
outfits than ever before

HOLLYWOOD WING-DING

Your favorite stars in an
exclusive, rip-roaring,
after-hour stage revue



AFA AIRPOWER AWARDS



NATIONAL AIR FAIR

On the ground and in the
air, America's biggest and
best air show of the year

CONVENTION



SCHEDULE OF EVENTS

August 25 (Friday)

- | | |
|------------|--|
| 7 A.M. | Registration |
| 9 A.M. | First Business Session |
| 12 Noon | Unit Reunion Luncheons |
| 1 P.M. | Finish of Powder Puff and Beaux Derby
(Logan Airport) |
| 2 P.M. | Second Business Session |
| 5:30 P.M. | Fourth Annual Reunion Cocktail Party |
| 7 P.M. | Air Force Unit Reunions |
| 11:30 P.M. | Hollywood Wing Ding and Movie Premiere |

August 26 (Saturday)

- | | |
|---------------|---|
| 9 A.M.-6 P.M. | Air Age Exposition Exhibits (Logan Airport) |
| 7 A.M. | Registration |
| 9 A.M. | Final Business Session |
| 10:30 A.M. | Ladies Style Show |
| 2 P.M. | Grand Opening of National Air Fair
(Logan Airport) |
| 4 P.M. | Presentation of X-1 to National Air Museum
(Logan Airport) |
| 7:30 P.M. | Fourth Annual Airpower Banquet |

August 27 (Sunday)

- | | |
|---------------|---|
| 9 A.M.-6 P.M. | Air Age Exposition Exhibits (Logan Airport) |
| 9:30 A.M. | Dawn Patrol Breakfast |
| 11 A.M. | Installation of 1950-51 Officers and Directors |
| 12 Noon | Adjournment of Fourth National AFA Convention |
| 2 P.M. | Second Day of National Air Fair (Logan Airport) |

"...the big aviation gathering of the year..."

Aviation Writers Assn.
Newsletter

REGISTER NOW!

You can enjoy all these events for only \$15 (convention registration fee) and your wife can enjoy them for only \$12. For hotel accommodations (not included in registration fee) mail coupon on page 48.

FAMOUS FIRST PLANES

First public showing of the X-1, AVRO jet transport, Canada's CF-100, and others



AFA CONVENTION Advance Registration Form

Fill in, clip and mail to AFA Headquarters
901-16th Street N.W., Washington, D.C.

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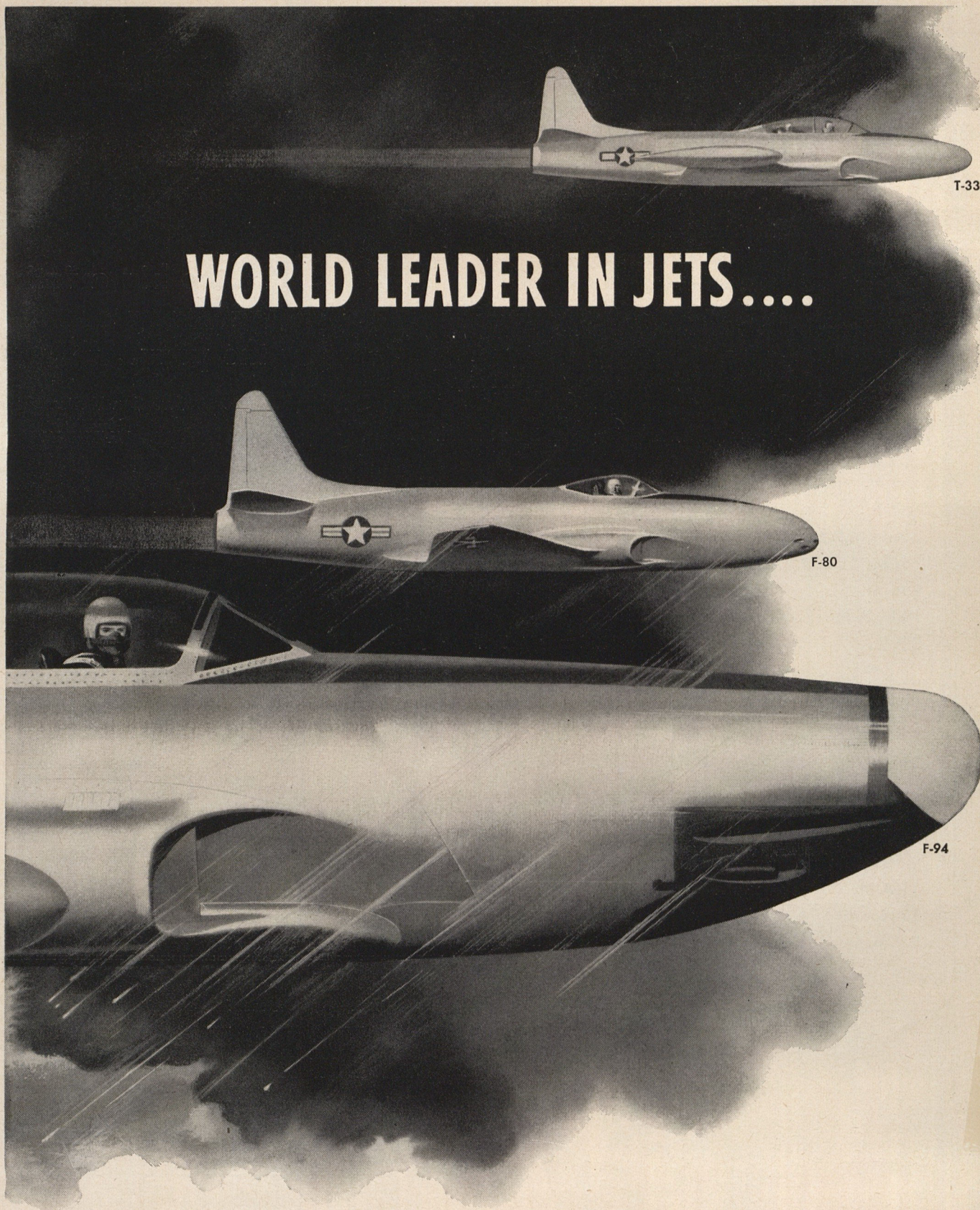
ADDRESS:

CITY: STATE:

I enclose \$..... in payment of the following complete Convention Registrations:

☐ Myself (\$15) ☐ My Wife (\$12)

Please send check, postal note or money order.



T-33

WORLD LEADER IN JETS....

F-80

F-94

First in All-Weather Defense



..LOCKHEED

THE F-94 JET FIGHTER

The Lockheed Aircraft Corporation is the largest producer of jet aircraft in the world.

Lockheed has built almost as many jet airplanes as all other U.S. manufacturers combined. In fact, jet aircraft have come off the Lockheed production line at the rate of more than one a day—every day for more than five years.

First American operational jet was the Lockheed F-80, the famous *Shooting Star*, still the backbone of many U.S. squadrons. The first American jet trainer was the Lockheed T-33, which today continues to be the only U.S. jet trainer airplane.

Now, another "first" is being produced in quantity at the Lockheed jet plant. The F-94 All-Weather Interceptor-Fighter is the first production all-weather jet to go into service for the U.S. Air Force.

The F-94 provides America with around-the-clock, around-the-calendar defense. Advanced radar equipment permits this speedy jet to intercept and engage aircraft in total darkness and in adverse weather which would ground today's standard fighters.

Afterburners provide F-94's with spectacular speed and maneuverability. And smooth, steady flight—characteristic of all Lockheed jets—makes the F-94 a perfect gun mount for its powerful armaments.

The experience obtained in the design, development and manufacture of these practical jet airplanes is invaluable in the Lockheed laboratories where the planes of the future are taking shape today.

LOCKHEED

Aircraft Corporation, Burbank, California

Look to Lockheed for Leadership

Where the Gang gets together

CALLING CRANE: Would like to know the present address of Richard T. Crane who in 1942 commanded the 126th Observation Sq. at Fort Dix and later commanded the 519th Bomb Sq. at Hyannis, Mass., and Otis Field, Camp Edwards, Mass. When I last heard from him he was a major with the 25th Anti-sub Wing in N.Y. and later with the ATC in Tampa, Fla. G. W. Kendall, 56 Laurel St., Melrose, Mass.

URGENT: To establish a service-connected disability, I must contact a former mate who served with me in the 19th Photo Sq., 4th Photo Gp., at Peterson AFB, Colorado Springs Colo. Don't recall his first name, but his last name was Schuster and we used to call him "Brooklyn." Arthur P. Sherman, Apt. 5, 228 East Dale St., Colorado Springs, Colo.

MIA: Does anyone have any information concerning S-Sgt. Ernest M. Kralik. He was attached to the 337th Bomb Sq., 96th Bomb Gp. in England as a gunner and was reported missing in action on or about Oct. 9, 1943. Clifford E. Lemmerhirt, Rockton, Ill.

86TH AT BOSTON: Would like to hear from former members of the 86th Fighter Gp., 12th AF—especially those who might make the Boston stand-down. Stuart H. Ferguson, 315 West 4th Street, Ashland, Ohio.

PHOTOS WANTED: I'd give a lot for photos of my old bases as they now are—North Pickenham and Metfield, Norfolk, England. Station numbers 336 and 143. Keith Randall, P.O. Box 221, Ashburnham, Mass.

IRELAND CALLING: Want

to hear from pilots and gunners of the USAF or anyone else who can give me information on "aces" who shot down one or more enemy planes in World War II. Patrick J. Cassidy, Jr., Lis Dhu, Moneyneena, Drapers-town, Co. Derry, Ireland.

445TH SUPPLEMENT: A supplement to the 445th Bomb Gp. History has been published and copies are available. For information write Rudolph J. Birsic, 716 Acacia Ave., Torrance, Calif.

LOST CANNON: Trying to find the present address of Horace B. Cannon, a former member of the 73rd Fighter Sq. When last heard from him he was living in Miami, Fla. Vernon C. Rubenking, Box 185, Beason, Ill.

ATTN. 415TH: Would like to hear from members of the 415th Fighter Sq. who knew my brother, Clarence J. Walstad in North Africa, Sicily or Italy in 1943. Mrs. W. E. Prinzing, Box 2101, Great Falls, Mont.

GROWLING TIGERS: Would like to hear from anyone in the 12th, 44th or 67th Fighter Sqs. "Every man a tiger." "Grab a root and growl." Joseph J. "Wheels" Pasiko, 2579 West 7th St., Apt. G, Cleveland 13, Ohio.

HEY BOSS: Does anyone know the whereabouts of my old boss, S-Sgt. F. Brennan, 456th Air Service Sq., 12th AF who carried along with us in Bizerte, Catania and Brindisi during the late war. Believe he lives somewhere in Woonsocket, R.I. J. J. Allen, 58 Gardner Street, West Roxbury, Mass.

20TH TROOP: Would like to hear from members of

the 20th Troop Carrier Sq. stationed in Panama, Trinidad and Puerto Rico and members assigned to Trinidad Detachment from the Air Depot Group. Robert L. Conly, 333 Hillside Ave., Palisades Park, N. J.

RESCUER: Would like very much to get in touch again with the two American flyers I rescued from the SS when they bailed out of their burning bomber over Kalsdorf, 10 miles south of Graz, Austria in the fall of 1944. Wolfgang Seutter von Loetzen, Austrian Legation, Washington, D. C.

75TH FIGHTER REUNION: A reunion is being held in St. Louis 2, 3 and 4 September 1950 for former members of the 75th Fighter Sq. in China from 4 July 1942 until December 1945. For details write Maj. Donald L. Rodewald, Hq. Continental Air Command, Mitchel AFB, New York.

REUNION: Plans for a luncheon-reunion of Flight Surgeons and other medical personnel to be held during the AFA Convention are now in the "firming" stage. Plans for the establishment of a Medical Division of AFA will be considered and discussed at this luncheon. Those interested, please contact Paul A. Campbell, M.D., 700 N. Michigan Avenue, Chicago 11, Illinois.

GENTLEMAN NOW: Would like to know the whereabouts of a Sgt. Snook who I knew at Moffett Field, Calif., in 1942 and who borrowed \$25.00 from me. He was shipped out before "remembering" to pay up. Understand he later became officer and gentleman. If so will he write C. E. Root, 8203 Grubb Road, Silver Spring, Maryland?

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

RESERVISTS ATTENTION

The war in Korea has brought about critical manpower shortages in the Air Force (both officer and airman) in the specialist categories listed below. Accordingly the Air Force has sent out a call to all Air Reservists with these MOS's to volunteer for active duty. If your specialty is listed below you may volunteer by contacting headquarters of the numbered Air Force having jurisdiction over the area in which you live. The list changes from day to day as certain requirements are filled and others arise. If your number is not listed at the moment send your name and address together with your SSN and MOS to Air Force Association, 901 16th St. NW, Washington 6, D. C. We will advise you if and when the Air Force issues a call for your specialty. Following are pertinent facts released by Headquarters, USAF:

- The period of volunteer reserve duty is one year for officers, and one, three, four or six for airmen, according to their choice. Personnel going on active duty for one year may

be separated, if the international situation permits, prior to completing their tours.

- Officers or airmen whose civilian experience since the end of the war qualifies them for new MOS's may have their old MOS's changed for the purpose of volunteering for this duty.

- Employers of Air Reservists who volunteer for one year duty will be required under the Selective Service Acts of 1948 to re-hire such reservists upon completion of their tours.

- Generally speaking, age-in-grade limitations will be waived for the purpose of this recall.

- Similarly, physical requirements will be waived, so long as the reservist is capable of performing the duties for which he volunteers. Reservists with partial service-connected disabilities will be accepted, if otherwise qualified, but no individual can concurrently draw disability benefits.

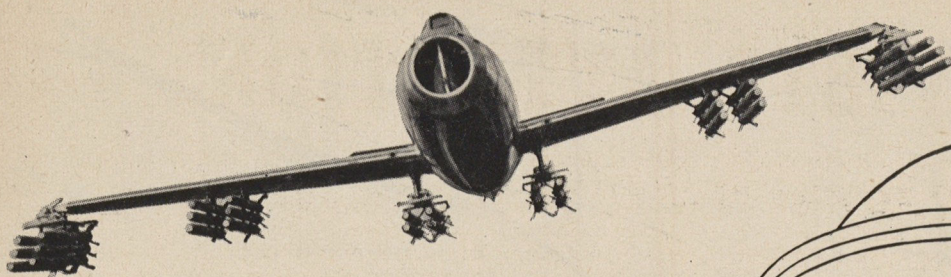
- Recalls will be made in the grade held at time of discharge not in the grade last held on active duty.

AIRMEN NEEDED FOR ACTIVE DUTY

SSN	MOS	SSN	MOS	SSN	MOS
039	Cable Splicer, Telephone and Telegraph	583	Engineer Supply Technician	855	Dental Assistant
060	Cook	612	Airplane Armorer-Gunner	858	Medical Laboratory Technical
076	Draftsman, Topographic	631	Intelligence Specialist	861	Surgical Technician
098	Instrument Repairman, Non-Electrical	646	Telephone and Telegraph Equipment Repairman	862	Radar Mechanic, IFF
100	Structural Steel Worker	647	Radio Repairman, Aircraft Equipment	863	Radar Mechanic, GCA
102	Laundry Technician	648	Radio Repairman	867	Radar Mechanic, Bombardment
103	Laundry Machine Operator	649	Radio Repairman, Fixed Station	893	Facsimile Operator
104	Laundry Maintenance Mechanic	650	Telephone Switchboard Operator	894	Facsimile Technician
166	Powerman	657	Medical Corpsman	903	Armament Repairman
187	Repeaterman, Telephone	665	Rubber Products Repairman	912	Automotive Electrician
188	Construction Worker	667	Message Center Clerk	926	Fuel Induction Repairman
189	Rigger	677	Air Policeman	932	Special Vehicle Operator
196	Sanitary Technician	683	Bombsight Mechanic	933	Instrument Landing Equipment Mechanic
201	Sheet Metal Worker	684	Airplane Power Plant Mechanic	941	Camera Technician
237	Teletype Operator	684A	Airplane Power Plant Mechanic	948	Radar Mechanic Ground-Loran
264	Radiology Technician	684C	Airplane Power Plant Mechanic	949	Ammunition Renovator
282	Office Machine Serviceman	685	Airplane Electrical Mechanic	951	Radio Repairman, VHF
319	Construction Equipment Mechanic	687	Airplane Propeller Mechanic	953	Radar Repairman, Reporting Equip
322	Refrigeration Mechanic	709	Traffic Analyst (Radio)	955	Radar Repairman, Airborne Equip
338	Instrument Repairman, Electrical	747D	Airplane and Engine Mechanic	956	Airplane Carburetor Repairman
359	Construction Machine Operator	747G	Airplane and Engine Mechanic	957	Airplane Electrical Instrument Mechanic
366	Orthopedic Mechanic	760	Radio Operator, AACs	958	Airplane and Engine Elec Access Repmn
381	Watchmaker	766	Radio Operator High Speed Manual	959	Airplane Mechanical Instrument Repmn
409	Medical Technician	778	Radio Mechanic, AACs	960	Remote Control Turret Mechanic
485	Petroleum Storage Technician	782	Weather Equipment Technician	961	Airplane Gyro Instrument Repmn
510	Information Center Operator	792	Radio Repairman, Single Channel Teletype	962	Optical Instrument Repairman
514	Radar Operator (DS)	801	Cryptographic Repairman (DE)	964	Airplane Supercharger Repairman
528	Airplane Hydraulic Mechanic	805	Cryptographic Technician	996	Air Traffic Service Technician
561	Aircraft Approach Controller GCA	849	Radar Mechanic, Troop Carrier	1203	Packaging Specialist
574	Bombsight and Automatic Pilot Repairman	850	Radar Mechanic, Night Fighter	1383	Fire-Fighter Crash Rescueman
580	Remote Control Turret Mechanic-Gunner	851	Radar Mechanic, Beacon	2523	Guided Missile Pulse Jet Mechanic
581	Communications Supply Technician	852	Radar Mechanic, RCM	2747	Aerial Engineer
582	Aerial Mine Technician	853	Radar Mechanic Navigation	4409	Flight Surgeon's Assistant
		854	Radar Mechanic, Sea Search		

OFFICERS NEEDED FOR ACTIVE DUTY

SSN	MOS	SSN	MOS	SSN	MOS
0142	Radar Observer, Bombardment	3106	Ophthalmologist & Otorhinolaryngologist	8219	Weather O
(1034		3139	Internist	8503	Photo Interpreter
(1036or		3150	General Surgeon	9301	Intelligence Staff O, Combat
(1037- Navigator		3170	Dental O	4593	Armament Systems O
1035 Bombardier		3175	Prosthodontist	4805	Automotive Maintenance O
0520 Radar Observer, All Weather		3443	Nurse, Operating Room	7010	Engineer Staff O
(0110- Aircraft Warning Officer		3445	Nurse, Anesthetist	4960	Petroleum O
(0140-		3449	Nurse, General Duty	9110	Air Police O
0141 Electronics O		3500	Medical O, Command	7422	Ground Safety O
0200 Communications & Electronics O		4880	Engineer Equipment Maintenance & Repair O	4823	Aircraft Maintenance O
1014 Controller, Fighter Interception		7888	Radar Observer, RCM	4000	Supply O, General (and other supply SSNs)
2159 Air Traffic Service O		8205	Weather Equipment Engineer	7536	Technical Inspector
3000 Medical O, Staff				9300	Military Intelligence O
3100 Medical O, General					



"MAN—IS SHE ROUGH & TOUGH!"

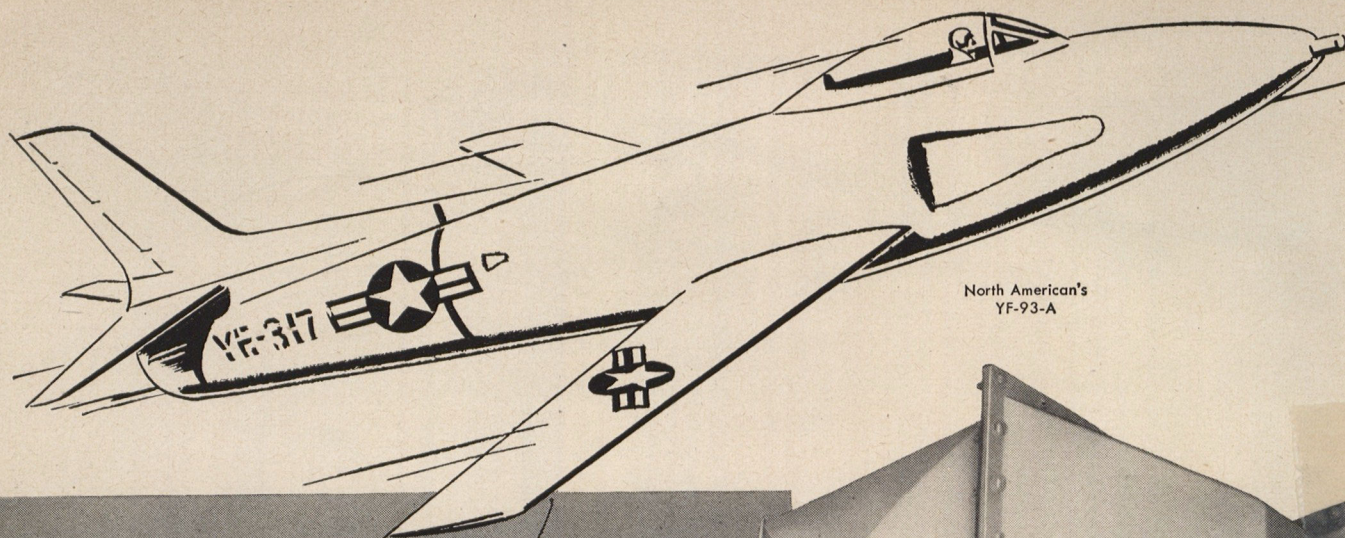
Today's Army field force leaders are alert to the increased support they may expect from the new Thunderjet F-84-E . . . now demonstrating on active service the qualities which make it so flexible for air defense and air tactics. The Thunderjet is being used by the Air Force and the National Guard, not only as an interceptor and escort fighter, but a deadly fighter-bomber as well. It can maneuver at maximum altitudes required of independent air operations or perform vitally important close support assistance to ground force troops when needed. It is the longest range jet fighter in service today.

The F-84-E is equipped to carry an armament load of two thousand pound bombs . . . as many as 32 high velocity rockets, or napalm or incendiaries in addition to its full load of 50 calibre machine gun ammunition plus fuel for any required mission. Republic Aviation Corporation, Farmingdale, Long Island, New York.

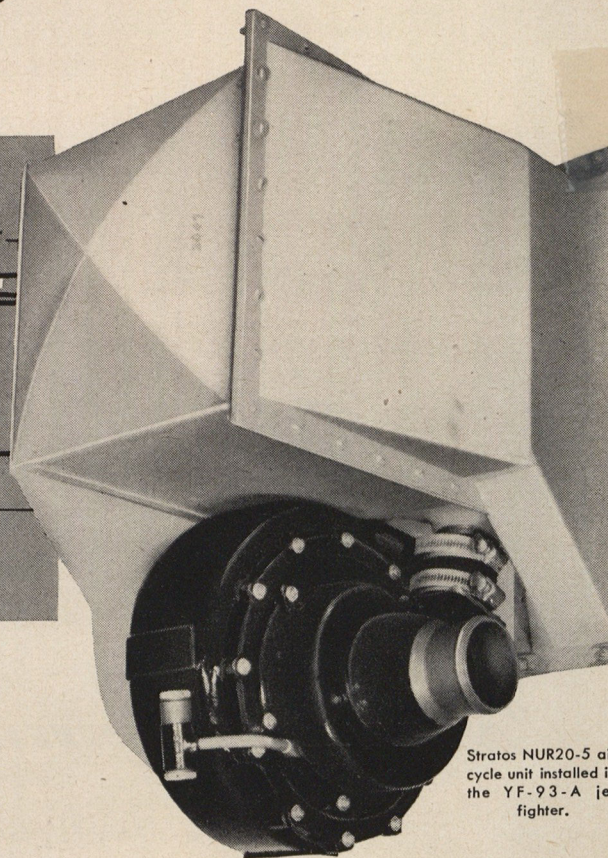
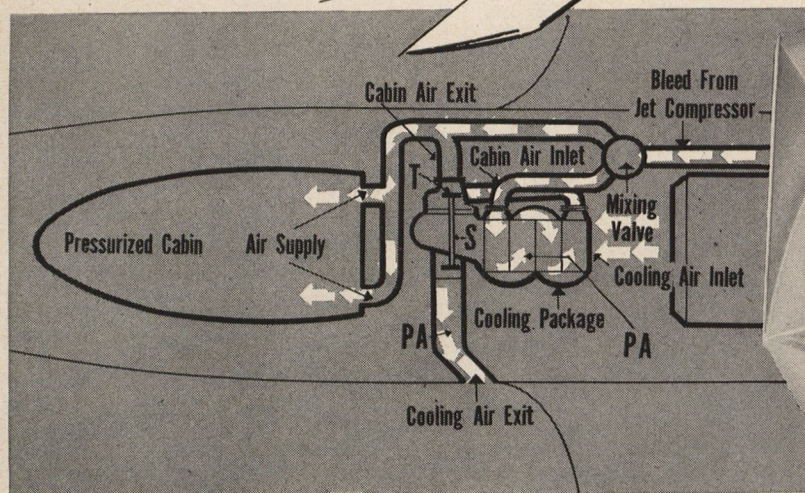
REPUBLIC  AVIATION



Makers of the Mighty Thunderbolt • Thunderjet • XF-91



North American's
YF-93-A



Stratos NUR20-5 air
cycle unit installed in
the YF-93-A jet
fighter.

COMING UP FOR AIR

High altitude flying at high speeds has greatly increased the problems of airplane air conditioning.

Originally, heated flying suits and cabin heaters were the answer. Today, with jet aircraft, the friction of passing air generates heat in such quantities that cockpit temperatures become unbearable. This, plus the heat of the sun, and the jets' electrical equipment have been known to generate cockpit temperatures from 160 to 190° F.

Stratos engineers, through the application of *air cycle refrigeration* were able to solve this problem. Lightness, simplicity and compactness were

required. The Stratos units, now installed in many of the new jet fighters and bombers, use *air* itself as a refrigerant. The air is compressed, cooled in a heat exchanger and then expanded through a turbine—the accompanying loss in heat is a result of the same effect as the evaporation of the fluid refrigerant in your refrigerator.

This is but one application of STRATOS engineering and development skill. Consult with STRATOS engineers on your engineering problems relating to precision high speed machinery, pressurizing and air conditioning equipment.



Stratos Corporation

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Strike photo taken by Miss Knight from lead B-26 during frag raid on Chong-ju.

AIR WAR IN KOREA

Here, we believe, is the most incisive report yet written by a
front-line observer on the job the USAF is doing in the Far East

By Charlotte Knight

Air Force Far East Correspondent

TOKYO (*by wireless*): So far the Korean war is being run from the hip pocket. It isn't the slick, pushbutton affair the press had promised for the next war, with all the latest in soldier comforts and streamlined secret weapons to get it over with quickly and easily. And it isn't the kind of war where air alone can stop a well entrenched ground army which had the time-honored military advantages of surprise,

mass, movement and offensive in its favor. It is well to understand all this at the outset.

For make no mistake about this show over here. It is the old slugging match: the rain and the mud and tortuous mountain roads. Choppy dirt runways and impossible flying weather haven't changed at all since Italy or New Guinea, Africa or Burma. If anything, Korea is even worse, and many veterans of old Pacific



Charlotte Knight

THE AUTHOR

This story of the air war in Korea was sent by wireless from Tokyo in nine *takes*, over a period of about the same number of hours. The first take was edited in Washington and on its way to the printer in Dayton, Ohio, before Miss Charlotte Knight—the author—had finished the article itself in Tokyo.

When the wire-boy handed us the last piece of copy, we called Charlotte in Tokyo to (a) tell her the piece had cleared the wire O.K., and to congratulate her on what we considered one of the finest articles out of the war to date, (b) ask her to do a story on the bombers for next month and (c) tell her to stay on the ground for a while. She already had three combat missions behind her and we rather felt that was enough.

We got points "a" and "b" across 6767 miles of telephone wire and radio expanse with perfect clarity. But in the middle of point "c" (as we suspected it would), Miss Knight's end of the line became inaudibly fuzzy. "Can't hear you," she kept saying, "can't hear a word," although we heard *her* with no trouble at all. "Incidentally," she added, "I am going on a jet mission this afternoon."

At \$5.00 a minute, we decided it was impractical to press our argument. Regardless of instructions, we knew wherever there was something cooking, our girl would be in the middle of it. We recalled the A-bomb test at Bikini. There were strict Army orders forbidding women correspondents, but Charlotte was there, covering it from a VIP plane, while lesser correspondents watched through their ten-power binoculars from a press boat 12 miles away. We remembered too that she was one of the first two civilians of either gender to fly in an airplane remotely controlled. You can't stop her.

The authority with which she writes this story is unsurpassed. Charlotte has been in the Far East for four years, and
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AIR WAR IN KOREA

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campaigns are beginning to think they never had it so good as back in the Solomons.

And if battle conditions haven't changed since World War II, unfortunately neither have the frontline shortages that cost us so dearly in the early stages of the last war. In point of fact, we are nowhere near as capable on the battlefield at this moment as we were in 1945—in spite of fast new F-80s which are performing superbly. It is unfair to the plane to expect it to make up in quality what is lacking in quantity—not only of planes, but of everything else that goes with them. This is a situation which seems little understood in the States, or even here in Japan, the base of our operations against North Korea.

The word which reached Tokyo on the night of June 27 announcing that General MacArthur had been authorized to commit U. S. Air Force units in defense of South Korea, was immediately followed by predictions of a 72 hour pushover. Reporters, rushing to get to the front, had already decided it would be all over before they even had time to dig old war correspondents uniforms out of stateside attics. Then, as the days wore on and North Korean tanks and troops swept deeper and deeper into South Korea, disillusion and even shocked surprise set in because the Air Force single-handedly had not been able to stop the enemy cold. The fact that American ground troops were later committed was viewed by some critics as a blunt admission that air had failed.

THE FACTS—HOWEVER STARK

The truth is this: There is not the slightest reason to apologize for the air show in Korea. On the contrary, our air units have done a simply magnificent job *with what they had*. For *there* is the joker. And this is as good a time as any to face a few facts, however stark: First of all the general public, and even many members of the Air Force, are prone to think of American air power as the invincible weapon we had forged as of August 7, 1945. We remember "maximum effort" strikes with hundreds of planes committed in a single action; we recall the almost fantastic accomplishments of air engineers who were practically able to build advance airstrips while planes were coming in; and in our minds are stories of forward fighter control centers being set up in matter of hours; of radar, mobile GCAs, radio beacons, transmitters and all the electronic devices which enable us to lick foul weather, being flown to the battle-front and put into immediate operation; and finally, we recall vast airborne armies which could drop and encircle an enemy practically in a matter of minutes. And we have been wondering why we haven't yet seen these things in Korea.

But memories can play tricks and while we remember the power of this once great force, we are all too likely to forget what has happened in the past five years while a handful of crusaders have hammered away at Congress, at the Administration, and at the public in a hopeless effort to prevent our Air Force from being rendered impotent. We forget the sudden demobilization, the great rush to get the boys home, the deactivation of so many groups that we were left without even a token defensive force. We forget planes we deliberately junked, hundreds we pickled, thousands of tons of radio, radar, and construction equipment we bulldozed into the sea on Guam

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With his bombsight before him and a map pasted up to keep the sun out of his eyes, Lt. Frank Bullias, lead bombardier on a B-26 mission, heads for a North Korean target with the coolness of a New York cabbie on his way to Penn station.

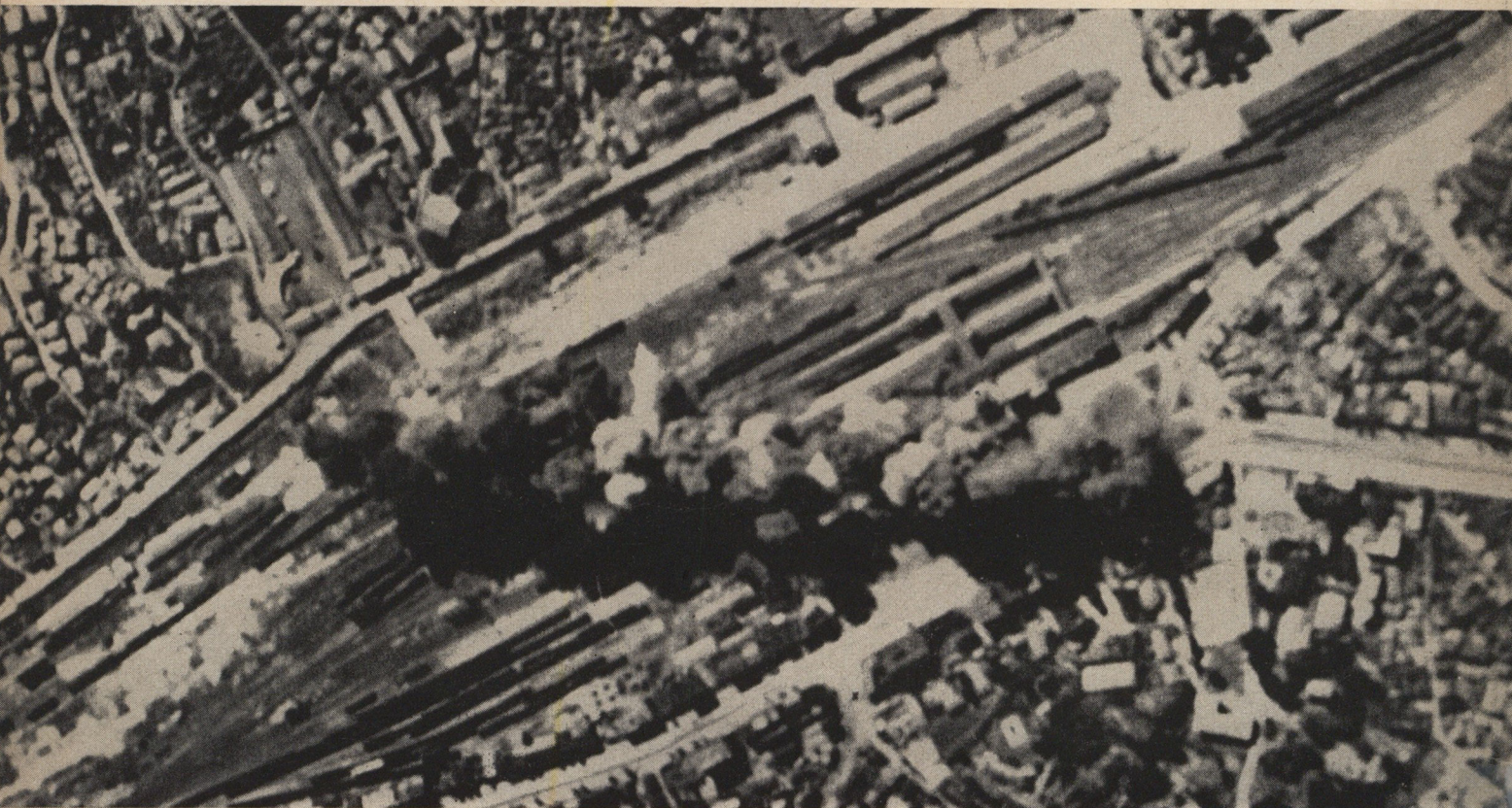




Sketchy identification of above photo from Knight read, "Morning mission crew. Sgts. Adsit, Tarnsley, me, Lt. Eno."



Above photo, also by Knight, is perhaps first "bombs away" shot taken in Korea. Bomb is clearing bay of lead ship.



First official photo of a Korean air strike (above) could easily have been dug from European files of 1944-45.

AIR WAR IN KOREA

CONTINUED

and Okinawa because we didn't have the men around to look after it. We forget the warnings of Finletter and Symington and a few others who kept telling the nation we were going to find ourselves caught short.

"I HAVE WATCHED KOREA WRITTEN OFF"

Well, it happened—in Korea—and a little sooner than we thought. We didn't win a three-day war there because we simply didn't have the planes and equipment necessary to win a war. They weren't in Korea,

they weren't in Japan—and perhaps the next few weeks will tell whether they are even in the U. S.

For the better part of the last four years, I have lived here in the Far East and have watched this thing happen: I have seen our Far East air units being whittled away, I have watched our forces being withdrawn from Korea, I have seen our only airborne division being sent back to the States. In short, I have witnessed the whole Far East, both militarily and politically, gradually being written off as an area of unimportance to the security of the United States.

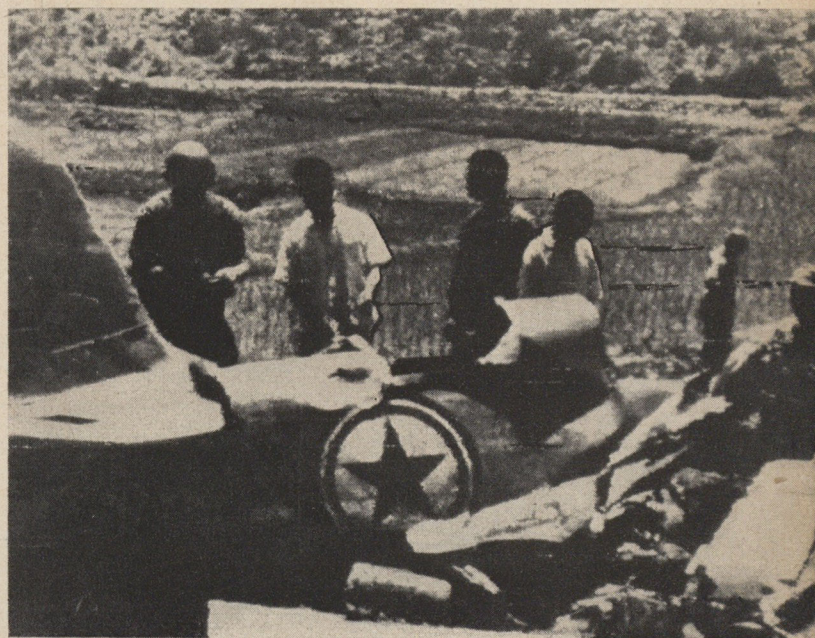
And I have seen the tragic results of this policy in Korea during the past few weeks. Since this show



One of the early US casualties in the war was this B-26 which was set afire on the ground by strafing Yak Planes.



Sgt. Jesse Taylor points to shot-up tail of first American plane (an F-51) hit while in operation against the enemy.



Another first. This one, the first Yak shot down in the war. Fight was near Seoul. Yaks have now all but vanished.

started, I have made three trips to Korea and have seen firsthand the conditions of which I write. The first trip was made in a 5th Air Force troop carrier plane from a base in southern Japan. We were forced to sit on the base for 36 hours waiting for weather to clear before our transports could take off simply because there were no navigational aids set up in Korea. And this was almost two weeks after the war began. We landed at the most advanced Korean air terminal held by the Americans; the strip was a wet, sticky mass of Korean mud, comparable to none other in the world. There was no control tower, no Operations office, no shelters to protect recently unloaded critical

cargoes from the steady July rains. If the weather suddenly closed in there were not even any flarepots to mark the strip, ringed on all sides by ragged mountains. Fortunately the field was open when we set down.

At Ground Force Headquarters in town we saw battle maps and were shown how far the enemy lines had advanced while the air had been grounded. In the town where headquarters personnel were billeted,

War Map on Next Two Pages

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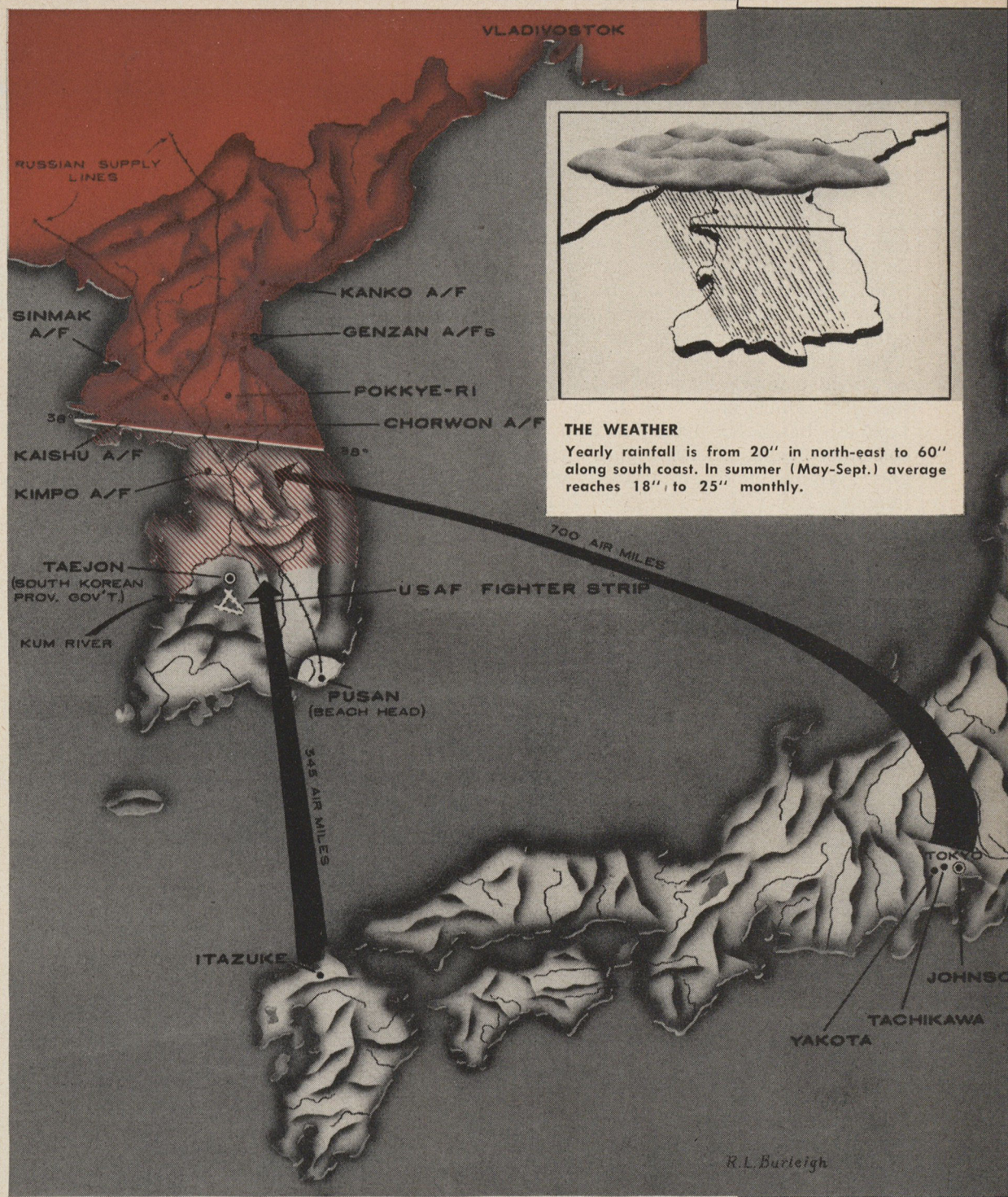


How Many Fires?

The flame in Korea could be extinguished a lot faster if the Communist fire bugs would promise not to light one somewhere else in the meantime

There are at least four enemies facing US troops on the Korean peninsula—North Korean soldiers, Russian strategy, foul weather (see inset), and mountainous terrain. Against such devastating foes we originally threw a few planes and troops, the moral support of most of the United Nations, and a strange conviction that having once called the enemy's bluff we were well on the way to winning the war. But it soon became obvious that these things would not suffice to keep us out of the East China sea.

To contain the Communist push it has been esti-



mated that four full divisions and eight hundred combat planes will be needed. Since this is nearly half of our standing division strength and a fourth of our combat planes, the generals are up against a plenty tough deal. For while the situation in Korea has burst into full flame, there is no assurance that the Communist spark won't also be touched to one or more of the smoldering fires in other far-flung parts of the world (see map). In such an event, the US could not possibly spare such a high percentage of its forces-in-being for a war in a country that until

a month ago had been marked off as a strategic liability anyway.

Last month, as the Communists moved in ever-larger numbers across the Kum river, the search in Washington for an answer to the problem became more and more fevered. Material aid on the way from member nations of UN would help. Partial mobilization of industry and calling in of some reserves also seemed inevitable. One thing was sure. The requirement must be stated and met quickly, or the US would be smack up against another Bataan.

AIR WAR IN KOREA

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we felt at first-hand the critical lack of food and supplies. And if the boys were "hurting" at headquarters, it was trivial compared to what they were enduring in the front lines some miles above the town. There the boys didn't have anything they needed; neither food nor tanks, nor artillery, nor desired air support.

Those were bad days and nights in the Osan-Pyongtaek area, when the situation was so "fluid" that whole battalions found themselves encircled and cut off, when Communist tanks and trucks and armored vehicles closed in under cover of darkness or overcast skies which made close support impossible.

And on the few clear days we had, there was still no effective forward fighter direction. As a result of this, jets which had flown to the battle area from Japanese bases, 350-400 miles away, were forced to consume precious fuel, stooging around for their targets. We couldn't help wondering where were the famous "Rover Joes"—air-ground liaison teams—of World War II. In fact, where were *all* the refinements of tactical air warfare we had developed by the end of World War II, and which were now so desperately needed.

PREPARED—BUT FOR THE WRONG JOB

I left Korea that first time, depressed and confused, for I had not witnessed the kind of fast moving air warfare I had hoped to see. I returned to Tokyo full of blunt questions to put to the air commanders running the show.

"Look", they pointed out with some vehemence, "you don't seem to realize that the primary mission of all our air units here in Japan was one of occupation and *defense* of American bases. We simply do not have the material necessary to launch *offensive* warfare. Eighteen months ago, Washington started *cutting* our forces—not building them up.

"And yet you want us to build forward airstrips practically overnight the way we did at Lingayen Gulf," they continued with emotion, "but do you remember just how long it was after World War II began before we reached that stage? What you fail to realize is that we are not five years better prepared than we were in 1945; we are about where we were in 1943. Considering this, our showing in Korea has been wonderful".

"And I can tell you this", added Lt. Gen. George Stratemeyer, CG, FEAF, "if it had not been for the Air Force during those first days of battle, there would be no South Korea today. Air had the stabilizing effect, and slowed up the enemy long enough for our forces to make contact before it was too late".

"We will work it out and quickly", said another air officer, "but you can't expect a quick smashing victory at this stage until we have time to build up to the point where it will count".

Within a week, I saw concrete evidence of rapid

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An ammunition team moves up through muddy rice paddy. As Miss Knight reports, "Many GIs are figuring that they never had it so good as back in the Solomon Islands."

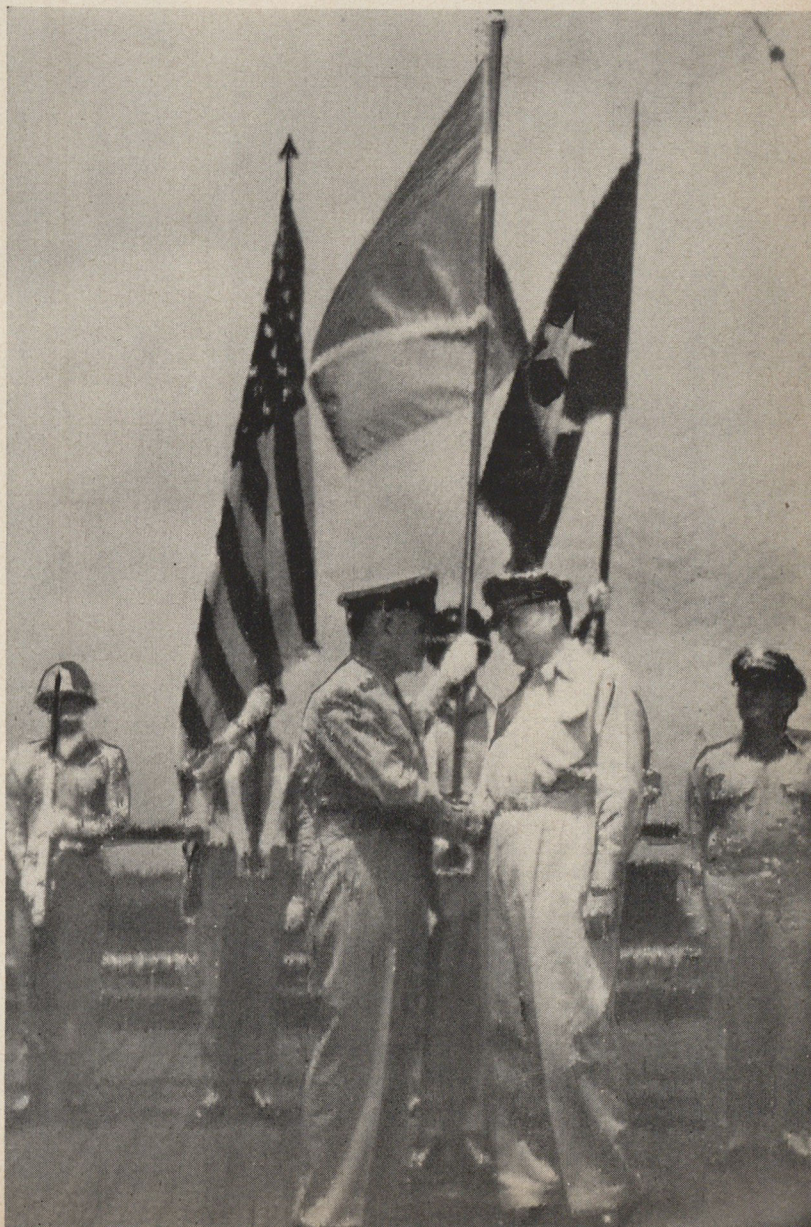


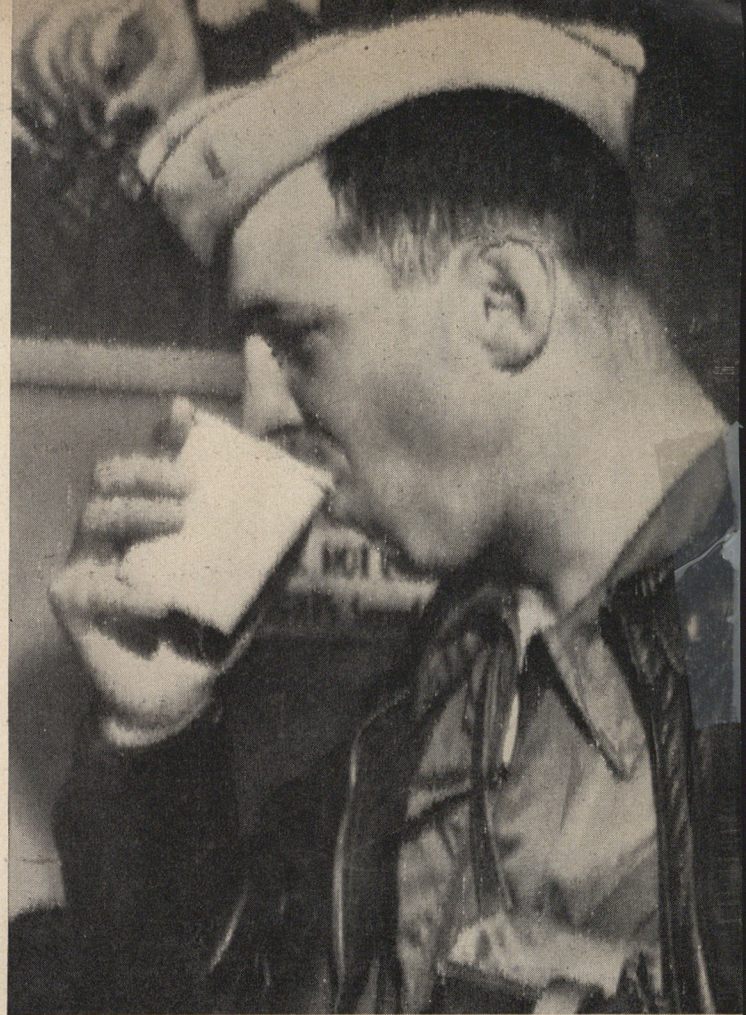
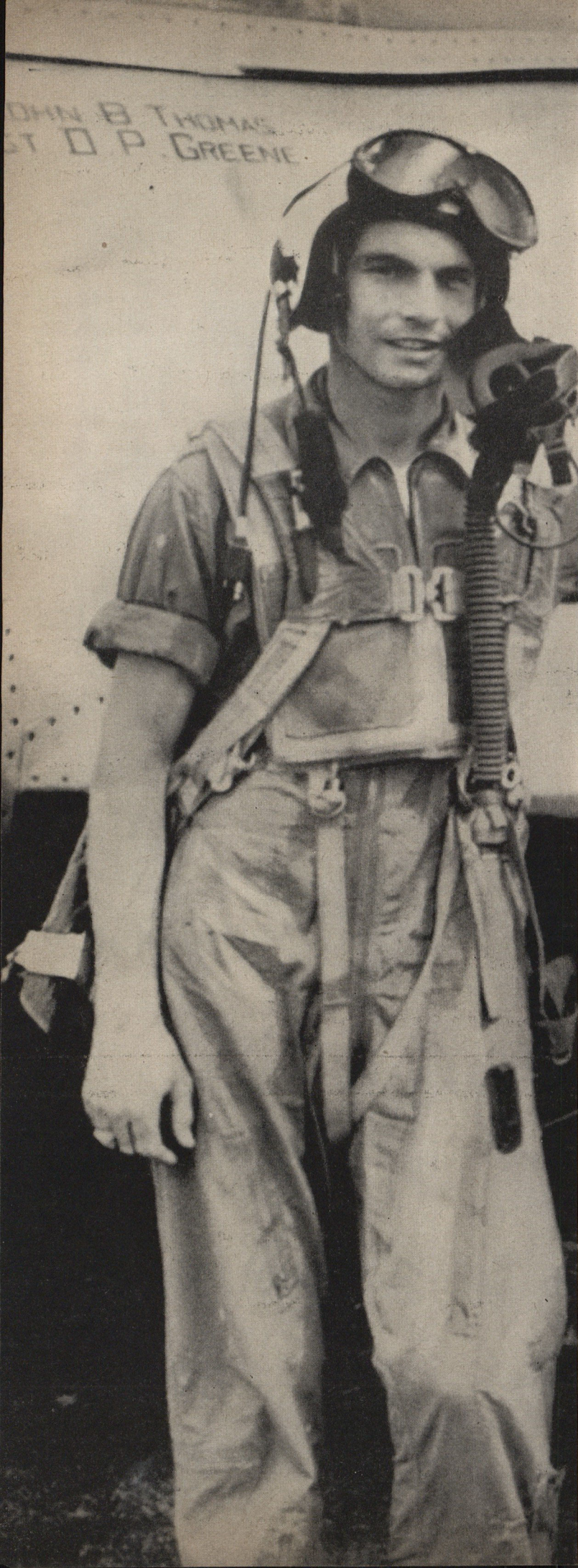


As they did all during World War II, flight nurses in Korea (above) are moving to front only minutes behind GIs. Below, Eighth Army ack-ack men stand guard as F-80s go into action.



Captain Raymond Schiller (above) rests on F-80 wing tank after watching Yak he fired on go down in flames. Below, Gen. MacArthur accepts the UN flag to fly above his forces.





Lt. John Doolittle (above), son of Gen. Jimmy, gulps a quick Jo between C-46 supply flights to the front. One of the first air warriors to get a Yak kill in Korea was Lt. John Thomas, left, who did it with his little F-80 "Tommy Hawk" while flying cover for a transport with a wounded pilot. Below, a B-26 of the Fifth AF scores a direct hit on bridge across the Han.



AIR WAR IN KOREA

CONTINUED



Maj. Arthur Wieover (glasses), Protestant Chaplain, conducts the first graveside service in Korea as dead soldier's buddies stand by.



Above, a weary GI covers his face with helmet during "break" in front line ground fighting. His buddy keeps close watch. Below, Pfc. Mervin Humphreys lowers his bazooka at a North Korean target while an artillery piece behind aims at more distant objective.



progress toward this stabilization. On my next two trips to Korea—two combat missions in Fifth Air Force B-26s—it was encouraging to note that forward tactical control centers were operating beautifully, if rather belatedly, that Napalm bombs were scoring burning successes against reported sixty ton Russian tanks, that advance airstrips from which air support planes could operate, were already under construction. Things were on the upswing all round.

A RARE CLEAR DAY

My first combat mission came on the second of two rare clear days in a row, and the Fifth and Twentieth Air Forces made them count with the maximum sorties of the war to date. The day before, American ground forces had been in a bad spot in the Chonan Sector, and to make it worse, a big North Korean tank column was on its way down the road below the town. Suddenly just after 1200 the weather broke, and the air forces were able to catch the Communists flatfooted. Between 1500 and 1600, a total of 140 sorties had been flown, and the tank column stopped cold. Confirmed: 25 tanks destroyed and 15 damaged, 97 trucks destroyed and an equal number damaged. The best air effort to date.

Lt. Col. John Murphy, TAC Air Controller, reported, "the Army was tickled silly. I sold two million dollars worth of Air Force stock to the ground forces in a couple of hours."

The following morning I flew with a flight of four B-26s in a plane piloted by Lt. Jack Enoon on an interdiction mission deep behind enemy lines. Our target was a bridge on the Chongmichon river. Each plane carried 1000-pound GP bombs, and such is our air superiority in that region at the moment that we were able to make four separate bombing runs on the target, dropping one bomb at a time to give bombardiers much needed practice. There was only one burst of ack-ack and fortunately, no Yaks. B-26's are ideally suited for isolating battlefields, but since there aren't enough planes to run the tactical air war according to the rules, this dependable light bomber more often than not gets called upon for close support missions, such as the one urgently requested that same afternoon.

"BEST WE CLOBBER THEM"

By the time we flew back to our Japanese base, we learned of a new Communist breakthrough and ground commanders yelled for Air: So back we went, this time with instructions to get our target from Angelo, the forward Controller. When we reached the front, Angelo informed us over VHF that North Korean tanks and troops were concentrated in the town of Chungju and best we clobber them. There was nothing we would rather do and so our flight, this time led by Lt. James H. Morrow (in whose plane I was flying) turned north, found Chungju, flew over its scores of thatched roof huts, continued down a mountain valley, banked sharply behind a hill and came down another valley for the bomb run. Lt. Frank

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It wasn't like this the last time. Civilian passengers line rails as troops board luxury liner in San Francisco.



A new airlift—this one across the Pacific—was begun within hours after attack. Above, a C-54 loading at night.

While sister planes were distinguishing themselves in Korea, the F-80s below were sent quickly to Alaska—just in case.



AIR WAR IN KOREA

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Bullieas, lead bombardier, got the tank-lined main street in his sight, and dropped our bombs—260-pound frags. With the other three planes in the element dropping on his signal, we peppered the town and left the Communists a lot of headaches and wrecked tanks. Mission beautifully accomplished.

It had been a good day—and a lucky one. Many of them are not. This particular outfit has suffered the heaviest losses in the current air war, most of them the result of "Cordwood" missions, so called because planes fly down these Korean valleys so low that the Communists have been throwing everything at them including sticks. At fifty foot levels, with steep mountains on either side, it is almost impossible for a B-26 to take evasive action against armies of well hidden guerrilla troops lining every slope. Strangely enough, most of our B-26 losses are attributable to small arms weapons, mostly rifles. "God knows what they would have done to us if they had had decent ack-ack," said Morrow, who the week before had flown so low he had hit a high tension line south of Osan. Wire tangled in his props, lashed his fuselage, and broke his windshield but he brought his plane all the way back to Japan.

THE TRUTH ABOUT THE F-80s

Back at home base I talked to Major H. E. Shook, who had flown these same bombers when they first arrived in the Pacific in early 1945 and were called A-26s (incidentally some of these very planes now have 2000 hours). "We never ran into ground fire this concentrated when we used to fly those jobs against the Japanese," he said. "This has been rugged. We are going to have to revise our tactics: either stick to higher level stuff, or insist on fighter support to silence ground fire."

As a matter of fact we are learning a great deal about capabilities and limitations of all our planes in this type of guerrilla combat. The war is being fought off the cuff and so we can't follow classic principles concerning the most effective employment of airpower

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F-51s, in mothballs since the end of the last war, are jammed on the deck of the USS Boxer for shipment to front.





The daughters of a Korean peasant visited by Miss Knight in 1947.

THE KOREA WE LEFT BEHIND

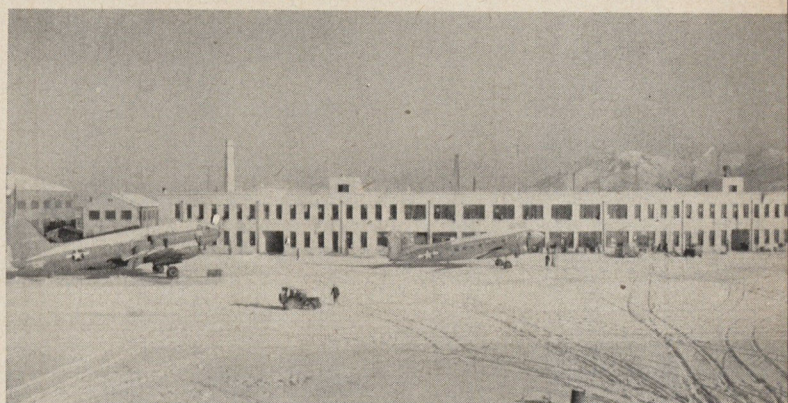
On December 10th, 1948 the United Nations General Assembly passed a resolution to end the military occupation of Korea. Subsequently Russia withdrew her troops from north of the 38th parallel, and we abandoned our installations south of the line. Pictured on this page are some of the things we left behind, including a wonderful airfield at Kimpo and some GI housing that the soldiers in Alaska might hardly believe.

The forces the USAF had in Korea were not large. Included were the 475th Fighter Group (F-51s), the 46th Troop Carrier Squadron, and accompanying service, communications and weather units. But though they were small in number, they were trained to thwart just the sort of attack that has now arisen. How successful they would have been in the face of an attack the size of this one is problematical. But with the benefit of hindsight it is not difficult to speculate that if we had voted against military withdrawal in 1948, the attack might never have been launched in 1950.

Below, a typical South Korean community outside city of Seoul.



Permanent housing built for GI's at Kimpo AF three years ago.



Planes of 46th TC Sqdn. on the snow-covered Kimpo parking strip.

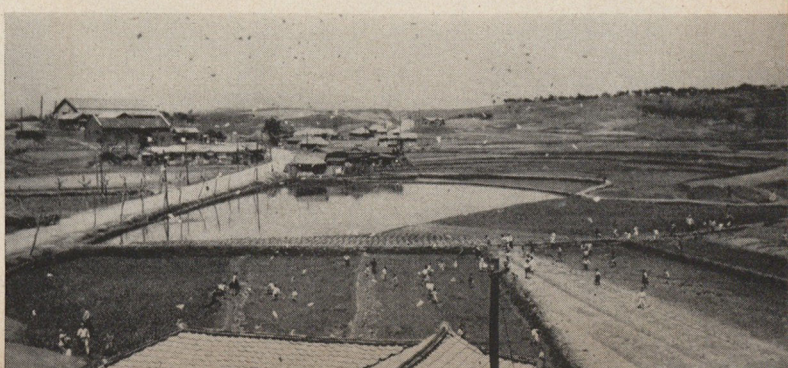


American colonel inspects Korean constabulary guarding Kimpo.



Above, F-51s of 475th on training flight along Korean roadside.

Below, US drops leaflets encouraging democratic election in 1947.



AIR WAR IN KOREA

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—principles which dictate that in the absence of enemy air forces the primary responsibility of tactical air power is to operate against communications lines behind the front. When ground forces are in the spot ours have been the past few weeks you'll use any plane you've got to help out regardless of what the tacticians and designers had in mind. By making the best of what we have, we are putting planes through paces previously unheard of, particularly in the case of the F-80. This is the Shooting Star's first combat test and it shows up as a new kind of fish. On the whole they are doing an incredible job. We have operated them over distances and in weather that two or three weeks ago would have curled the hair of both USAF and Lockheed. We are learning that they can take punishment previously considered suicidal. I have seen jets make it back to their Japanese bases with great shell holes in their fuselages, with wings partially sheared off, or engines shot up.

Talk for a bit to any of the jet boys at one of these bases and they'll tell you how Lt. Robert Olsen strafed a locomotive northwest of Seoul which blew up in his face and put a 16 inch hole thru his left wing. He made it back to Suwon, discovered he didn't have any brakes so he pulled his gear up and landed without a scratch. Or they'll tell you about how Lt. Ed Clembeck flew into a cable on a rocket run. It caved in his nose and tore up his right wing, but he flew it home. Or again, they'll tell you how good the F-80 is on instruments, like the day Capt. John Salyards led his flight back from a mission to discover the weather closed in over his base. There was a 150 foot ceiling, visibility of only one sixteenth mile. GCA was working three other craft in and Salyards had no fuel left to wait. With the aid of his radio compass, knowledge of

terrain and terrific luck, he and his flight inched their way in (if you can call 300 MPH inching), broke off and landed safely. "Don't sell the F-80 short," warned every F-80 pilot I talked to. "We who fly 'em are completely sold, but even so we won't try to claim the Shooting Star is primarily a close support plane. They were made to operate best at thirty thousand feet—not *thirty*; they were also designed to fight against aircraft equally fast, not slow-moving Yak 9's. Trouble with this war is that the damned enemy is inconsiderately fighting us with obsolete weapons."

GI INGENUITY AGAIN

The greatest limitation of the F-80 as an offensive weapon is still the fuel problem. They have flown missions 500 miles from Japanese bases and made it back, but this is straining and leaves little time over the target. Fortunately one of this war's first major improvisations is now producing marvelous results; namely the locally designed and manufactured elongated wing-tip tanks which have two more middle sections than the Lockheed type, and which carry enough fuel to give F-80's at least 45 additional minutes over the target. This has helped a lot—and the forward strips in Korea, if the situation ever stabilizes—will help even more.

As for tactics we have also learned a lot in a short time. Initial results against the Yaks were discouraging, but the boys have learned to correct the errors of inexperience. They say that if you bounce a Yak before he sees you he's gone, but it is true he can turn in a faster circle and get out before you can come around.

On low level strafing jobs pilots discovered they'd been taught to fire their rockets *too close* and *too low* against tanks. Most of the battle damage was coming from their *own* ricochets. They have learned that firing rockets further away and from a steep angle results not only in escaping their own blast but in greater accuracy. Even more important, this has increased rocket effectiveness because it allows time for rocket motor to give the missile itself much greater velocity by the time it hits. Rockets which used to bounce off heavily armored Soviet type tanks when fired close range now split them wide open if fired further away. We are learning the good points and bad points about the F-80; but the fact remains that although F-80's have been lost due to other causes, *to date* no Yak has shot down a single F-80. This is most important and the men who fly them, while admitting the F-51 is a better close support plane, would still rather have the advantages of jet speed and altitude against the day when North Korea decides to throw a force of Russian jets into the fray.

Because it has greater range, can carry a heavier bombload and can take more time to pick out tactical targets, the F-51 is much better suited to covering Korea ground warfare as its performance so far has proved. But we don't have enough of 'em, and we don't have enough of anything else.

In one sense, these first few weeks, although tragic have been the best break the United States could have had. It could have been worse—much worse—and if it has done nothing else, the Korean war has shown us again the folly of unpreparedness. God willing, it is still not too late to take advantage of this lesson.



Once again MacArthur has been handed an "impossible" job.

MISSING IN ACTION

"We remember 'maximum effort' strikes with hundreds of planes . . . we recall the almost fantastic accomplishments of air engineers who were practically able to build advance airstrips while planes were coming in; and in our minds are stories of forward fighter control . . . or radar, mobile GCA's, transmitters and all the electronic devices that enabled us to lick foul weather . . . and we recall vast airborne armies which could drop and encircle an enemy practically in a matter of minutes. And we have been wondering why we haven't yet seen these things in Korea. . . ."



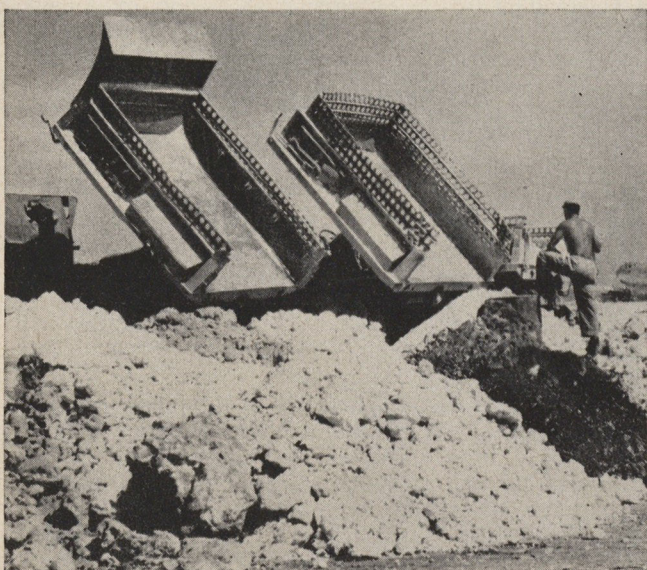
Hundreds of planes . . .



. . . forward fighter control . . .



. . . vast airborne armies . . .



. . . the Air Engineers . . .



. . . and the mobile GCA's. Where are they now?



THE BIGGEST ONE YET!

**Remember the reunions in Columbus, the Wing Ding in New York, and the Air Fair in Chicago?
This year's AFA convention in Boston will combine the best of all three in one huge show**

With the pressure of world events underlining its significance, AFA's fourth national convention promises to be the greatest reunion of Air Force people ever held.

It will certainly be, as the aviation press has predicted, "the aviation gathering of the year." Cancellation of the 1950 National Air Races at Cleveland made this a certainty. And there is good evidence that the AFA meeting in Boston on August 25, 26 and 27, with its huge National Air Fair, will eclipse any aviation event of any year.

AFA's first national convention in Columbus in 1947 was primarily a reunion of wartime Air Force units. The 1948 meeting in New York featured a Wing Ding with top Hollywood talent. Last year's Chicago convention introduced AFA's Na-

tional Air Fair and outstanding air show events. The upcoming Boston gathering will combine, for the first time, the best features of all previous conventions.

Unit reunions, for example, will make other gatherings seem mild. More than twice the number of reunions held in any previous year are definitely scheduled, with countless other reunions due to develop.

The Hollywood touch is assured with the scheduling for late Friday night, August 25, of a Wing Ding program at Boston's RKO Memorial Theater featuring an invitational world premiere of the 20th Century Fox technicolor musical "My Blue Heaven" starring Betty Grable and Dan Dailey and, on the stage, a rip-roaring star-studded program of entertainment.

AFA's National Air Fair at Logan

International Airport on August 26 and 27 will be hard to beat. Climaxed by the first showing of the X-1 supersonic plane off an air base, the Air Fair will feature the greatest display of Air Force equipment ever brought together, and air demonstrations to match. Aircraft industry exhibits will be a highlight of the Fair.

With all this color, events of the day indicate that more serious convention functions may steal the show. Perhaps it will be the Airpower Banquet on August 26, featuring an address by Air Force Secretary Thomas Finletter, and AFA's annual airpower awards. Or perhaps it will be the normally routine business sessions at which AFA's annual airpower policies are formulated. One thing is sure—there'll be something for everybody in Boston on August 25, 26 and 27.

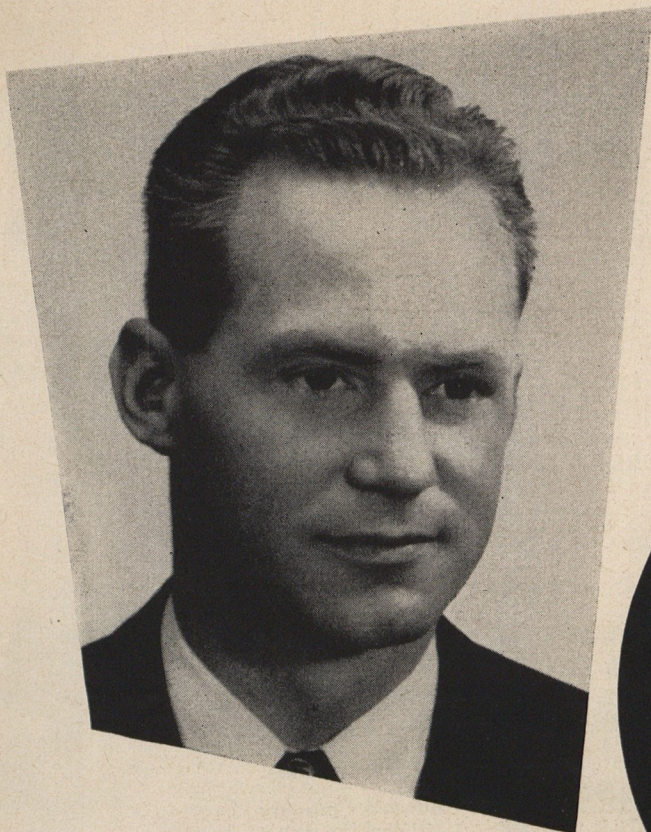
REUNIONS SCHEDULED DURING THE CONVENTION

REUNION	CONTACT	REUNION	CONTACT
AACS	William E. McLellan 2129 Murrell Road Lynchburg, Virginia	15th AIR FORCE SOCIETY	Robert L. Green P.O. Box 7622 Philadelphia 1, Pa.
AIR TRANSPORT COMMAND	John O. Briggs c/o American Airlines 80 Federal Street Boston, Mass.	22nd BOMB GROUP (5th AF)	E. M. Connors 2 Columbus Circle New York, N. Y.
PAWLING ALUMNI	Timothy Sullivan 12 Mystic Avenue Melrose, Mass.	56th FIGHTER GROUP	Russell J. Coffin 10 State St. Boston, Mass.
AIR FORCE KRIEGIES	B. E. "Shorty" Fulton Airport Manager Akron Municipal Airport 1800 Triplett Blvd. Akron 6, Ohio	86th FIGHTER GROUP (12th AF)	Stuart H. Ferguson 315 West 4th St. Ashland, Ohio
ORDER OF FIFINELLA	Miss Hally Stires 3629 Lavell Drive Los Angeles 25, Calif.	95th BOMB GROUP	Jay G. Schatz c/o Chez Patee 610 No. Fairbanks Ct. Chicago, Ill.
AIR FORCE CHAPLAINS	Chaplain Silas Meckel 5500 Stevens Ave., So. Minneapolis, Minn.	451st BOMB SQUADRON	Arthur D. Trottenberg 1 Champaney Pl. Boston, Mass.
FLIGHT SURGEONS & MEDICS	Dr. Paul Andrew Campbell 700 No. Michigan Ave. Suite #314 Chicago 11, Ill.	AF WAC's & WAF's	Miss Mae Melanson 41 Richardson St. Wakefield, Mass.
1st AIR COMMANDO GROUP	R. E. Moist P.O. Box 611 Langley AF Base, Va.	315th TROOP CARRIER GROUP	Edward Connelly 48 Perkins Ave. Malden, Mass.
ARNOLD AIR SOCIETY (AF ROTC)	Raymond F. Goelz 3110 Brackenwoods Lane Cincinnati 11, Ohio	353rd FIGHTER GROUP (8th AF)	Bob Strobel 3919 Penna. Ave., S.E. Washington, D. C.
THE NINETY NINES	Miss Rose Green Abbott 98 Crafton Road Waban, Mass.	90th BOMB GROUP (5th AF)	Charles D. Briggs, Jr. 2234th AF Training Center Hanscom Airport Bedford, Mass.
7th AIR FORCE	Jack W. Krey 198 Glen Street Natick, Mass.	10th AIR FORCE	Paul D. Gould 42 Broad Street Salem, Mass.
9th AF TROOP CARRIER GROUPS	Roger A. Krey Mech. Engr. Dept. Clarkson College of Tech- nology Potsdam, N. Y.	11th BOMBER COMMAND	Kenneth B. Ray 108 Lebanon Street Southbridge, Mass.
9th AIR FORCE	Brig. Gen. Robert E. Condon 146 East 47th St. New York 17, N. Y.	AIR MATERIEL COMMAND	James F. McManmon University Club Boston, Mass.

PLUS INFORMAL REUNIONS OF THESE UNITS . . .

504th Bomb Group 20th AF	514th Squadron 376th Bomb Group
8th Fighter Squadron and 49th Fighter Group, 5th AF	355th Fighter Group
676th Bomb Squadron and 444th Bomb Group and 58th Bomb Wing	320th Bomb Group, 9th AF
94th Depot Supply Squadron	23rd Fighter Group, 74th Fighter Squadron, 14th AF
96th Bomb Group	320th Bomb Group, 442nd Bomb Squadron, 12th AF
48th Troop Carrier Squadron, 313th Troop Carrier Group	345th Bomb Group, 5th AF
	AF Personnel Distribution Command

. . . AND MANY MORE



Robert S. Johnson



Carl A. Spaatz

AFA NOMINEES

National Nominating Committee Names General Spaatz for Board Chairman, Bob Johnson for re-election as President, 12 regional Vice Presidents

AFA's national nominating committee will present delegates at the Fourth National Convention with the slate you see on the opposite page.

The slate was adopted June 23 at a committee meeting in New York City after all officers, directors and wing commanders (who, by constitutional provision, form the committee) and all squadron commanders had been polled by mail and invited to submit nominations for AFA's 1950-51 national offices.

Of special interest is the appearance at the top of the slate of General Carl A. (Tooey) Spaatz, the nation's top-ranking Air Force veteran, whom the committee named to the key position of Chairman of the

Board. First Chief of Staff of the USAF and widely recognized as "the world's greatest air strategist," Tooey Spaatz is a Charter Member of Air Force Association and has long participated in its activities.

In testimonial to the programming and financial achievements of his administration during the past AFA year, the committee nominated Bob Johnson for re-election as President. In its deliberations, the committee cited Johnson's "burn the mortgage" campaign which, as a result of dollar contributions from members, materially reduced the AFA deficit, and the popular and constructive Airability program for squadrons, which is just getting underway on a national scale.

AFA's Board, in session at the same time, heard evidence that the regional vice president system placed an impossible burden on each officer and voted to increase these positions by six, and reduce the Board by a like number. The committee then nominated 12 regional vice presidents and 17 directors.

In nominating Mary Gill Rice to the Board, the committee named a woman to national office for the first time, and recognized AFA's active and important WAC membership. Two other Air Force groups were similarly recognized—Air Force Chaplains by the nomination of Dr. Paul C. Potter, and Air Force medics and flight surgeons by the nomination of Dr. W. R. Lovelace.

NOMINATING COMMITTEE'S SLATE

Chairman of the Board

GENERAL CARL A. SPAATZ
Washington, D. C.

First Chief of Staff, USAF; wartime CG, USSTAF; military analyst and columnist.

Secretary

JULIAN B. ROSENTHAL
New York, N. Y.

Incumbent; wartime contract specialist with Air Materiel Command; attorney.

President

ROBERT S. JOHNSON
New York, N. Y.

Incumbent; wartime fighter ace with 8th AF; aircraft company liaison engineer.

Treasurer

BENJAMIN BRINTON
Kent, Va.

Incumbent; wartime Fiscal Officer with Air Transport Command; investment broker.

REGIONAL VICE PRESIDENTS

NEW ENGLAND REGION (Me., NH., Vt., Mass., Conn., R.I.)

EDWARD R. TUFTS
Salem, Mass.

Past AFA Squadron Commander; wartime intelligence officer; with bankers' assoc.

NORTHEAST REGION (N.Y., N.J., Pa.)

WARREN DE BROWN
Red Bank, N. J.

Wing Commander for New Jersey; wartime CID officer with 9th AF; claims examiner.

SOUTH CENTRAL REGION (Tenn., Ark., Ala., La., Miss.)

THOMAS H. BAKER
Memphis, Tenn.

Life Member of AFA; wartime officer in AMC; Air Reserve CO; milling executive.

GREAT LAKES REGION (Ohio, Mich., Wis., Ill., Ind.)

RAY IRELAND
Chicago, Ill.

Past AFA Wing Commander for Illinois; wartime ATC officer; airline executive.

CENTRAL EAST REGION (Md., Del., D.C., Va., W.Va., Ky.)

GEORGE HARDY
Washington, D. C.

AFA Wing Commander for D. C.; wartime armorer in 12th AF; food sales manager.

SOUTHEAST REGION (N.C., S.C., Ga., Fla.)

JEROME WATERMAN
Tampa, Fla.

Incumbent; wartime bomber command with 3rd AF; department store executive.

MIDWEST REGION (Neb., Iowa, Mo., Kan.)

DR. JOHN BIGGERSTAFF
Kirksville, Mo.

AFA Squadron Commander; VARTU leader; wartime B-29 pilot; physician.

SOUTHWEST REGION (Okla., Texas, N.M.)

WILLIAM HENSLEY
San Antonio, Texas

Incumbent; Air Guard Squadron Commander; wartime B-29 pilot; district attorney.

NORTH CENTRAL REGION (Minn., N.D., S.D.)

MERLE ELSE
Minneapolis, Minn.

AFA director and Wing Commander; wartime pilot; industrial sales manager.

NORTHWEST REGION (Mont., Idaho, Wash., Ore.)

THOMAS CAMPBELL
Hardin, Mont.

AFA director and Wing Commander; wartime White House emissary; wheat farmer.

ROCKY MOUNTAIN REGION (Colo., Wyo., Utah)

JAMES McCUSKER
Denver, Colo.

Past AFA Squadron Commander; wartime aerial gunner and POW; food salesman.

FAR WEST REGION (Calif., Nev., Ariz., T.H.)

THOMAS STACK
San Francisco, Calif.

AFA director and past Wing Commander; wartime 8th AF navigator; attorney.

NATIONAL DIRECTORS

Edward P. Curtis, Rochester, N. Y.: Incumbent; AFA organizer; wartime Chief of Staff, USSTAF; industry executive.

James H. Doolittle, New York, N. Y.: Incumbent; AFA's first president; wartime CG of 8th AF; oil firm executive.

John P. Edmondson, Scarsdale, N. Y.: Incumbent; wartime intelligence officer with 8th AF; publishing executive.

Meryll Frost, Worcester, Mass.: AFA regional vice president; wartime air gunner; Bay State Society field rep.

B. E. (Shorty) Fulton, Akron, Ohio: AFA vice wing commander; wartime air gunner and POW; airport manager.

Frank O'D Hunter, Savannah, Ga.: AFA squadron commander; wartime CG of 1st AF and 8th Fighter Command; retired.

Arthur Kelly, Los Angeles, Calif.: AFA regional vice president; wartime officer with ATC; airline executive.

Thomas G. Lanphier Jr., Falls Church, Va.: AFA past president; wartime 13th AF pilot; special assistant, NSRB.

Roy Leffingwell, Honolulu, T. H.: AFA wing commander for Hawaii; wartime service with 7th AF; sugar executive.

Randall Leopold, Lewistown, Pa.: AFA wing commander; wartime intelligence officer with 97 BG; heads auto agency.

Dr. W. R. Lovelace, Albuquerque, N. M.: AFA director 1947-48; wartime leader in aeromedical work; clinic director.

Dr. Paul C. Potter, Colorado Springs, Colo.: Incumbent; wartime chaplain; active in civil defense research.

Robert Proctor, Boston, Mass.: Incumbent; wartime special assistant to AF Commanding General; attorney.

Mary Gill Rice, New York, N. Y.: AFA wing commander for New York; past AFA squadron commander; wartime Wac, 8th AF.

C. R. Smith, New York, N. Y.: AFA Chairman of the Board, past president; wartime ATC Deputy CG; airline executive.

James Stewart, Hollywood, Calif.: Incumbent; former AFA vice president; wartime bomber pilot; movie actor.



AFA NEWS

Three States Hold Successful Wing Meets

New York, Ohio and Michigan elect Association officers for the coming year. Mary Gill Rice first woman Wing Commander



Jinx Falkenburg, one of AFA's best friends, picks a winner out of the silver bowl in a drawing to help defray expenses of New York AFA Wing convention. As happy as though they themselves had won are Roy Carlton, Queens Cmdr.; Dave Levison, X Group Cmdr.; J. W. Hagaman, Vice-Cmdr. Mitchel Field Sqdn.



Mary Gill Rice, newly elected Wing Commander of New York, is congratulated by Maj. Gen. Orvil Anderson, CG of the Air War College, and (standing from left) AFA's President Bob Johnson; Bill Dwyer, New York state Treasurer; Roy Carlton, Queens; and Dave Levison, Tenth Gp. Mary is first woman Wing CO.

The Air Force Association now has its first lady Wing Commander. She is Mary Gill Rice who was accorded the distinction at the New York State Convention held in Mid-May at Garden City, Long Island.

Mrs. Rice, who founded the New York City Wac Squadron after the war, began her Air Force career in April, 1943, when she was assigned as secretary to Major General Fred Anderson, who commanded the Eighth Bomber Command in England. She later became private secretary to Jimmy Doolittle.

The climaxing event of the New York Wing conference was an address on the world situation by Major General Orvil Anderson, commandant of the Air War College at Maxwell Field, Alabama.

Casey Jones, president of the Academy of Aeronautics and New York's first AFA commander, was master of ceremonies. Jinx Falkenburg and Tex McCrary headed the guest list. Herbert Heinberg, New York Group commander, presided throughout the meeting. Other Wing officers elected to assist Mrs. Rice were: Britton Stolz of Rochester, vice-commander; William Dwyer of Queens, treasurer, and Mary Kenney of New York City, secretary.

Out in Ohio, AFA's Cuyahoga Founders Squadron was host to the Wing Convention in that state at Cleveland on June 10, at the Allerton Hotel. Erwin Cooper, 1240 Ontario Street, Cleveland, was elected Wing Commander. AFA President Bob Johnson was principal speaker at the luncheon and Major General Orvil Anderson spoke at the banquet on "The Impact of Evolution on Warfare." Randall Leopold of Lewistown was elected commander of the Pennsylvania Wing, AFA, during the State convention held in Philadelphia on May 28. A total of 46 delegates attended the conference. Other Wing officers elected were: Kenneth Moore of Altoona, vice-commander; Josephine Groesbeck of Penn State College, State College, secretary, and Matthew Bastardi of Harrisburg, treasurer.

Under the constitution and by-laws, Mr. Leopold appointed three deputy vice-commanders to assist him in carrying on the work of AFA throughout the state. They were: Western District, Chandler Ketchum, Pittsburgh; Eastern District, Perry Campbell, Philadelphia; and Central District, Styron Reichenbach, Lewistown.

Frank W. Ward, 63 Highland Avenue, Battle Creek, was named commander of the Michigan Wing at the annual State convention held at the Cascades Club House, Jackson, on June 18. William Amos of Detroit was elected vice-commander and Richard Goldfogle was reappointed as secretary.

Professor Luetch of University of Michigan Engineering Institute (Aeronautical) spoke on "Power Plants in Supersonic Flight" at the luncheon.

Systems Engineering

Guided missiles experience aids Martin in implementing this airplane design concept

Guided missiles were the first aircraft to attain supersonic speeds—the first to acquire fully automatic control—and the first to require the close design integration of components which The Glenn L. Martin Company calls *Systems Engineering*. Today, with piloted airplanes also passing the sonic barrier and being assigned increasingly difficult missions, it is essential that they, too, be designed as integrated air-borne systems, not merely as flying vehicles whose sole goal is speed.

With a background of demonstrated accomplishments on top level missiles projects, and continuous growth in this field . . . The Glenn L. Martin Company has carried over *Systems Engineering* from its missiles experience to its airplane designing. The Martin engineering staff has been shaped and manned to provide proper emphasis on all three of the basic types of functional elements involved in the production of a modern airplane—airframe and power plant—electronic flight and navigational controls—and military armament or passenger facilities.

Martin Systems Engineering recognizes that the immediate problem of aeronautical engineering is not to concentrate exclusively on airframe performance, but to integrate the necessary electronic and mechanical systems into the airframe design to produce a truly effective military weapon. And, whether the weapon is a manned airplane or a guided missile, it is imperative that the complete development be so scheduled that the end product represents a completely coordinated system. There is no advantage in having an airframe ready for flight testing while the guidance system, which may necessitate airframe changes, is still a gleam in the designer's eye.

That is *Martin Systems Engineering*. That is why radar, servo-mechanism, automatic control, automatic computer and antenna experts—as well as aerodynamicists, structural engineers and electrical, hydraulic, armament and power plant installation specialists—are all part of the well-integrated engineering team. The Glenn L. Martin Company offers its customers today.

Martin Ads Tell Air Power Story

Reaching millions of informed, alert American magazine readers, Martin advertisements like this one highlight air power's important role in our country's preparedness program. And survey after survey has demonstrated that their fiction-style appearance attracts an extremely high readership.

The general public and business circles are reached through the pages of *Time*, *Newsweek* and *Business Week*. The men and women who write and edit the news are kept abreast of latest developments through *Editor & Publisher*, *American Press* and *Publisher's Auxiliary*.

Jet-Powered Poison for Under-sea Raiders

Given top military priority, our anti-sub defenses are being developed at top speed—Martin Mercators are a potent Navy weapon for licking this menace.

Smashing enemy submarines in their pens. Sowing seams of mines to confine them to their harbors. Attacking them en route to their deadly missions. Shepherding convoys. Guarding our continental approaches. These are the vital jobs the speedy Martin Mercator is designed to handle in defending against undersea raiders.

First Navy jet-powered patrol plane, the land-based Mercator is pure poison on the wing to subs. It can sow mines in enemy harbors to keep submarines penned up. It can carry the fight to the enemy with depth charges and torpedoes. It can be equipped with sono-buoys and other modern underwater submarine detection devices.

Most elusive aircraft of its kind ever built, the Navy patrol plane has fighter-type maneuverability—high rate of roll—high rate of climb—lightning-fast response to controls for a plane of its carrying capacity. Two reciprocating engines for economical long-range power—two jets for extra bursts of speed—are uniquely teamed in the P4M Mercator's two nacelles. It's another advanced design produced by the well integrated engineering team Martin offers its customers today! THE GLENN L. MARTIN COMPANY, Baltimore 3, Md.

Seaplane companion of the land-based Mercator in anti-sub warfare, the Martin P5M-1 features a radically longer afterbody for better landing and take-off performance, extra husky construction for anti-sub patrolling from rough seas in dirty weather. First postwar, twin-engine flying boat developed for the U. S. Navy, it is also ideal for air-sea rescue work and cargo carrying.

Great news for air traveller and airline operator alike is the new, pressurized, 40-passenger Martin 4-0-4 Airliner. Already, Eastern Air Lines and Trans World Airline have chosen 65 of these Martin transports to modernize their twin-engine fleets.

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AIRCRAFT

Builders of Dependable Aircraft Since 1909

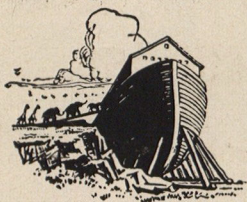


Manufacturers of: Military aircraft • Martin airliners • Guided missiles • Rockets • Electronic fire control and radar systems • Precision testing instruments **Developers and Licensors of:** Mareng fuel tanks (to U. S. Rubber Co.) • Marform metal-forming (to Hydropress, Inc.) • Honeycomb construction material (to U. S. Plywood Corp. and Aircraft Die Cutters) • Structural adhesives (to U. S. Plywood Corp. and Bloomingdale Rubber Co.) • Permanent fabric flame-proofing (to E. I. duPont de Nemours & Co.) • Hydraulic automotive and aircraft brake **Leaders in Building Air Power to Guard the Peace, Air Transport to Serve It.**



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AVITRUC—the airplane for fast, efficient, economical handling and delivery of air cargo.



CHASE AIRCRAFT CO., Inc.
WEST TRENTON, NEW JERSEY



AFA
STATE ROUNDUP

GEORGIA

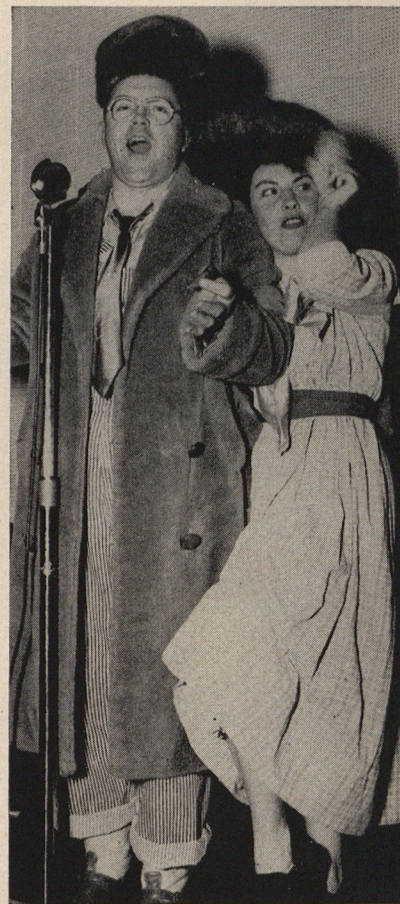
Savannah: The Savannah Squadron, AFA was brought up to date on the importance of Alaska as a strategic bombing base, at a meeting held April 18 in the Officers' Club of Chatham AF Base. The main speaker was Major General Joseph H. Atkinson, commanding general of Second Air Force.

Brigadier General H. S. Hansell, USAF (Ret.)—a member of the Savannah Squadron's Executive Committee—served as toastmaster at the supper meeting attended by 150 members, and numerous civic and business officials who were guests of the Squadron.

Colonel Frederick E. Glantzberg, commanding officer of Second Bomb Wing, welcomed the Squadron to Chatham AF Base. He reaffirmed his accordance with the aims of AFA and offered continued cooperation wherever possible.

The main speaker was introduced by Major General Frank O. D. Hunter, USAF (Ret.), commander of the Savannah Squadron, AFA.

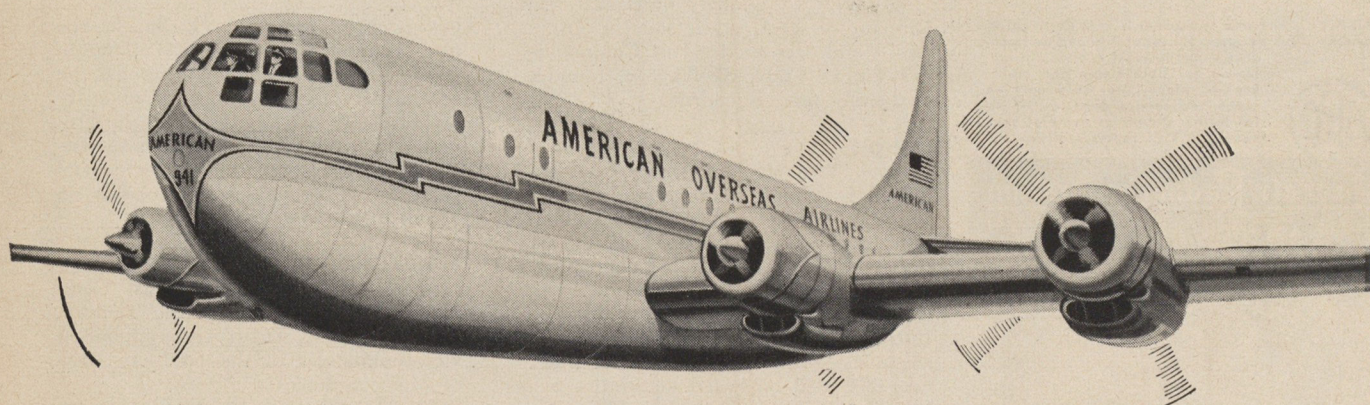
(Continued on page 44)



M/C Jim Fitzgerald cavorts gayly with attractive Bee Russell of the San Francisco Auxiliary at a recent fun-packed barn dance in the Bay City.

AMERICAN HAS RECENTLY COMPLETED ITS

20,000th Transatlantic Flight!



• AMERICAN made its first transatlantic trip eight years ago on May 25, 1942. Last June 8th, American proudly announced the completion of its 20,000th transatlantic crossing.

This wealth of experience in overseas travel is one of the very special advantages you enjoy when you go to Europe by American's famous double-decked Stratocruiser or Constellation Flagships.

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WITH **VHF**
A.R.C. EQUIPMENT

**Fly Directly
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Keep All Signals**

STATIC FREE!

Get static-free communication and the added reliability of omni range navigation by installing A.R.C.'s Type 17 2-way VHF Communication and Type 15B Omni Range Navigation Equipment. With the 15B tuned to the VHF omni stations now covering the country, you fly directly in less time. You can receive weather broadcasts simultaneously with the navigation signals—static free! The 15B takes the work out of navigation and provides long, trouble-free life. The Type 17 provides an independent communication system for use while the 15B is busy providing navigational information. Other A.R.C. equipment provides LF range and broadcast reception, and rotatable loop navigation.

All A.R.C. Airborne equipment is Type Certificated by CAA. It is designed for reliability and performance—not to meet a price. Installations for both single and multi-engine planes are made only by authorized service agencies. Write for further details or name of your nearest A.R.C. representative.



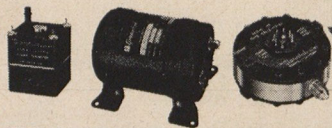
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From less than 1 up to 10,000 psi, with various types of resistance and inductive output values, Giannini precision pressure transmitters are designed to withstand extremes of acceleration, temperature, vibration, while at the same time retaining their accuracy and their fast response characteristics. "They are standard with the Leaders." Write for booklet. G. M. Giannini & Co., Inc., Pasadena 1, California



giannini



In Philadelphia, the Metropolitan AFA Sqdn. launched an intensive membership drive with the installation of Mr. Baseball (Connie Mack) as an honorary member. From left, C. C. Carn; Brod Brodsky, Chairman of Membership Committee; E. Perry Campbell, Deputy Wing Cmdr.; Mack; Mickey Cochrane, General Manager of the Philadelphia Athletics; and W. Hamilton Wilcox, Metropolitan Sqdn. CO.

ROUNDUP CONTINUED

Ralph V. Whitener, Organizational Director of AFA, addressed the group briefly and presented a Past Commander's Pin to Frank Skeffington, founder of the Savannah Squadron.

ILLINOIS

Chicago: Two airplanes have been acquired by South Shore Squadron No. 21 of AFA for use of Squadron members, it was announced recently by Robert J. Ryan, Squadron Commander.

One of the planes will be based at Chicago-Hammond Airport, 190th and Burnham, Lansing, Ill. The second airplane, equipped with floats for water take-offs, will be based at Smith's Sea Plane Air Base, 136th and Torrence Avenue, Ryan said.

Each Squadron member interested in flying gave \$25 toward the cost of the planes. Since this did not cover full payment, the dealers (two AFA members) agreed to use the planes for giving instructions to trainee pilots, allocating a percentage of the revenue from this source toward the remainder of the payment due.

The Squadron meets the first Monday of every month in the South Shore Hotel, 7100 South Shore drive.

MARYLAND

Baltimore: Lady AFA'ers in Baltimore are in the midst of an extensive promotional campaign to attract potential members to the Association. Lillian Beard of 2234 North Calvert street, commander of the present all-girl unit, says they are focusing their efforts on the hundreds of AF Reservists in the area.

They recently arranged with a local radio station to have two spot announcements made each day about AFA and the Reserve program. Television announcements at the close of the local wrestling matches also brought results.

The former Air Force women have, up to now, excluded the men from membership in their AFA unit; however, they indicate this might be

changed in the very near future, and men will be invited to join their squadron.

College Park: Maynard H. Smith, the new commander of the Washington Cardinal Squadron, AFA, attended the annual Military Day at the University of Maryland last month, where he presented two AFA ROTC Medals to outstanding cadets for the closing school year. Smith presented the medals on behalf of the Association.

MASSACHUSETTS

Taunton: Arnold R. White, Past Commander and organizer of the Taunton Squadron, AFA, was recently appointed vice-commander of the Southern Area of Massachusetts.

David Leckart was named chairman of the Airability Program with Everett King as co-chairman.

The Taunton Squadron has acquired new meeting quarters at the King Airport in East Taunton through the kindness of Everett King who owns and operates the airport. At the last meeting of the Squadron, Mr. King put four of his planes at the disposal of the Squadron and each member of the Taunton AFA Unit was given an air tour of Taunton and surrounding area.

Everett King was recently named as
(Continued on page 46)

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NEW

ALL-PURPOSE

NAVY JET FIGHTER

for night

stratosphere

operation...

in all kinds of weather

F3D Skyknight, powered by two jets, is designed to reach high altitudes at extreme speeds for night interception of unfriendly bombers by radar in all kinds of weather.

Designed by Douglas for the U. S. Navy, the *Skyknight* is suited for various tasks aboard a carrier with little compromise of its basic role as an all-weather fighter.

High design efficiency permits the twin-jet F3D to fly at advanced speeds and over exceptionally long distances. This makes it adaptable as an attack fighter, long-range patrol or reconnaissance plane, or as a long-range fighter escort.

The *Skyknight* is another in the long line of dependable Douglas aircraft which have made the name "Douglas" world-famous for three decades.

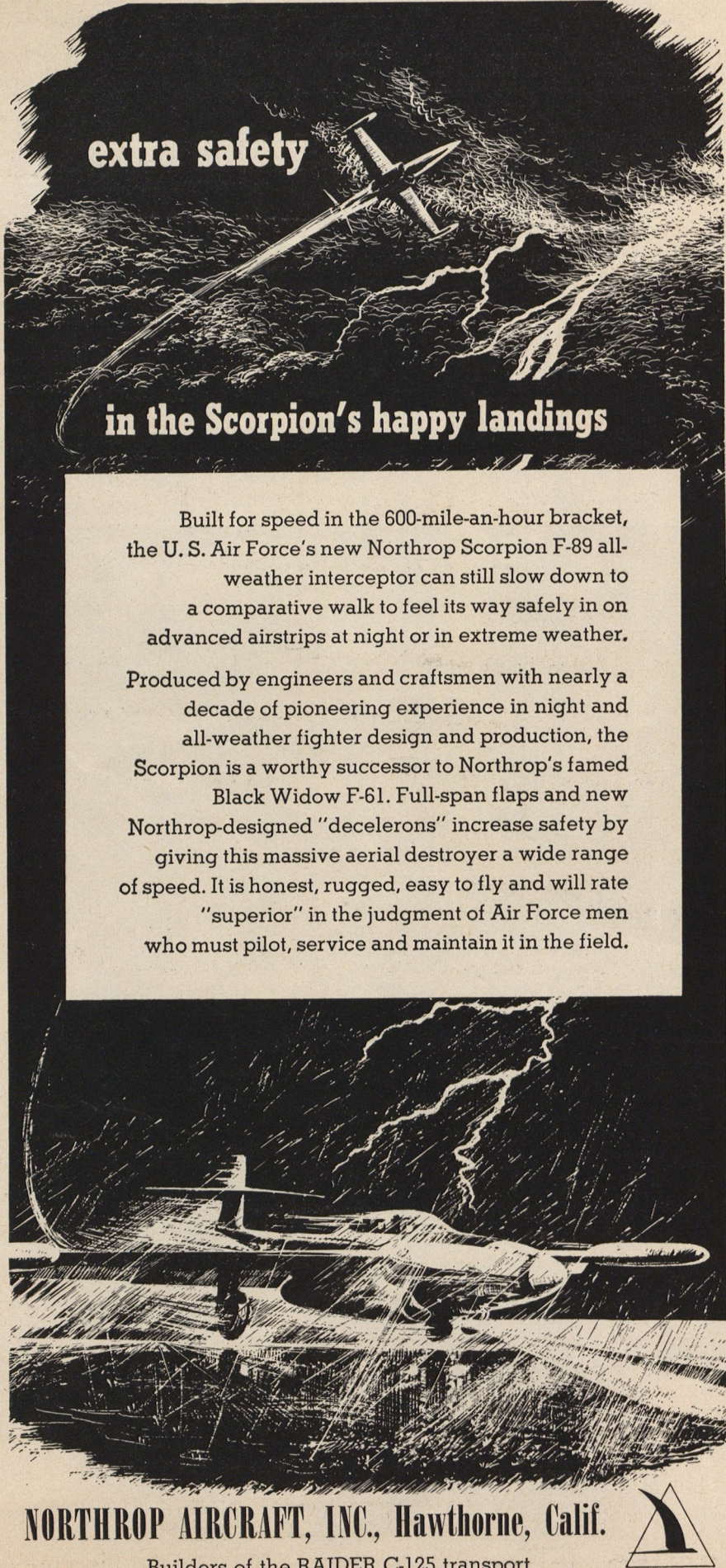
EL SEGUNDO PLANT OF DOUGLAS AIRCRAFT COMPANY, INC.



DEPEND ON DOUGLAS

30TH ANNIVERSARY YEAR





extra safety

in the Scorpion's happy landings

Built for speed in the 600-mile-an-hour bracket, the U. S. Air Force's new Northrop Scorpion F-89 all-weather interceptor can still slow down to a comparative walk to feel its way safely in on advanced airstrips at night or in extreme weather.

Produced by engineers and craftsmen with nearly a decade of pioneering experience in night and all-weather fighter design and production, the Scorpion is a worthy successor to Northrop's famed

Black Widow F-61. Full-span flaps and new Northrop-designed "decelerons" increase safety by giving this massive aerial destroyer a wide range of speed. It is honest, rugged, easy to fly and will rate "superior" in the judgment of Air Force men who must pilot, service and maintain it in the field.

NORTHROP AIRCRAFT, INC., Hawthorne, Calif.

Builders of the RAIDER C-125 transport



ROUNDUP CONTINUED

head of the Taunton Civil Defense Program by Mayor John F. Parker.

NEW JERSEY

Hawthorne: Shortly after the United States began to release the military might in World War II, General "Hap" Arnold, AF Chief, told President Roosevelt and a small group of Congressmen in a night meeting at the White House he knew victory would be certain and complete.

Rep. Gordon Canfield, who attended this historic meeting, described Arnold's talk before 100 members and friends of the Passaic-Bergen Squadron of AFA at their annual beefsteak supper held recently at the Brownstone House, West Broadway, Paterson.

The Paterson Congressman also told of the day late in June, 1944, when the 8th Air Force in Britain permitted him to christen a B-17 Flying Fortress which he named "Passaic Warrior" in honor of his constituents. The plane was later used as General Brereton's command plane on the first airborne invasion of the continent.

Commander Robert Westerveld was general chairman for the supper and was assisted by Leo Sweeney. The other committees included: tickets, Arthur Sousemaker and Mike Janasko; reception, Alan Swartz, Jerry Slingland and Charles Claeys; entertainment, Robert Hamilton, Joe Petak and Joseph Gajdos.

Jimmy Walters and his orchestra played for dancing until two o'clock in the morning.

PENNSYLVANIA

Lewistown: The Mifflin County Squadron, AFA, headed by Prestie M. Headings, Jr., of 511 South Grand street, was incorporated as a non-profit organization recently in the office of the Recorder of Mifflin County. The decision to incorporate the Squadron was prompted by the anticipation of increased activities.

Within a few weeks, the Squadron plans to purchase a small plane for use in conducting the affairs of the Squadron. Plans are being made to sponsor the unit's third air show in July.

The Mifflin County members point with pride to the fact that they had the largest delegation traveling to the national convention in Chicago last year. Its delegates traveled to Chicago in five planes.

Careful not to leave the ladies out of their airpower operation, the Mifflin County group was the first Squadron in Pennsylvania to organize a Ladies Auxiliary. Mrs. John Coble heads this group.

Philadelphia: The Metropolitan Philadelphia Squadron recently staged an Air Force dance at the Warwick Hotel. The music was furnished by George Frame and his orchestra.

The Squadron is busy with its extensive membership campaign, headed by I. Brodsky. Recent plans of the unit called for erecting a display at the CIO

National Convention at Constitution Hall. AFA was invited to set up a display in the aviation section of the huge industrial exhibits.

WEST VIRGINIA

Beckley: The Beckley Squadron, AFA, recently arranged one of the most solemn ceremonies since its formation. The occasion was the posthumous presentation of the Air Medal by the USAF to Mr. and Mrs. O. A. Lilly, parents of Howard "Tick" Lilly, 30-year-old NACA test pilot.

Lilly was killed while testing one of the latest planes at Muroc Flight Test Base on May 3, 1948. The tragedy occurred in a take-off crash following an engine explosion while the plane was only 200 feet in the air.

Colonel F. K. Paul and Major Richard L. Johnson flew to the mountain city from Wright-Patterson AF Base to make the presentation. William P. Hall, Jr., commander of the Beckley AFA unit, headed the arrangements committee. The Squadron's Ladies Auxiliary participated in the ceremony. Raleigh County Post No. 32 of the American Legion furnished the Color Guard, and special musical selections were played by the Shady Springs High School band.

Charleston: The Charleston, W. Va., Squadron AFA, recently arranged for a "bundles to Berlin" airlift for five Charleston area persons, Daniel F. Berlin, Squadron Commander, has announced.

Persons who had relatives in the German city, those who had soldier sons or fathers there, and former soldiers who have friends there were eligible to send bundles.

The Charleston Squadron planned the airlift in connection with the Kearsarge Theatre premiere of "The Big Lift."

During the premiere the five participants were permitted to talk to their relatives via trans-Atlantic telephone from the stage of the theatre.

American Airlines flew the bundles without charge.



Arthur Gordon, Commander of the Oahu AFA Sqdn., Honolulu, welcomes actor Joe E. Brown into club as an honorary member in most approved native style—with Hawaiian lei.



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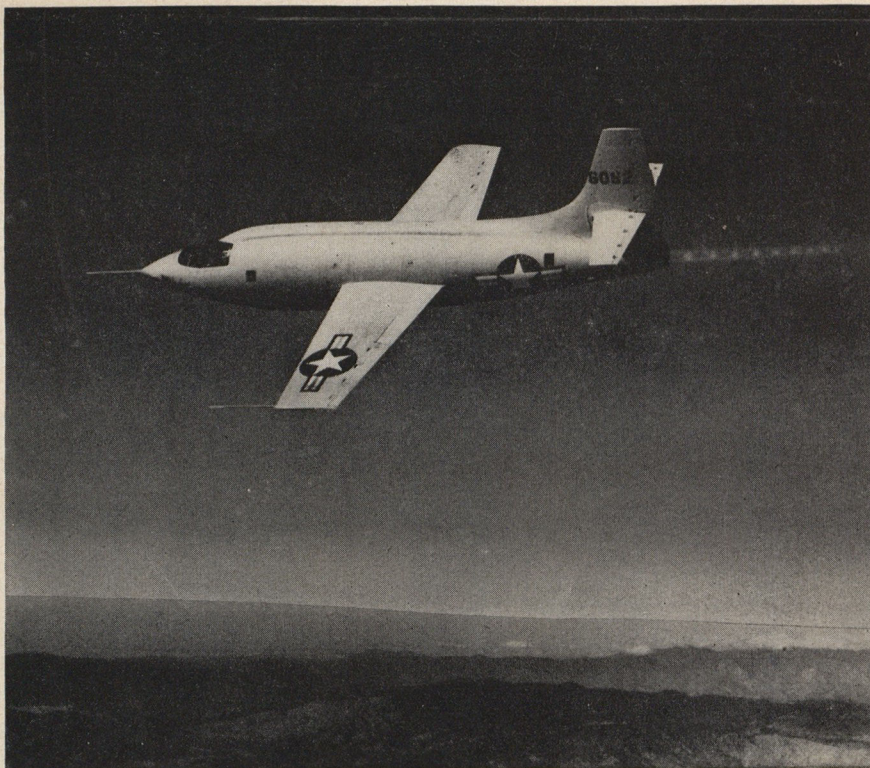
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Exactly as it came from the drawing boards

Work initiated by the X-1 is being perpetuated by other highly specialized research aircraft designed to probe further into supersonic flight at speeds and altitudes which were considered impractical—and impossible—until the X-1 broke through the barriers.

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Bell's X-2, a rocket-powered, swept-back wing research aircraft is also being prepared. With heat-resisting stainless steel wings and tail, the X-2 is fast approaching the day when it too will use the sky to increase the fund of scientific knowledge upon which future combat aircraft designs will be based.

And somewhere in the background are more Bell projects destined to carry on in the research tradition of their predecessors.



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AUTHOR

CONTINUED

knows the area in which the battle now rages nearly as well as she does her native Salt Lake City. In 1947, writing for AIR FORCE, she described Korea as "our most dangerous outpost." On her infrequent trips home during the past four years, she has been most bewildered by the blasé attitude the American public (and some of its officials) have had toward the trouble that she saw a-brewing in that area. So profound was their indifference, that Charlotte began to worry about her own assessment of the situation. Maybe *she* was wrong. She actually developed something of a complex over the matter.

But over the 'phone it was obvious that Miss Knight's self assurance had returned. *She* was right, and the people that had shrugged off her ominous warnings were tragically wrong. Air Force is proud and pleased to be able to bring its readers this exclusive cable report from such an authority. There will be more in subsequent issues.

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