

A REAL REPORTS





























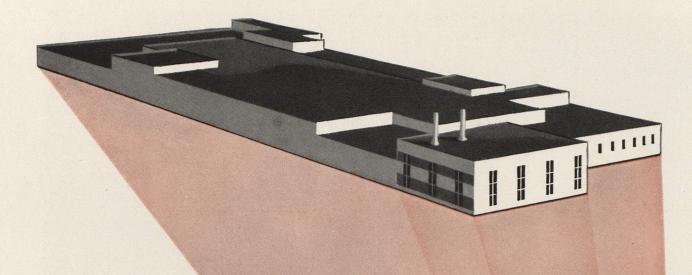


FA-923

LOCKHEED F-94s

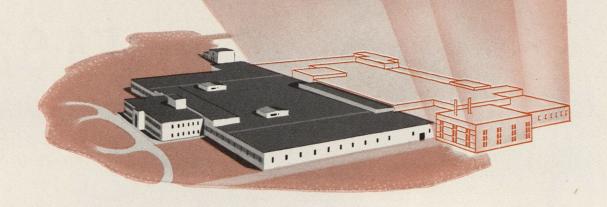
General Pat Partridge Talks Air Support . . . The 27th Wing Comes Home . . . Reservists Sound Off . . . Inside the Afterburner

AUGUST, 1951



MORE PRODUCTION!

new Aeroproducts plant will double capacity!





Aeroproducts' huge expansion program is on its way. Ground has been broken for the new plant and by the end of this year, present production capacity will be more than doubled!

This rapid expansion of facilities will more than enable Aeroproducts to meet Air Force demands for Aeroprops on the giant Fairchild C-119 . . . more than meet the Navy's needs for turbine propellers on the Douglas A2D, the Consolidated Vultee R3Y and others. For Aeroproducts is planning for tomorrow

. . . looking forward to a constantly increasing demand for its products. And whatever the future may hold, Aeroproducts will be ready-fully prepared to build propellers for giant new airliners ... or for the swift-moving bombers, fighters and transports of our armed forces.

Yes, Aeroproducts, backed by the full facilities of General Motors, is ready to meet the demands of today... and is well on the way to meeting the accelerated demands tomorrow may bring.

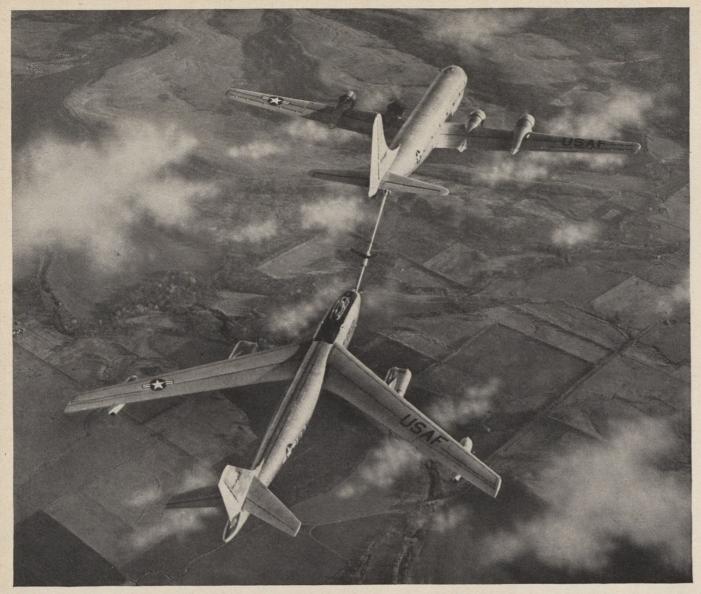
AEROPRODUCTS DIVISION GENERAL MOTORS CORPORATION DAYTON, OHIO

Building for today

Designing for tomorrow



eroproducts



Fuel is pumped through "flying boom" into Stratojet from Stratofreighter tanker plane at high altitude.

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"Impossible" a few months ago – routine today.

That's the story of how Boeing, working closely with the U. S. Air Force, has perfected a mid-air refueling technique capable of serving bombers and fighters — greatly extending their range and effectiveness.

Already, mid-air refueling equipment is standard on the B-50 Superfortress and the 600-mile-an-hour B-47

Stratojet bomber. Successful tests have also been made with Uncle Sam's high-speed jet fighters.

Two Boeing developments make possible fast, safe, mid-air refueling. One is the ingenious "flying boom"—a telescoping pipe from the tanker plane through which fuel is pumped into the receiver ship.

The second development is the KC-97A Stratofreighter tanker which

can rendezvous at high altitudes with the B-47 Stratojet — or jet fighters and transfer large quantities of fuel very quickly.

Advances like these explain why Boeing airplanes continue to grow, not only in speed and striking power but also in range, long after they leave the production line. They help keep America out in front in the world parade of airpower.

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





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LIGHTER-THAN-AIR SHIPS

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**T.M. REG. U. S. PAT. OFF.



AIR FORCE

THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION

AUGUST, 1951

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 nonprofit corporation February 4, 1946.

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

ITS OBJECTIVES

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

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

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

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FEATURES

ONCE-IN-A-LIFETIME EVENT	12
WE NEED 150 GROUPS By Senator Henry Cabot Lodge, Jr.	15
RESERVES SOUND OFF	16
AIR SUPPORT IS A TWO-WAY STREET	
An Exclusive AIR FORCE Interview with Lt. Gen. Earle E. Partridge	21
HOW AN AFTERBURNER GIVES A TURBOJET	
A KICK IN THE TAIL	24
THE 27TH WING COMES HOME	26
AFA NOMINEES	3
USAF'S AIR-LIFT TO GOD	
By Chaplain (Lt. Col.) Constantine Zielinski	3:

DEPARTMENTS

RENDEZVOUS	6	TECHNIQUE	 37
AIRPOWER IN THE NEWS	9	TECH TALK	 38
AIRMAIL			
AFA NEWS		44	

THE COVER



Our cover photo this month is a kodachrome shot of a formation of Lockheed F-94B "all-weather" interceptors, believed to be the first published color photo of these planes in formation. The 94 essentially is the T-33 two-place jet trainer, with an afterburner hung on for extra rate of climb plus radar gear for night and foul-weather interception. A later version, the F-94C, is in the mill. For more dope on how afterburners fit our air picture

READ "HOW AN AFTERBURNER GIVES A TURBOJET A KICK IN THE TAIL" PAGE 24

AIR FORCE STAFF

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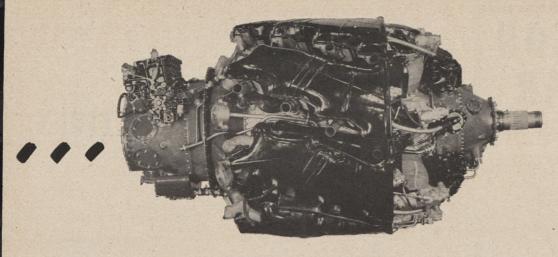
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Top to Bottom: 1. Boeing KC-97A (Flying Tanker)
4. Douglas C-124 (Globemaster)

Convair B-36 (Inter-Continental Bomber)
 Soeing B-50 (Superfortress)

3. Boeing C-97 (Stratofreighter)
6. Fairchild C-119 (Packet)



Wasp Majors Play a Vital Part in American Air Power

THEY MAY NEVER fly together in formation, but the airplanes shown here form a major step in achieving America's goal—complete air supremacy.

HERE ARE the Air Force's long range and medium range bombers—flying hospital planes—huge troop transports—flying tankers—and cargo aircraft.

EACH EXEMPLIFIES how U. S. manufacturers have met the challenge of this country's need for aircraft with greater power . . . greater capacity . . . and greater performance.

ALL OF THEM have been delivered in quantities or are on order—right now—and all are going a long way toward strengthening American air power.

AND ALL WERE BUILT around the Pratt & Whitney Wasp Major engine—the most powerful piston engine in the world.

But that powerhouse didn't "just happen" to be ready.

It was first conceived on Pratt & Whitney's drawing boards in 1940—eleven years ago. It was test flown in 1942. But ahead lay a long program of further development and test until it had been thoroughly proved and was ready for quantity production. All told, hundreds of thousands of man hours and more than \$40,000,000 have been spent on the design and development of the Wasp Major.

But all the years of work have been worth it. The Wasp Major's original rating of 3,000 horsepower has now been increased to 3,800... and it is playing such an important part in our defense program that the Ford Motor Company is well along toward producing the Wasp Major under license to supplement Pratt & Whitney Aircraft's own expanded output.

MEANWHILE, Pratt & Whitney is continuing to develop and produce other outstanding types of piston, turbo-jet and turbo-prop power plants to meet the present and future requirements of our Armed Forces.



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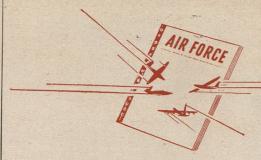


and all get OMNI with ARC's VHF Equipment

Pilots of private, executive or transport aircraft enjoy the safety of OMNI with ARC's compact Type 15C VHF Navigation Equipment. It takes the work out of navigation—gives a reliable signal to follow, whatever your bearing to or from the station. No worry about drift, no static interference. Type 15C also provides for use of visual-aural ranges, and runway localizers. All ARC airborne equipment is CAA type certificated and designed for

reliability and performance, not to meet a price. Write for all details.

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RENDEZVOUS

Where the Gang gets together

CONSTANT NYMPH: We (Detach. No. 1, USAF Exhibit Unit, Norton AFB, Calif.) have an old B-29 shorn of her wings and mounted on two flat bed trailers. Christened "Constant Nymph", she has a diving maid in flying swan position tat-tooed on her chest. Tat-too artist called himself too artist called himself "The Drowsy Swede". Under pilot's window is the name "Peggy". Copilot was called "Stinky". Central fire control turret carried "Connie", who had "Gene" and "Sim" in waist positions. We find the name "Texas Mary" near rear bomb bay. On outside of tail gunner's outside of tail gunner's office we find the name "Smilin' Jack". The plane flew eight bombing missions and one photography mission against the Japanese and carried scalps of two Jap planes on her belt. She still goes on missions riding the macadam as proudly as she rode the clouds. Today she's selling airpower to the American taxpayers. Our PIO sergeant has an idea that above named crew members can help her complete her missions once again. With range that covers Washington, Oregon, California, Idaho, Nevada, Montana, Wyoming, Utah, Colora-do, Arizona, and New Mexico, there is good possibility that some of these fellows can be re-united with her when she appears on exhibition in or near their home towns. Under any circumstances, we'd enjoy hearing from them. Donald F. Crock-er, Capt., USAF, Commanding.

ROSWELL BOYS: Would like to contact some of my former buddies of Roswell AAB from 1942 to 1945: S/Sgt. Joe Stephens of Tex., S/Sgt. Joe Scott of Pensacola, Fla., Comilla Shelton of Tex., Tina Hamilton of Okla.,

Col. or Mrs. John C. Horton. Write John H. Boyd, Brooklyn, Iowa.

UNIT HISTORY OR RE-UNION: Would like to know if there was ever a group history of the 474th Fighter Group and where to obtain a copy. Also would like to know if anyone plans to have a 430th Fighter Sqdn., 474th Fighter Group reunion. Contact Robert W. Neumann, 401 South St., Centralia, Wash.

MORE HISTORY: Could you tell me whether a history of the 15th Air Force or the 2nd Bombardment Group (H) has ever been published and if so, where a copy may be purchased? Emil P. Uhor, 844 Clifton St., Follansbee, W. Va.

GUAM TO OKINAWA: Does anyone have an extra copy of photographs taken of first two ATC plane loads of personnel that headed from Guam to Okinawa on April 6 or 7, 1945? Name your price. Information as to where i can get one will help. James H. Eaton, VA Hospital, Outwood, Ku.

appreciate it if anyone could furnish the current address of Lt. Fred A. Street, AO775185. I will have to contact him for information regarding a possible claim of disability. Emile K. Mongannam, 81 Oak Street, Binghamton, N. Y.

calling dupont: I am trying to locate Lt. Norman R. Dupont, O-861759. His address in August, 1946 was Hq, 301 Fighter Wing, APO 239, c/o Postmaster, San Francisco, Calif. Capt. Francis G. Sydejko, Hq, 128th Fighter-Interceptor Wing, Truax Field, Madison, Wis.

UNIT REUNIONS

CHECKERTAIL CLAN: 325th Fighter Group, "Checkertail Clan"; Sixth Annual Reunion, entire group, to be held at the Hotel Statler, Buffalo, N. Y., August 3-5. Committee needs addresses of personnel who have not received clan bulletins. Write to Bob Stransky, 753 Broadway, Buffalo 12, N. Y.

WILL ROGERS FIELD: 37th Service Group's second reunion to be held August 31-September 2, at the Hotel Biltmore, Oklahoma City, Okla. For further details, contact George E. Reed, 502 Magee Building, Pittsburgh 22, Pa.

contact al: A reunion of former personnel of the 488th Bomb Sqdn., 340th Bomb Group, will be held in Chicago, August 10-11-12, at Hotel Sherman. Informal dinner party on Saturday evening, August 11. Former Sqdn. members may obtain reservations or additional information by contacting Al Berg, 2547 W. 63rd St., Chicago 29, Ill.

sixth reunion: We will hold the sixth annual reunion of former HAAF, Hobbs Army Air Force members, in Portland, Oregon on August 18, 1951. All those interested in attending please contact Granville Shannon, Sec'y., 6855 N. Atlantic Avenue, Portland 17, Oregon.

wide wing: Anyone knowing the date of publication of "Wide Wing," pictorial history of SAC and ATSC in the European Theater, please contact C. E. Dornbusch, special assistant in government documents, New York Public Library, 5th Avenue at 42nd St., New York 18, New York.



Compare these great C35 Bonanza features

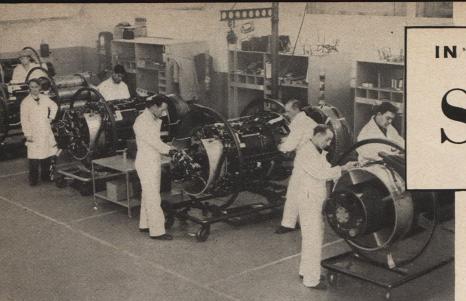
Economy: When cruising, you use only 65% of available engine power. This results in longer engine life, lower operating and maintenance costs. Cruising-speed fuel consumption 9½ gallons per houraremarkable engineering achievement.

High performance: All-metal continuously variable pitch Beechcraft propeller has 85% efficiency — top range for its class. Take-off rating 205 h.p. at 2,600 rpm. Means even better short field performance, rate of climb of 1,100 fpm.

Unsurpassed safety: Now standard on C-35—Beechcraft Hi-Strength Safety Harness. New freedom of movement, unsurpassed protection. For added comfort, rear seat is two-position, with headrest. New fresh air intake increases ventilation.

For more news of this feature-packed business plane, contact your Beechcraft Distributor, or write Beech Aircraft Corporation, Wichita, Kansas, U.S.A.





IN THE NEWS

SERVICE

Getting top utilization from jet engines requires many techniques. Here are a few of the means used by General Electric to help the Air Force get maximum use from its J47 engines.

To provide immediate service for General Electric apparatus, more than 30 G-E Service Shops are placed strategically around the country. Four of these shops are currently handling aircraft gas turbine work; more can be adapted as required. Skilled technicians provide rapid and complete repair and overhaul facilities.



At an Air Force base, a G-E representative shows Air Force personnel some fine points of jet engine servicing. To back up this field training, formal G-E jet engine schools have been functioning since 1942. Courses are now presented in familiarization, overhaul, flight test engineering, and line maintenance.



G-E service follows G-E equipment around the globe. Here, "tech reps" from General Electric and North American Aviation Inc. in Korea discuss combat performance of the G-E-powered, North American-built F-86 Sabre. G-E aviation field service representatives cover the vital spots in the world, are always available.

For quality products and dependable service, call on the company that pioneered the aircraft gas turbine industry. Telephone your General Electric aviation specialist or write General Electric Company, Schenectady 5, New York.

AIRCRAFT GAS TURBINES



AIRPOWER IN THE NEWS

VOL. 34, NO. 8

WASHINGTON, D. C.

AUGUST, 1951

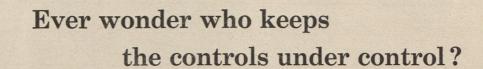
- HIGHLIGHTS of FEAF's twelve months of combat operations in Korea (June 26, '50-June 20, '51) include: Total sorties--223,000; dropped 97,000 tons bombs, 7,800,000 gallons napalm, and 420,000,000 leaflets; expended 98,000,000 rounds of ammo and 264,000 rockets; and delivered 176,000 tons of freight and 427,000 passengers (including air evacuees). FEAF has been officially credited with--inflicting casualties on 120,000 enemy troops, silencing 2700 gun positions, neutralizing 18 major strategic targets, destroying or damaging 1695 tanks, 24,500 motor vehicles, 1080 highways and rail bridges, 14,200 railroad cars and 125,000 buildings (housing enemy troops or supplies); and with destroying, probably destroying or damaging 391 aircraft. (This and other accomplishments at a cost of 857 personnel killed, wounded, missing or POWs . . . and 246 aircraft lost-mostly to enemy fire.)
- LATEST releasable figures on USAF's current build-up toward 95 wings (as of April 1, '51) were 81 wings with approximate military strength of 700,000.
- <u>USAF UNITS</u> throughout Europe have recently undergone a <u>complete</u> reorganization in move that will place USAFE as the single major USAF command in European-UK-Mediterranean area. <u>Reactivation</u> of famous 12th AF, which will encompass AF installations through U.S. zones of Germany and Austria, was initial move . . <u>First</u> USAF unit for North Atlantic Treaty Organization, the 443rd Troop Carrier Wing, will leave in near future . . . AF has <u>completed</u> arrangements with the French Government for use of several sites in French Morocco for air base development work.
- TENTATIVE plans to expand maintenance and supply facilities at AF's northeast material area headquarters, Middletown (Pa.) Air Depot, by establishing an additional aircraft maintenance depot including an airfield in Lancaster area, were recently announced . . The 116th Fighter Wing, equipped with F-84s, from George AF Base, Calif., will soon be assigned to FEAF.
- FULL operation of the AF Finance Center in Denver, Colo., became reality on July 10, '51, with airlifting of final records from Army Finance Center in St. Louis. More than one million allotment accounts will be maintained at the Center in addition to 600,000 insurance accounts and thousands of other records.
- FIRST deliveries on B-36F, new and more powerful model of the long-range B-36 bomber, have been taken by USAF... AF has announced that a design for a turboprop-powered medium transport airplane submitted by Lockheed has been selected for further development... Australia has been licensed by North American Aviation, Inc., to manufacture an advanced model of sweptwing F-86... Additional C-97 Stratofreighters now being built for AF by Boeing will be quickly convertible for service either as transports or as aerial tankers.
- OFFICIALS of USAF's Mid-Central Air Procurement District have announced turning use of government-owned buildings at O'Hare International Airport, Chicago, to Fairchild Engine and Airplane Corp., who build the C-119 for USAF.

 (Continued on page 10)

AIRPOWER IN THE NEWS CONTINUED

- AWARD of the 1951 Harmon International Aviation Trophy for world's outstanding aviator for 1950 was made recently to Col. Dave Schilling of USAF... Col. J. Francis Taylor, USAF, Chief of All-Weather Flying Division, Air Development Force at Wright-Patterson, has been awarded the Corporation Aircraft Owners Association Award for 1950.
- CONTRACTS have been awarded by USAF to nine colleges and universities to train 2,155 urgently needed technicians and specialists. Six schools will train medical technicians and three will conduct courses for stenographic personnel. Trainees will be military personnel.
- HOLLYWOOD stars of stage, screen and radio fame operated concession booths for Biggs AF Base's "Carnival Daze" on June 30, the grand opening of Air Force Aid Society's giant public festival.
- FIELD ECONOMIC MOBILIZATION COURSE will be presented by The Industrial College of the Armed Forces in 18 major industrial centers of the country during academic year 1951-52. Initial course will be presented on September 24 in Denver . . . During fiscal year which began on July 1, '51, the 187 AF ROTC units will offer 449 different career options, covering following fields: Administration-logistics, comptrollership, aircraft maintenance, communications, armament, air installations, general technical problems, and flight operations.
- AF OFFICERS with academic background or experience in scientific fields are urged to apply for admission to guided missiles training-in-industry program, USAF Institute of Technology recently announced. Applicants must be Regular AF in grade of First Lieutenant through Major and under 37 years of age. Provisions of AF Regulation 50-15, which governs this and other training-in-industry programs of USAFIT, should be followed in preparation and forwarding of applications.
- THREE USAF B-36 bombers, in the UK after a routine training flight from U.S., flew over LeBourget Airport, Paris, France, at the opening of flying phase of International Aero Exhibition, by request of the French Air Force.
- TWO THOUSAND aircrewmen will test three different models of a light-weight,

 38-caliber revolver as possible replacements for the 45-caliber automatic now in use. Tests will begin this summer.
- CONTRACT for construction of a new large aircraft carrier (CVB) has been awarded to Newport News Shipbuilding and Drydock Company, Newport News, Va., Navy has announced. Estimated cost of new carrier is \$218,000,000.
- MAJ. GEN. JAMES P. HODGES has assumed command of First Air Force, vice Maj. Gen. Willis H. Hale who last January became commander of ConAC at Mitchel AFB.
- ESTABLISHMENT of an Officer Career Program which applies to all Regular, Reserve and Air National Guard officers on active duty, was renectly announced by USAF. The program aims at preventing "stagnation and lack of advancement at the higher levels." AF has stated that program "is being expedited."



You'll find the answer in the scene below—a scene that's familiar wherever our Air Forces fly. Honeywell maintains 42 Aeronautical Service Engineers in the field to see that Honeywell Autopilots and other vital equipment keep their "factory-fresh" efficiency.

Each of these Honeywell men is a skilled teacher, capable of passing his knowledge on to Air Force technicians. And each has the special ability it takes to evaluate the composite effect on equipment of such local operating conditions as extreme heat, cold, humidity, dust, sand and moisture. Their observations are then passed on to Honeywell's engineering staff for use in improving the operation of Honeywell Controls.

This is just one phase of Honey-well's "follow-up" program which begins in Honeywell's research laboratories, continues into aircraft plants where controls are engineered individually to each airplane model, goes on through flight-testing, ends only when the equipment is obsolete.

We expect this job of "keeping the controls under control" to grow larger in future years. Because automatic control is so important a part of aviation progress. And automatic control is Honeywell's business.

> AERONAUTICAL DIVISION Minneapolis-Honeywell Minneapolis 13, Minn.

Honeywell









CLARK GABLE



AVA GARDNER

Once-in-a-Lifetime Event

Hollywood's Top Stars Will Play Host to Delegates at AFA's

Los Angeles Convention and Participate in Wing Ding

HEN Air Force people from all corners of the country gang up in Los Angeles later this month for AFA's fifth annual Air Force Reunion and National Convention, their hosts will include the brightest stars Hollywood has to offer.

Bob Hope, star of AFA's famous 1948 Wing Ding at Madison Square Garden, Lana Turner, Cary Grant, Ava Gardner, Esther Williams, Mario Lanza, Katherine Grayson, Red Skelton, Tyrone Power and a host of other film greats will be on hand to welcome convention delegates and participate in the huge Wing Ding of 1951 at Hollywood Bowl the night of August 24.

With film executive Louis B. Mayer as General Chairman and film producer Mervyn LeRoy as Entertainment Chairman of the weekend activities, the movie colony is going all-out to show Air Force people the time of their lives at the reunion-convention.

An amazing array of Hollywood stars, topping even the New York show of '48, has been assured through the cooperative spirit of the studios, and the guiding efforts of Louis K. Sidney of MGM and the Motion Picture Producers Association, public relations specialist Howard Strickling, and Air Force veterans Clark Gable and Jimmy Stewart, the Wing Ding Chairman, both of whom will participate in the show.

The Wing Ding program will be produced by Lloyd Mitchell, an Air Force veteran who has produced a number of highly successful shows at the Bowl, and will feature, in addition to the Hollywood entertainment, a

pageant that will depict the history of the Air Force, past, present and future.

As other activities for the August 24-26 weekend shape up, the 1951 convention promises to be a "once-in-a-lifetime" event.

Fabulous Ocean House, the former estate of Marion Davies on the beach at Santa Monica, will be the scene of the annual Dawn Patrol Breakfast, Sunday morning, August 26, at which AFA's annual service awards will be presented and the Association's new officers and directors installed.

The Airpower Banquet, Saturday noon August 25, will be held in the famous Cocoanut Grove at the Ambassador, convention headquarters. Air Force Secretary Thomas K. Finletter will be the principal speaker.

The annual Air Force Reunion Cocktail Party, kickoff event of the convention Friday afternoon, August 24, will be held around the beautiful Lido Pool at the Ambassador.

The Reunion Ball, with top-ranking dance music, will take place Saturday night, August 25, in the Ambassador's Embassy Room, one of the most beautiful rooms in the hotel world.

During convention week the Army-Navy Club on the beach at Santa Monica has offered convention registrants its full facilities, indoors and out; the Los Angeles Press Club, which has its club and bar at the Ambassador, is printing special passes for all registrants; the Vacation Committee has arranged special rates for entertainment events to all registered delegates.



CARY GRANT



MARIO LANZA



BOB HOPE

1951 UNIT REUNIONS

Here are contacts for just a few of the Reunions scheduled during the Convention. Check Convention Headquarters for your Reunion contact.

> AIR FORCE KREIGIES James Maher 8746 Shoshone Northridge, Calif.

MEDITERRANEAN ALLIED AIR FORCES

Miss Peg Mitchell 415 Bergen Street Brooklyn 17, N. Y.

AIR FORCE MEDICAL Dr. Donald W. Petit 696 East Colorado Street Pasadena, Calif.

AIR FORCE PAWLING ALUMNI Dr. Kenneth B. Jacques

3875 Wilshire Boulevard Los Angeles, Calif.

NIGHT FIGHTERS Brig. Gen. W. W. Kratz Hughes Aircraft Company Florenue Avenue & Teale Street Culver City, Calif.

451st BOMB SQUADRON Mr. Leon G. Lipkis 4330 Crenshaw Boulevard Los Angeles, Calif.

780th BOMB SQUADRON Mr. F. L. (Bud) Line 1727 Sherburne Drive Los Angeles, Calif.

> 9th AIR FORCE James Maher 8746 Shoshone Drive Northridge, Calif.

WAC and WAF James Maher 8746 Shoshone Northridge, Calif. AIR MATERIEL COMMAND

Maj. Roy A. Arnold Chief, Operations & Training Norton AF Base, Box 14 San Bernardino, Calif.

AIR TRANSPORT COMMAND

Lt. Gen. Harold L. George MATS Detachment One 6060 Avion Drive Los Angeles 45, Calif.

AIR FORCE CHAPLAINS Maj. Thomas E. Adams, Jr. 22nd Air Base Group

March AF Base Riverside, Calif.

WASP

Miss Betty Jane Williams 637 25th Street Manhatten Beach, Calif.

FIRST AIR COMMANDO GROUP John R. Allison 816 Chestnut St.

Redwood City, Calif. 13th JUNGLE AIR FORCE

Robert Enger 2456 Overland Avenue Los Angeles 64, Calif.

> 15th AIR FORCE James Maher 8746 Shoshone Northridge, Calif.

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98th BOMB GROUP Mr. Elwin L. Brown P. O. Box 33 Glendora, Calif.

Unit Reunion Chairman James Maher



LANA TURNER



RED SKELTON



WE NEED 150 GROUPS

By Senator Henry Cabot Lodge, Jr. of Massachusetts

Member, Senate Armed Services Committee

THE whole idea of the North Atlantic Treaty defense is based on the assumption that troops on the ground will have really adequate tactical air support, so that a *smaller* number of ground soldiers at decisive locations in Europe can canalize a Soviet attack, forcing it to concentrate and thereby become a remunerative target for tactical aviation attacking in mass.

We must give our resisting forces sufficient tactical aviation adequately to protect them. Without *massive* tactical aviation, there can be no successful defense of

America and Europe in Europe.

The generally accepted published figures put the Soviet Air Force at between 16,000 and 20,000 planes. Since approximately half of these planes are needed in other parts of the world, it is a pretty safe guess to assume that some 9,000 Soviet tactical planes are available for attack on the West.

Unless the North Atlantic Treaty countries have an air force capable of defeating the Soviet air force, military authorities agree that no allied ground force could hope to withstand the Soviet land attack. Based on past experience, we must assume that the North Atlantic Treaty countries require a superiority of at least 2-to-1 over the air forces of the Communists if the air battle is to be successful. This means that the NATO nations will require an air force of at least 18,000 planes, exclusive of planes which the countries of Western Europe need for defense of their big cities against enemy bombers.

If we accept 20 percent as the figure representing the United States contribution to the NATO air force, this means that there will be needed about 3,600 American planes. This amounts to approximately 50 air groups. The remaining 14,400 planes would be manned by personnel from the other North Atlantic Treaty nations. It is likely, of course, that the United States will be called upon to supply a considerable number of these 14,400 planes.

Probably the supplying of some 6,000 planes by the United States, in addition to our own contribution of 3,600 planes, is a fair estimate. We arrive at a rough total of about 10,000 American planes. This total, it should be emphasized, does not take into consideration the losses which would be experienced in war, nor does it include tactical aircraft which the United States must have in areas other than Western Europe. We should appropriate funds to provide 50 tactical air groups of 3,600 planes to be operated by Americans and to provide 6,000 additional planes to be flown by the other NATO countries.

This is, of course, a figure of staggering size. But if the United States is to have six divisions in Europe by the beginning of next year, then we have no choice but to provide for these troops the tactical air protection which is

utterly indispensable to their safety and survival.

We should have at least 50 tactical air groups for the bed-rock protection of our troops in Europe, but our responsibility does not end there. We should provide funds for 38 groups for air defense. In addition, we need, in view of the reported growth of Soviet strategic aviation, about 62 strategic air groups of long range and medium bombers, together with fighter escorts.

The present program of 95 groups, including 15 transport groups, does not meet the needs of the situation.

We risk national disaster unless we move faster and greatly raise our sights. We must no longer be content with muddling along in an atmosphere of business as usual.

The possibility of ending the hostilities in Korea furnishes no justification whatever for not increasing our armed strength—and it is certainly no excuse for slackening or weakening our effort. I know of one extremely distinguished expert who believes that, if you assume that the Soviets intended to attack Europe in August, a consistent move would be to get a cease-fire in Korea now so as to throw us off balance and catch us by surprise. Many other well qualified experts believe that the reason that the Soviets finally proposed the cease-fire was their hope and belief that this would lull the American people into a sense of false security. If the cease-fire in Korea has the result of slowing up our rearmament program, then the Soviets will indeed have won a most fateful victory.

I recommend the appropriation of sufficient funds for a

150-group Air Force.

According to the best professional estimates which I have been able to obtain, an air force of this size will cost \$32 billion for the fiscal year ending June 30, 1952. Of this amount, \$22 billion will cover the build-up which the Administration has requested to 95 groups. The additional number of groups which I recommend, over and above the 95-group request of the Administration, I am advised, will cost an additional \$10 billion for fiscal 1952. For the fiscal year 1953, the total cost has been estimated at \$27 billion; and for 1954 at \$37 billion.

In manpower, this force will require 1,800,000 officers and men, as compared with 1,061,000 for the 95-group force and the 727,000 officers and men who are in the Air

Force at the present time.

Undoubtedly the building of a 150-group air force will have drastic effects on the national economy, and this appears to justify the claim that it will have drastic effects on a political system such as ours, which is so intimately tied in with our competitive economic system. Critics of this program will insist that an appropriation of this size may endanger the very system it seeks to protect.

These claims doubtless are sincere, but I do not think they are necessarily true. It seems to me that our system here in the United States would be even more drastically endangered by continuing to follow the present policy—that is, worrying along with second best for the next decade or two. This policy has virtually all of the disadvantages of a burdensome military program, while simultaneously lacking the benefits of clearcut action and a regained initiative which can come only with a dynamic foreign policy which has the backing of strong military power. I wonder how our country could survive 15 more years of expensive and unsuccessful half-measures.

In sober truth, the decision whether to appropriate these sums or not, and thereby decide whether we will or will not create air superiority, can spell life or death for the people of Western Europe and for the defense of America in Europe.

Editor's Note: These are excerpts from a few of the many letters received in recent weeks from Air Force Reservists, selected to represent a cross-section of of the complaints being voiced as a new Air Force Reserve program and a new Reserve law are in the making in the Pentagon and on Capitol Hill. Also published here is the Air Force's answer to these letters. The writers' names were not revealed to the Air Force and will not be revealed here, for obvious reasons.

Lagging Interest

Gentlemen: . . . Interest in the local Volunteer Air Reserve Training Unit is lagging. Up to the present we've put up with cut-and-dried lectures provided for the VART program. These will soon run out, or so we're told. . . .

Getting down to brass tacks, what we're looking for is something we can get our teeth into, the latest poop on the Air Force, affect the VARTs, etc. . . . G.P.M. the Air Force, legislation that will

Chickasha, Okla.

No Response

Gentlemen: With the Korean situation and world conditions, I decided it was best to go back into the Air Force. I picked up the application forms for return to active duty and was informed to send them to the commanding general of the Reserve unit, which I did. Since then I have heard nothing and that has been at least six months ago which brings me up-to-date. . .

What with all the recall of personnel to active duty, I can't understand why an individual who has had six years in the Air Force and is ready, willing and able to serve can't get either a yes or no. . . .

> J.T.L. Webster Groves, Mo.

Stagnation in Grades

Gentlemen: . . . Particular reference is made to the plight of a large number of Reserve officers who have served, and continue to serve their country at grades lower than their Reserve grades. A number of these officers continued on active duty, by request, after World War II, a number of whom have been in grade for six or more years, and their efficiency is undoubtedly up to par or they would have been relieved during the cut-backs in 1949 and early 1950. Their reward? Stagnation in grades held prior to cessation of hostilities while others with less experience and service have been promoted. Indeed, in some instances officers relieved during the cut-backs have been ordered

back to duty ranking those who remain, not to mention the thousands ordered back to duty involuntarily in their Reserve grades. What has happened to a basic tenet of the service? That of experience, devotion to duty and a job well done?

In addition to the above we have lost monetarily and otherwise. A number of us stayed on, foregoing the increased pay and allowances of terminal leave of Reserve grades tendered at that time. Also, a number remained on duty, foregoing the right to enlistment in first grade, relying on attaining the right through completion of ten years commissioned service only to have that means withdrawn without warning while less qualified individuals availed themselves of the right and have since been ordered to active duty, ranking those who have remained. Are we less qualified by virtue of having remained on continuous active duty? We think not. By remaining on duty we also lost mustering out pay if below the grade of major. Also, despite the raised educational requirements and a virtual ultimatum to attain the required education level, we do so at our own expense as we are not eligible for most schools of higher level afforded only the Regular officer, and the Veteran's Administration rules we are not eligible for free education under the GI Bill of Rights, since we have no break in service.

It is humiliating in the extreme to have remained on duty during the difficult years subsequent to World War II and to be ranked today by others junior in service and experience. We are told if we do not like it we can quit, that we have had an equitable opportunity of temporary promotion. Such is not the case since Regulars received permanent promotions for which we are not qualified and the majority of the temporary promotions as well. The disparity is even more evident when one considers the number of Reserves on duty by comparison with Regulars. True enough we can quit and be recalled in our Reserve grades but the same would still be equally true with reference to our present plight. We would still be ranked by those promoted over us and those recalled in their Reserve grades at an earlier date than our own. Then too, a number of continuous active duty officers cannot afford to quit, having too many years in service to take a chance on not being recalled and thereby lose out on retirement in the higher grade by not having sufficient commissioned time. This amounts to coercion, regardless of whether expressed or implied.

For some time after mass recalls be-

gan we all hoped for the situation to be rectified. Such action has not been forthcoming. We believed that we would be given our Reserve grades to pre-date those of mass recalls. Such belief has proven unfounded. In fact, such information as available at the present indicates that we can expect no favorable action at any time. It is not believed unreasonable to expect at least parity with other Reservists of lesser service and experience, and would not be unreasonable to hope for some degree of parity with Regulars. It remains to be seen what is in store for those whose fault appears to have been remaining on active duty, by request. It is a foregone conclusion that the situation, if not rectified, will have a far-reaching effect relative to any future Reserve program for it has not gone unnoticed by those Reserves currently on duty involuntarily. .

T.E.S. APO 633

Operation Tea Party

Gentlemen: It's just one month since this unit was activated and if there is a stronger word than snafu, then it applies right here. I understand that it is worse with the other five outfits activated the same date as we were. If this is an example of the Air Force, then I can see why things are like they are in the world. General Vandenberg said we have only a shoe-string air force. I agree, but the string is mighty well worn and is about to break. The Army and the Navy just couldn't be in such a bad state, otherwise the Reds would have taken Korea a long time

I may sound bitter, but I'm not. It's just that I hate inefficiency and that is what it is all the way thru from the highest commands on down. How the higher commands can expect good operation from a unit made up 99 percent of Reservists without any training in about five years is beyond me. TAC requires reports in accordance with an AFR, but who has the regulation? No one. Not even TAC. Seventy-five percent of all administrative time is spent in making out reports which are supposed to show the true picture, but since no one is around to help with the reports and no regulations nor letters are available, a negative report is submitted if possible. All the brass are chicken as far as making any complaints. No one dares tell TAC or Wing that the necessary regs, letters or memos are not to be had. There is no coordination whatsoever.

An example of what happened here (Continued on page 18)

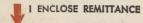
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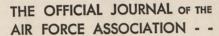


































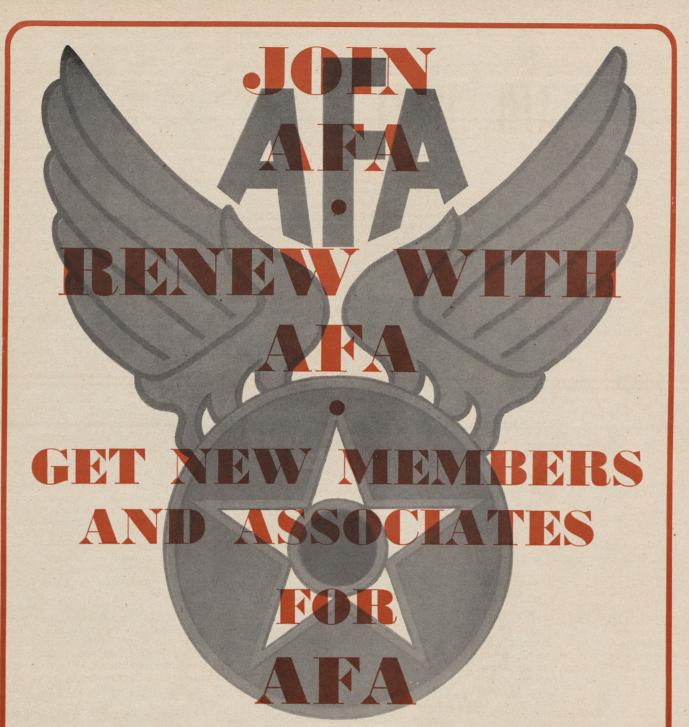














ENROLLMENT FORM
PLEASE: ENROLL ME RENEW ME
☐ 1 WAS HONORABLY SEPARATED FROM THE AAF-USAF, OR
☐ I AM NOW ON ACTIVE DUTY WITH THE U. S. AIR FORCE, OR
☐ I AM NOW IN THE AIR NAT'L GUARD—AF RESERVE.
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should interest you. We were activated May 1 and were immediately up to our necks in work. Seven days per week, 15 hours per day. Everyone breaking his neck to do a good job. On May 8, Wing sends down a request for a roster of names of officer wives, so that the Officers' Wives Club could have a tea. I naturally ignored the request, knowing that more important matters had to be taken care of, such as pay, insurance allotments, dependency allotments, etc., for all men in the group. So what happens? About the 15th, the ceiling falls down, because no report was submitted on the names and addresses of the officers' wives. That was supposed to take top priority. What in the hell are we doing, fighting a war or entertaining officers' wives at a tea?

This is all for now—only 20 more months to go. Then I will really start shouting.

S.S.D. Mitchel AFB, N. Y.

Classification Snafu

Gentlemen: . . . My memory is quite clear on the fact that I was classified primary duty as a first sergeant and I recall the non-com who checked my Form 20 stating that he was glad to see that they had classified me that way.

You will note from the contents of Paragraph 2, Special Order No. 41, dated 18 March 1951, that I am being called to active duty as a 70230 (Apprentice Clerk). There is no doubt in my mind that I am qualified for duty higher than this classification and offer other evidence in support of this statement . . .

It certainly is difficult to understand why, in view of these qualifications, I would be called to active duty in a secondary MOS which I believe is below my ability. It is not my intention to intimate that I am an Einstein but in view of my past military experience, my Reserve experience, and my present civilian occupation, I cannot understand why I should be called to active duty as an apprentice clerk . . .

Frankly, it would seem to me that if they do not need me in my primary MOS, they do not need me at all. It goes without saying that the Air Force with its present career program could train any recruit in 30 days to be an apprentice clerk. Why they want to interrupt a man's life for a second time to call him to active duty at such a low classification as 70230 is more than I can understand . . .

H.J.J. Erlanger, Ky.

The Air Force Replies

Gentlemen: The majority of the questions raised in the letters from your members are concerned with personnel matters. These will be discussed prior to those concerning the Air Force Reserve Program.

The use by the Air Force of personnel has always been directed toward what was considered to be the best interests of the National Defense. This includes Regular and pre-Korea extended active duty Reservists as well as those Reserve Forces personnel ordered to active duty since June 1950. It is believed that the present policies for the call and release of Reservists are ample evidence of the fairness of the Air Force in interpreting and complying with the Law as written.

The Officer Personnel Act of 1947 provides that any officer of any Reserve component of the Air Force of the United States may with his own consent be ordered to active duty for such length of time as the President may prescribe, and, in time of national emergency declared by the Congress, may be so ordered without his consent. Any officer of any Reserve component ordered into or serving on active duty may, with his own consent, be temporarily appointed in a grade in the Air Force of the United States, either higher or lower than the grade held in his Reserve component.

Prior to July 20, 1950, officers of the Reserve Forces remained on active duty or were ordered into active service on a volunteer basis for a specified period of time of from one to four years, depending upon whether the officer was a member of the Medical Services, was obligated as a result of government-sponsored education requiring a specified period of time contract, or was eligible for and signed an

"For the good of all . . ."

Gentlemen:...as rough as things are here at times, I'm not sorry that I was called back in, although I wasn't anxious at first. The Air Force really does need men who are trained and needs them badly. They aren't asking men to leave home and lie idle.

Another reason I've changed my mind is that I'm getting teed off at the attitude of a lot of people who always want the best a real democracy can offer but always want some other guy to put the uniform on for them. If he hasn't the feeling of pride and a sense of duty for his country, and him book teel.

try, send him back to Stalin. Sure, I'd rather be out, be a civilian, come home every night at a regular time and relax, but sometimes you've got to put your own interests aside. A lot of people thought I was a sucker for joining the Reserves and getting called back in because, as they put it, I did my part before and why should I stick my neck out again. But I don't feel that way. There is really a big job to be done, I can see that now and, damn, no matter how big or small the job, I can't see why every-body isn't willing to pitch in. It's for the good of all and it's the best damn insurance policy on their future freedom, security and happiness . . .

> S/Sgt. Frank J. Stieber MacDill AFB, Tampa, Florida

Air Force service statement to serve for a period of three years. Those officers who remained on active duty in AFUS grades lower than their Reserve grades did so voluntarily, and those ordered into active service voluntarily agreed to serve in specified grades which in many instances were lower than their Reserve grades. Officers who remained on active duty after the cessation of hostilities were afforded an opportunity to apply for Air Force Reserve commissions in grades for which they were qualified, and in many instances were appointed in the Air Force Reserve in grades higher than the temporary grade in which they were serv-

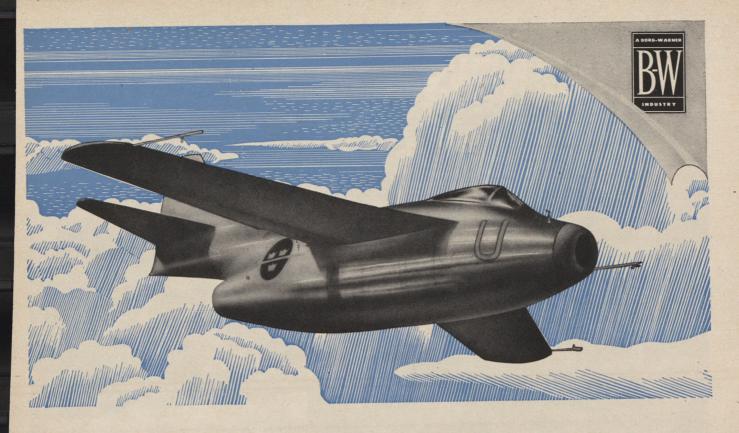
Officers of the Reserve Forces who have been involuntarily ordered into active service since July 20, 1950 have been ordered in their Reserve grades in accordance with the law. The situation which has arisen as a result of this action has been given careful consideration and those officers who were serving on active duty in temporary grades lower than their permanent grades in the Reserve or Air National Guard are being afforded an opportunity of electing release from active duty upon completion of their current service commitment or of remaining on active duty in a volunteer-indefinite status in their current AFUS grades. In addition, officers of the Reserve Forces serving on active duty have been considered for temporary promotion under policies and procedures applicable to all Air Force officers. Consideration for temporary promotions has been on the basis of selection of those best qualified, with-

out regard to component.

A temporary promotion program was

recently completed which was designed to provide, to the maximum extent practicable, a comparable grade structure between the pre-Korea active duty officer group and those Reserve officers ordered into the active service in their permanent Reserve grades. This program was aimed at providing active duty personnel with consideration for temporary promotions by utilizing the minimum qualifications governing terminal leave promotions received by their contemporaries who left the service following the cessation of hostilities and who are now ordered to duty in the higher grades. Officers who continued to serve on active duty in AFUS grades below their Reserve grades will continue to be afforded an opportunity for advancement on active duty from time to time under future temporary promotion programs. The blanket promotion of these officers to their permanent Reserve grades is not contemplated under the present temporary promotion system. All non-Regular officers on active duty in grades lower than their Reserve grades are automatically eligible for consideration for promotion. If they demonstrate that they are outstandingly qualified for active duty in the higher grade, it can be assumed that they will be selected for active duty promotions . .

The Department of the Air Force (Continued on page 51)



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AIR FORCE



Air Support Is a Two-Way Street

An Exclusive AIR FORCE Interview With

Lt. General Earle E. Partridge

By James H. Straubel and John F. Loosbrock

EDITORS' NOTE—Ghosts die hard. Even while the brilliant record of the Air Force in Korea was going into the books the word was passed around, "The fly-boys don't understand close support and don't want to understand it." "The Marines do a better job. That's why the Air Force is adopting Marine techniques." "What we need is a plane designed from the ground up as a close support weapon." "Air Force tactical doctrine isn't sound." Facts and figures don't seem to lay these ghosts successfully. So we looked for an expert. For the last word on the topic it was only natural that the editors of AIR FORCE Magazine should go to Lieutenant General Earle E. (Pat) Partridge. For Pat Partridge was on the hot seat when hostilities broke out in Korea. As Commanding General of the Fifth Air Force he

had an organization geared to the air defense of the Japanese Islands. In Korea he faced a war in which the air's prime mission would be the support of ground troops on the ragged edge of being pushed completely off the peninsula. He had high-altitude interceptors to do a low-level job. And not nearly enough of them. But the Fifth came through, the Eighth Army stayed in Korea. And Partridge found himself directing what may well be the greatest tactical air effort in the history of warfare, when all the figures are in. Now Pat Partridge is back, picked to head up the new Air Research and Development Command. When we called on him at his Baltimore office we found him just as disturbed about these misconceptions as we are. Here is what he told us:



Here Gen. Partridge, as boss of Fifth Air Force, gives the Korean lowdown to Chief of Staff Gen. Hoyt Vandenberg.

Q. General Partridge, it is now generally conceded, in contrast to the prevailing opinion of a year ago, that the tactical airpower of the U.S. Air Force was a material factor in preventing United Nations forces from being driven out of Korea, and later, in achieving UN military objectives. However, we believe that certain points deserve further clarification. For example, some people still question the soundness of the pre-established doctrine underlying operations of the Army-Air Force team. Others imply that this doctrine has been abandoned, at least in part. What are your comments?

A. In Korea we have followed the air-ground doctrine that evolved out of our experience in North Africa and Europe during World War II. We have operated as closely to the provisions of the basic documents as anyone could expect. As far as I'm concerned, the principles are sound.

Q. Of course, no doctrine is static. What changes are called for?

A. I see no need for basic changes. Our operations have again proved the doctrine. We have learned a lot, and there are some refinements in the doctrine that should be made, but for the most part they are refinements of detail.

Q. What aspect of the air-ground operation deserves greater emphasis?

A. There is a need for greater realization that this airground operation is a two-way street, that the air end of it is dependent to a marked degree on the success of certain activities within the Army structure.

Q. Can you give us an example?

A. Our experience in Korea has proved that the Army has to establish a faster means of getting its requests for air support from the front line to the Joint Operations Center. Part of the difficulty lies in the fire support control centers at division level. The Army is not utilizing all its means to get its requests for fire support up to the fire support control centers.

Q. What is the effect of this delay on the Air Force?

A. It makes the Air Force job doubly hard. At the front, where the delay is felt, the impression is that the Air Force always is responsible for it. Front-line commanders invariably charge the Air Force with inefficiency when the

There is a need for greater realization that this air-ground operation is a two-way proposition.

The Army has to establish a faster means of getting its requests for air support to the Joint Operations Center. Delay makes the Air Force job doubly hard since at the front, where the delay is felt, the Air Force always gets the blame.

There is a big educational job still to be done.

planes are late in arriving. But in reality, the delays usually occur because the requests for support are delayed in getting through the Army's Communication channels to the Joint Operations Center at the Army-Air Force level.

Q. Is the problem one of slow communications or slow decisions at the various headquarters through which the

request passes?

A. It varies widely. Sometimes it is a matter of decision. But, more important, the Army must standardize on the location of its fire support control centers. It has not yet done this. In some divisions the control center is with the artillery, and there are many good reasons why it should be there. In other divisions, the center is at division head-quarters, quite remote from the artillery. In any event, if the air liaison officer is to advise the division commander and division G-3, he must be where they are located. If you take him away and put him at a remote fire control center, he no longer can carry out his function.

Q. Some Army commanders back from Korea are most complimentary about the promptness with which air sup-

port was furnished them. . . .

A. Ground commanders who understand the importance of their air support are more inclined to set up an effective control center plan. They get their requests through fast, and they get their air support fast. Understanding on the part of ground commanders is a big factor in successful air-ground operations.

Q. That's something, of course, that can't be written into

doctrine. . . .

A. It's a matter of continued education.

Q. Has there been progress?

A. Yes, but there is a big educational job still to be done. **Q.** We have heard that there are fewer delays within the

Marines' air-ground operational pattern?

A. That is probably true, especially when Marine air units are working in direct support of Marine ground units and the problem is confined to division level. We are talking about a much larger operation.

Q. Of course, the Marines would probably answer that

their system was better, so . . .

A. The issue is larger than that. Apparently this whole

subject needs clarification. You see, the basic question in this is one of the levels at which the decisions on the use of close air support will be made. Under the system followed by the Army and Air Force, the decisions regarding the allocation of effort for close support work are made at Army-Air Force level. When the Marines operate separately, they set up a tactical air direction center in the vicinity of the division headquarters to manipulate their air support, and they confine the decisions to division level.

Q. Why do you follow your pattern?

A. It's hardly my pattern, or that of the Fifth Air Force. It came out of World War II. Our experience in Korea has shown that the arrangement whereby the air effort is allocated at the Joint Operations Center at the Army-Air Force level is best suited to a situation in which the effort must be switched frequently to meet enemy moves. If you allocate your airpower down to a lower level you lose many of the advantages of having a heavy air striking force to spring to the point where it is needed. Under these circumstances, the enemy might defeat you in the air along any part of the front he might select.

Q. Can you point up the issue a little further?

A. The key to it is the mobility of weapons. The more mobile a weapon the greater the need for controlling it at a higher level.

Q. It's often hard for lower echelons to appreciate . . .

A. Yes, usually the corps and division commanders feel that the decision on the allocation of close air support should be made at their levels. It is only natural. The desire for control of the air effort goes all the way down the line.

Q. Let's project the problem for a moment. When we get tactical guided missiles, are they going to call for a new pattern of control, or will the same basic argument obtain—the man in the front line wanting to control the missile fire in front of him and direct it at a target of his selection?

A. I'm sure he will. That's human nature. The decision, in this case, will have to be made so that guided missiles will be employed under the direction of the commander

who can most effectively direct their use.

Q. Some commentators continue to claim that the Army and Air Force in Korea have learned basic lessons from and adopted in part the tactics and techniques of the Marine-Navy system of close air support. What about that?

A. The Navy and Marine air units in Korea are operating in close co-operation with the Fifth Air Force, and in the manner laid down in Army-Air Force doctrine.

Q. Did Marine Air assume responsibility for the other two phases of tactical support—interdiction and air superiority?

A. Under the daily field order, Marine air units were sent out regularly on both day and night interdiction missions.

Q. What about counter-air action?

A. Marine Air was used for such missions in daylight on special occasions. For example, when we laid on a big strike at Sinuiju airfield, the Marines took part in that strike. However, they did do a lot of counter-air work at night.

Q. We continue to hear the argument for building a fighter-bomber from the ground up rather than modify an interceptor design to meet tactical requirements. How do

you feel about that?

A. The idea of building an aircraft specifically for close support operations is an old one, and under certain circumstances it would be a good one to adopt. If there were no possibility of enemy air opposition, I believe we should proceed along those lines. But we have to plan on enemy air opposition.

Q. What requirements does it impose?

A. It means that any aircraft we build for close support or for any other type of operations must be able to live in the battle area, must be able to protect itself against hostile aircraft, must be tough enough to absorb punishment and get back home. This excludes the single purpose tactical fighter bomber. The airplane must be essentially a fighter, capable of coping with enemy aircraft on a defensive basis at least.

Q. Some Army people argue that this close support plane should not be rejected because it does not have immunity from danger anymore than an artillery design should be rejected because it is vulnerable to counter-battery fire. Why, they ask, shouldn't this aircraft and its pilot be as

expendable as an artillery piece and its crew?

A. I do not feel this comparison is a good one. This airplane we're talking about, unlike the artillery piece must have two missions. It must be able to participate in the battle by which we gain control of the air as well as in the ground battle itself. Until we own the air, it isn't feasible to conduct any effective continuous tactical air missions in close support of ground forces. The major tactical mission of the Air Force is to defeat the enemy air force and gain air superiority. Thereafter, you take that portion of your air force that is adaptable to close support operations and go to work to help the ground forces move.

Q. Some of the ground people suggest that we can do better with these two missions if we build special aircraft

for each one?

A. It is beyond the realm of possibility to build enough planes to provide special type aircraft for each purpose. You can't tell when the close support plane is going to have to be diverted for use against hostile air attack. Not only would this plan be excessively expensive, both in money and in the amount of production effort it tied up, but it is militarily unsound. You would have people standing by to do close support work when there was no close support to be done. It would involve extra airfields and extra communications. These extras would snowball into impossible requirements.

Q. Do you think the enemy has learned much about airpower from our employment of it in Korea?

A. Yes, they must have learned a lot. It must be a revelation to them.

Q. Do they copy us?

A. Yes, they even copy our formations. One day we flew a six-plane formation—two, two and two. The next time we went up the enemy was flying a six-plane formation—two, two and two.

Q. There is evidence that airpower has accounted for an unprecedented number of enemy troop casualties in Korea. (Continued on page 42)

The late Lt. Gen. Walton Walker (left) appreciated fully what Partridge's Air Force was doing for his Eighth Army.



F-94 afterburners glow like blowtorches against the sky. Cutaway (below) shows how Allison's afterburner works.

How an Afterburner Gives the Turbojet A Kick in the Tail

When you hang a ramjet on the tail-end

of a turbojet you get something

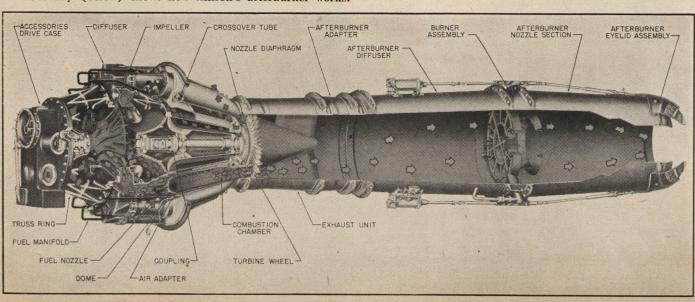
like a double dose of benzedrine

IRTUALLY unheralded in the telescoping aircraft developments of the past few years is a device that may well be the kingpin of our present air defense setup. At best, interception is a disheartening problem, dependent for its solution on many interlocking and intricate problems. Indispensable for any airplane that hopes to fit into this pattern are a high rate of climb and high speeds at interception altitude. And here's where the gizmo called the afterburner comes in.

Flight got a big shot in the arm when engine designers forced air through a pipe at high speed to give us the turbojet. But even this didn't satisfy them. So they hung a ramjet behind the turbo and came up with the afterburner. The result is something like a double dose of benzedrine.

In a piston engine the ratio of air to fuel runs around 15 or 16 to 1. In a turbojet the ratio is about 60 to 1. About a fourth of this is used to burn the fuel that drives the engine and accelerates the gases. The rest cools the hot end of the engine but is also available for burning extra fuel.

That's what you do in the afterburner. You hang an extra



pipe behind the turbo, inject fuel into it, and ignite it as it mixes with this excess air. The result is amazing bursts of speed, up to 35 percent more thrust in small doses.

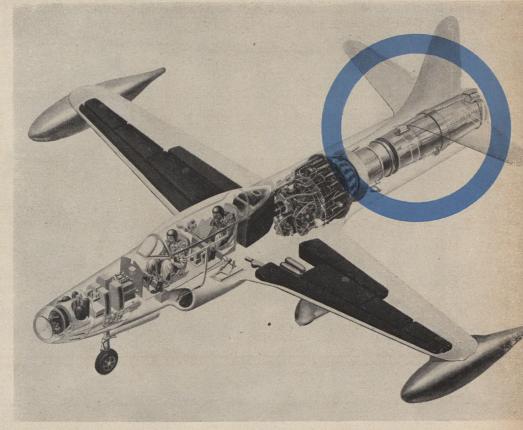
You can use this kick in the tail to increase your rate of climb, for a fast getaway in air-to-air combat, and for extra-thrust at takeoff. It's a good guess that multi-jet bombers of the future will have afterburner-equipped engines to eliminate the need for assisted takeoffs when heavily loaded.

But afterburner design isn't all peaches and cream. Because of their high operating temperature they require special materials—all of them critical. A burner which has good endurance and burning characteristics at sea level may not work well at altitude. Cooling systems must be provided so the airframe doesn't overheat.

The afterburner's extra length and diameter add drag. And it's a fuel hog, gulping about two and one-half pounds of fuel per pound of thrust achieved. This isn't quite as bad as it sounds, however, since it boosts rate of climb so much that you wind up burning more fuel per minute but over a much shorter span of time.

All major engine manufacturers have afterburner models, used operationally on the F-94, F-89, F-86D, as well as on experimental aircraft. In the future probably every type of turbojet engine built will have at least one model equipped with afterburner.

All afterburners use the excess air from a turbojet to get more thrust, but they vary in length, fuel injection systems, and types of closure at the exhaust end. The type of injection system varies with the length of the burner. Flame-holders, like those above each burner of a gas



Lockheed's F-94B interceptor, shown in cutaway, is essentially a T-33 plus afterburner, radar gear, and armament. Circle highlights the afterburner.

stove, provide turbulence and keep the fuel-air mixture from being blown out of the tail-pipe before it can burn.

Size of the opening at the exhaust end is controlled by variable area nozzles that open and close automatically. These differ but all serve the same purpose of preventing overheating by enlarging the outlet when the burner is turned on.

The eyelid—or clamshell—closure is most common. It has two segments

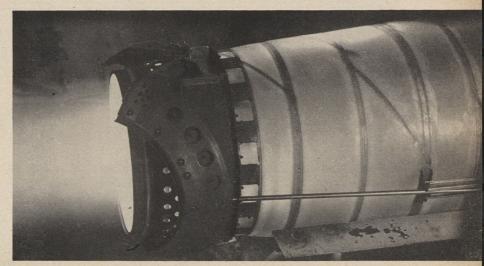
which move toward or away from each other. On the J-33 and J-35 these have only two positions—open and closed. On the J-47 it has multiple position.

The multiple flap, or iris, nozzle uses several tapered segments to make the opening larger or smaller, like adjusting the shutter opening in a camera. The internal plug type uses a bullet-shaped plug to vary the opening, just about the way the nozzle on your garden hose works.

A peek up afterburner's exhaust shows flameholders that keep fuel-air mixture burning.



Here's visual proof of the kick in an afterburner's tail. This one is glowing white-hot during a runup on a Pratt & Whitney test stand.









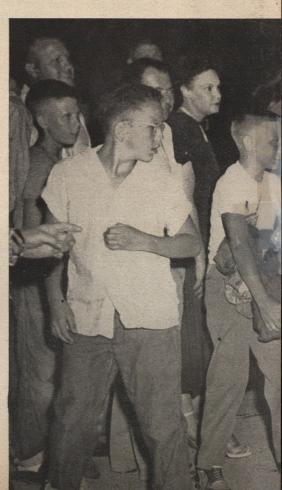
To the men of the 27th the homecoming was a triumphant climax to what had begun as a topsy-turvy war. Trained as a unit that would carry out "long-range fighter escort for the heavy bombers of the Eighth Air Force and the Strategic Air Command," they found themselves instead booting their Thunderjets low over the Korean hills in an air support role. But they wised up fast, like old pros, did their job, and now they were home.

Wives, sweethearts, and children opened their arms to the returning airmen. So did the city of Austin. The Korean veterans jubilantly exchanged the cockpits of their F-84s for top-down convertibles as part of a thunderous civic welcome. With their wives and kids sitting proudly beside them they rolled in a 100-car cavalcade down Austin's Congress Street. Bands and color guards marched but the men of the 27th rode in triumph.

Governor Allen Shivers dubbed all of them honorary citizens of Texas. Maj. Gen. Samuel Anderson, CG of the Eighth Air Force, was there. So was Sen. Lyndon B. Johnson. Secretary of the Air Force Thomas K. Finletter sent a letter of congratulations. Best of all was the announcement that pay and leave papers were waiting to be signed.

All of the 27th wasn't back. This was the first contingent to return. One squadron was still patrolling the Korean skies but all would

The rank is "Daddy," not "Sergeant." It's been a long time between kisses for M/Sgt. Robert Grusch. (Below) This may not be the most military formation ever seen but who the hell cares?







A happy kind of tension is written on the faces of those waiting at the Bergstrom ramp (above). Tears of joy or sorrow? In any case the strain was a little too much for this onlooker.







Maj. Gen. Samuel E. Anderson, CG, Eighth Air Force, and Sen. Lyndon B. Johnson look over the homecoming festivities from a hotel balcony.

HOMECOMING

CONTINUED

be along later in the summer. And when they came home Austin would turn out again. For the 27th had sunk its roots deep in the heart of Texas, so much so that the Lone Star flag fluttered over its installations in Korea and Japan. And, fitting enough, its Korean chores were being taken over by the 136th Fighter-Bomber Wing, a National Guard outfit from Texas.

For some of course, there would never be a homecoming. On the rosters of the 27th were 14 names, tagged "Killed" or "Missing in Action." Among them was that of Col. Ashley B. Packard, CO of the wing throughout most of its Korean fighting. Col. Packard lost his life in a crash in Japan while arranging for the homecoming of his outfit.

KOREA - FOR THE RECORD

From December 7, 1950, through June 18, 1951, 27th Fighter-Escort Wing F-84 Thunderjets flew more than 12,200 combat sorties in Korea. In doing so they piled up a total of some 25,000 combat hours. Fifteen pilots of the 27th flew 120 or more missions. Sixty have more than 100 missions under their belts. Their guns fired nearly nine million rounds of .50 caliber and they launched 7,000 rockets. They dropped more than 3,500 tons of napalm and 500 tons of bombs. They destroyed more than 14,000 buildings, nearly 300 vehicles, 1,000 animals (including a camel train!), 16,000 Red troops, 13 locomotives, seven boats, 24 field artillery pieces, 81 railroad cars, 22 tanks, 14 bridges, one self-propelled gun, and seven enemy aircraft.

That isn't all. There's always one statistician in every outfit who comes up with figures like these:

Between December 7, 1950 and May 14, 1951 the 84s of the 27th had:

Fired one round of .50 caliber ammo for every second of every day in that period. Averaged 7.3 combat hours for every hour of every day. Dropped a ton of explosives for every 45 minutes of every day. Killed the equivalent of two Communist divisions. Dropped enough napalm that, if the temperatures were consolidated into one big blaze it would have added up to 13,280,000 degrees Fahrenheit.

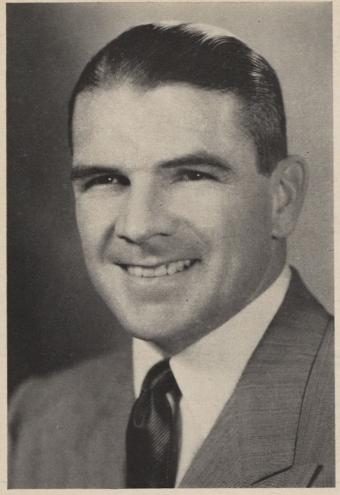
But the real significance of what the 27th accomplished is told best—not by statistics, or lists of decorations— but by what their action meant to the guy on the ground. Many hundreds of times these pilots were called upon to clear the way, to knock out an enemy strongpoint, to remove a troublesome tank. How well the Thunderjets accomplished these tasks is revealed in a message to the 27th through its wing commander, Col. Raymond F. Ruddell.

"The General wanted personally to stop and thank all members of our wing for the wonderful close support which we had given him while he was commanding general of the Eighth Army."

The message was from General Matthew B. Ridgway.

The 57th Air Force Band led the parade up Congress Street while F-84s of the 12th Wing at Bergstrom roared overhead.





Harold C. Stuart

Thomas G. Lanphier, Jr.

AFA NOMINEES

National Nominating Committee Names Harold Stuart for President, Tom Lanphier, Jr. for Board Chairman

FA'S national nominating committee will present delegates at the Fifth National Convention with the slate of officers and directors published on the following page.

The committee selected nominees from 19 states and the District of Columbia, and named 12 newcomers to AFA national offices, including Gen. George C. Kenney, CG, The Air University, who was nominated for a director's post contingent upon his release from active duty prior to convention time.

The slate was adopted at a committee meeting in Washington on July 14 after all officers, directors and wing commanders (who, by constitutional provision, form the committee) had been polled by mail and invited to attend the meeting

and/or submit nominations, and all squadron commanders had been urged by mail to submit nominations for the 12 regional vice president positions.

The committee selected Harold C. Stuart, Washington, D. C., for the position of national president. A Charter Member and Life Member of AFA, Stuart was AFA's Wing Commander for Oklahoma, his home state, up to the time he was appointed, in May 1949, as Special Consultant to the Secretary of the Air Force on Reserve Affairs and Civil Aviation, and then Assistant Secretary of the Air Force, a position he resigned earlier this year.

During World War II he was a combat intelligence officer with the 9th Air Force.

Tom Lanphier, Jr., an AFA national officer since its inception, best known as AFA's president in 1947-48, who reorganized the Association and then staged the 1948 Reunion program in New York, was the committee's selection for Chairman of the Board.

After voting an increase in the Board from 17 to 19 members, the committee named six new regional vice presidents: Hadley of Massachusetts, Stovall of Mississippi, Ward of Michigan, Tutt of Colorado, Lynn of California and O'Connell of Washington; named six new Board members: retiring president Bob Johnson of New York, Dr. Meyer of Ohio, Miller of Minnesota, Worshill of Illinois, Kenney of Alabama, and Msgr. Nolan of Florida.

NOMINATING COMMITTEE'S SLATE

Chairman of the Board THOMAS G. LANPHIER, JR. San Diego, Calif.

AFA past president; wartime 13th AF pilot; aircraft company executive.

Secretary

JULIAN B. ROSENTHAL New York, N. Y.

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

President

HAROLD C. STUART

Washington, D. C.

AFA past Wing Comdr.; former Ass't Secty. USAF; wartime combat intelligence officer; attorney.

Treasurer

BENJAMIN BRINTON

Kent, Va.

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

REGIONAL VICE PRESIDENTS

NEW ENGLAND REGION
(Me., N.H., Vt., Mass., Conn., R.I.)
WILLIAM H. HADLEY

Mansfield, Mass.

AFA Wing Commander; wartime glider pilot, I&E officer, radio producer, commentator.

NORTHEAST REGION (N.Y., N.J., Pa.) WARREN DE BROWN

Red Bank, N. J. Incumbent; Wing Commander; wartime CID officer with 9th AF; claims examiner.

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

Stovall, Miss.
Life member of AFA; wartime A-1,
8th Fighter Command and Deputy
Chief of Staff, USSTAF; cotton
planter.

GREAT LAKES REGION (Ohio, Mich., Wis., III., Ind.) FRANK WARD Battle Creek, Mich.

Past AFA Wing Commander; wartime supply plans officer for Far East Service; executive for equipment company.

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.

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

ROBERT S. JOHNSON, New York, N. Y.: AFA president 1950-51; wartime fighter ace with 8th AF; aircraft company engineer.

GENERAL GEORGE C. KENNEY, Maxwell Field, Ala.: wartime CG, Far East Air Forces; past CG of SAC; CG, Air University.*

RANDALL LEOPOLD, lewistown, Pa.: Incumbent: AFA wing commander; wartime intelligence officer; auto agency owner.

*Contingent upon release from active duty.

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

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

> SOUTHEAST REGION (N.C., S.C. Ga., Fla.) JEROME WATERMAN

Incumbent; wartime administrative officer, 3rd AF; department store executive.

MIDWEST REGION (Neb., Iowa, Mo., Kan.) DR. JOHN BIGGERSTAFF

Kirksville, Mo.
Incumbent; AFA Squadron Commander; wartime B-29 pilot; physician, reserve CO.

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

Albuquerque, N. M.
Past AFA director, Wing Cmdr.;
wartime White House emissary;
wheat farmer.

NATIONAL DIRECTORS

DR. W. R. LOVELACE, Albuquerque, N. M.: Incumbent; wartime aero-medical expert; Chm., Armed Forces Medical Policy Council.

DR. J. H. MEYER, Doyton, Ohio: AFA Group Commander; wartime flight surgeon with 3rd Tactical Air Division; surgeon.

RAY S. MILLER, St. Paul, Minn.: Former Minnesota Air Guard Commander; wartime service with 12th ASC; investment broker.

MSGR. PATRICK E. NOLAN, Jacksonville, Fla.: wartime Staff Chaplain, CBI; pastor, St. Paul's Church, Jacksonville.

MARY GILL RICE, NewYork, 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.

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

Minneapolis, Minn.
Incumbent; past AFA director and Wing Commander; wartime pilot; industrial sales manager.

NORTHWEST REGION (Mont., Idaho, Wash., Ore.) T. EDWARD O'CONNELL

Spokane, Wash.
Charter member of AFA; wartime service with Training Command; president of plumbing and heating firm.

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

Colorado Springs, Colo. Mobilization designee to ADC; wartime personnel officer for AMC; hotel executive and corporation director.

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

Los Angeles, Calif.
California Wing organizer and leader; wartime sergeant with 8th AF
Fighter Group; airline public relations director.

EARL SNEED JR., Norman, Okla.: AFA director 1946-47; wartime deputy commander; 15th ASC; Dean of Law School.

GENERAL CARL A. SPAATZ, Washington, D. C.: First Chief of Staff, USAF; wartime CG, USSTAF; military analyst and columnist.

TOM STACK, San Francisco, Calif.: Past AFA vice president and Wing Commander; wartime 8th AF navigator; attorney.

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

C. V. WHITNEY, New York, N. Y.: AFA director 1946-48; former Assistant Secretary, USAF; financier.

MORRY WORSHILL, Chicago, III.: AFA Wing Commander; wartime sergeant with 3rd Bomb Group, 5th AF; pharmacist.



USAF'S AIRLIFT TO GOD

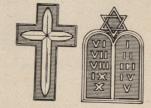
The Lord is my Pilot, I shall not falter.

He sustaineth me as I span the heavens.

By Chaplain (Lt. Col.) Constantine Zielinski

HESE days the complex activities of each USAF installation are geared to one fateful purpose—the maintenance of the U.S. Air Force at peak combat efficiency, both as a deterrent against attack and as a mighty arm of instantaneous retaliation. That is the grim story behind the ceaseless roar of planes overhead, the bustle of maintenance shops, the speed-up in training, the intensification of planning and research, the smoothly functioning supply lines, the complexity of paperwork.

But these things, of themselves, do not make up an Air Force. An Air Force is people, individual human beings, willing and able to serve as efficiently and devotedly as they can. To attend to the spiritual needs of these men and



women is the job of the USAF Chaplain Service, set up on May 10, 1949, through transfer from the Department of the Army.

You can tell an Air Force Padre by his silver Cross, or Star of David, set against a background of blue and worn over the left pocket of the uniform. He, and his some 800 brother chaplains, representing 53 religious denominations, run the USAF's air-lift to God.

Where does he come from, this man of God in Air Force blue? From quiet village churches, from bustling city parishes, from the ivied halls of colleges and universities, from high posts in ecclesiastical administration. From all these places come the chaplains, gladly to take their places wherever the proud wings of the Air Force cast their shadows on a troubled earth.

Some of them are combat veterans of World War II, who left the service and entered seminaries to prepare themselves for a life dedicated to the spiritual welfare of others. It's a far cry from the roar of engines, the lethal chatter of machine guns, or the agonizing monotony of a POW camp, to the quiet dignity of the sanctuary. But many have spanned that abyss and have re-entered the service as clergymen in uniform.

There are those who think a chaplain's duties begin and end in the chapel. And he is, first of all, a clergyman. You will find him at the altar, at the bedside of the dying, at the raw edge of a newly-dug grave.

But his allied activities in the fields of morale and character-building are equally important. He works for the rehabilitation of prisoners, he visits the sick in Air Force hospitals, he counsels all in an effort to mold practical ideals and a sense of responsibility. He calls on bereaved members of the families of Air Force casualties, bringing material as well as spiritual consolation. He helps survivors obtain immediate financial relief, when necessary, and aids them in getting government benefits. Many a dark hour is robbed of its loneliness by the chaplain, in whose person the Air Force "takes care of its own."

Mindful of the old adage about the bent twig, the USAF Chaplain Service pays special attention to induction center problems. Lackland Air Force Base, Texas, and Sampson Air Force Base, New York, each has 35 chaplains who contact and interview thousands of young inductees, to encourage them to take full advantage of the spiritual life

available to the members of the Air Force family.

This is done in recognition of the fact that a good Air Force must, in reality, be a second "home" to its members. The military establishment can no longer be considered as something beyond the pale of established civilian life. Today it is an institution which allows the individual to follow an honorable, constructive career, rendering at the same time service in the cause of national defense. The level of religious and moral life within the Air Force must reflect the normal pattern of home life in civilian spheres.

The Air Force Chaplain Service takes in a comprehensive reserve program. A good-sized part of this training is geared to the activities of the Civil Air Patrol to which approximately 225 chaplains are assigned. The Air Force has authorized these CAP chaplains 35 fifteen-day tours of active duty.

This is only a brief look at the USAF Chaplain Service. The problems they face are different from those faced by their opposite numbers in civilian life. Service in the Air Force often separates them from home and loved ones. Yet, they are proud to be members of the Air Force team, proud to labor in a military vineyard where every assistance and cooperation is given them to conduct their "Air-lift to God."

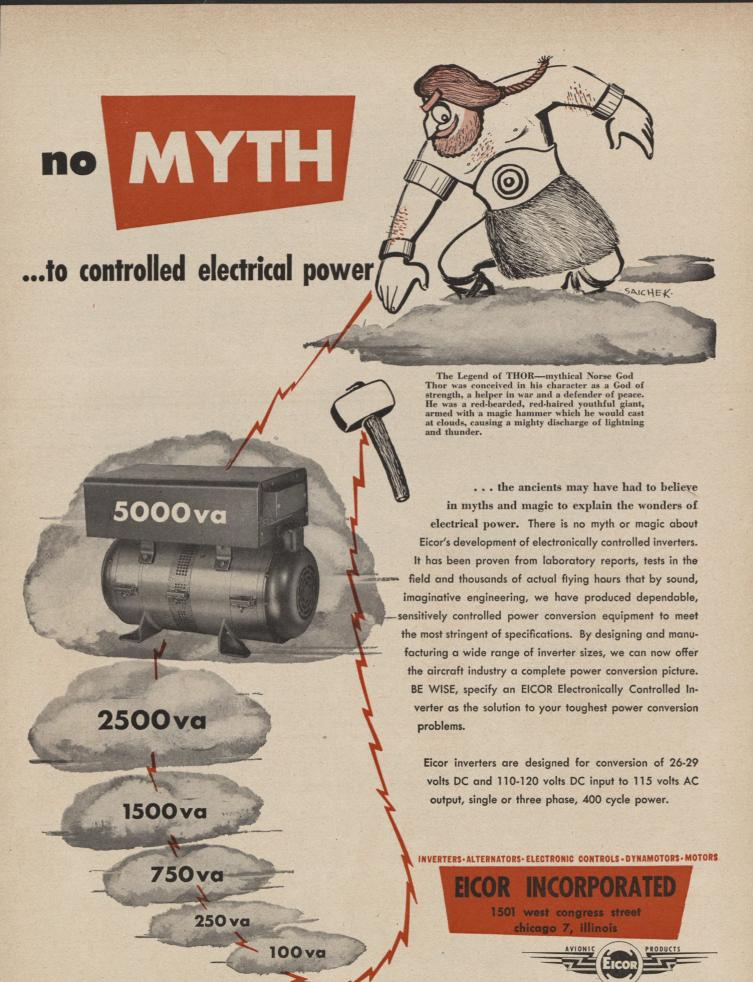
A chaplain who at any time served or is presently serving with the USAF is eligible for membership in the Chaplain Division of the Air Force Association. This organization was founded in 1948 for the purpose of affording all Air Force chaplains, past and present, the opportunity of keeping old ties strong and of maintaining continued contact with the Air Force of today.



W HETHER a person be Protestant, Catholic, or Jew in his religious affiliation means little to the men of the USAF Chaplain Service. The pictures on these pages happen to be of a Catholic service, chosen because they reveal the lengths to which the Air Force chaplain of any creed will go to bring the consolation of religion to the men he serves. These are Easter services, conducted by Chaplain (Capt.) Tom Cunningham, on an altar carved of snow blocks north of Barter Island, Alaska. The congregation is men of the 10th Air Rescue Squadron, whose job is to set up experimental rescue stations on the Arctic ice pack to aid crews forced down in polar flight. The temperature? Only forty below zero!









Freumatics— protection for planes in flight

Modern pneumatic systems provide power to planes in flight...power that is more reliable, more foolproof than ever before.

With the new high-volume Kidde compressor, even a leak in the pneumatic system can often be overcome because of unlimited supply of air. This compressor can deliver from ambient pressure, one cfm of free air compressed to 3,000 psi at 35,000 feet altitude.

Kidde Control Valves control the flow

of air from bottle to actuator. Kidde dehydration equipment insures dry air. Kidde Air Fuses seal off the supply if an air line breaks or is shot away. Kidde Air Check Valves permit the flow of air in only one direction... guard against a line break between the compressor and the bottle.

Other Kidde safety controls include relief valves and pressure switches. Write us for full information on Kidde pneumatic devices for aircraft use.

Radas

Walter Kidde & Company, Inc., 812 Main Street, Belleville 9, N. J. Walter Kidde & Company of Canada, Ltd., Montreal, P. Q.



How Plush Can You Get?—Navy Version

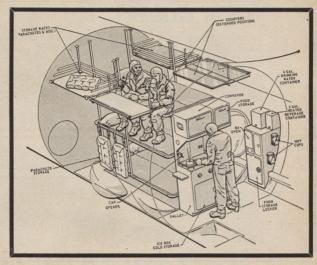
White sidewall tires long have been synonymous with swank in the automotive field. Now the Navy is sporting them—on Douglas R5Ds (C-54s) assigned to Naval Air Transport Squadron Eight, Pacific Division, Military Air Transport Service. It all began with a chance remark by an Air Force

captain. He saw one of the squadron's planes at Haneda in Japan and said it had everything but white sidewalls. "That," said the squadron engineering officer, "rang a bell." The white tires, says the Navy, are easier to see at night, telling the control tower that the landing gear is safely down.

Flying Kitchen Feeds B-36 Crewmen

Now Convair's B-36s will have everything—including the kitchen sink. To make the big planes more livable on long missions a galley aft sports a two-burner electric stove, a B-4 oven and

an icebox. Other new comfort items include two bunks forward, nylon-covered pillows, two lavatories with hot and cold running water, tables, folding chairs, and extra storage space.



B-47 Skin Care

Aerodynamic smoothness plays a big role in the performance of high-speed aircraft. The Boeing B-47, for example, is so sleek that deep skin scratches on its outer surfaces could slow the bomber by as much as 20 miles per hour at top speeds. To guard aluminum destined for the B-47 against such abrasions a plastic lacquer coating is applied during manufacturing operations. The plastic is sprayed on, then dried under infra-red lamps until it is the consistency of cellulose tape. Photo shows how easily it can be peeled off when the need for protection is past.



MATS' Backward Look

For safety's sake MATS has modified a Boeing C-97 with rearward facing seats. Idea is to thwart the human body's tendency to continue forward motion if the plane stops suddenly. In forward facing seats only the slender safety strap protects the passenger. Seats can be folded against wall for cargo space. Twenty C-97s will be modified.

Skyrocket Flies Fast and High

Launched from the belly of a B-29 high over Edwards AFB, Calif., the Navy's D-558-2 Douglas Skyrocket is said to have broken both speed and altitude records on recent flights. William Bridgeman, Douglas pilot, wore a new type of pressurized suit, deep-sea diver style, during the flights. Rocket engines powered the little plane after it left the mother ship.

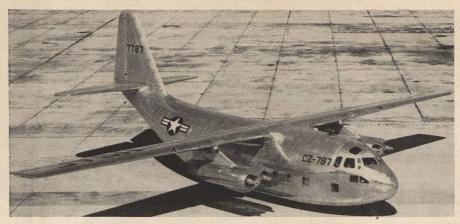




IT'S A GLIDER . . .



... IT'S A PISTON PLANE ...



... IT'S A JET PLANE

"... THE FIRST AIRCRAFT IN THE WORLD TO HAVE FLOWN PISTON POWERED, JET POWERED, OR AS A GLIDER ..."
(AVIATION WEEK MAGAZINE APRIL 30, 1951)



TECH TALK

By Helena Redmond

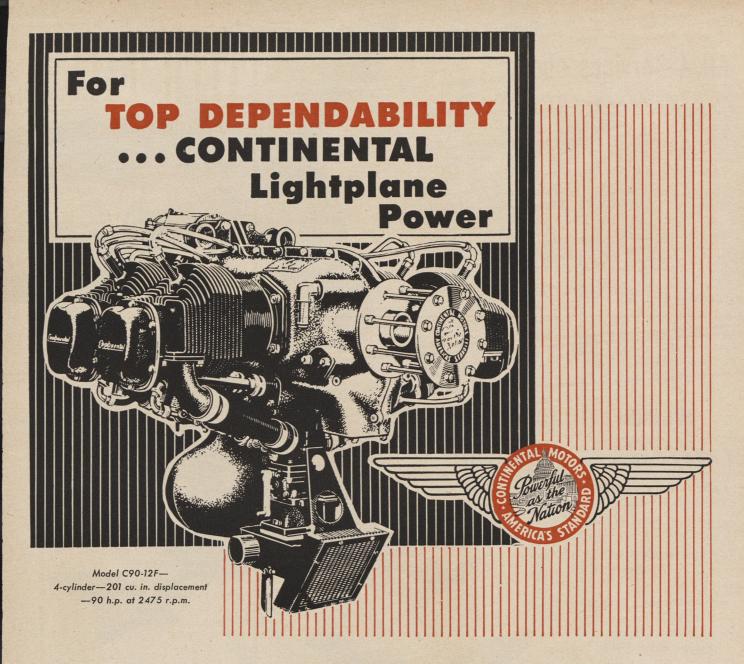
Minneapolis-Honeywell has come up with a new electronic "brain" that adds to the effectiveness of a heavy bomber by reducing pilot fatigue and increasing bomb drop accuracy. The device enables a pilot to fly on automatic pilot as though he were handling the plane manually, with little effort and without twirling knobs. It also holds the airplane at a predetermined altitude that varies not more than a yard at 40,000 feet, even though its weight is lessened by dropping the bomb load.

Lockheed was selected by USAF to develop a new turbo-prop medium cargo plane. Called the L-206, the new freighter will have a squat, utilitarian fuselage, with large aft cargo doors and an extra-sturdy floor only 45 inches from the ground. Bulky cargo can be loaded straight in. Four Allison T-38 turbo-prop engines will power the airplane. The cargo area is especially suited for transport of ground force vehicles and equipment.

Latest test of aerial delivery by Wright Air Development Center saw a nine and one-half ton bulldozer dropped from a C-119 with the help of six 100-foot chutes. The drop, heaviest yet recorded, was unique because the bulldozer was a completely assembled unit, ready for operation within five minutes of landing. Shelf-like layers between the dozer and its carrying platform crumple consecutively to absorb landing shock. Fiber and canvas pads protect clutch housing and other vital parts.

Small manufacturers get a better chance at the defense dollar through AMC's new plan for wide distribution of technical descriptions of needed components. Prime contractors list critical requirements with Aircraft Production Resources Agency which will spread the word. Primes also are appointing monitors for direct contact with sub-contractors.

USAF's school of Aviation Medicine at Randolph AFB is looking into the causes of bomber crew fatigue. Tests are run on crews of B-29s of Randolph's two training squadrons, before and after extended flights. The routine includes blood sampling to determine the level of lactic acid, which indicates muscular weariness; urinalysis; and a session in a coordination device borrowed from the psychologist's laboratory. This calls for movements similar to those used by a pilot in handling a plane to show how flight has slowed down reactions.



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- SERVICE LIABILITY PERIOD for Volunteer Air Reserve (Non-pay) airmen is 12 months from date of recall; Air Guard and Organized Air Reserve (Pay status) airmen rate active duty separation after 21 months service. Volunteer Reserve officers (Non-pay) status on EAD in an involuntary status, who served one year or more between Dec. 7, '41 and Sept. 2, '45, may leave service upon application after 17 months active duty since June 25, '50-except for certain critical specialties. Extension of present tours of active Reserve and Air Guard personnel, now set at 21 months, to 24 months as authorized by new draft law is not planned. Future involuntary recall of officers from inactive reserve will be for 17 months, and future voluntary recalls from reserve components will be for an indefinite period.
- USAF RESERVE PROGRAM for Fiscal Year '52, which awaits final Budget approval, is continuation in large part of training which has been in operation since June of '49. AF Reserve training centers will train 3,000 officers and 8,700 airmen by end of year which began on July 1. Of 30 (old and new) planned centers, 26 have been approved.
- $\underline{\text{M-DAY}}$ assignments will be given to approximately $\underline{\text{5,800 officers}}$ and $\underline{\text{8,600 airmen}}$ by close of current fiscal year.
- COROLLARY program for FY '52 calls for training 1,300 officers and 3,100 airmen. Proposed structure follows: ConAC -- five communications squadrons, two stat. service flights., four air postal squadrons, 41 air postal sections, ten hospital groups, twenty medical groups, five mental hygiene flights, five vet. insp. flights. AIR PIC SV -- two combat camera flights. TNG COMD -- one stat. service flight. HQ COMD.-- one stat. service flight.

 SPEC WEAPONS COMD -- four radar defense squadrons. SAC -- two communications, one stat. service flight. AMC -- Approximately 50 corollaries in these specialties: aircraft and aircraft equipment repair; air depot wing hq.; maint. gp. hq.; receiving, shipping & services; service equipment repair; stat. services; stock control; supply gp. hq.; trans gp. hq. and sqdns.; vehicle repair; and warehousing.
- vart units will be boosted in number during FY '52 to bring totals to 160 groups and 800 squadrons. Instruction under this phase of program will be available to 88,000 officers and 17,000 airmen. No change is contemplated in Extension Course program.
- FIFTEEN days of active duty training with pay are provided for '52 program budget for training of Organized Reserve and 7,500 officers in Volunteer Air Reserve. Refresher training in technical specialties in two-week active duty tours will be available in Air Training Command. Civilian contract training program is planned to give 5,000 members of Organized Reserve night-time and weekend technical training.
- USAF needs 2,800 experienced business and professional women with college degrees for appointment as AF Reserve officers, according to a First AF announcement. For further information contact Military Personnel Procurement Division, Hqs., First Air Force, Mitchel AF Base, N. Y.

TWO-WAY STREET

CONTINUED

What, in your opinion, accounts for this extremely high rate? A. First of all, we gained control of the air early in the campaign.

Q. That wasn't much of a job, was it?

A. Not a major job, in terms of World War II experience. On the other hand, people seem to think there were only a few enemy aircraft over there. We counted the wreckage of 219 enemy aircraft in Korea last November. Our survey teams actually put their fingers on-personally examinedthat many enemy planes within our battle lines, and this figure does not count those we were unable to reach on the ground as, for example, at Sinuiju.

Q. What other factors have been instrumental in tactical

airpower's unusual accomplishments in Korea?

A. As I say, we gained control of the air early, meaning that we could concentrate almost all of our air effort against ground targets. That is the primary reason. Second, we are opposed by an enemy that doesn't think much of human life. Third, we are able to employ spotter aircraft. The anti-aircraft fire is light enough so that we can afford to risk T-6s with observers flying all over the battle area.

Q. There is evidence that the Air Force in Korea has caused many more enemy casualties than officially reported, that the Air Force has been ultra-conservative in its casualty claims. How do you feel about that?

A. We have been deliberately conservative in our claims. We have claimed only those enemy casualties which the observers could see and count. That's hardly the whole story, but we wanted to be conservative.

Q. What about night operations?

A. For a long time the enemy has been moving principally at night. We never did solve to our satisfaction the problems of attacking him and of knowing what he did at night, but we have made some highly successful night attacks using VT fuze bombs, which burst above the ground. We have never been able to evaluate those attacks, but I am certain we have broken up many enemy. operations and caused great casualties at night.

Q. Were those attacks the big payoff?

A. No. Where we really paid off, in my opinion, was in the daytime. When our ground forces pushed the enemy and caused him to move under daylight conditions, we were able to use napalm, bombs, rockets and machine guns against the enemy troops with great effectiveness. The same was true when the Reds tried to follow our forces in withdrawal by day. For example, the casualties he suffered in trying to cut off the Eighth Army in December and January were appalling.

Q. This co-ordinated effort of the Army in stirring them up for the kill from the air-does it suggest not only a new high in air-ground teamwork but a technique that could

pay big dividends in any future engagements?

A. It demands complete control of the air. That is a prerequisite. And even then, it would be wrong to project the Korean experience too far. You couldn't do in Europe what we have been able to do in Korea, for another reason. In Western Europe we would have to assume an enemy capable of tremendous ground fire. In Korea our achievements have been a direct result of relatively light opposition. In Western Europe, with superior enemy airpower and first-rate ground fire, it would be an entirely different story.

Q. How important is the ground fire side of it?

A. Very important. In Korea we used tremendous quantities of napalm. With napalm you have to get down on the ground-and I mean right on it-to skid those bombs onto the target. If you're low enough you get a streak of fire from 50 to 80 yards. Our napalm attacks have been very successful. You couldn't duplicate them in Europe against well organized ground fire.

Q. Then it is wrong to project . . .

A. It is very wrong to project the Korean experience, from an airpower standpoint, to any possible engagement in Western Europe.

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AIR FORCE

AFA NEWS



New Jersey Wing Convention Highlights

Chase chief engineer, Michael Stroukoff, gets top state airpower award at Paterson meeting. Other awards and citations given

The 1951 Airpower Trophy, awarded annually by the New Jersey Wing of the Air Force Association, went to Michael Stroukoff, founder and chief engineer of the Chase Aircraft Company, West Trenton. Mr. Stroukoff received the award at the third annual convention of the New Jersey Wing, held in Paterson on June 16. The presentation recognized Mr. Stroukoff's contribution to American airpower through his design of the

C-123, troop and cargo carrying transport of the U. S. Air Force.

Other awards went to Air Associates, Inc., of Teterboro, for development of firing indicator equipment for gunnery instruction; to the Curtiss-Wright Corporation of Caldwell, for production of hollow steel propellers by the extrusion process; to the Wright Aeronautical Corporation of Woodridge for its construction of a jet engine laboratory

capable of simulating flight speeds up to four times the speed of sound.

Albert Skea, aviation editor of the Newark Evening News, was cited for distinguished service contributing to the acceptance and understanding of airpower, and for accurate dissemination of aeronautical information to the people of New Jersey.

The awards were made by Frank E. Kimble, Jr., Chief of the State Bureau of Aeronautics, at the convention banquet. Brigadier General Robert L. Copsey, State Commissioner of Aviation, was the principal speaker. General Copsey is presently on active duty as Deputy Special Assistant to the Chief of Staff, USAF.

A forum on Reserve activities con-(Continued on page 48)



The all-male cast of "Pierre's Fashions of the Hour" line up for the photographer at close of smash hit staged by members of Chicago Squadron 41. Morry Worshill, fourth from right, Illinois Wing Commander, wrote and directed the show.

Chicago Squadron No. 41

On June 23 Chicago's AFA Squadron No. 41 once more entered the field of drama when an all-male cast of seven presented a two-act farce, "Fashions of the Hour." Members Norm Lauer and Nick Mutz built the stage for the performance.

Attendance was good and the show was a financial success, reported Illinois Wing Commander Morry Worshill.

Frank Barker, chairman of the Chicago Branch, Royal Air Force Association, spoke at a recent meeting of Squadron No. 41. He told of the origin of the branch and its association with headquarters in London. He also gave some sidelights on the work the RAFA is doing throughout the British Empire.

The film, "Look to the Skies", was shown on a television program conducted by the Illinois AFA Wing last month. George Anderl was guest speaker.

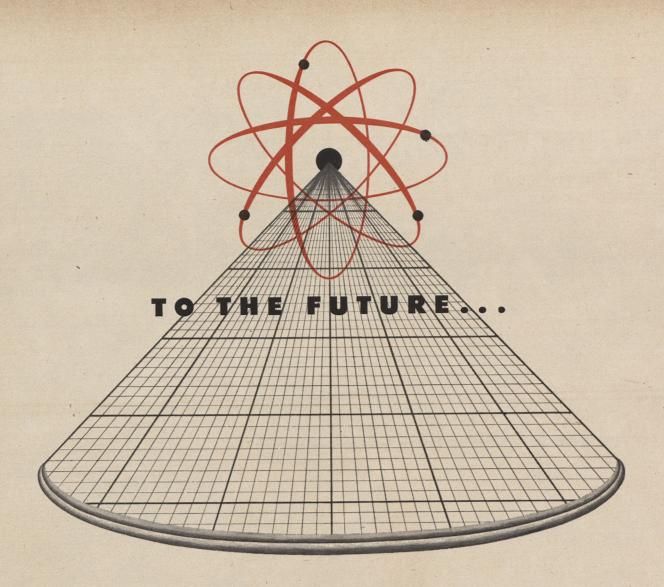
(More AFA News on page 47)



The Honorable Eugene Zuckert, Assistant Secretary of the Air Force, congratulates Robert Rec, CO of Taunton, Massachusetts, High School Cadet Corps, for excellent exhibition of his corps. Officials of Taunton AFA Squadron look on. Taunton AFA Squadron members served as Honor Guard.



Interstate AFA get-together at recent Michigan Wing convention in Battle Creek. Left to right: Glenn D. Sanderson, BC Squadron Commander and convention chairman; Wing Commanders Wm. T. Amos, Michigan; Frank Ward, Michigan, retiring; Morry Worshill, Illinois; and August Duda, Ohio.



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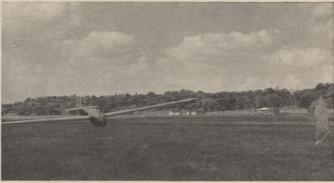
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The above photos show a competitor in Dayton's AFA Glider Meet coming in just short of marker in spot landing event.

Dayton's Third AFA Glider Meet

The third annual Wright Memorial Glider Meet, held at Dayton, Ohio under the auspices of AFA's Dayton Squadron No. 1, came close to being rained out again this year over the wet Memorial Day weekend.

In the final burst of fair weather which marked the end of the four-day meet, Robert Heys, Dayton sailplane pilot, toppled altitude records to walk off with top honors. With 3600 points to his credit, Heys, a member of the Dayton Soaring Society, was named grand champion and winner of the coveted Lane Trophy. The trophy is awarded annually to the entrant amassing the most points in the individual events. In winning top place Heys nosed out Lt. Col. Floyd Sweet, who had garnered 3400 points in various events. Sweet is president of the Dayton Soaring Society, which this year co-operated with the Dayton AFA Squadron in staging the meet.

In the absolute altitude event, sponsored by Consolidated-Vultee Aircraft Corporation, Heys reached a new high of 7400 feet to beat the record of 6100 feet set last year by Paul Bikle. In the altitude contest sponsored by the Boeing Airplane Company—for distance gained after release from tow plane—Heys set a new 5000 foot mark to wipe out Bikle's 1950 record high of 4800 feet.

Bikle won the Ryan Industries paper strafing contest by cutting the streamer twice in a new time of 9.8 seconds, toppling his own old record of 11.7 seconds.

The Service Distributing Company-sponsored spot landing was taken by Floyd Sweet when he came within 11 inches of the pylon.

Douglas bomb drop winner was Bill Stevenson of Dayton. His record drop hit within 10 feet of the bulls-eye, considerably better than the 44 foot 8 inch mark set by Purdue University Glider Club entrants in 1950.

The Helene Curtis endurance soaring trophy went to Rudy Opitz, Dayton, who stayed aloft 5 hours and 15 minutes.

The distance event was won by Chuck Kohls, Detroit, who covered 89 miles in an attempt to reach Toledo. Kohls landed at Findlay, Ohio, while Opitz, also trying for Toledo, came down at Bellefontaine, Ohio. Bill Coverdale, Chattanooga, Tenn., and Chuck Kohls had flown 73 miles the day before. Both landed at Falmouth, Ky. Coverdale is chairman of the National Soaring Meet held annually at Elmira, N. Y.

Twenty-two pilots and nine sailplanes were entered in this year's meet. The four-day event included 69 official flights and totaled 47 hours of soaring time. John D. Carsey, president of the Soaring Society of America, was among the observers.



Bob Heys, grand champion of meet, receives trophy from co-queen Ruth McBride. J. H. Meyer (right) was chairman.



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Detroit AFAers view wreath placed in Vet. Memorial Bldg. on May 30. L. to R, Sgt. C. Beaumont, Pvt. G. Benecoff, A. Morrell, Sqdn. Cmdr. A. Nichols.

New Jersey Convention

(Continued from page 44)

ducted by Lieutenant Colonel Robert E. Moist, Assistant Director of Reserve Administration, First Air Force.

An address, "The Air Force Association Today and Tomorrow," by Ralph Whitener, AFA's National Organization Director.

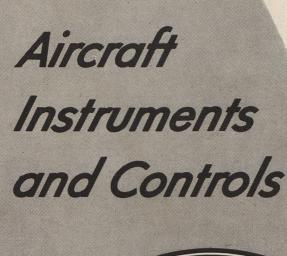
A forum on aviation industries in the state of New Jersey, conducted by Cornelius T. Morris, director of public relations, Chase Aircraft Company; Ronald S. Gall, manager of public relations, Propeller Division, Curtiss-Wright Corporation, and A. E. Harrison, engineering manager, Electronic Division, Air Associates, Incorporated.

At a convention cocktail party, AFA President Robert S. Johnson crowned "Miss AFA of New Jersey for 1951" and presented her with a bouquet of roses.

Robert Westerveld was convention chairman. His assistants were Irving B. Zeichner, James A. Doeler, Walter Grimes, and Joseph Gajdos.



AFA President Bob Johnson presents a bouquet of roses to "Miss New Jersey Wing of 1951," while 1950 Wing sweetheart extends congratulations.





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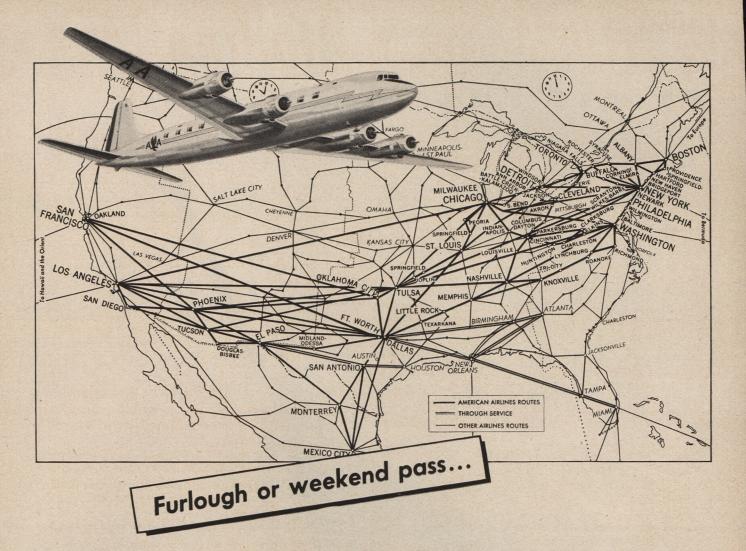
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provides for promotion opportunities for all airmen on active duty by the distribution of a monthly promotion quota within the upper five pay grades. Allocations are made to each major command. No limitation is placed on the number of airmen who may be promoted to private first class. All airmen are selected for promotion by their field commanders who are in the best position to evaluate the qualifications of their personnel. No discrimination in selection for advancement is made between airmen serving in the Regular Air Force and airmen of the Reserve Forces who have been ordered to active duty. Promotions are limited to the grades authorized the Air Force specialties held by the individual airmen and field commanders have been instructed to select the best qualified of all eligible personnel for advancement. Airmen become eligible for consideration for promotion when they meet certain requirements. One of these is service in grade for a prescribed period of time. This requirement is considered vitally important since it provides time for demonstration of ability through performance. All airmen entering active service are credited for the purpose of promotion to the next higher grade with all active service performed in equal or higher grades with any of the Armed Forces. One half of all inactive service in equal or higher grades in any of the Reserve Forces of the Armed Forces is also credited toward time in grade for promotion purposes. Service so credited can be counted for time in grade for one promotion only. Any airman who fulfills all requirements except time in grade and who is recommended by his immediate commander as outstanding is also eligible for consideration. All airmen in a particular grade are considered for advancement to the next higher grade in competition with each other through selection of those best qualified. The Department of the Air Force has maintained a flexible promotion policy in order to meet the demands of the accelerated military program. This policy is constantly under study and will be altered whenever it is considered nec-

With regard to the military occupational specialties in which Reserve airmen are ordered to active duty, it is the policy of the Air Force normally to select the primary military specialties of the individual concerned. Any deviation from this practice can be explained only after examination of the records and circumstances in each case. If the name, rank and service number of the airman cited in this instance can be furnished, further information can be obtained . . .

Subsequent to the commencement of the Korean conflict the numbered Air Forces of the Continental Air Command were literally swamped with applications from Reservists for extended active military service. During that (Continued on page 53)



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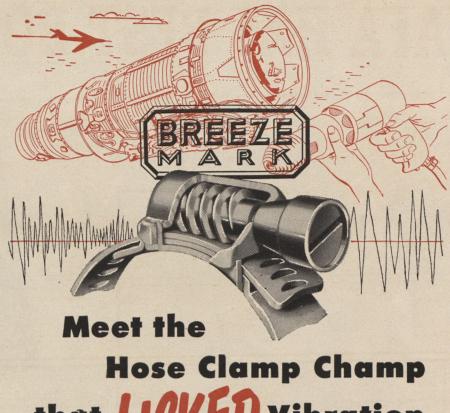
time it was administratively impossible to answer individually every application. The program has now stabilized sufficiently so that every application received at the numbered Air Force headquarters receives individual attention and reply. It is suggested that the writer in this instance re-apply at this time. Budgetary limitations preclude yearly 15-day active duty tours for all Reservists and only Organized Air Reservists are automatically qualified for such duty. Individual applications for Organized Air Reserve assignments should be directed to the Commanding General of the numbered Air Force having jurisdiction in each case . . .

Representatives of this headquarters have visited the former Reserve Training Center Wings which were recently ordered into active military service. Although discrepancies in proper administration and support have been observed, it is considered that no more than normal growing pains are being experienced by the organizations and that they are developing as well as similar newly activated non-Reserve units. The outstanding performance of those Reserve wings ordered into active service last year is indicative of what may be expected of the wings ordered in recently.

Short tours of active duty for attendance at Service Schools are available from time to time for qualified applicants. Organized Air Reservists are given first priority for attendance, but if insufficient applications from qualified Organized Air Reservists are available to fill the school quotas, they are then filled from among qualified applicants in the Volunteer Air Reserve.

A vigorous program is now under way for the improvement of Volunteer Air Reserve Training. Short active duty indoctrination courses for all Volunteer Air Reserve Training Unit commanders, adjutants and training officers are now being conducted by the Continental Air Command numbered Air Forces. A total of 1,912 officers will attend the courses this year. The instruction being presented is intended to teach these key officers how to improve the administration and the conduct of the training of their units. Many additional permanent party liaison per-sonnel are being assigned to the program to assist the unit commanders and a library containing all publications available to newly activated Reserve units is authorized for each Volunteer Air Reserve Training squadron. An entirely new series of seminar courses for group instruction has been completed by the Air University and is available for Volunteer units. These courses are considered to be much improved over the first series and have more guidance for the instructors including necessary training aids. The Air University is also adding more extension courses for individuals, particularly for airmen. . .

Col. Frank T. McCoy, Jr. Deputy for Civilian Components Hq, USAF



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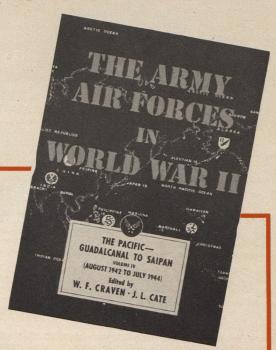
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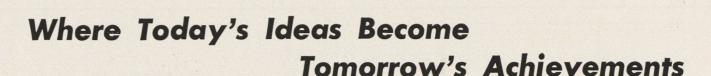
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