

AIR FORCE

THE OFFICIAL JOURNAL

OCIATION, OCTOBER, 1950

CARL A. SPAATZ

A "Young Man" In the Co-Pilot's Seat

Special!

**A COMPLETE REPORT
ON THE
BOSTON CONVENTION**

1ST.....WITH TURBO-PROPS



**AEROPRODUCTS
TURBO-PROP INSTALLATIONS**

**CONVAIR XP5Y
DOUGLAS XA2D
ALLISON TURBOLINER
OTHERS UNANNOUNCED**

First with Turbo-Props! Propulsive horsepower unequaled by any other propeller in use today is delivered by this dual rotation Aero-prop, which is being powered by ALLISON, NORTHROP and other turbines soon to be announced. Single rotation Aero props are also available for turbines or reciprocating engines.

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NAA-T28, F82 ... Douglas-AD... Grumman-F8F

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Aeroproducts

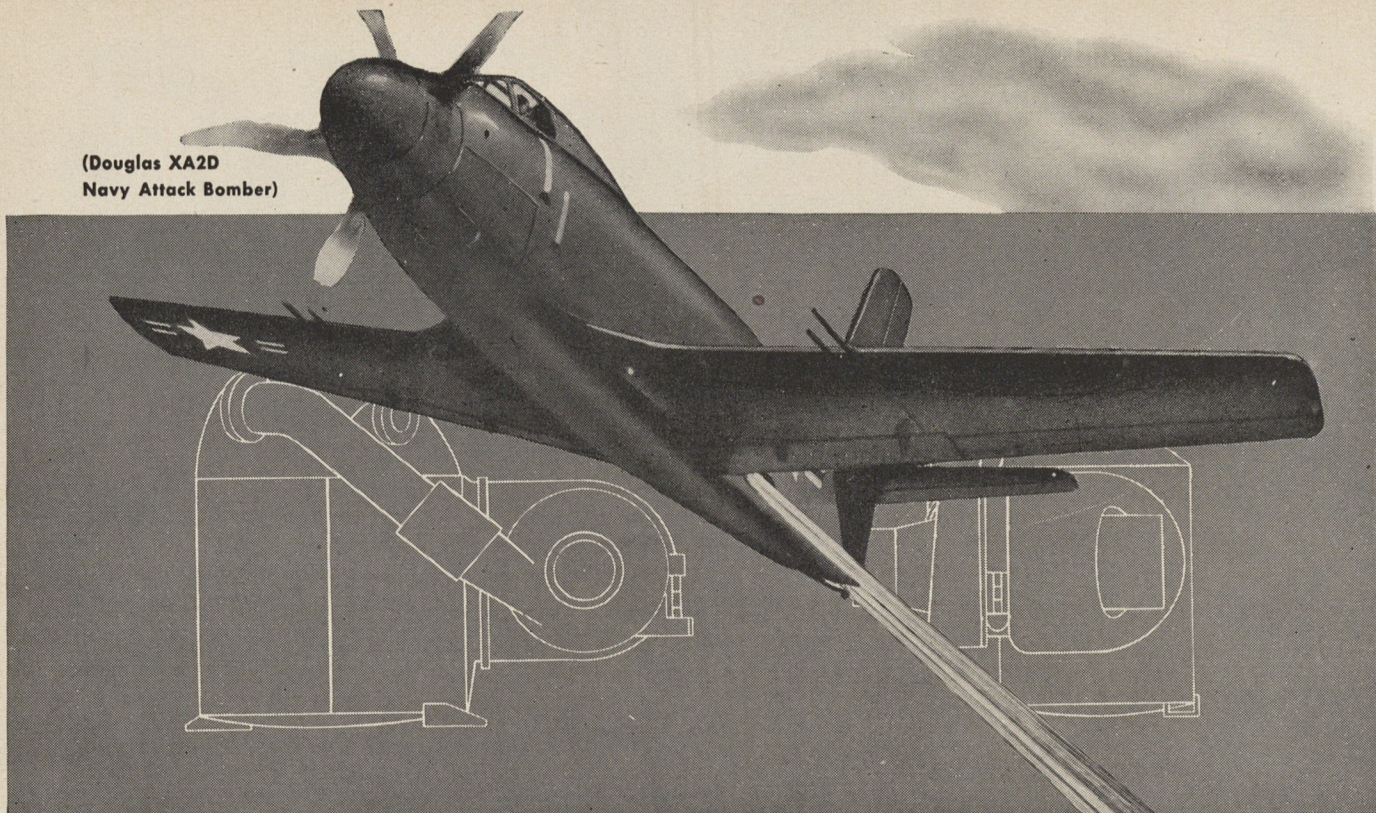
BUILDING for today
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AEROPRODUCTS DIVISION • GENERAL MOTORS CORPORATION • DAYTON, OHIO




(Douglas XA2D
Navy Attack Bomber)



CUSTOM-MADE CLIMATE IN THE CLOUDS

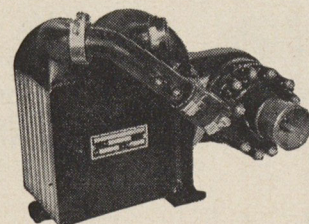
- Cockpit conditioning in the world's first Turbo-Prop attack bomber is by Stratos. For the XA2D "Skyshark," Douglas selected Stratos refrigeration equipment. Engineered for the job, the Stratos unit is light, compact, rugged and efficient.
- This, the biggest and fastest of its type, is but one of many aircraft—ranging from jet fighters to multi-engined transports—which rely on Stratos supercharging and cooling equipment to keep passengers and crew comfortable regardless of altitude or temperature conditions. Thousands of flight hours in both airline and military service have proved the outstanding reliability and long, trouble-free life of Stratos equipment.
- The XA2D's refrigeration equipment, bearing the Stratos designation NUR15, is an air driven expansion turbine. Compact and weighing but 17 lbs, the unit takes 600°F air from the compressor of the turbo-prop engine and delivers 0°F air at a flow of a pound a minute for each pound it weighs. Its performance illustrates how Stratos engineering has obtained a maximum of efficiency with a minimum of size and weight.

For information on this and other Stratos equipment, write:

 **Stratos Corporation**
A SUBSIDIARY OF

FAIRCHILD ENGINE & AIRPLANE CORP.

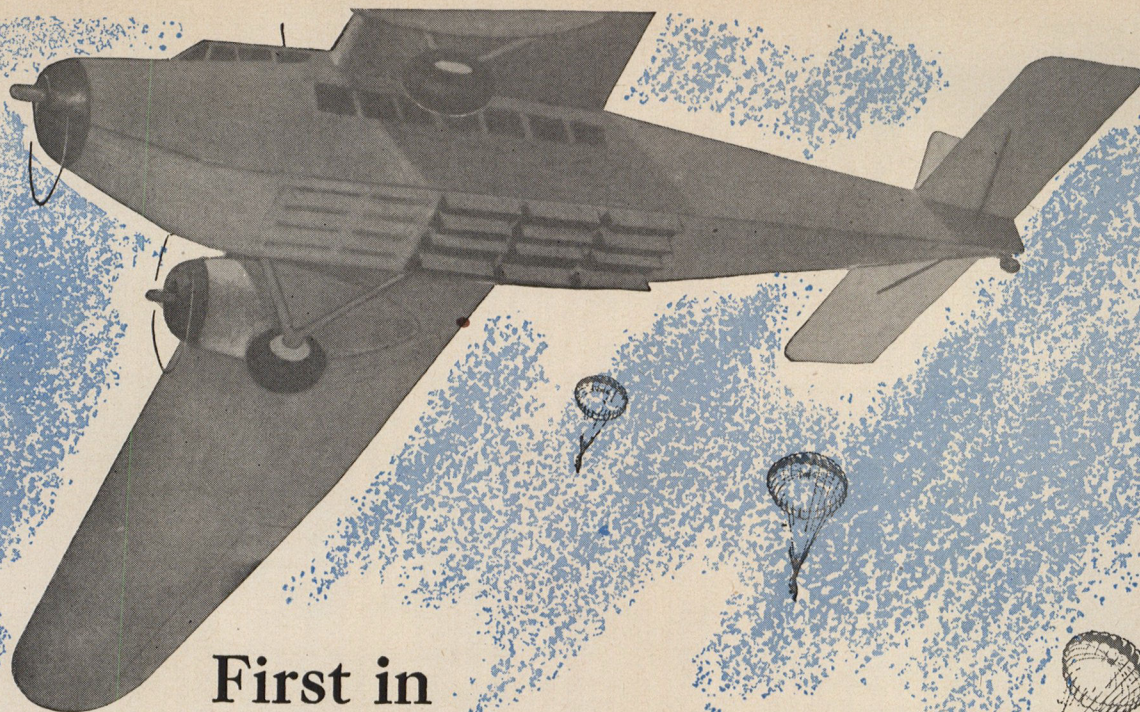
FARMINGDALE, LONG ISLAND, N.Y. • 1307 WESTWOOD BLVD., LOS ANGELES 24, CALIF.



STRATOS MODEL NUR15

Typical aircraft using
STRATOS equipment:

North American AJ-1 and YF-93-A
Boeing B-47 • Grumman AF-2S
AAL Convair 240
PAA and Air France Constellations



First in SAFETY

*The year is 1929** and America is becoming more and more conscious of travel by air. Stanley Switlik is manufacturing parachutes in his Trenton, New Jersey, factory and he's worried. "Can a more efficient method be devised for landing passengers and cargo from airplanes in full flight?"—he asks himself. Then! An idea is born. Why not equip airplanes with trap doors in the belly, then have each seat equipped with a parachute and ripcord attachment. Thus, passengers could be dropped through and gently lowered to earth.

The idea was successfully tried and patented in America and foreign countries. From this dream for emergency exit evolved the present day ejection seats.

Another *first* in Switlik's continuing research for greater safety.

**In November, 1929, "DAS LUFTSCHIFF," published in Berlin, illustrated Stanley Switlik's revolutionary idea as shown here—international acclaim!*

SWITLIK

PARACHUTE COMPANY, INC.



LALOR AND HANCOCK STREETS, TRENTON, NEW JERSEY, U. S. A.

OCTOBER, 1950 VOL. 33, NO. 10

THIS IS AFA

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

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

ITS OBJECTIVES

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

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

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

ITS OFFICERS AND DIRECTORS

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Regional Vice Presidents: Edward R. Tufts (New England); George Hardy (Central East); Merle Else (North Central); Warren DeBrown (Northeast); Jerome Waterman (Southeast); Thomas Campbell (Northwest); Thomas Baker (South Central); Dr. John Biggerstaff (Midwest); James McCusker (Rocky Mountain); Ray Ireland (Great Lakes); William Hensley (Southwest); Thomas Stack (Far West). **Secretary,** Julian B. Rosenthal, **Treasurer,** Benjamin Brinton.

CARL A. SPAATZ, Chairman of the Board

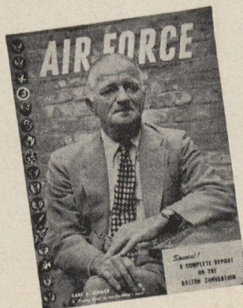
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THE COVER

When Gen. Carl Spaatz assumed his new duties as Chairman of the AFA Board in Boston last month he made two points; a.) he believed heartily in AFA's objectives, and, b.) he believed just as firmly that a Board Chairman should be as quiet as possible. As this is written however, the General is on his way to Korea, and has agreed to give AIR FORCE a report upon his return. It seems happily evident that the new Chairman has no intention of being as quiet as he thinks good Chairmen should be. READ "THE REPORT FROM BOSTON" Page 24

AIR FORCE STAFF

JAMES H. STRAUBEL, Editor and Publishing Director

NED ROOT, Managing Editor

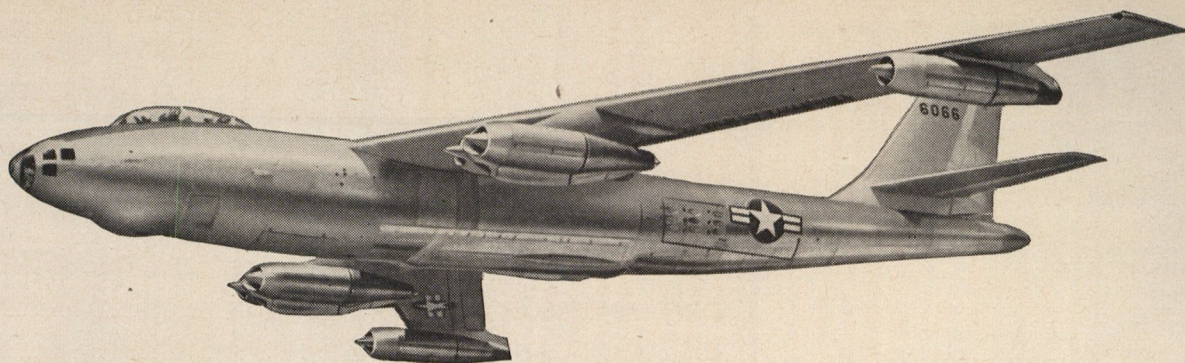
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JAKE CULPEPPER, Associate Editor

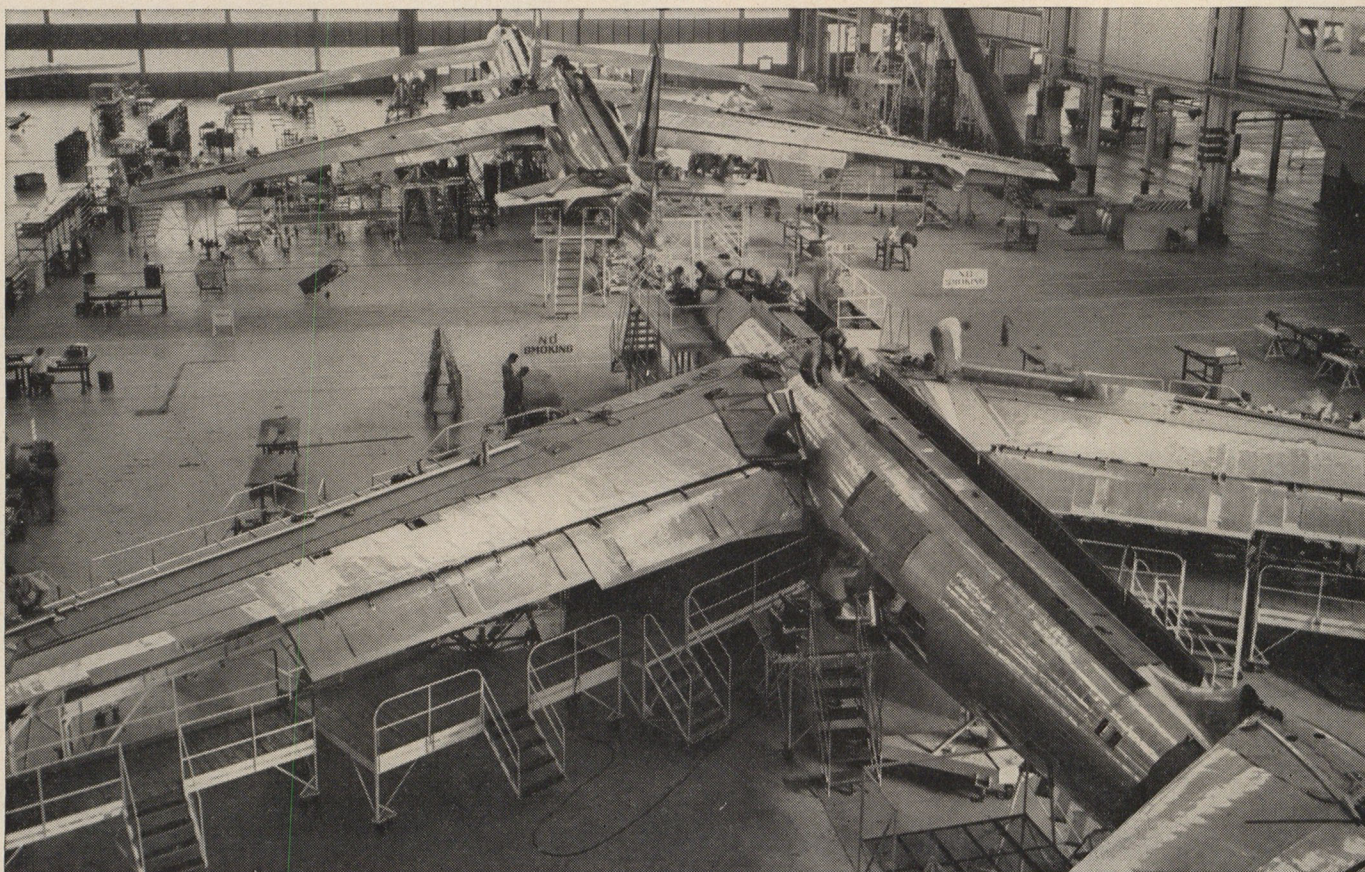
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Here's protection in production



The Boeing Stratojet has passed the experimental stage and is in production. That's heartening news.

The first production model of this Boeing-designed, Boeing-built jet bomber — capable of speeds over 600 miles an hour — rolled through the factory door 18 months from the time the U. S. Air Force gave its go-ahead. An undisclosed number of others are coming along to take positions in the front line of U. S. air defense.

In this new six-jet bomber which Boeing began developing in 1943, America has one of the world's most significant defense weapons. Big as a B-50 Superfortress, its radical design gives it terrific power and speed.

Building the arrow-shaped Stratojet presented new problems and challenges at every step of the way. Tolerances were closer than even the aircraft industry was accustomed to. Its $\frac{5}{8}$ " metal wing "skin" called for spe-

cial forming skills. Giant extrusions and difficult forgings had to be made.

But Boeing's skilled engineering-manufacturing team took all these problems in stride. Profiting by its experience in putting the B-29 into production in time to play a major role in winning the war with Japan, Boeing was able to bring the Stratojet to life in record time. It will add strength to America's determination to bulwark the nation's defense through air power.

For the Air Force Boeing builds the B-47 Stratojet,
the B-50 Superfortress and C-97 Stratofreighter; and for five of the world's leading airlines
Boeing has built fleets of the new twin-deck Stratocruisers.

BOEING

Orvil Anderson and Our Tradition

WE are told it is not in keeping with the American tradition to start a fight or provoke a war. We are in agreement with that policy, as it is stated.

But, we have read some hundreds of volumes about the historical basis for the American tradition, and we are reminded of the accepted rules of conduct in the lusty days of the departed Western frontier.

In those days some Joe with murder on his mind would occasionally announce on the public square that your continued presence and participation in community life was unpleasant to him, and that he intended at the time of next meeting to do something about it—to increase your weight by lead content.

On such occasions the elemental rules of self-preservation were rudely recalled to your attention, and especially so if your prospective opponent spent the intervening time oiling up his artillery and practicing at moving targets. If you acted promptly and with good judgment, the boot hill cemetery had another occupant, and it was not *you*.

Those days were too early for the Good Conduct Medal, but the neighbors paid you the indirect compliment of failing to call the grand jury, and most folks believed that you had made life safer, for all.

On a much broader scale we are now living in a world just as practical as that of the early West. We have no assurance that we will continue to live, either as individuals or as a nation, unless we adopt and continue to follow a practical course.

A well known Joe, evidently with homicidal intent, has announced on the world public square that our continued existence is not essential. His record of past conduct is known to all, and is convincing. You do not have to be smarter than average to figure out what he is going to do, the first time he has the "drop" on us.

We rather winced when the Orvil Anderson story came up in our morning paper. Not long before a distinguished gentleman from the Navy Department had been much less direct in his statements, and he received few if any bouquets for his assertions. Orvil can be justifiably accused of "poor timing".

We cannot go all of the way with the statements attributed to General Anderson. We are not in favor of starting any wars, even preventive ones, for we have had two wars during our growing up years and we know something about them.

But, for our money, the principles upon which Anderson pitches his platform are not entirely bad. His views make a lot more sense if you can read or listen to all of the presentation, rather than gain quick impressions from "quotations", evidently not selected by the author.

The backbone of the Anderson view, as we understand it, is that it is high time we take a practical view of the world as it exists today, and act accordingly. That you do not need to wait until some gent drops a load on the family home before you conclude that he intends you no good. That it is not practical, not even good diplomacy, to continue to announce to the world that we are eternally bound by American tradition not to kick until we have taken a good kicking. That in the atomic age it is not very effective to be belligerent after the house has toppled in on you.

All of that makes good sense to us. It is difficult to be convincing if you say that self-preservation runs against the grain of American tradition.

We favor a policy which will provide the ability to take care of ourselves, with a continuing resolve to do so. We advocate the building of forces sufficient to make it abundantly clear to Joe that we will not brook continued aggression on his part—either direct or directed. Our policy of self-preservation should be a flexible one, flexible enough to provide adequate measures if and when the conduct of the enemy requires something different. Nothing deters a bully so much as the knowledge that someone, perhaps *he*, may get killed in the fracas.

Announcing that we would not defend Korea added nothing to the simplicity of the present situation. Announcing that we are not going to drop any bombs until some have been dropped on us is not the best way to preserve the country. As a matter of fact we have done too much announcing. Wouldn't the simple belief that we are capable of taking care of ourselves, and that we will do so, be something that Joe would have no difficulty understanding?

We are not applauding the statements attributed to General Anderson. His position of importance gave his strong views public attention at a time of delicate balance in world affairs. But his views are those of a good American; an intelligent, competent, worried air tactician. They should be given weight in working out a practical national policy, one suitable for the world of 1950.

In many respects General Anderson has done us all a good turn; he has given us something to think about, in an area where periodic re-evaluation of the situation will do the nation no harm.

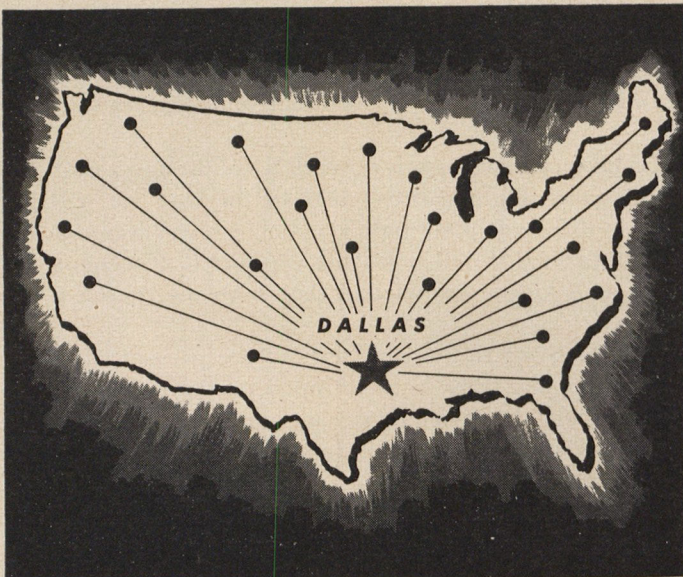
Our business is everybody's

America is involved in another emergency, and the nation is gearing for national defense. And once again, industry is demonstrating that the task of building materiel for our armed forces is not confined to a few major contractors. It requires teamwork by all kinds of industry — large and small. National defense is everybody's business.

Nowhere is the need for such teamwork more clearly recognized than in the aircraft manufacturing industry. But it is not teamwork desperately assembled at the beginning of a crisis and quickly disbanded when the crisis is passed. It is practiced in peace, as well as in time of emergency.

For example, Chance Vought Aircraft has been in the business of building military airplanes for more than 30 years. And in all that time it has fostered, as a matter of policy, a close working relationship with a large family of allied companies — large and small, but mostly small. They feed into our plant expertly-made components which we incorporate in the finished airplanes.

Some of these companies make such major items as valves, pumps, moldings, plastics, castings, landing gear struts, forgings, and hydraulic assemblies to Vought's designs. Others supply so-called "government fur-



The network of companies, large and small, which feeds products and services into Chance Vought is nationwide.

CHANCE

business

nished equipment," which includes engines, propellers, radar, cockpit instruments and all kinds of electronic equipment. Still others fabricate standard aviation products — sheet stock, rivets, machine screws and many others. We also buy goods and services, from electrical power to paper clips, essential in the operation of any business enterprise. Each company, therefore, is an integral part of Vought's business, however small its participation may be.

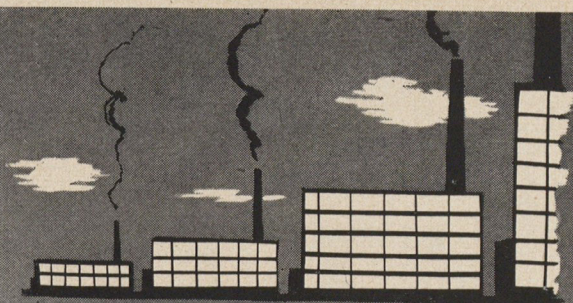
By spreading work among a number of companies in peacetime, Vought remains smaller than it would be if it were manufacturing about everything it needs. Therefore, its expansion or contraction as dollar volume of sales fluctuates, is not drastic. And since Vought is not the only customer of its subcontractors and suppliers, these companies are not seriously disrupted if our business slackens off.

In a national emergency, such as the one we are now facing, this kind of teamwork with little business really pays off. With such a dependable network of skilled subcontractors and suppliers, Vought is equipped at all times to handle, quickly and efficiently, any task that might be assigned by the military services.

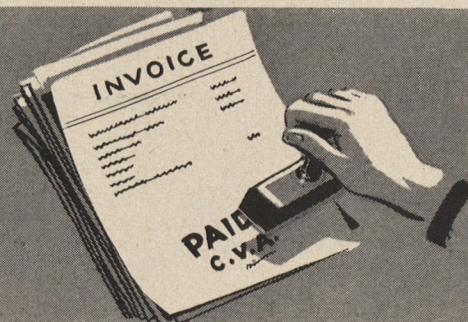
VOUGHT AIRCRAFT

DALLAS, TEXAS

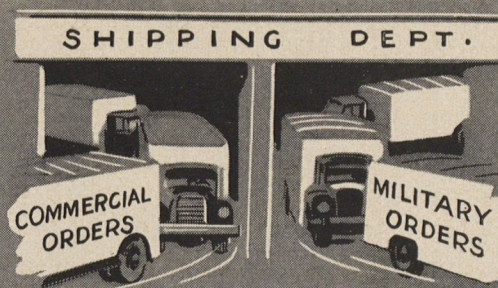
ONE OF THE FOUR DIVISIONS OF
UNITED AIRCRAFT CORPORATION



Chance Vought is an important customer of more than 2,000 subcontractors and suppliers throughout the nation. Most of them are small, employing from 50 to 500 persons. Others are large, some much larger than Vought. Each has a product or special skill we need to help us manufacture intricate, delicate, precision products for modern, high-speed aircraft.



If you want proof of the interdependence of large and small businesses, take a look at the financial side of the picture. Of every dollar received by Vought for airplanes, more than 32 cents is spent for the products of other companies — mostly small ones — on our production team. The amount paid out last year totaled many millions of dollars.



Companies which do work for Vought must adhere to extremely fine tolerances on some products. It is a matter of record that many of these companies, having earned reputations for quality production in aviation, are eagerly sought out by non-aviation manufacturers who want the same quality. This helps them to prosper in peacetime, and preserves skills and manufacturing techniques essential to our national defense in an emergency.

AIR TRAVEL AT ITS FINEST...

**on the completely modern
up-to-the-minute FLAGSHIP FLEET**



THE DC-6 FLAGSHIP

First really new post-war transport, offers a new concept of passenger luxury on long distance travel.



THE CONVAIR FLAGSHIP

Provides on short trips the kind of speed and comfort hitherto restricted to distant travel.

**The answer to today's demands for
bigger, better and more air transportation**

These two great aircraft form a five-mile-a-minute Flagship Fleet that is unrivalled in safety, comfort and luxury. Wherever you go... however long or short your journey may be... when you fly the route of the Flagships you are experiencing air travel at its finest.

AMERICAN AIRLINES ^{INC.}

AIRPOWER IN THE NEWS

VOL. 33, NO. 10

WASHINGTON, D. C.

OCTOBER, 1950

AIRCRAFT AND PARTS PLANT EMPLOYMENT, which was 254,800 just before the outbreak of war in Korea, may exceed 500,000 by next summer, according to Aircraft Industries Association's estimates. . . . Expansion of existing facilities and greater use of floor space in the aircraft industry, rather than immediate all-out mobilization in the WW II manner, will amply meet the current threat of another global conflict, according to Adm. DeWitt Clinton Ramsey, USN (Ret.), President of AIA, in article in September issue of THE MARTIN STAR.

AN AIR FORCE REGULATION is being prepared which will combine under one cover most of existing regulations governing the procurement of AF Reserve officers. It will spell out three basic criteria for appointments: (1) age, (2) education and experience, and (3) requirements by AF. . . . AF extends all AFR appointments. This means that all the 242,000 AF Reserve officers, including about 4,000 whose five-year appointments have expired, are subject to involuntary recall to extended active duty. . . . USAF has temporarily suspended the promotion of officers and enlisted personnel in AF Reserve not on active duty. The suspension is temporary, pending reevaluation of entire reserve program in view of present situation.

FOUR FIGHTER BOMBER GROUPS AND ONE TACTICAL RECONNAISSANCE GROUP OF AIR NATIONAL GUARD will be called to active duty in the near future, AF C/S Vandenberg has announced.

WOMEN PHYSICIANS, DENTISTS, VETERINARIANS, as well as technical specialists may now receive reserve commissions in AF, and may apply for extended active duty at AF installations. . . . Physicians, dentists and veterinarians who received all or part of their training during WW II under Army Specialized Training Program or the Navy V-12 Program, and who do not have commissions with other military services, are eligible to receive commissions in USAF.

HIGHER ENLISTED FAMILY ASSISTANCE RATES were granted in bill recently signed by President Truman. Airmen now have to have an allotment in effect for their dependents equal to the entire MAQ plus an additional contribution out of basic pay. Airmen in present day AF are given an initial mobilization clothing allowance of \$179.24. Airmen with less than three years' service accrue a basic clothing maintenance allowance of \$4.20 per month and those with over three years' service get \$5.70 monthly. Most commands started issuing the new blues on September 1. Personnel of FEAF, as well as those alerted for Far Eastern duty, will go off the allowance system and return to the former issue-in-kind set-up.

GREATEST NEED FOR AF OFFICERS is still in the navigator, bombardier, and radar specialist fields, although requirements now exist for pilots of most combat aircraft. Pilots with over 1000 flying hours are given priority in being recalled. . . . AF Reserve will enlist any ex-airman in grade held at time of separation in an attempt to fill vacancies existing in volunteer training squadrons.

THE FIRST B-36D MODEL BOMBER--equipped with four jet engines in addition to six reciprocating engines--has been delivered to USAF, CONVAIR disclosed on August 24. . . . The Fairchild XC-120, one of USAF's most revolutionary new planes which is equipped with a detachable fuselage, made its first flight at Hagerstown, Md., on August 11.

FIRST OF NEW TYPE BOEING KB-29P FLYING BOOM AERIAL TANKER AIRPLANES has just been
(continued on page 10)

AIRPOWER IN THE NEWS CONTINUED

delivered to the 97th Aerial Refueling Squadron, Biggs AF Base, Tex. The new "aerial gas station" makes possible the refueling of USAF bombers at higher speeds and greater altitudes, and at a much faster rate of flow than was possible with earlier fueling systems. . . The world's most powerful jet engine, the Armstrong Siddeley Sapphire, was released from the secret list by Great Britain on August 31. One Sapphire has the power of four superfort engines, it was disclosed.

APPROXIMATELY 300 PILOTS WHO HAD BEEN DE-RATED during recent economy program in order to remain on active duty have been restored to flight status, USAF has announced. 3500 pilots were de-rated or separated as a result of this program.

HOUSE HAS PASSED A BILL TO PERMIT FUTURE DIVIDENDS on NSLI to be applied to payments of premiums. Measure is under consideration by Senate. Dividends could be paid in cash only to those veteran policy-holders who request cash payment in writing.

KNOX B. PHAGAN has been named Deputy Controller of AF by Sec'y Finletter. . . Brig. Gen. William Oscar Senter has been appointed chief of Air Weather Service, MATS, with headquarters at Andrews AF Base, Md.

PUBLICATION OF VOLUME IV OF OFFICIAL HISTORY OF AAF IN WORLD WAR II, entitled "The Pacific-Guadalcanal to Saipan, August, 1942, to July, 1944," was announced by AF on September 8. Copies are obtainable through AFA at \$6.00 each.

GENERAL GEORGE C. KENNEY recently returned from Australia where he attended the celebration of Royal Australian Air Force Week. He presented a flag of the Air Force Association on behalf of AFA to the Royal Australian Air Force Association.

AIR TRAINING COMMAND is expected to complete its survey of civilian contract basic flying sites by October 1, 1950. First classes are expected to enter pre-flight phase at these bases in March, 1951. Craig AF Base, Ala., and Tyndall AF Base, Fla., were transferred from Air University to Air Training Command on August 31.

AIR FORCE HAS SUFFERED 98 CASUALTIES in the Korean action up to August 25, Department of Defense has announced. Of the AF casualties, 27 are dead, 64 missing and eight wounded.

BRIG. GEN. CLYDE H. MITCHELL, ANG; BRIG. GEN. DOUGLAS KEENEY, USAFR, AND COL. DESMOND O'KEEFE, USAF, have been named to serve on ConAC's Board of Appeals to consider appeals for delay in call to active duty of individual members of AF Reserve. . . ConAC has been authorized to select, through its numbered Air Forces, personnel to fill 495 officer posts in the Judge Advocate General Reserve.

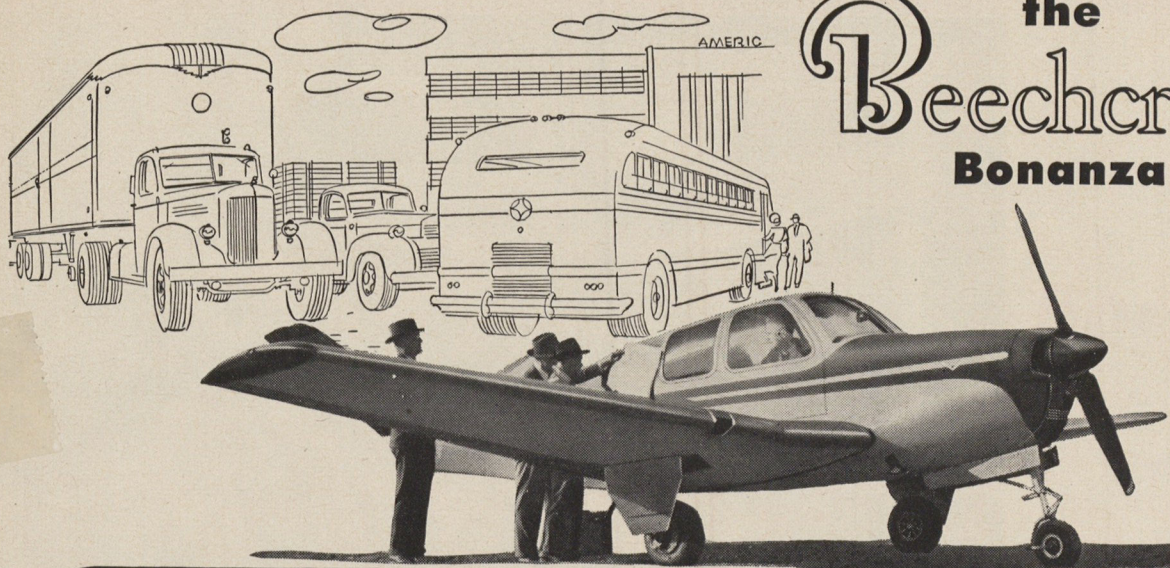
10,000,000 POUNDS OF WAR MATERIALS and more than 6000 passengers were flown from Japan to Korea in support of UN forces by Mid-August, FEAF has announced. Airlift is under the direction of 374th Troop Carrier Wing, based near Tokyo.

A BILL has been introduced by Sen. Chan Gurney (R., S.D.) which would provide that the chairman of the Joint Chiefs of Staff, while holding such office, would have the rank and title of: General of Army, Fleet Admiral of US Navy, and General of the AF.

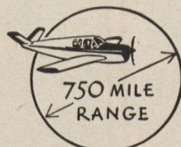
A TOTAL of 358,091 veterans exhausted their entitlement to further GI Bill Training by July 31, while another 209,595 disabled veterans, all Public Law 16 trainees, were declared rehabilitated.

Add this "expediter" to your transportation set-up:

the Beechcraft Bonanza



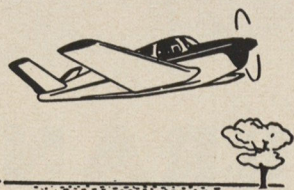
Faster trips. Cruising at a 170-mph clip, your management men can spend *all* the time they need on "field work." You have complete mobility of action—the Bonanza is fully equipped for day and night flights.



... at longer range! 750-mile range can be lengthened to 940 or 1,145 miles with installation of 10- or 20-gallon auxiliary fuel tanks. In the Bonanza you can *keep moving* to your destination.



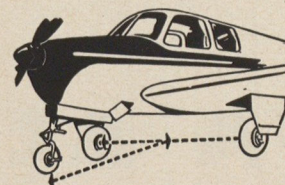
Travel in style—and comfort! The cabin is *sound-proofed*, handsomely tailored, and *big*. Four ride in "stretch-out" comfort. W-I-D-E limousine-type door. Arm rests, ash trays for all. Three map pockets.



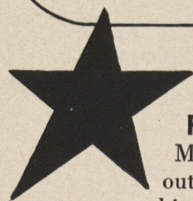
Takes short fields "in stride." Take-off horsepower rating now 196 h.p. at 2,450 rpm. Landing gear lowered in 7½ seconds, raised in 8½, at 105 mph. New Beechcraft propeller develops greater static thrust.



And just compare this economy! Fuel consumed at "passenger car" rate — 9.5 gallons per hour! Bonanza uses only 56% of engine's rated take-off horsepower at cruising speed. Less wear, fewer overhauls!



Unsurpassed safety. Steerable nose-wheel gives greater maneuverability, more positive control. Wide and long wheel base smooths rough field landings. All-metal framework far surpasses CAA requirements.



Features like these have put the Model B35 Beechcraft Bonanza 'way out in front! Get the *full* story about this sturdy, economical business plane from your nearest Beechcraft distributor or dealer today. Or write Beech Aircraft Corporation, Wichita, Kansas, U. S. A., on your company letterhead.

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

Beechcraft

BONANZA

BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS

NEW INSURANCE PLAN

PROTECTION
for your family
even while you are
on active duty



AFA ACCIDENT INSURANCE **LOW-COST PROTECTION FOR MILITARY AVIATION ACTIVITIES** *plus* general accident insurance—including private and commercial flying

HERE'S SECURITY AND PEACE OF MIND for you and your family, day and night, at home or away, on land, on sea, and in the air, any place in the world, even while you pilot — or are a passenger in — military aircraft, and even while you are on active duty with the Air Force.

AFA Accident Insurance requires no physical examination. It pays off for loss of sight or

limb, as well as for accidental death, in certain categories. No other accident insurance offers you — at such small cost — comparable military and civilian *air and ground protection*. Available in units of \$1,000 — up to a maximum of \$10,000 — AFA Accident Insurance is exclusively for members or associates of the Air Force Association. Annual premiums per \$1,000 of insurance range from \$3 to \$15. See chart on opposite page for complete details.

ISSUED BY LLOYD'S OF LONDON

includes military aviation coverage!

SELECT THE INSURANCE
suited to your own status



CLASSES A-1 and A-2

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



CLASSES B-1 and B-2

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



CLASS C

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

THIS CHART SHOWS EXACTLY WHAT YOU GET . . . and what it costs!

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

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

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

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

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

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

Says GEN. JIMMY DOOLITTLE: "If You Fly You Need AFA Accident Insurance."

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

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

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

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

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

If you fly you need AFA Accident Insurance.

JAMES H. DOOLITTLE
Lt. Gen., USAFR

CLIP AND MAIL TODAY

AIR FORCE ASSOCIATION

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

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

Name.....

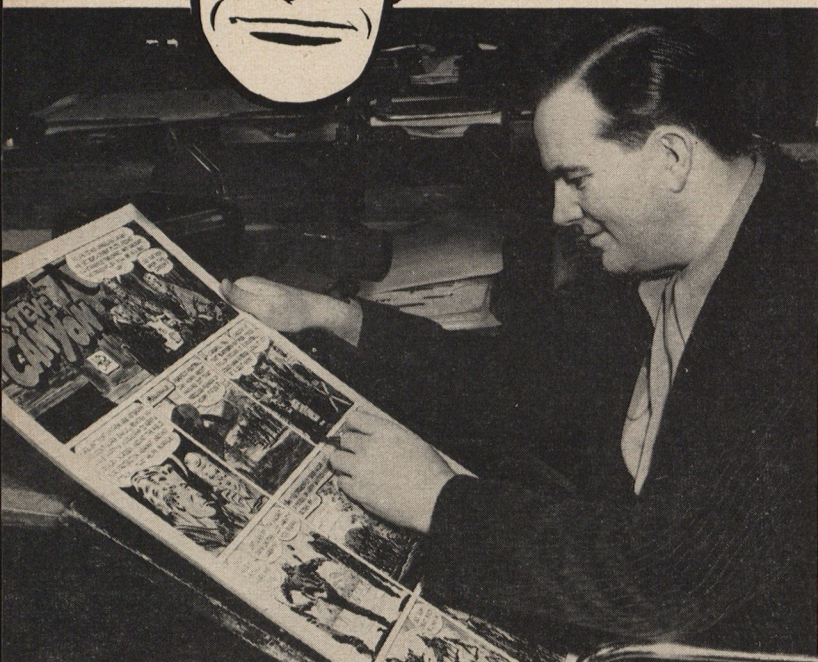
Address.....

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



It's MAJOR Canyon Now

Copyright 1950, SUN & TIMES Company



While Milton Caniff, above, plots new adventures for Canyon, officials gather below for the dedication of a ten-ton statue at Idaho Springs, Colorado. Its inscription reads: "This statue is dedicated to all airmen who wore the uniform of the Armed Forces of the United States in time of conflict, and who stand ready in the Air Force Reserve and Air National Guard to fly again in defense of their country, should the need arise."



Nineteen fifty will go down as a momentous year in the life of Steve Canyon. Last July, for example, Steve had a Colorado canyon named after him with a ten-ton statue to mark the spot. And having thus achieved the stature of a VIP, instead of resting on his laurels, selling bonds here and there and acting like any important man should, Steve made a fateful decision. Milton Caniff, one of Canyon's best friends, tipped us off. Steve is going into service. He will be commissioned a major and is expected to serve with MATS in an operational capacity. Confidentially, we happen to know that Canyon will be stationed in the Pacific—not on Korea, though that's where he'd like to be, but at an auxiliary field on an unnamed island. Canyon claims that his joining up makes Milt Caniff the first writer of standard cartoons to touch upon the current war in Korea. Canyon happens to be a member of the 327th Troop Carrier Squadron, USAFR, and a darn popular member he is too. At the statue unveiling the boys flew over from Atterbury AFB, Atterbury, Ind., in 17 C-46s to take part in the ceremony.



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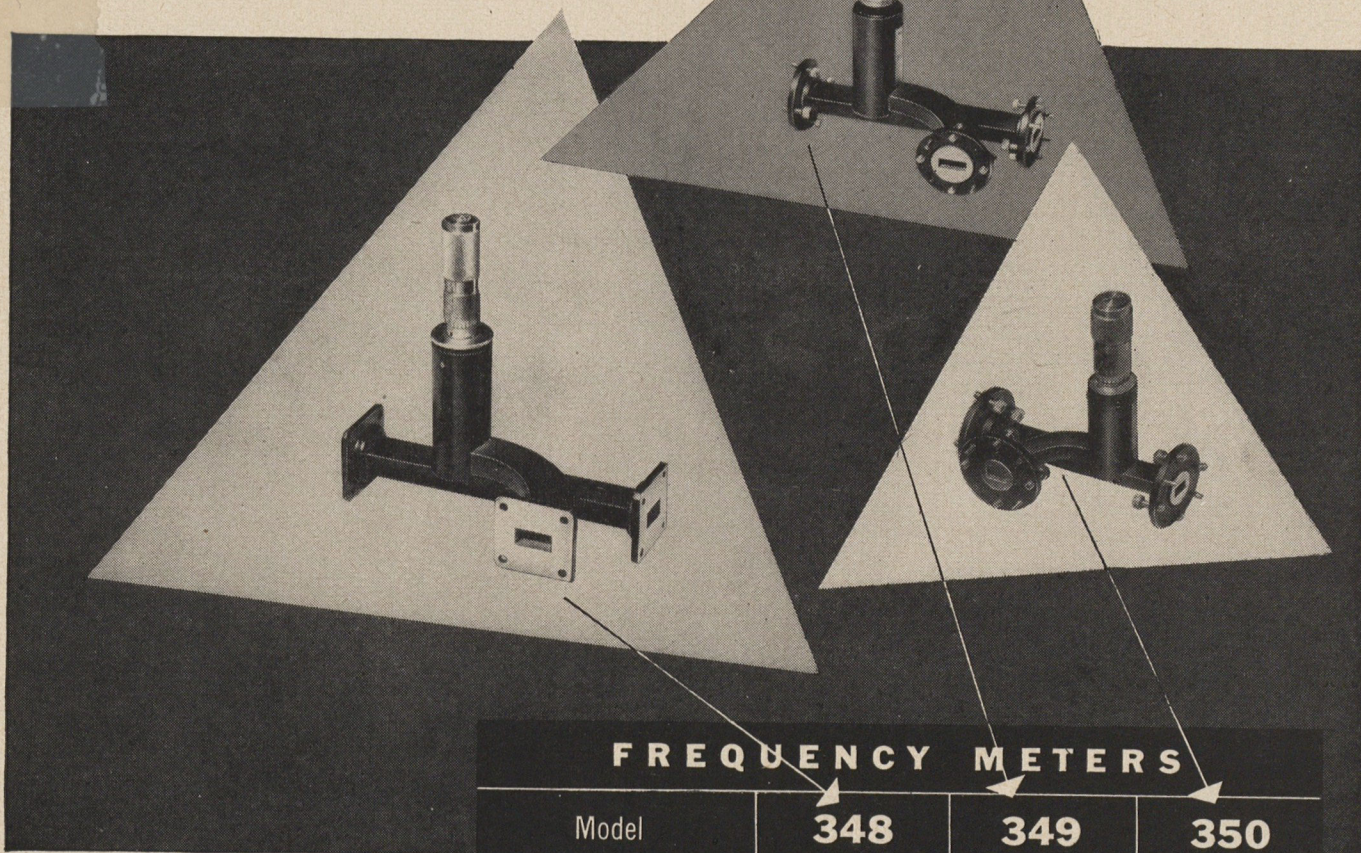
Above is a preview panel showing Steve Canyon in his new role as an Air Force major. He is expected to join up next month. Below, Milton Caniff and a cutout of Steve are surrounded by members of the 327th "Liberty Bell" Troop Carrier Sq., USAFR, of which Canyon is a member. His buddies flew the huge limestone statue into Colorado.



New Instruments for Microwave Testing

COMPLEMENT SPERRY'S *Microline**

Models 348, 349 and 350, new cavity frequency meters shown below, extend to the SHF and EHF frequency ranges, techniques which are now available at lower frequencies. These broadband instruments are designed for both transmission and absorption-type indications. They are suitable for search-type frequency measurements or any other requirement where an accuracy of .1 percent frequency set is needed. These are among the many new microwave test and measuring instruments which have been added to the ever-increasing Sperry Microline.



FREQUENCY METERS

Model	348	349	350
Description	CAVITY	CAVITY	CAVITY
Frequency Range mc	13,000-18,000	19,000-26,000	26,500-39,000
Absolute Accuracy	1/1000	1/1000	1/1000
Approximate Loaded Q	1000	450	1000
Fittings { R-F Video	UG-419/U UG-419/U	UG-425/U UHF	UG-381/U UG-381/U

Catalog information on these and other Microline instruments is available on request.

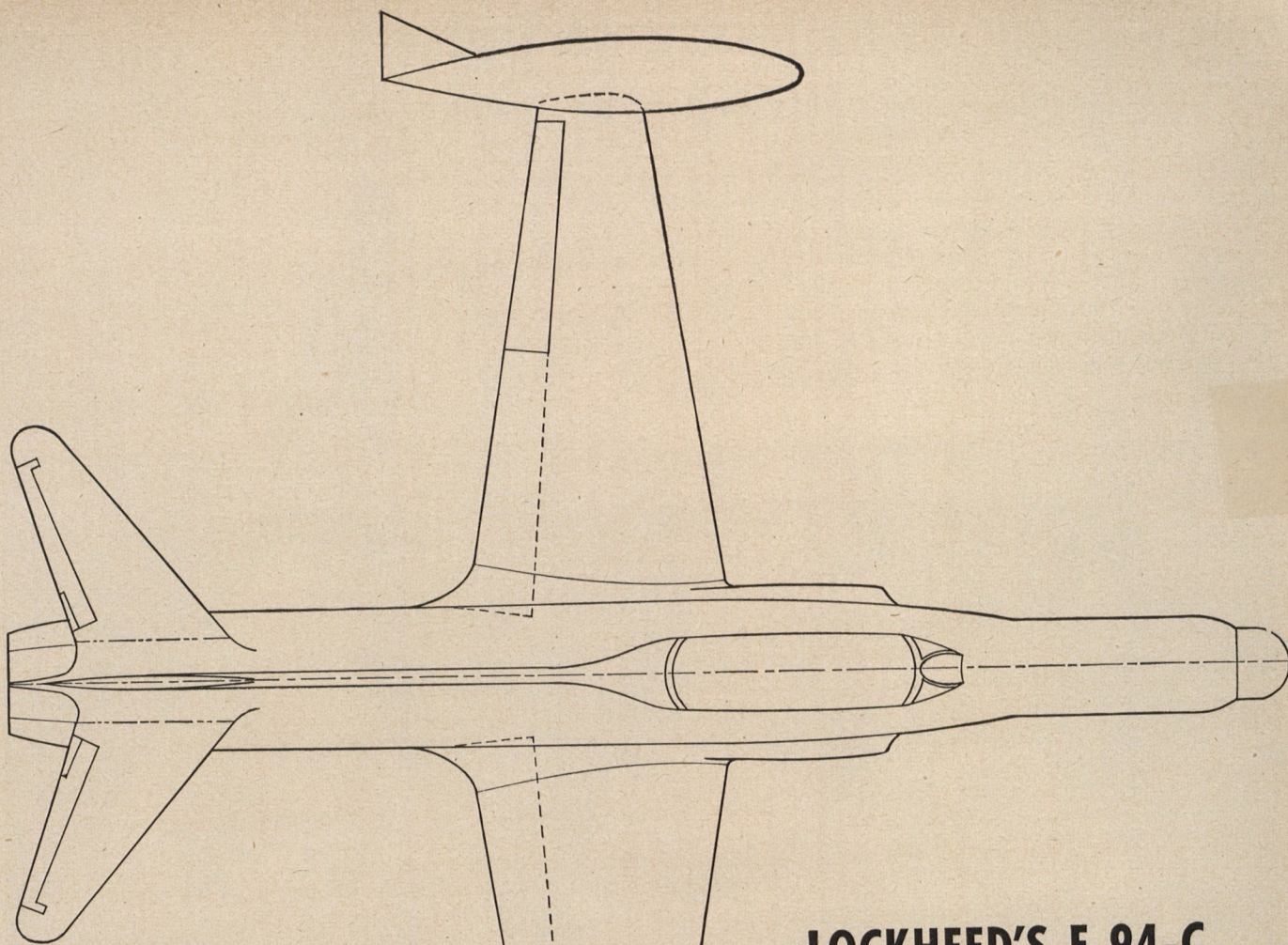
Other new instruments in the frequency ranges of the above mentioned meters are:

Instrument	Model	Frequency Range mc
Impedance Meter	320	18,000-26,500
Impedance Meter	346	26,500-40,000
Impedance Transformer	347	26,500-40,000
Directional Coupler	405	26,500-39,000
Directional Coupler	413	18,000-26,500
Directional Coupler	415	18,000-26,500
Directional Coupler	388	12,400-17,000
Directional Coupler	429	32,000-39,000
Short	371	26,500-40,000
Short	372	12,400-18,000
Termination	401	12,400-18,000
Termination	402	26,500-40,000
Detector and Mixer	357	12,400-18,000
Detector and Mixer	358	18,000-26,500
Detector and Mixer	359	26,500-40,000
Detector and Mixer	382	26,500-40,000
Magic Tee	390	18,000-26,500
Magic Tee	391	26,500-40,000

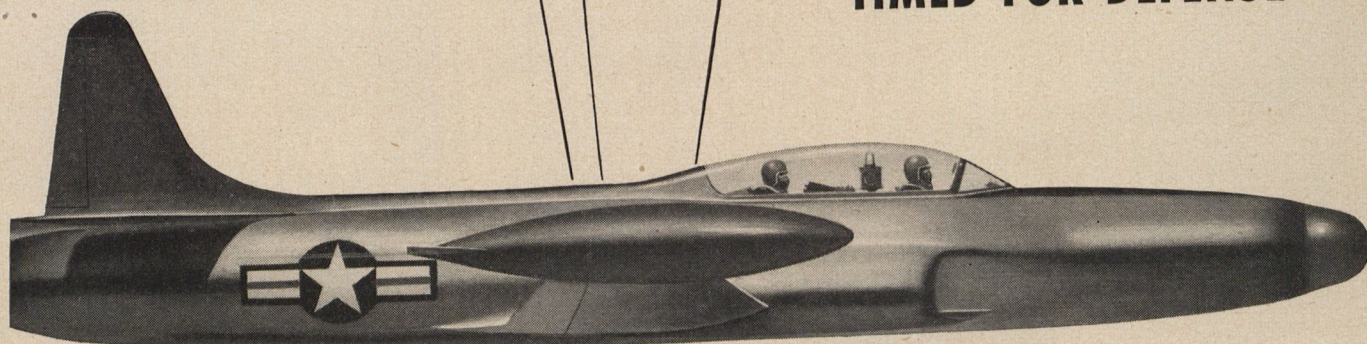
*Trade Mark, Reg. U.S. Pat. Off.

SPERRY *GYROSCOPE COMPANY*

DIVISION OF THE SPERRY CORPORATION, GREAT NECK, NEW YORK • CLEVELAND • NEW ORLEANS • NEW YORK • LOS ANGELES • SAN FRANCISCO • SEATTLE



LOCKHEED'S F-94-C... TIMED FOR DEFENSE



LIKE MANY ANOTHER U. S. weapon for defense these days, the Air Force's new Lockheed jet fighter, the F-94-C, is too good to be talked about. You'll know this plane by the thrust of its speed, the sound of its power, and its purple-blue exhaust as it streaks through the night or through the roughest weather.

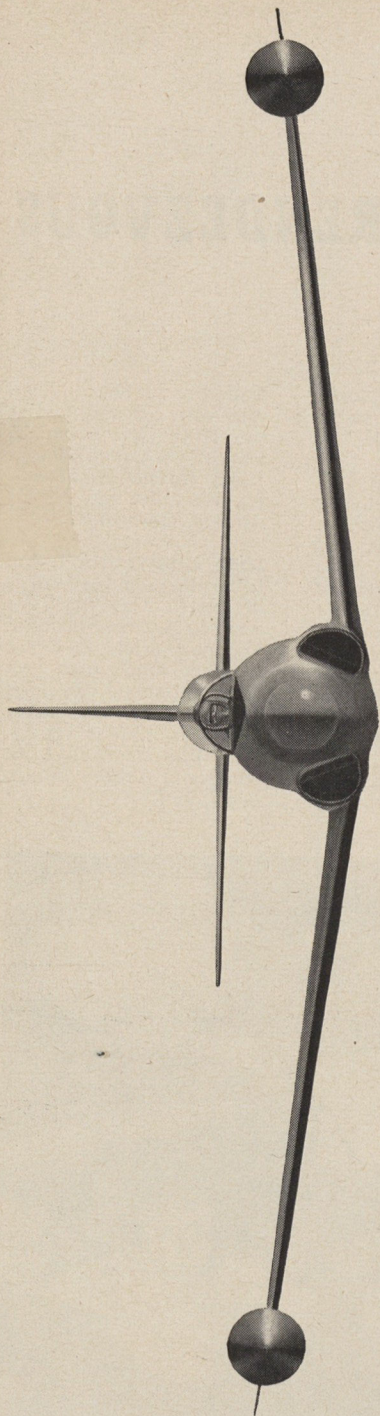
But beyond this physical impact of the new F-94-C thin-wing Jet, there is

not much you can know about the airplane. It has more of everything—versatility, maneuverability, stability, etc.—but it's so good it's secret.

IT TOOK MORE TIME, more skill and more ingenuity to build the F-94-C than its distant World War II cousins. Good as they were, World War II airplanes were not the complicated pack-

age of speed, electronic intelligence and firepower found in the F-94-C. Nor did they require the years and years spent in the development of men, machines and materials now needed to build an airplane for defense.

It takes more and more time and planning to build an airplane, and the F-94-C was timed years ago—by Air Force and Lockheed engineers—for today's defense.



LOOK TO LOCKHEED
FOR LEADERSHIP IN JETS

LOCKHEED

AIRCRAFT CORP., BURBANK, CALIF.

TECH TALK By Douglas J. Ingells

Scientists have been conducting experiments with mammals during brief rocket flights outside the atmosphere . . . On several occasions "living things" have been sent, in pressurized nose-heads on V-2 rockets, to altitudes of more than 80 miles . . . Telemetered instrument data indicated the "things" were remained normal in virtually every respect . . . The AF is also running a whole new program, called the "Physiology of Rocket Flight" to study data regarding escape procedures, effect of radiation and the results of a gravity-free state on man's activities.

High-altitude unknowns have also resulted in an extensive program of evaluation of the pilot ejection seat to prove it can work at high altitude as well as medium heights . . . A team of experimental jumpers has been in training for this special work for many months . . . Eight men volunteered for the experiments . . . The tests are being run by Aero-Medical Laboratory experts from Wright Field . . . High bail-outs already have been made successfully from "above 35,000 feet" . . . The actual tests were run from the bomb bay of a B-17 flying over the desert at Muroc, Calif.

Latest piece of experimental clothing for the AF is a specially-designed protective suit for rocket-fuel handlers . . . The assembly consists of a hood, coverall, synthetic rubber gloves and boots and an air harness attached to a nylon coverall . . . The hood, which looks like a flexible diver's helmet, is designed to permit unrestricted visibility and easy donning . . . In addition, the suit has a special ventilation system. Overheating of personnel while wearing impermeable clothing has been reduced by circulating cool, dry air within the protective clothing layers . . . If it gets too cold, the air can be heated.

Big problem for Air Force, wherever it is operating, has long been keeping on hand a large enough supply of pure oxygen so planes can go up high and fight . . . Latest solution is a large liquid oxygen generator which is expected to produce 10 tons of pure liquid oxygen per day!

Armament engineers at Wright Field concede that the famous Norden bombsight is no longer adequate to do the job with high-speed jet bombers coming along . . . But they claim that a new secret sight now available has virtually whipped the problem. It flies the plane, pin-points the target, does a lot of the navigation and literally drops the bombs.

Experiments with new color cameras and high-speed film now make it possible to take color photographs by flash-light at night from altitudes "above 10,000 feet." . . . Resultant pictures are as good and sharp as black and white photography . . . With new stuff coming along, photo experts, predict color will be as good from high altitudes as conventional photography . . . New and faster means of processing colorfilm have also been introduced.

The electronics people at Wright Field have been doing some interesting experiments with a B-17 bomber . . . It takes off, flies and lands without anyone at the controls. Nothing new about that, except inside the cockpit there is a special television transmitter which photographs the instrument panel, sends back a picture of the controls and dials etc. to a ground operator who "flies" the plane by remote control . . . The "pilot" reports it's lots easier because he "can get the feeling of being right in the cockpit."

Aeroproducts, one of the pioneer propeller companies in the field of turbo-prop developments and supersonic propeller experiments, is building a special new test rig for future exploration into the field. It will be one of the best and largest facilities of its kind anywhere.

a Great Name Carries On..

WARNER!

FOR years, the Aviation Industry has respected the name "Warner" in aircraft hydraulics.

Always it has meant quality and precision work of the highest calibre.

Now, reorganization has breathed new vitality into its research, management and production.

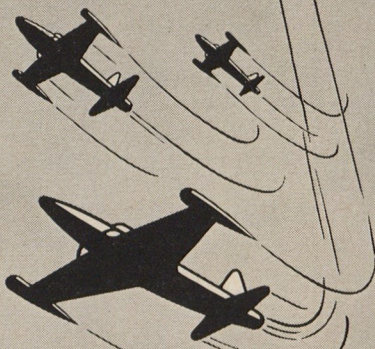
Warner is in the Aviation Industry to stay.

It continues as always to make its famed Hydraulic Valves.

Besides this new leadership, the only change is from the name Warner Aircraft Corp. to Warner Division, Clinton Machine Company.

You can expect even greater things from Warner—sound improvements, finer products—

Products worthy of carrying on the great name they bear!



Warner
DIVISION
Clinton Machine Company

20263 Hoover Rd.

• Detroit 5, Mich.



RENDEZVOUS

Where the Gang gets together

ATTN. BRADY: Would like to know whereabouts of Capt. Robert Brady of Allentown, Pa. Former instructor at Stuttgart, Ark. and B-29 pilot at Northfield, Guam. *Lt. D. U. Woodfield, 320 Main St., Port Jefferson, Long Island, N. Y.*

URGENT: To establish a service connected disability, must contact anyone who served with me in the 49th and 26th Sqs., 4th Ferrying Gp. ATC and members of the ground crews at Georgetown, S. A. and Abadam, Iran whom I met in 1942 and 1943. Also anyone who was in the hospital with me at Nashville, Tenn. in Dec. 1942. *James E. Baird, 7825 Seward Avenue, Cincinnati 31, Ohio.*

REUNION: All members of the 22nd Bomb Gp. residing in the Metropolitan Area who wish to have a reunion, please contact *Walt Gaylor, 1211-2 National Newark Building, Newark 2, New Jersey.*

MISSING MARK: Does anyone have any information concerning the whereabouts of Staff Sgt. Mark Jaffe. Last heard from in Dinjan, Assom in July 1945. He was with the 1st Trp. Carrier Sq. *Miss Anita James, Zama, Mo.*

KIA: Can somebody help me in learning something of the circumstances surrounding the death of Harry J. "Pete" Butler, Jr., P-38 pilot who flew, I believe, with the 31st Photo Recon Sq. He volunteered for a special mission during the Normandy invasion and was never heard from again. *Bob Murray, Kneeling & Co., Indianapolis, Ind.*

PHOTOS: Would like photos of the 15th Air Force "Heavies," their stations and planes as well as

combat shots in North Africa and Italy. *Emil P. Uhor, Follansbee, W. Va.*

HEY GANG: Would like to hear from graduates of Anderson Organization Airplane Schools of Los Angeles in 1943. Also from former members of the 318th Depot Repair Sq. of the Air Service Command. *John H. Crawford, 415 E. 15th St., Tulsa 14, Oklahoma*

HELP: Urgently need the present address of Lt. McMahon, Capt. H. Tobey, Maj. Cohen, Lt. Dorothy

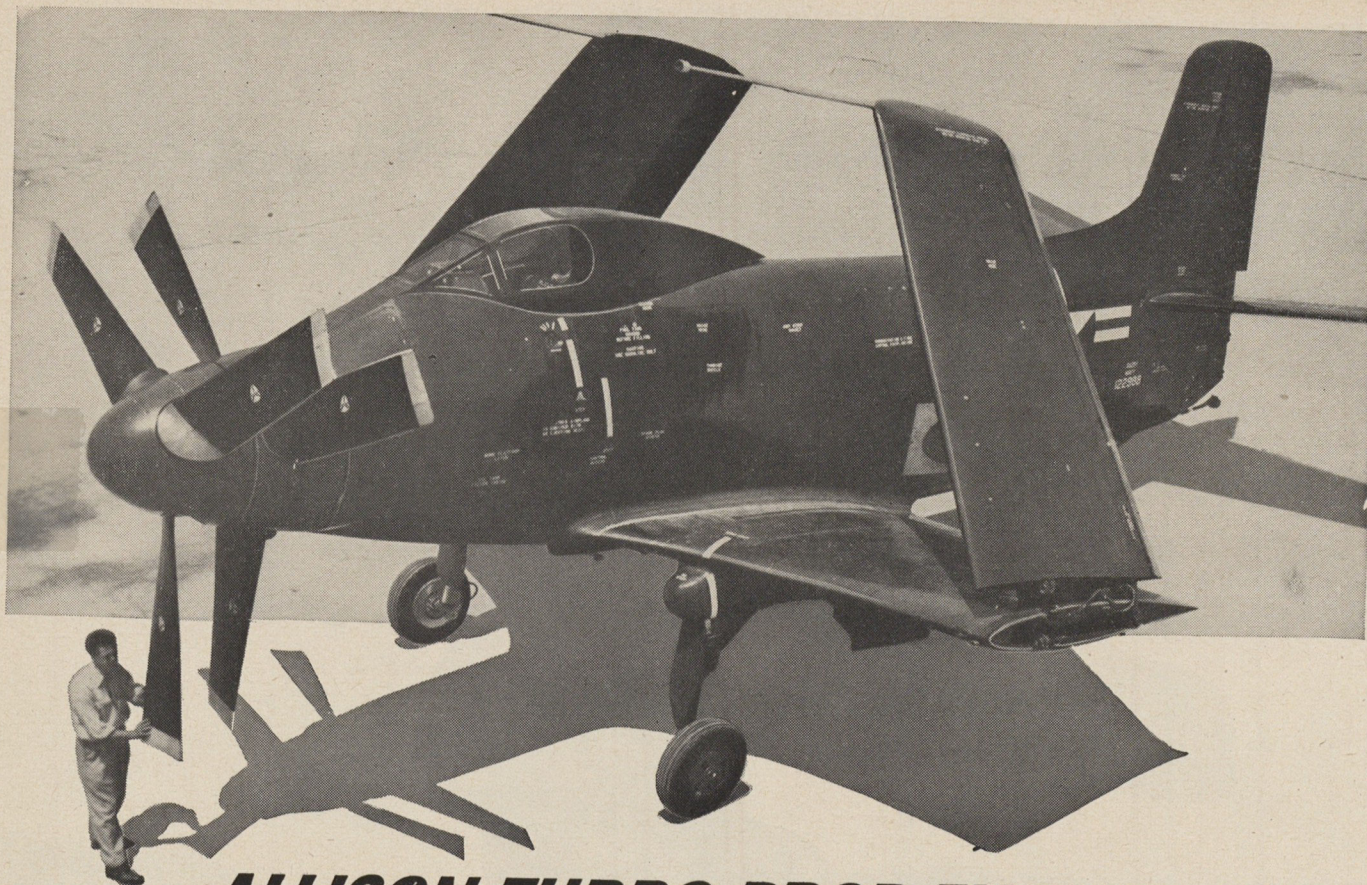
Fuller, or Lt. Hazel Howe who were all stationed at the 210th Gen. Hospital, Ft. Gulick, Canal Zone in 1942. *Horace A. Sewell, Jr., 239 14th St., N. E., Atlanta, Georgia.*

LOST BUDDY: Am trying to locate Leondus Wilkes of North Carolina. We went to A. & E. School at Sheppard Field in Texas together and then we were attached to the 2nd Air Force at Walker Field in Kansas. *A. J. Van Vlasselear, 114 E. Southland Avenue, South Bend, Ind.*



The above photo was taken during an evacuation flight in 1944. One of these men was reported KIA. Anyone knowing the name of one or all of these men, contact the editors of AIR FORCE.

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



ALLISON TURBO-PROP ENGINE GIVES NEW STRIKING POWER TO NAVY BOMBER!

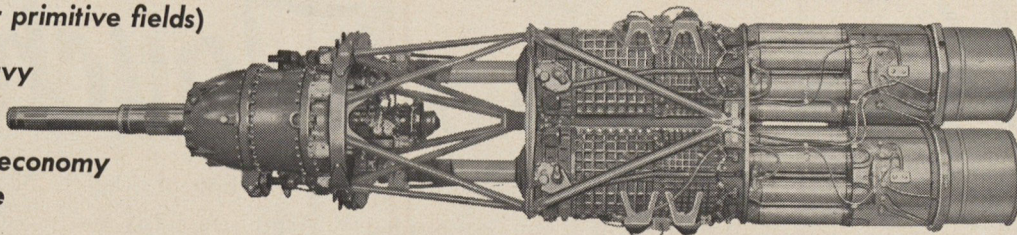
- **SUPER POWER** for short-run take-offs
(from smallest carriers or primitive fields)

T40 • 5500 HORSEPOWER • 2500 LBS. WEIGHT

- **SUPER POWER** to lift heavy
bomb and rocket loads

- **SUPER POWER** with fuel economy
for broader striking range

- **SUPER POWER** from twin-power sections for twin-engine reliability



DEVELOPING 5500 horsepower—more than most four-engine bombers of World War II—the Navy-sponsored Allison T40 Twin Turbo-Prop engine makes the Douglas XA2D Skyshark one of America's most versatile fighting planes.

The twin-engine sections—their compact design providing single-engine aircraft with twin-engine reliability—drive contra-rotating Aeroproducts propellers through short shafting and a reduction gear.

For cruising, one power section may be cut entirely. The remaining section, operating at its maximum efficiency, continues to drive

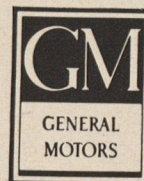
both propellers—thus enabling the most economical use of fuel which broadens the aircraft range.

By the combination of these turbine engine features in a great new airplane, our Armed Services are provided with an advanced versatile weapon for combat wherever needed.

Allison

DIVISION OF GENERAL MOTORS, INDIANAPOLIS, IND.

Builders of the famous J33 and J35 Turbo-Jet Aircraft Engines





1/2 YARD TO Touchdown!

The first team is coming in... via Fairchild Packet... and the Airborne Trooper is headed for a touchdown in the drop zone.

He is carrying the ball now in an assault play that is the culmination of the most carefully planned teamwork imaginable.

For behind this hard-driving trooper are thousands of hours of training and practice and co-ordination with countless other well-trained experts: pilots, plane crews, ground technicians

and a host of other U. S. Air Force and U. S. Army strategists and tacticians.

Tracing the team members back even further than that, there are the engineers and designers who planned and created Fairchild's C-82 and its larger, more powerful sister ship, the C-119... transports that bring the Trooper to his goal.

Together, they make a winning combination... resulting in successful touchdown after touchdown... in the Air Age.

ENGINE AND AIRPLANE CORPORATION
 **FAIRCHILD** *Aircraft Division*
HAGERSTOWN, MARYLAND

Fairchild-NEPA Division • Fairchild Engine Division • Guided Missiles Division • Al-Fin Division • Stratos Corporation
 Oak Ridge, Tenn. Farmingdale, New York

AIR FORCE

OCTOBER, 1950



So common are AF's F-80s in Japan now that workers no longer bother to look up from their rice paddies.

WHAT'S WRONG

With The Way Airpower is Being Used in Korea?

The AF's Failure to Win a Fast Decision in Little Korea Has Led to Many Doubts as to Airpower's Value if We Met a Bigger Foe

On July 24th, Lt. Gen. George E. Stratemeyer, commander of the Far Eastern Air Forces, was handed a one-line note of approbation from his boss: "The contribution of the Far Eastern Air Forces in the Korean conflict," said Douglas MacArthur, "has been magnificent. They have performed their mission beyond all expectations."

Some weeks later, Maj. Gen. Hobart Gay,

leader of the First Cavalry Division, told an American Correspondent, "Without air support we simply would have been pushed into the water a month ago."

Looking beyond the immediate objective of staying on dry land, another US general, W. B. Kean, head of the 25th Division predicted recently that "when we assume the offensive this
(Continued on page 22)



When the shooting began in Korea, the first job the Air Force had was to help the guys above—the GIs in the trenches—stop the onrushing Reds. Together they did the job, and together they will push the Commies back. Below, Maj. Gen. Earl Partridge, CG of the Fifth Air Force (facing camera left) listens to an American recon pilot describe location of concentration of enemy forces.



same (air-ground) cooperation and coordination will be a vital feature in the ultimate defeat of the enemy."

Yet in spite of testimonials like this, it cannot be denied that a lot of good honest US citizens have had their confidence in airpower shaken by the first two and a half months of war in Korea. Other citizens who had no confidence to begin with, have had a Bachanal of "we told you so's."

►In the years since the war, the average man who gives no more time to military affairs than he does his front rose bush, has heard many times that *strategic airpower* is the one weapon most likely to deter Russian aggression, or to halt it if deterrent fails. Yet even in little Korea he sees that it has done neither. He has been told that our strategic air forces can crush a nation's capacity to fight. Yet the headlines are testament that the North Koreans have had capacity aplenty, regardless of the numbers of B-29s sent against them.

►And what about *tactical airpower*? If the last war resulted in a single settled conviction regarding battlefield tactics wasn't it that the key to success on the ground was control of the air above it? Yet look what the North Koreans have done with practically no air augmentation at all. How is this accounted for? A lot of average citizens have begun to wonder if maybe the rose bush isn't in need of closer attention.

The truth is that there is very logical accounting for airpower's showing so far on the Korean peninsula. And there is no apology in that accounting. The honest citizens can be reassured that the money they have put and will continue to put in airpower is not a false investment. Those who have made a festival of the fact that airpower alone did not stop the battle on the second day must certainly retire as military authorities.

In the first place, until the moment of this writing, the Korean war has been a *defensive* operation, and in Korea (just as in Poland and France) initial successes by the aggressor must be *assumed*. It is *he* who sets the timetable. It is *he* who mobilizes and begins the march. The surprise of his attack and its momentum always have and always will give him an early advantage.

In such aggressions, there is one immediate job, and that is to throw every weapon available, *regardless of what it was designed for*, into checking the onrush before it sweeps to its objective. The next job is to

bring up reinforcements so that men and equipment can be reassigned to tasks for which they are best fitted, and so a plan other than damping the break can be initiated.

This is exactly what was done in Korea. In the first days, B-29s were used like artillery pieces against the enemy's front lines lest those lines reach Pusan while help was still coming. This was *not* strategic bombing, although B-29s are strategic bombers.

Likewise, in this desperate period, F-80s were used almost as hand grenades. An F-80 is a tactical aircraft, but front line action is only *part* of the tactical job. Of at least equal importance is getting *behind* the enemy's front and cutting off his lines of communications.

Thus, in the first days of the war, tactical airpower was doing only part of the job for which it was intended. *Strategic* air forces were nearly 100 percent mis-cast. Yet they were doing a job that had to be done, and there wasn't one doughfoot who objected.

Later, when reinforcements began arriving, the B-29s were gradually pulled off their front line emergency assignments and given targets they knew better how to handle. Light metals factories, oil refineries and marshalling yards in such areas as Chinnampo, Pyongyang, Wonsan and Konan were leveled, and it is worth a passing thought that should Russia herself choose to occupy Korea as far south as the 38th parallel those industrial centers, among the best in all Asia, will not be available for her purposes.

But it would be a mistake to over-emphasize the importance in the present campaign of the bombing of these targets. This is a case where it is not possible to say that by eliminating a nation's strategic targets (as we have done so decisively in Korea) her capacity to fight will be broken. For the *real* strategic targets in the Korean war, the factories that turn out Yak planes and Stalin tanks, are not available to our airmen. They are hidden behind a curtain that drops along the Yalu river—Korea's northern border. Korea's industrial capacity is a borrowed item, and there is no way of getting at the lender. Thus strategic airpower can never be used to great advantage in this campaign.

Tactical airpower, on the other hand, will be used with increasing influence as we assume the offensive. For now, their first task of helping stop the break accomplished, the tactical boys can spend more and more time *behind* the lines; not only cutting off supplies and troops mov-

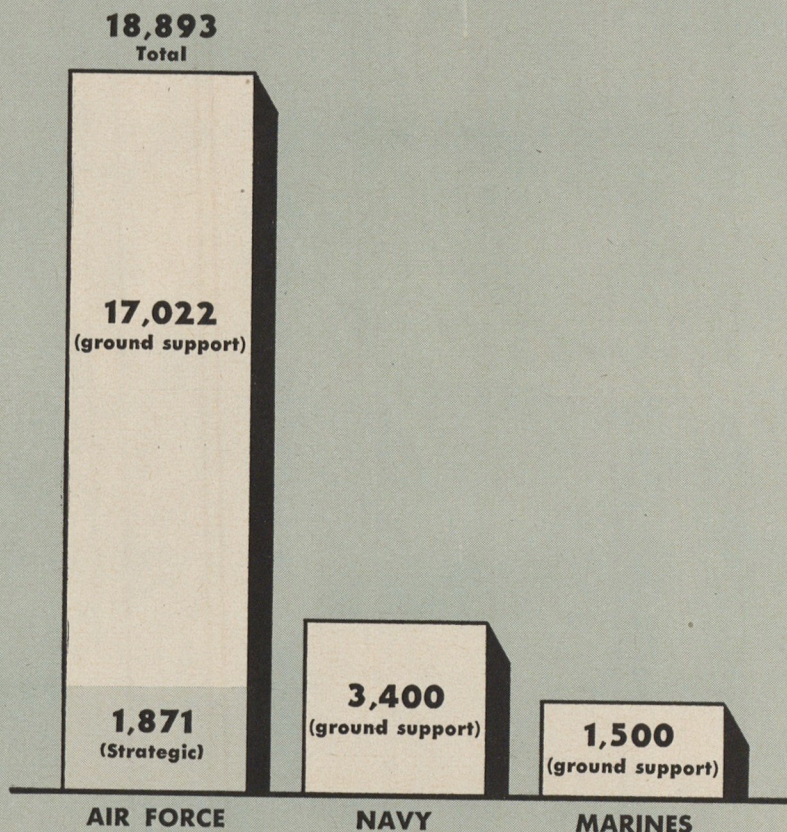
ing forward, but also reducing the opportunity of retreat. It is now, incidentally, that the *enemy* will find the truth of the American philosophy of airpower. Until now he has moved, as noted, by surprise, momentum and weight of numbers. He had hoped to reach his mark before our supply lines had been expanded to the point of requiring the sort of attention that airpower alone can give them. But he didn't. And now

he has supply lines of his own to worry about. *His* lines will get (indeed have gotten) the attention he couldn't give ours. His only hope is to protect those lines with superior air forces, and that is a faint hope.

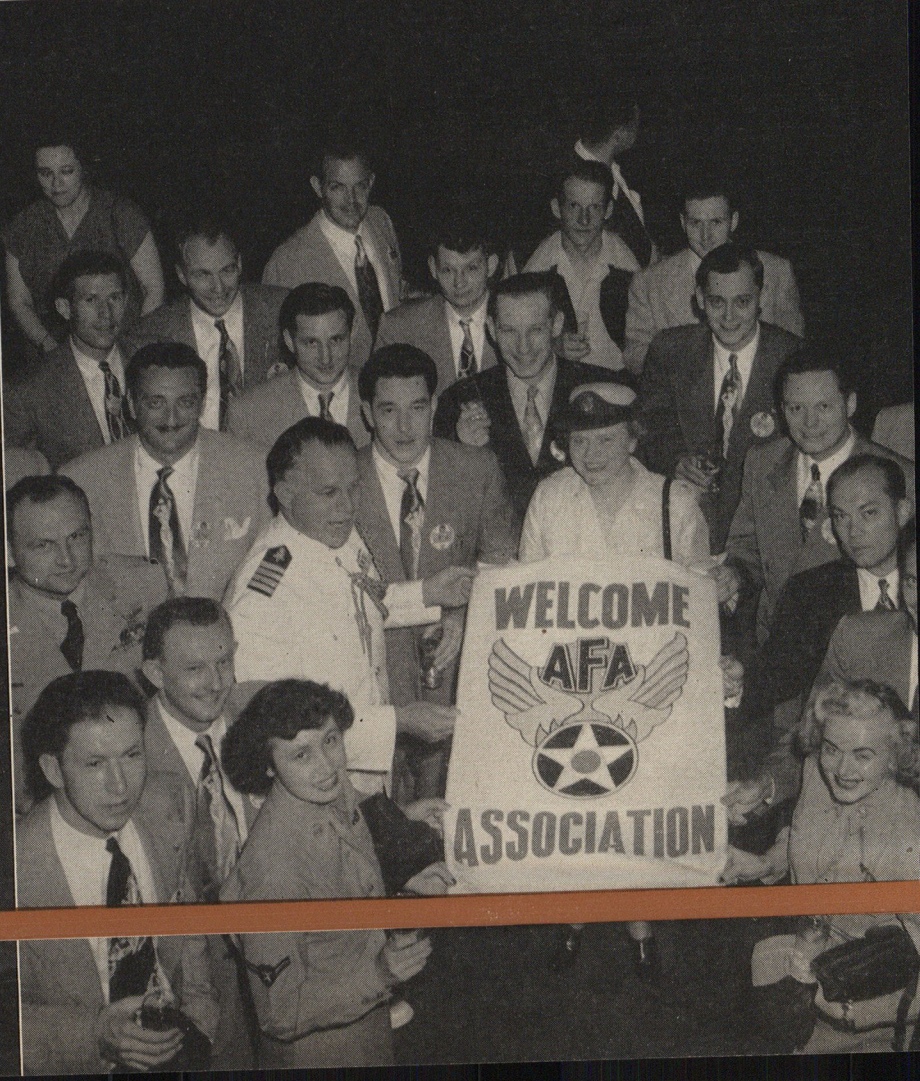
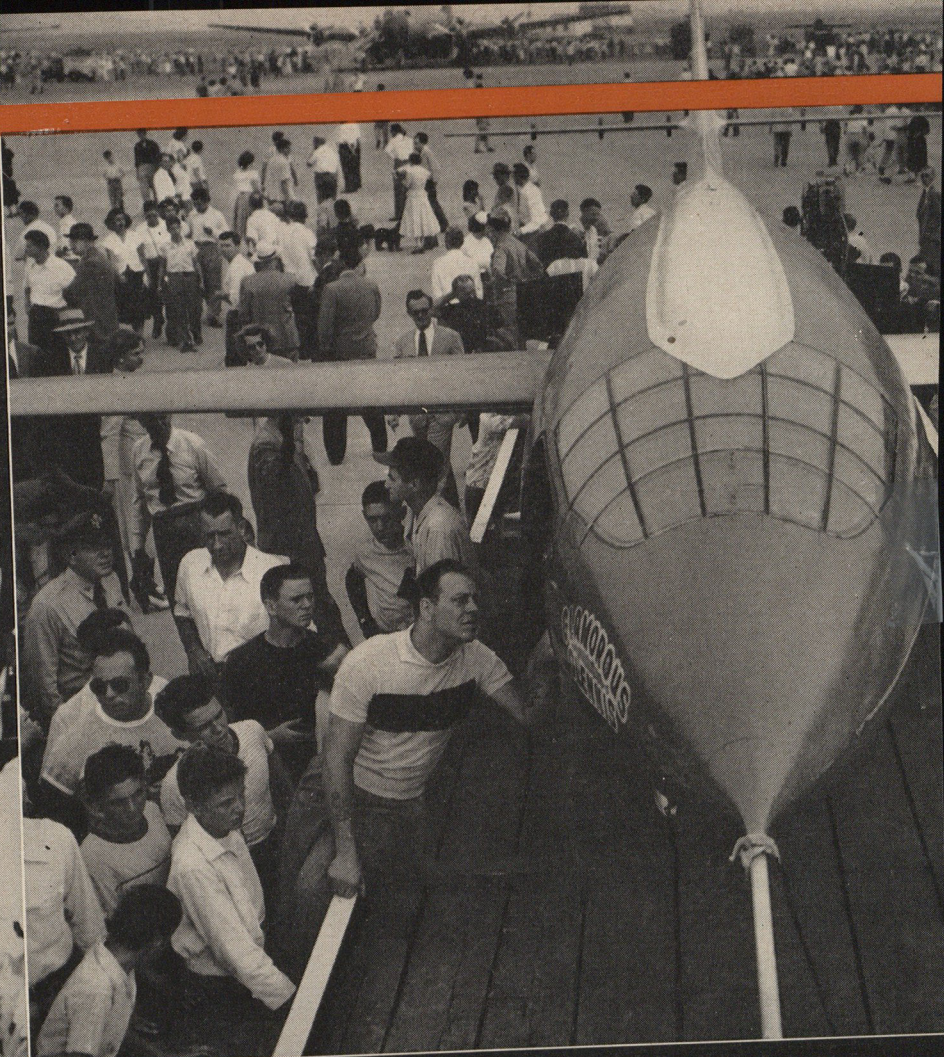
No, there is no apology needed for the Air Force's showing in Korea. As MacArthur says, it has been "magnificent." And as Gen. Kean adds, "it will be a vital feature in the ultimate defeat of the enemy."

SORTIES BY SERVICES

(Through Aug. 31, 1950)



Recently stories have appeared in the press to the effect that most of the ground support the doughfoot is getting in Korea is from Navy planes. We don't suppose it makes much difference to the guy in the foxhole whether the plane that comes to help him is blue or silver—so long as it comes. Nor do we believe that a statistical report on the number of sorties flown gives a true picture of damage done. But we do believe the record should be kept straight. The figures above give the picture. The Air Force total is official. The others (not officially available) were gathered from unofficial but reliable sources. Obviously the printed reports are in considerable error.



THE REPORT FROM BOSTON

Everyone Had a Grand Time at AFA's Fourth National Convention—Including Two Anonymous Representatives from the Russian Embassy. In many ways, this year's meeting was the most successful yet. Delegates Plan AFA's Biggest Year

The morning before AFA's Fourth National Convention opened in Boston last month, a phone rang in one of the Air Force's diplomatic liaison offices in Washington. It was the Russian embassy. Would the Air Force be so good, the caller wanted to know, as to permit two representatives of the Russian embassy to go to Boston to attend AFA's three-day Air Fair-Reunion-Business Meet? It would be a great favor, the man from the embassy said. Hard put for a reason to deny the request, since the public had been invited, the favor was courteously if hesitantly granted.

In Boston the two distinguished guests preferred to remain anonymous. Not once did they present themselves to any of the AFA officials on hand. Nor did they identify themselves by costume. What they saw at the Air Fair, what they heard at the forums, or what they drank at the cocktail parties, nobody knew. Two things were reasonably safe to assume, however—a.) if they joined with the gang, they had themselves one hell of a time, b.) if they made a serious study of the men with whom they mingled, and of their purpose in meeting, they must have had one hell of a report to send to Moscow.

Every AFA convention has a character of its own, and this year's was no exception. Two years ago in New York the memories that lasted longest were of the mammoth Wing Ding at Madison Square Garden. Last year in Chicago it was the Air Fair. This year, those who have been with AFA longest sensed that the Boston meet caught and reflected in many ways the new balance and maturity that has come to AFA after four years abuilding. This was the big thing this time. As an organization, AFA had found its position and level in both community and national affairs. It was a solid and respected position, and nobody thought lightly of the milestone, for there have been times when the odds on AFA's coming through with its hide have not been favorable. Perhaps it was the delegate's awareness that the durability of their club would never again be a subject for concern that gave them the new dignity with which they approached their problems in Boston. Whatever it was, the atmosphere was charged with the same confidence that comes to a man who has just paid his way out of debt. The Air Fair, the Wing Ding, the forums and the reunions (all reported elsewhere in this issue) couldn't have been more successful, but beyond these events it was the *sureness* attendant to the meeting that distinguished it from the others. It was the *atmosphere* as much as anything that

made the old timers grin that this one was the best of all.

In the four general business sessions between Friday morning, August 25th, and Sunday afternoon, August 27th, AFA delegates took the following action:

- Re-elected Robert S. Johnson of Garden City, Long Island, President.

- Elected Carl A. Spaatz, first Chief of Staff of the United States Air Force, as Chairman of the Board of Directors. (Said graying Gen. Spaatz in accepting the office, "It is my understanding that the Air Force Association is getting younger and younger men to serve in staff capacity. I think they must have had this policy in mind when they asked me to succeed C. R. Smith." And then he added, "The goals of AFA are very high. I must say that I subscribe very thoroughly to all of them. With the help of that other young man, Bob Johnson, and the fairly young men on the Board of Directors we will continue, I am sure, to move toward those goals in the coming year.")

- Elected 12 regional vice-presidents, and 16 members to the Board of Directors.

- Adopted an 800 word Statement of Policy and approved a slate of 26 resolutions.

- Applauded a report from AFA's Executive Director Jim Straubel that AFA membership was going up and the deficit down.

In 1950, as in all previous cases, the core of the Statement of Policy (which was fought over with considerable spirit on the floor of the convention) was a plea for adequate airpower. "We protest," the statement read, "the careless and ill-considered abandonment of the peacetime power essential in this post-war world to our security and world peace . . . Our national failure to provide peacetime airpower (now) requires that we meet a self-created problem by rapid, forceful action on a national scale."

Aware of the possibility that certain aspects of the Korean war might lead the US afield from its original concept of airpower's role, the delegates emphasized that "in our airpower program we must not allow short-range, immediate military operation to divert us from long-range planning, not only in strategy but in equipment. Our technical research and development must be continued and expanded; and must be coupled with a long-range procurement program designed to assure fast production of new equipment."

And again this year, the convention called for a re-examination of the programs of the Air National Guard and the Air Reserve. "The Air National Guard is potentially a strong organization," said the statement. "It is capable of prompt and effective contribution in emergency if its

(Continued on page 27)

Pictures facing are random shots taken during three-day meet. Top left, Bob Johnson, AFA's President for another year. Right, the X-1 on its way to Smithsonian. Wing Ding comedian Frank Fontaine, bottom left. Right, a reunion.



There were many moods at AFA's fourth convention. At left, a disturbed delegate rises from the floor to protest a sentence in the Statement of Policy, but above Denise Darcel, Jinx Falkenburg and members of the AF's crack drill team seem to share none of his concern. Below, two late-comers sign in anxiously at the registration counter before the convention leaves them behind.



potential is effectively used by the US Air Force. The Air Reserve program has lacked and does lack a clear and continuing policy. We are disappointed with the progress of this program during the year past and we again call upon the Air Force to provide a program which we can understand and support." Other highlights of the proclamation included a call for unified direction of all agencies of government concerned with gathering and evaluating military intelligence, and a plea for more emphasis on America's air transport facilities.

Among the most significant *resolutions* adopted by the conclave was an urgent appeal that Congress enact universal military training legislation without further delay.

At the Airpower Banquet Saturday evening, General Bob Landry, aide to the President read a letter from his boss: "Your Fourth National Convention," wrote Harry Truman, "comes at a time in the history of our country when members of patriotic organizations, such as the Air Force Association, more than ever before must be alert to the dangers that threaten the security of all free people and the common peace.

"I believe that the forces of moral righteousness and justice will ultimately prevail among all peoples of the world, but like success in any form of endeavor, every American, whether he be in military uniform or civilian clothes, must be prepared mentally, physically, and morally to cope with the evil forces that would destroy the basic rights and ideals upon which our nation was founded."

One of the most singular honors paid AFA at the convention was the appearance at the banquet of the Air Force's new Secretary, Thomas K. Finletter, who was the evening's principal speaker. It was one of his first public addresses since taking office, and he got right to the point. Of the war in Korea he said: "The overwhelming air superiority which we possess in Korea has meant not only that the Air Force and the Navy's carrier-based planes have destroyed the basic supplies which feed the enemy army, such as the gasoline and oil located in tank farms, but we have also knocked out substantially completely the main lines of communication from the rear of the enemy's lines to the front. The railroad lines have been seriously interfered with, the bridges are down, vehicles have been destroyed, modern communications from the rear to the front have almost ceased to exist."

(Continued on page 28)

STATEMENT OF POLICY

"Adequate Airpower at Whatever Sacrifice"

We of the Air Force Association have seen war at first hand. We abhor war. But conditions have been imposed upon us which bring direct threat of war and for that we must be prepared.

We protest—as we have protested—the careless and ill-considered abandonment of the peacetime power essential in this post-war world to our security and world peace. We believe that maintenance of this power of all our Services would have preserved the peace. We believe that failure to maintain these essential power levels is due to failure either to appreciate our commitments or to prepare for them.

We have seen 70 groups recommended on the highest levels as the peacetime Air Force requirement. We have seen this program reduced successively to 55 and then to 48 groups.

Our national failure to provide peacetime airpower requires that we meet a self-created problem by rapid, forceful action on a national scale. Our airpower, like other expressions of our power, must be brought to required levels with speed and at whatever sacrifice is necessary.

With the war in Korea two months old, we are told that the required program is 69 groups—as compared with the proposed 70 peacetime groups and the 273 required in World War II. Should our people be led to believe that, if a 70-group program was a peacetime requirement in 1948, a 69-group program is adequate today?

In our airpower program we must not allow short-range, immediate military operations to divert us from long-range planning, not only in strategy but in equipment. Our technical research and development must be continued and expanded; and must be coupled with a long-range procurement program designed to assure fast production of new equipment.

Our airpower program requires adequate emphasis, at important levels of government, on the transport aspect of airpower. Our recent experience shows our deficiency in military transport aircraft. A new Berlin lift would strain our capacity. Our world position requires greater transport capacity in men and machines immediately available for military use. Prompt and energetic action should be taken to repair this deficiency.

Our airpower program in this emergency requires re-examination of the programs of the Air National Guard and the Air Reserve. Most of us are members of one or the other. The Air National Guard is potentially a strong organization. It is capable of prompt and effective contribution in emergency if its potential is effectively used by the US Air Force. The Air Reserve program has lacked and does lack a clear and continuing policy. We are disappointed with the progress of this program during the year past and we again call upon the Air Force to provide a program which we can understand and support.

Varying civilian responsibilities mean different abilities for peacetime service. Men in reserve status as well as in the active Air National Guard are needed. We advocate strong, cohesive, inspiring programs for all. This can be best accomplished by proper Air Force planning organizations supervising all lower air units, Active and Reserve, and by providing a maximum of local strength and local support. We advocate the application of these basic principles to assure the efficiency of civilian components, along with a firm policy on recall and deferment of active and inactive Reservists.

No development of our airpower or military power will avail without adequate Intelligence. Insurance against aggressive intent requires real Intelligence and real evaluation.

We question the adequacy of information given our citizens. We question the adequacy of the information—or the evaluation of the information—available to those in the government. We advocate true unification—unified direction—of all agencies of government concerned with Intelligence—under a unified policy directed solely to the security of the United States. Without this, we cannot appraise our airpower, military or naval requirements; nor can we effectively employ the airpower on which our security depends.

We are apparently confronted with a situation new in our history. Unavoidable commitments may at any time force us to meet aggression far from our shores. It is essential that our people understand clearly the necessity of the commitment and sacrifice and the importance of the objective. We properly seek to share with the world the democratic way of life and to convey to the world the need of its preservation. It is even more essential that this need and the importance thereto of the accompanying sacrifice be fully brought home to every American. (statement slightly abridged.)

AFA'S FAMILY AWARDS

Twenty-Two Plaques Given for Airpower Contributions

After two days of business meetings, parties, reunions and shows, the delegates to the Boston convention got up Sunday morning to attend what has become one of the happiest customs of the yearly meeting—breakfast with the AFA family. Between gallons of black coffee and scrambled eggs, they exchanged a few last minute convention tales, jotted down addresses of people to whom they will probably never write, and prepared to take off for home, exhausted but content. Highlight of the Dawn Patrol breakfast each year is the traditional awarding of airpower plaques to AFA members who have made outstanding contributions in furthering the Association's objectives. This year there were seventeen individual plaques. In addition, five AFA unit organizations were recognized with similar but somewhat larger awards. The presentations, extracts of which follow, were made by President, Bob Johnson.

UNIT AWARDS

CHICAGO GROUP: Demonstrated the effectiveness of close teamwork between each Squadron. These Chicago Squadrons jointly sponsored many projects which attracted wide and favorable public attention. Two of their most outstanding projects were the recent co-sponsorship of the dedication of Meigs Airport in Chicago and the very successful execution of AFA's Airability program.

SAVANNAH SQUADRON: Obtained for AFA on two recent membership drives (within less than two months) 475 new members at Chatham AFB. The success of these two drives emphasized the results which can be obtained in a well-planned, well-executed membership program.

HAWAII WING: Members comprising the Hawaii Wing have distinguished themselves through their continuous efforts to promote public understanding of the significance of airpower throughout the Islands. It was through their efforts that an ROTC unit was recently installed at the University of Hawaii.

NEW YORK CITY WAC SQUADRON: Distinguished itself through continual community service—especially the staging of many well-planned social programs for wounded veterans confined to area hospitals. The organization has attracted great attention to itself and to AFA through this most worthwhile program.

SAN FRANCISCO SQUADRON: It has, for several years, conducted one of the most well-rounded programs for maintaining the active interest of individual members. Events which have attracted particular attention were the staging of west coast premier of the play "Command Decision," and the inauguration of an Auxiliary program.

INDIVIDUAL AWARDS

Jerome Waterman, Tampa, Fla.: For "... distinguished service while serving as Southeastern Regional Vice President."

Charles Stebbings, Chicago, Ill.: For "... outstanding service as commander of the Chicago Group of 7 Squadrons."

Albert Eldridge, Boston, Mass.: For "... tireless efforts in serving as Arrangements Chairman for the 1950 Convention."

Bernard Barrett, Campbell, Calif.: For "... outstanding service as Secretary of the California Wing during the past year."

Michel Pisaní, San Francisco, Calif.: For "... inspiring leadership as Commander of one of the nation's outstanding squadrons."

Robert Proctor, Boston, Mass.: For "... distinguished service to the Board of Directors and untiring efforts in serving as 1950 convention and Air Fair Chairman."

Raymond G. Guay, Washington, D. C.: For "... untiring efforts in founding and commanding the Cardinal, D. C. Squadron."

David S. Levison, Brooklyn, N. Y.: For "... many unselfish services to AFA while serving as Squadron and Group Commander."

Meryll Frost, Worcester, Mass.: For "... distinguished services while serving as Functions Chairman of the 1950 Convention."

Larry G. Hastings, Toledo, Ohio: For "... unselfish devotion to the cause of airpower as a member and Commander of the Toledo Squadron."

Randall Leopold, Lewistown, Pa.: For "... outstanding services rendered while serving as Commander of the Pennsylvania Wing."

William Lee Birch, Cleveland, Ohio: For "... inspiring leadership as Commander of the Cleveland Cuyahoga Founders Squadron."

Edward R. Tufts, Salem, Mass.: For "... promoting outstanding community support of AFA through distinguished leadership of the Salem Squadron."

Paul C. Potter, Colorado Springs, Colo.: For "... distinguished service to AFA and the nation through research related to panic control."

Irving B. Zeichner, Atlantic Highlands, N. J.: For "... continued participation in activities designed to promote AFA."

Robert J. Ryan, Chicago, Ill.: For "... inspiring leadership resulting in a sound AFA program for Chicago's Squadron 21."

REPORT CONTINUED

Of America's defense problems in general, Finletter had this to say:

"As I see it our fundamental tasks are the following: First, the United States must have in being a force which is capable of defending our own country against strategic air attack by the enemy. We must build our radar techniques and installations and our intercepting forces and our specialized missiles which will, to the greatest extent possible, blunt the attack of the enemy's strategic bombing force.

Second, we must have in being a force of unmistakable power which will destroy the enemy's capacity to fight in the event that he makes the mistake of starting an aggressive war against our free world. I refer of course to the strategic air force, aided to the maximum extent possible by the Army and the Navy. This strategic air force must be unmistakably good. No effort must be spared to see to it that this strategic air force constitutes a defensive counter-measure of such violence that it will make clear to anyone who thinks of attacking us or the society of which we are a part that it will be a most mistaken thing to do.

The next task of our strategy is to maintain the lines of sea communications as free as possible from enemy attack. For the defense of this free world, centering as it does in large measure around the North Atlantic Treaty arrangements, is indispensable if the kind of society which we think is right is to survive in the world of today.

"The arrangements for the defense of the free world ... requires a combined determination of the major powers of the free world, each to do his share ... The United States, I think, stands ready to play its part."

There was one other message to the convention. This one was a telegram from New York, and it read in part, "Only an Air Force that has the power to assume global command of the air can give us peace or victory should war be precipitated by aggressors. Every airman and member of your organization has a duty to perform. Like modern Paul Revere we must arouse the American people to the crucial role of airpower, and hammer away day and night on the minds and consciences of the American people until they demand as the first move in our security the creation of an invincible Air Force in being to shield our beloved America and preserve our way of life."

The wire was signed by an airman AFA conventioners knew and respected—Alexander P. Seversky.



Flight surgeons and medics gather at Boston with USAF Surgeon General H. G. Armstrong, just returned from Korea.



USAF Chief of Chaplains Maj. Gen. C. I. Carpenter, right, standing, greets AFA's well-attended chaplains' reunion.

The Reunions

There were more reunions of wartime outfits at this year's convention than ever before. And they were better attended. But perhaps as a sign of the times, they weren't quite so noisy as the ones in Chicago and New York. To be sure the tinkle of glass was plainly audible in most instances, and there were many hearty toasts to the far-away places of the last war—Port Moresby, Kyaukse, Regensburg and the rest. But mixed in with the old names there were some new—Taegu, Pusan and Pohang—and the new names didn't seem so far away. It was an effort this year, to look back instead of ahead.

Only a fraction of the meetings are pictured here. Missing, for example, are the Kriegies who met (literally) behind barbed wire—reminiscent of the days they spent as prisoners of war. Nor are there any shots of the First Air Commandos who carried on a reunion that lasted for two days and two nights. In all, there were some two dozen gatherings. As was the case last year, the ATC meeting was the largest. The smallest, not included in the 24 "organized" meetings, were the little five or six man affairs that got together at no special place and at no particular time for a slow beer and a quiet talk—like the little group directly below.

There's nothing a man can't talk about over a quiet glass of beer. Sardinia? England? Saipan? Flak? Babes? Could be.



Chicago Sqdn. #41, fearing the worst in staid old Boston, brought their own female companions—on their ties. Young lady is Miss Lace, done especially for meet by Milt Caniff.



Little groups like the one above kept springing up whenever a few old buddies spotted a few more. This particular gang originated in the 12th Air Force. The WAFs, below, were there, too. This group came all the way from St. Paul, Minn.





Gen. Hoyt Vandenberg speaks briefly in acceptance of AFA's "Man of The Year" award for safe-keeping for Korean airmen.



Air Secretary Thomas Finletter assured delegates he was "not self-satisfied with the Air Force, even at 69-group level."

Speeches, Flowers and Chow

The closest approach to formality at an AFA convention is the annual Airpower Banquet, held this year on the second evening of the meeting in the ballroom of the Statler Hotel. For this event, the men give their shoes an extra swipe on the hotel's towels, and the women wear their lowest neckline dresses. This is where AFA's annual Airpower Awards are presented, and where the "brass" goes on display at head tables strewn with microphones and flowers. This is where speeches that

were weeks in preparation are carefully recited, broadcast, and then quoted in the nation's press for some days after. This is where you can only get a drink by bribing the waiter. In many ways this is AFA at its best, for perhaps at no other hour in the year will there be found in a single hall so many people, big and little, who have meant so much to aviation—who are so singularly devoted to the cause of national security through adequate airpower. Pictured here are a few of that group.

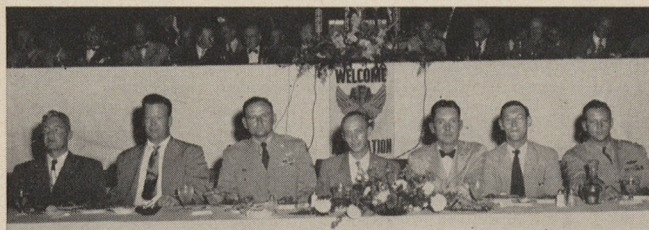
Convention Chairman Robert Proctor, AFA Board Member from Boston, served as able toastmaster for evening's ceremonies.

C. R. Smith, retiring as Chairman of the Board, steps down after two years of unsurpassed devotion and service to AFA.

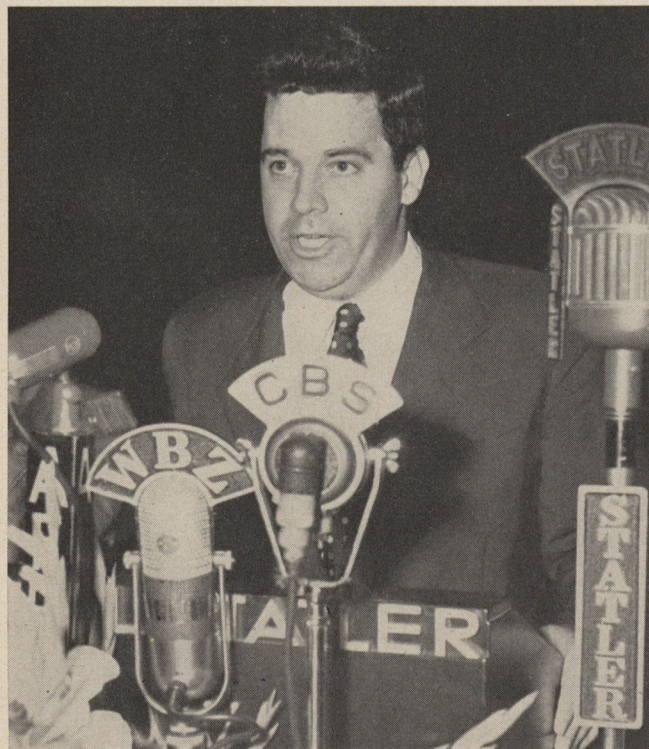




Above, President Bob Johnson makes RCAF Gp. Capt. L. J. Birchall an honorary life member for tireless aid to AFA.



As is the custom each year, the AF's Medal of Honor men sat at a special table of honor on the speakers' platform. And as usual, they got the night's biggest ovation. From left, Jay Zeamer, Jr., John Morgan, Edward Michael, Maynard Smith, Wm. Lawley, Jr., Forest Vosler, Wm. Shomo. Below, AFA's Tom Lanphier announces this year's trophy winners.



AFA's NEW LEADERS

Elected for the year 1950-51 at Boston,
August 26, 1950

President

Robert S. Johnson
New York, N. Y.

Secretary

Julian B. Rosenthal
New York, N. Y.

Treasurer

Benjamin Brinton
Kent, Va.

REGIONAL VICE PRESIDENTS

New England Region
(Me., N. H., Vt., Mass.,
Conn., R. I.)

Edward R. Tufts
Salem, Mass.

North Central Region
(Minn., N. D., S. D.)
Merle Else

Minneapolis, Minn.

Southeast Region
(N. C., S. C., Ga., Fla.)
Jerome Waterman
Tampa, Fla.

South Central Region
(Tenn., Ark., Ala., La., Miss.)
Thomas H. Baker
Memphis, Tenn.

Rocky Mountain Region
(Colo., Wyo., Utah)
James McCusker
Denver, Colo.

Southwest Region
(Okla., Texas, N. M.)
William Hensley
San Antonio, Texas

Central East Region
(Md., Del., D. C., Va.,
W. Va., Ky.)

George Hardy
Washington, D. C.

Northeast Region
(N. Y., N. J., Pa.)
Warren DeBrown
Red Bank, N. J.

Northwest Region
(Mont., Idaho, Wash., Ore.)
Thomas Campbell
Hardin, Mont.

Midwest Region
(Neb., Iowa, Mo., Kan.)
Dr. John Biggerstaff
Kirksville, Mo.

Great Lakes Region
(Ohio, Mich., Wis., Ill., Ind.)
Ray Ireland
Chicago, Ill.

Far West Region
(Calif., Nev., Ariz., T. H.)
Thomas Stack
San Francisco, Calif.

NATIONAL DIRECTORS

Chairman of the Board

Carl A. Spaatz
Washington, D. C.

Edward P. Curtis
Rochester, N. Y.

Dr. W. R. Lovelace
Albuquerque, N. M.

Arthur Kelly
Los Angeles, Calif.

John P. Edmondson
Scarsdale, N. Y.

Robert Proctor
Boston, Mass.

Roy Leffingwell
Honolulu, T. H.

C. R. Smith
New York, N. Y.

Randall Leopold
Lewistown, Pa.

Frank O'D. Hunter
Savannah, Ga.

James H. Doolittle
New York, N. Y.

Dr. Paul C. Potter
Colorado Springs, Colo.

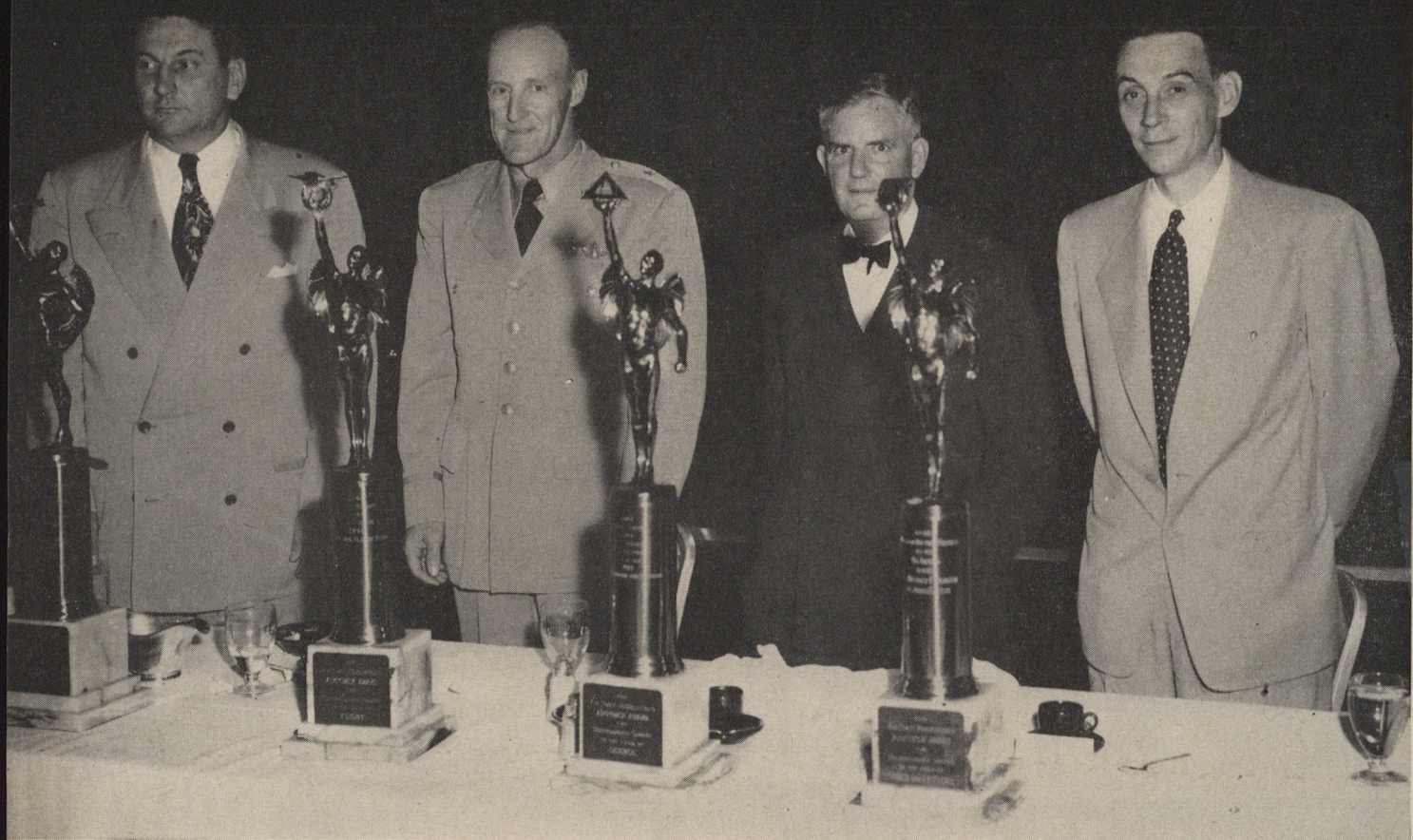
Thomas G. Lanphier, Jr.
Falls Church, Va.

Meryll Frost
Worcester, Mass.

Mary Gill Rice
New York, N. Y.

B. E. (Shorty) Fulton
Akron, Ohio

James Stewart
Hollywood, Calif.



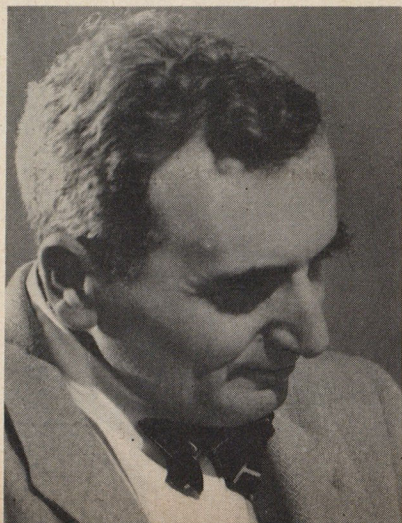
D. W. Rentzel, Brig. Gen. Albert Boyd, J. L. Cate and W. F. Craven stand behind their newly-won trophies.

1950 Airpower Awards

AFA's top honors go to four civilians, one officer of the USAF and to the United Nations Air Force in Korea

This is the third successive year that the Air Force Association at its annual convention has presented airpower awards to the men or women who have done the most during the preceding year to advance the

Dr. Theodore Von Karman, unable to be in Boston, received science trophy.



cause of aviation in general and airpower in particular. Perhaps in no previous year has there been such a great *need* for such men: certainly the events in Korea and the ominous shadow of trouble in other areas make adequate airpower a more vital necessity than ever before.

When the awards committee, headed again this year by past president Thomas G. Lanphier, Jr., came to their consideration of the H. H. Arnold Award to Aviation's Man of the Year, they unanimously agreed that there was more than one man: the airmen of many nations flying and fighting for the first time in history under the banner of the United Nations. To them fell the task of "holding the fort" in Korea until a buildup of men and materiel could be effected. It is possible to state without qualification that had not airpower risen to the occasion, the battle for South Korea might long

since have been lost. Just how well the United Nations airmen did their job may be gauged by a recent statement of Maj. Gen. Hobart Gay, Commander of the first Cavalry Division: "Without air support we simply would have been pushed into the water."

Air Vice Marshal G. E. Gibbs of Great Britain, Chairman during the month of August of the United Nations Military Staff Committee, accepted the award on behalf of those fighting in Korea, and, in a fine gesture of good will, turned it over to General Hoyt Vandenburg for his keeping in acknowledgment of the major role being played in Korea by American airmen.

For distinguished service contributing to the acceptance and understanding of airpower, AFA's special Airpower Trophy was presented this year to D. W. Rentzel, of Washington, D. C., Administrator of Civil Aeronautics. The Air Force Association has long subscribed to Hap Arnold's definition of airpower as "a nation's total aviation activity, civilian and military, commercial and private, potential as well as existing," and D. W. Rentzel occupies a most responsible position with regard to aviation development in this country—especially in the civilian field.

The Flight Award Trophy for distinguished service to airpower in the field of flight went to one of the Air

Force's greatest test pilots, Brig. Gen. Albert Boyd, Muroc, Calif. Boyd is the only General Officer who flies the hot experimental jobs of today and the only one who has flown the X-1.

Dr. Theodore von Karman, Chairman of the USAF Scientific Advisory Board, was presented with the 1950 Air Force Association Science Award Trophy for distinguished service to airpower in the field of science. His contributions to the rapid advancements in aeronautical sciences are numerous and cover many fields. In 1944 he became a special consultant to General H. H. Arnold, heading a group of scientists to study the course which Air Force research and development should take to insure the continued supremacy of our air weapons. One of Dr. von Karman's most important recommendations became a reality last year when Congress approved the Arnold Engineering Development Center at Tullahoma, Tenn.

For distinguished service to airpower in the field of arts and letters, AFA's Arts and Letters Award Trophy was presented at Boston to Drs. Wesley F. Craven of Princeton University and James L. Cate of the University of Chicago who have led a group of historians in the vast job of writing and editing "The Army Air Forces in World War II."

In addition to these trophy awards, seven citations and plaques for distinguished public service were presented to other outstanding air leaders. Although security requirements have thrown a screen over the details of their work, three men whose lives have been devoted to research and development were presented with AFA plaques. Lawrence D. Bell, President of Bell Aircraft Corporation was cited for "Distinguished public service through outstanding achievement in the field of guided missile research and development."

Dr. William Bollay, another AFA plaque winner, is also concerned with guided missile research and development. For the past five years Dr. Bollay has been engaged at North American Aviation Inc., Inglewood, Calif., as technical director of the company's Aerophysics Laboratory which is occupied with the development of advanced aircraft and guided missiles.

In the field of electronic research, AFA paid tribute to Dr. Dean E. Wooldridge, Director of Electronics Research and Development at Hughes Aircraft Co., Culver City, Calif. His distinguished career includes ten years at the Bell Telephone Laboratories.

To Air Force Association's own Charlotte Knight went a plaque and

citation "For distinguished public service through outstanding journalistic achievement contributing to a better understanding of airpower's role in the Far East." Miss Knight's reports from the Far East, as they have appeared in Air Force magazine, notably her brilliant analysis of airpower's role during the first 30 days of the Korean war reflect sound knowledge of her subject and a keen ability to evaluate her material.

Perhaps no entertainer has done more than Bob Hope to keep up the morale of men and women in the postwar Air Force both at home and abroad, and AFA was proud indeed to include Bob among those to be honored. He gave up his Christmas in 1948 to spend it with the boys of the Berlin airlift in Germany. Last Christmas found him in Alaska. On that occasion Bob Hope took special pains to let his radio audience know about the miserably inadequate housing conditions he found and this

publicity did much to effect an improvement.

Arthur Godfrey also received a plaque and citation for his tireless efforts to "sell" flying and aviation to the 40 million people who listen to his radio and television programs each week. As a veteran private pilot, Godfrey knows the flying game from first hand experience, and is one of its best promoters.

And finally, on the morale front again, the Air Force Association paid tribute to the Young Men's Christian Associations through its Armed Services Committee. The YMCA, through its sponsorship of recreational facilities and programs, has done much to maintain the morale of Air Force personnel stationed at outlying bases where little other recreational facilities exist. Plans are underway for further expansion and this farsighted interest of the YMCA makes the man in uniform better able to serve his country.

Air Vice Marshall Gibbs, Britain, accepts Arnold trophy for U.N. airmen.



Broadway Comes to

**Many Stars of Stage and Screen Volunteer Their
Time and Talent to Make the 1950 Wing Ding
one of the Smash Attractions of Beantown Meet**

Ever since the fabulous Wing Ding at New York's Madison Square Garden in 1948, AFA conventioners have been looking forward anxiously for a repeat performance. They got it in Boston. The Beantown show wasn't so pretentious nor as long as the original one in New York, but while it lasted there were just as many laughs and just as much solid entertainment.

Among the stars of this year's show were Sid Caesar, Jinx Falkenburg, Denise Darcel, Edward Arnold, Frank Fontaine and Arnold Stang. Some of their acts are pictured here and on the next two pages. Master of Ceremonies was one of AFA's most devoted members, Tex McCrary, who not only piloted the program down a straight narrow beam, but directed and wrote most of it as well.

As was the case two years ago, many of the show people appeared at no little inconvenience to themselves. Most of them flew up from New York Friday afternoon, rehearsed until late Friday evening, went on stage at 11:30 PM, finished at 1 AM Saturday and then caught a plane back to New York a few hours later to fulfill radio and stage commitments there—all as a gesture of friendship to AFA for free.

AFA's staunch friends, Tex & Jinx, left, produced and m.c.'d the entire show. Below, fetching songstress Marla Stevens.



Boston with a Bang



Famed soprano Jessica Dragonette introduces Air Force Medal of Honor men to Wing Ding's cheering audience.



Funnyman Sid Caesar, who took time off from a crowded New York television schedule to come to Boston, makes like an AF jet.

In the foreground below are Tex McCrary, Joan Evans and Edith Durston. The stage full of men behind them is the crew of a B-36 from the 8th Air Force. Normal crew compliment for big plane is 17 men including three pilots and two engineers.





The 18th man of the B-36 crew (see page 35) was Frank Fontaine, left, who arrived late, protested that other crewmen had shoved him overboard. Below, stripper Ann Corio took off nothing but her wrap—"You know how it is in Boston, boys."





Some of the vocal highlights of the evening were provided by singers John Conte, above left, and torchy Doris Drew, above. Above right, Edward Arnold, who was nobody's friend as the congressman in "Command Decision" was everybody's friend in

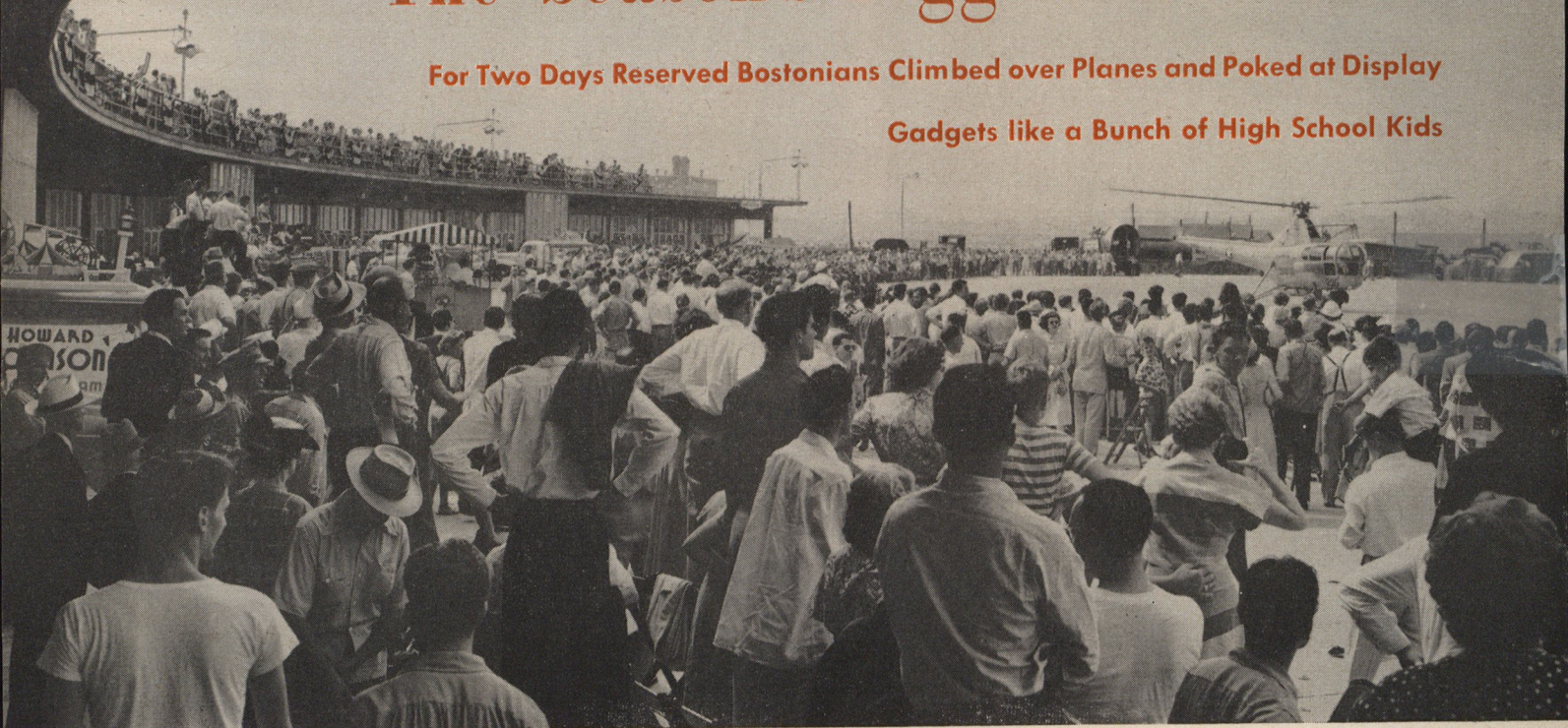
Wing Ding. Below, AFA President Bob Johnson (right) comes back stage to greet members of the Wing Ding cast. From left, Doris Drew, comedian Arnold Stang, Sid Caesar and Edith Durston. Stars flew from New York in DC-4 donated by Esso Oil.



The Season's Biggest Air Show

For Two Days Reserved Bostonians Climbed over Planes and Poked at Display

Gadgets like a Bunch of High School Kids



This is a part of the huge Boston throng that literally packed Logan Airport to the rooftop to watch AFA's second Air Fair.



Above, the big event. Builder Larry Bell, pilot Chuck Yeager, and "owner" Hoyt Vandenberg give X-1 to Smithsonian.

The 1950 Air Fair at Logan Airport in Boston lived up to all advance notices. It was the biggest air show of the season. It was also the one event of the convention that was open to the public—and the public loved it. For five hours Saturday and Sunday afternoon they nosed through static exhibits, stood in lines a block long to get a peek inside the cockpit of a jet fighter, and craned their necks skyward at some of the most interesting aerial exhibitions ever presented. Main event of the day was the presentation of the Bell X-1 by the Air Force to the Smithsonian Institution.

Highlight of the aerial displays were the flights of the Canadian Vampires, and the performance of Canada's new pride, the CF-100. Other flights that brought the crowd to its feet included the tree-top fly-by of an American B-29 with all four props feathered, and powered by a single GE turbo-jet engine slung under its belly; and the Coast Guard's Air Sea Rescue demonstration using two helicopters. Some of these and other highlights are pictured here and on the following three pages.

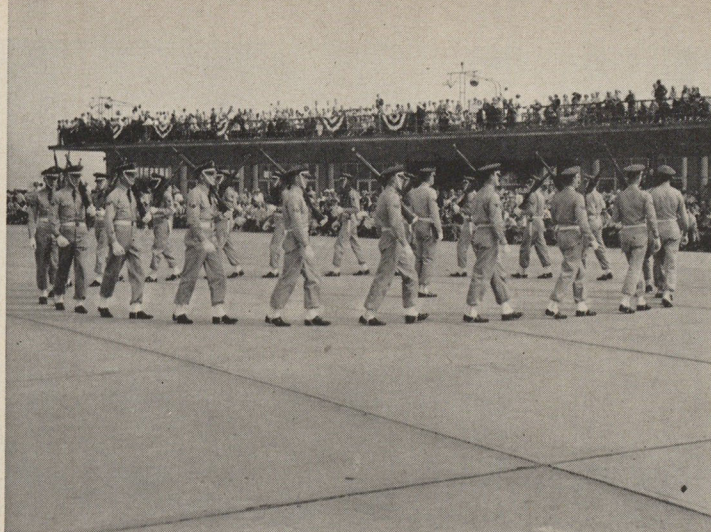


Below left, an F-86 arrives at show. Below, announcer Ken Ellington introduces globe-girdler Capt. James Gallagher.





You're right, those are AF men, and those *are* bagpipes.



As snappy as the Rockettes, was the AF's Drill Team, above.

CO-SPONSORS

In no small way, the success of AFA's Fourth National Convention—especially the National Air Fair—can be attributed to the public-spirited participation of the organizations listed here. The original exhibits, many of them built especially for display at the Air Fair, constituted, in the aggregate, one of the most remarkable panoramic pictures of aviation ever presented to the public. Others on this list participated in other ways. To all of them, AFA extends its deepest gratitude.

American Airlines
American Optical Company
B. B. Chemical Company
Baldwin Locomotive Works
Bell Aircraft Corporation
Bendix Aviation Corporation
City of Boston
Boston Edison Company
Cities Service Oil Co.
David Clark Company, Inc.
The Cleveland Pneumatic Tool Co.
Continental Air Lines, Inc.
Curtiss-Wright Corporation
Gruman Aircraft Co.
Hughes Aircraft Corporation
Industrial Plant Service, Inc.
Iron Lung Co. of America
Keystone Manufacturing Co.
Lockheed Aircraft Corporation
The Glenn L. Martin Company

New England Aircraft School
North American Aviation, Inc.
Northrop Aircraft, Inc.
Pratt & Whitney Aircraft Division, United Aircraft
Reaction Motors, Inc.
Republic Aviation Corp.
Tobe Deutschmann Corp.
Douglas Aircraft Company
Esso Standard Oil Co.
Fairchild Aircraft Division
Fram Corporation
General Electric Co.
Gray Television & Research
Shell Oil Co., Inc.
Socony-Vacuum Oil Co.
Sperry Gyroscope Co.
The Texas Company
Trans-Canada Airways
United Air Lines
Westinghouse Electric



North American's jet Tornado bomber also drew large crowds.

Above, Fairchild Packet was something new to most Bostonians. Below, Jackie Cochran (with coat) meets Powder Puff Derby gals.





Bill Waterton, left, pilot of Canada's remarkable CF-100 jet fighter, stops for a chat with the USAF's remarkable super-sonic pilot, Capt. Chuck Yeager.



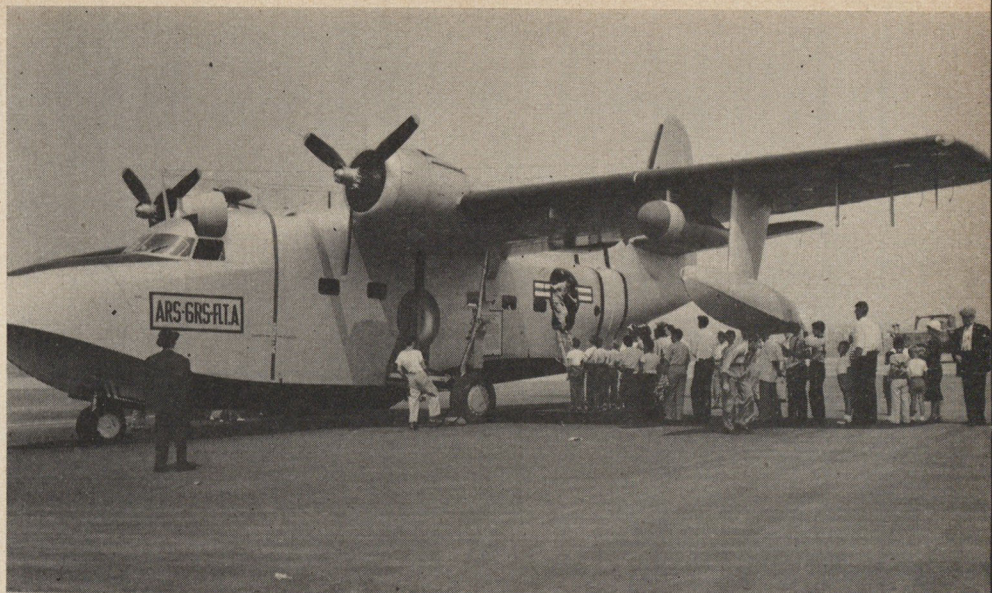
A Coast Guard 'copter comes in for "rescue."



Two of aviation's top personalities Jacqueline Cochran and George Kenney meet on ramp.



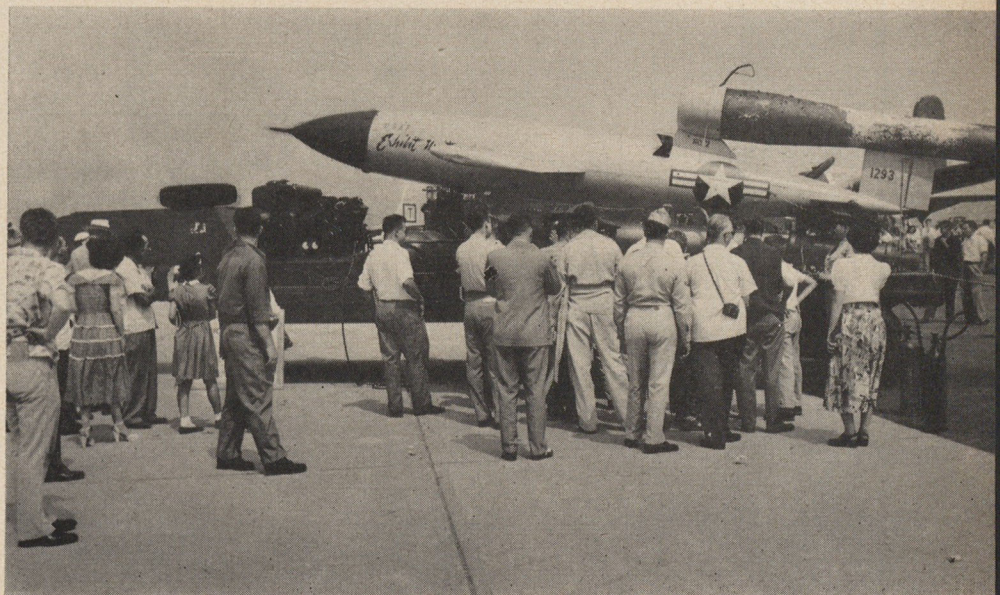
Above, model champ Whitey Ferguson of Newton, Mass., gets set. Below, will it bite or not?



One of the most popular ground exhibits was the AF's Air-Sea Rescue plane.



The wonderful thing about the static exhibits, above, was that there were plenty of buttons to push. Below, the old V-1 still attracts the crowds.



THE MOBILIZATION FORUMS

Boston Conventioneers Listened to the AF's Top Men Explain Reserve, Training, and Development Programs. And When the Talks Were Through, the Questions From the Floor Flew Thick and Fast



***Recall to active duty will
be governed by requirement
for individuals and units***

By Maj. Gen. Earl S. Hoag,
Special Assistant to the Chief of Staff, Reserve Forces

Iwould like to cover briefly with you the basic and the broad aspects of the present situation and how it affects the Air Force in relation to the present "creeping" mobilization. I use the word "creeping" because I personally feel that it best describes what is going on within the Air Force, insofar as the recalling of the Air Reserve and the Air National Guard is concerned.

As you are aware, there have been limited recalls to extended active duty of certain individuals and units of the Air Force Reserve; and there is a contemplated recall of certain Air National Guard units. These recalls have been according to the requirements of the Air Force. We have had many reservists volunteer in the past weeks. Many of these are probably wondering why they have not been recalled. The facts of the case remain that at the present time and probably in the future, all recalls to extended active duty will be governed by the *requirements for individuals and units* to supplement the regular establishment.

The *initial* recall of certain qualified reservists was caused by the requirements of FEAF—field forces in Japan. These recalls have now been made. Actually insofar as airpower in FEAF is concerned we have probably just about as much airpower over there as can now be utilized.

Our *second* requirement for personnel and units has been caused by the recent authorization by the President and the Congress to build the Air Force to a total of 69 Groups.

As a country we find ourselves today in a unique position in our history. For the first time we are employing our

armed forces as the result of the concerted will of 52 peaceful nations who are determined that appeasement will not prevent aggression.

At the present time we are engaged in a most unusual kind of military operation. We have not been physically attacked by anyone; we are not formally at war with anyone. Actually, we are supporting the United Nations in a policing action with the best means that are at our disposal for maintaining peace in the world, though I am not attempting to argue that what is going on in Korea is not a war.

But, it is a peculiar kind of war imposing special problems and limitations on our actions as a country and on the mobilization of our Reserve forces. As I have explained, our commitments to FEAF have been satisfied. Our problem now is the building up to the authorized 69 group program. First, as members of the United Nations Forces we are committed to restore peace in Korea. That will be done.

Second, we have been directed to increase the strength of the Air Force, and this will be done. But, this is not a war in which we can take steps A, B and C according to plan. If we were committed to full scale action under a Declaration of War the solution to the problems of personnel utilization might be clearer, for it would be an all out proposition with all hands busy. As it stands today, we are engaged in a piecemeal war so to speak. The matter of Reserve Forces mobilization is one of selection of individuals and units according to relative needs at a given time rather than the mobilization of a total requirement.

It has been gratifying to note how much sincerity exists among Reserve Officers and airmen. I have met a great many men during my visits to reserve organizations in the past three months. I have been impressed by the continued interest in the Air Force and their devotion to the Reserve Program. They are taking it seriously, and giving much time and thought to the present day repercussions of the international situation. This reflected sincerity of thought typifies these members of our Air Force Reserve Program, and certainly emphasizes the outstanding support that the Air Force Association has given to those policies of the Air Force dealing with Reserve matters.



***This is the method ConAC
uses in selecting individual
reservists for active duty***

By Lt. Gen. Ennis C. Whitehead,
Commanding General, ConAC

At Chicago last year, I told the AFA Convention that the civilian components of the United States Air Force had an important place in any mobilization plan; that Continental Air Command initially would have the job to implement any mobilization in accordance with the United States Air Force directives. Operations in the Far East,

which began two months ago, have caused small increases in USAF strength. Headquarters USAF gave Continental Air Command a requirement some weeks ago for the recall of approximately 1,000 Reserve officers and 22,000 Reserve airmen. The Air Reserve personnel being recalled include one troop carrier unit and one light bomber unit.

Our method for selection and actual recall of these men will be of interest to you. Requirements are, of course, determined by Air Force Headquarters in Washington. These requirements are turned over to my Headquarters showing what is required by specialty and station assignments. At Continental Air Command Headquarters we examine our Reserve inventory to determine which of the four Continental Air Command Air Forces can best meet the specific requirement. In this determination, we are guided principally by two factors: First, the availability of the specialists required; and second, the necessity for keeping travel to a minimum. The numbered Air Force, once it receives

a quota for recall, selects the individual Reservist for a specific station assignment. Individual selection is governed by several considerations:

The degree of training or experience of the individual in the required specialty is one factor. The number of volunteers in that specialty and the grade of the individual; and this last is of special application to airmen since we are currently concentrating on the recall of senior airmen pending the availability of family allowances for airmen of the lower grades for dependents.

Once the individual has been chosen, his orders are issued and sent to him by registered mail. When the program began, ten days notice plus travel time was given. The notice has now been increased to 21 days.

Each recalled Reservist reports to one of nine processing stations where he receives his physical examination, has his records brought up to date, and is issued clothing and equipment. After his processing, which takes about five days, the new member of the active Air Force reports for duty with the unit for which he was recalled.

One fundamental point in our recall program is that, consistent with the needs of the Air Force, we do not retain men for whom return to the Air Force would mean serious personal hardship or who fill important jobs in critical industries or professions. To assure consideration for each individual case, we have established a simple and complete system for granting deferments.

Any Reservist, or his employer, may request a deferment by applying to the Continental numbered Air Force Commander who issued the recall orders. When sufficient justification is presented, the deferment will be granted.



By Lt. Gen. Nathan F. Twining,
Deputy Chief of Staff, Personnel, Hqs., USAF

Air Force wants young volunteers to fill basic manpower needs in immediate future

Basically, all of these personnel subjects can be covered in a brief picture of where we are today and where we are going tomorrow. The Kremlin gambled on the Berlin blockade and lost. They are now getting their fingers closer to the fire in Korea and they must lose there. There is nothing to indicate they will not gamble again, and again they must lose.

From an Air Force personnel standpoint our program is two-fold. We must meet our commitment in Korea rapidly and decisively. We must simultaneously look to our capabilities to meet and defeat other perimeter operations or the main event should either occur. From the personnel standpoint, both of these phases mean an increase in our military strength. This means the recruitment of new personnel and the recall of some of our seasoned veterans.

The picture, therefore, shows a carefully programmed increase in Air Force strength over the next two years. This strength must be geared to the availability of materiel and equipment, and have as its end objective a force large enough to meet the Air Force requirements. In order to provide stability and preserve our mobilization potential we will meet this expansion to the maximum extent possible from a regular voluntary recruiting program.

To meet our immediate needs, we require already trained personnel. Our requirement as we see it is to do our job in Korea without weakening our capabilities elsewhere. To accomplish this we initially sought the voluntary

Should the deferment not be granted, the Reservist, or his employer, may again present his case before the Deferment Board established at each processing station. If the deferment is not granted at the processing station, the Reservist moves on to his duty station. However, appeal may still be made by submitting a request for further consideration to the Command Appeals Board. This board, located at Continental Air Command headquarters, consists of three officers; one General Officer of the Air National Guard who is the president, one Air Force Reserve General Officer, and one regular Air Force Officer. The decision of the Command Appeals Board is final so far as Continental Air Command is concerned.

In setting up the recall system, we have been fully aware of the impact of the present situation upon the Nation, and upon the individual. We have established a system which will meet the United States Air Forces' requirements insofar as the specialties in the Reserve are available. At the same time, that system does allow for consideration of the individual's problems. Similarly, we have not overlooked the question of a man's greater usefulness to the national efforts in his civilian capacity. By maintaining this balance, we will accomplish what must be done as we should.

The trained officers and airmen who are returning to the Air Force give us a capability far beyond what we could anticipate from our normal personnel procurement procedures. We know that the return or transition to military life is not a simple matter. We know that our Reservists will respond again as they have in the past with an understanding of the necessity in the action being taken.

return of limited numbers of trained veterans.

However, the North Koreans, anxious to exploit their initial aggression, made it necessary for us to step up our augmentation. This we are accomplishing in two ways. On the 19th of July the President authorized the recall of members of the Air Reserve as individuals or units and the Air National Guard as units. Legislation was enacted to permit the involuntary retention of airmen for a year beyond the normal tour of duty. Those two things have been done.

The Air Force is calling in reserves as individuals to meet the overall skill requirements of the Air Force in being, and the additional requirements imposed by the war in Korea. A few reserve units are also being called in.

Though the urgency of the situation has required recall of reservists with skills that were immediately usable, we are nevertheless putting our major emphasis on our recruiting programs. Our hope is that through the training of youngsters willing to serve for four years, we can ultimately permit these reservists to return to civilian status during conditions short of full mobilization.

Incidentally, this limited reserve recall program is providing us an excellent sample test of the actual mobilization potential of our Reserve Forces. While we have always recognized that many of our most active reservists would probably not be available to us in an emergency for one reason or another, proper evaluation of this current program should give us more realistic picture of our reserve program, and enable us to reassess its true mobilization potential and take positive steps to revitalize it.

I would like next to discuss our aviation cadet program with you. It may well be that one of our real secret weapons is the number of battle seasoned aircrews who are still ready and eager to go. Certainly our relatively low losses and decidedly effective results in Korea are in large part due to the capable experienced personnel who are directing, planning and flying the missions. We must, however, develop increasing numbers of youngsters, train them, and season them and to increase our ability to wage air war.

(Continued on page 45)



PLANE AIR COMES "PACKAGED," TOO!

It stands to reason that the most serviceable and economical air conditioning system for an airplane is one designed and built *entirely by one manufacturer!*

For such a system on today's high-speed, high-altitude aircraft must be *completely integrated* to provide maximum comfort for airline passengers or military personnel during swiftly changing conditions of temperature and pressure.

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• An inquiry on your company letterhead will get prompt attention. AiResearch Manufacturing Co., Los Angeles 45, Calif.

Our equipment has developed by leaps and bounds since World War II. The old war horse B-17s and B-24s are rare sights now. The "Jug" has just about disappeared and the Mustang received a shot in the arm for the Korean operation. The new stuff is costly, complicated and high in performance. We must have good crews. They must be physically sharp, mentally acute and emotionally eager to do the job in hand.

I can think of no system of advertising and no agency or group of agencies that can play a more significant part in interesting enough of the right young men in the aviation cadet program than can the Air Force Association. This is an area in which we really need your help and I hope that out of this meeting we can establish a close liaison that will help us accomplish this urgent objective.

In closing, gentlemen, I would like to leave two serious thoughts with you. While these represent my own personal views, I am sincerely convinced of their logic, and I would like to touch on them.

First, there has been a lot of Monday morning quarterbacking on the effectiveness of some of our new type aircraft involved in the Korean campaign. Don't be misled by these so-called strategists. The B-29s are doing a great job. They have hit all assigned targets. I have seen some of their bomb strikes. They're beautiful. They have demonstrated their flexibility by giving brilliantly executed

close support work to the ground forces.

The so-called prima donna jet has been discussed and has proved to be a most highly satisfactory machine that can dish it out and get back. We are very very happy with that airplane.

Secondly, we cannot permit ourselves to become blinded or to lose our perspective by the guerrilla curtain raiser now going on in Korea. We must keep Korea in proper focus and continue to devote our maximum effort to prepare for the semi-final or main event. The problems in Korea have been tough, plenty tough for the people there. But, they have been those of weather and distance and a policy hopeful that a miracle would happen. The pattern of these localized operations must not exert any major influence on our concept of warfare in an all-out global conflict.

There is grave danger that we might be inveigled into changing our entire national defense scheme because of the nature of the Korean campaign. Nothing would please Soviet Russia more than that. There is little reason to expect that our victory in Korea will end this cycle of Communistic ambition and aggression. If there is any challenge that faces us squarely it is that of facing the realities today, distasteful as they may be. That those realities may culminate in an all-out struggle or the big adventure is distasteful to all of us, military as well as civilian. However, we cannot evade the challenge and we must continue to make our preparations.

QUESTIONS FROM THE FLOOR

Q. *If it is true that mobilization assignment men are worthy of the name as far as being called up first; if paid active duty reserves are next in line, and volunteer reserves are next in line, why are inactive reservists being called first in this mobilization period?*

A. (General Harlay Parks, Personnel Planning Hdqs. USAF) In the first place, we feel that this is not the time to deplete our active reserve mobilization potential to meet this current Korean situation or our planned buildup to the 68 or 69 Group program. We like to protect that as much as we can on the basis that we may have a more urgent and critical requirement for that potential in the future. So, in order to protect the organized portion of our reserve forces, we did start out on the recall program with first priority being given to the inactive reservists in order that we could protect our mobilization assignee and designee program, our AFRTC and Corollary Unit Program.

Q. *What is the scope of the Inactive Reserve?*

A. (General Earl S. Hoag, Special Assistant to the Chief of Staff for Reserve Forces) The Inactive Reserve is that group of Reservists who are not assigned to organized units, but who have been receiving training in an organized unit.

Q. *So far as can be ascertained at the present time, what are the possibilities of Troop Carrier Wings being brought to active duty as troop carrier units?*

A. (General Hoag) As I attempted to indicate in my opening remarks, it is the desire of the Air Force to protect the organized units and to utilize them as units insofar as practical. But there are going to be many cases where we are going to have to call individuals from other units in order to beef up the present ones. (General Parks) I would like to expound on that one a little bit. We mustn't let our reserve units become injected with any conception that they have a vested right to be called as units. The Air Force and the Chief of Staff must have flexibility in the utilization of the reserve forces, and we look upon the reserve forces as a primary source of individual fillers and replacements, and also as a source of unit recall when that particular type of unit is needed. But, let's not let our

AFRTC wings and units get any feeling of vested right to be recalled as a unit.

Q. *Do you feel that present Reserve Pilots will be used in active combat or could be used or will be used?*

A. (General Parks) Certainly, if qualified. Once they are called to active duty they are subject to assignment.

Q. *Do you feel that the former pursuit pilots in the last war generally are competent, in your way of thinking, for combat? Do you plan on using them for combat?*

A. (General Ennis Whitehead, Commanding General, Continental Air Command) We are recalling people from the Reserve; putting them through combat training centers and sending them to combat. (General K. P. McNaughton, Director of Training) We have two combat crew training schools for fighter pilots at the present time. One is training Reserve pilots on the F-80. The other is training pilots on the F-51 for immediate shipment to the battle area.

Q. *Have you established arbitrarily any age limit in terms of pursuit pilots, for example?*

A. (General Whitehead) Physical fitness and ability to fly.

Q. *What is the status of four engine personnel?*

A. (General Whitehead) There are quite a number of four engine pilots being called up. (General McNaughton) We have at the moment a combat training school for four engine personnel at Randolph Field. There is no great crying need for four engine pilots but we are now taking care of needs for Korea, and at the same time building up the requirements for the 58 Group Program.

Q. *What qualifications are you looking for in four engine personnel?*

A. (General McNaughton) We are asking for pilots with a minimum of 500 hours four engine time, and with a total number of hours equal to 1,500.

Q. *Would it be better for a Reservist who would like to change his MOS to enter first and have it changed afterwards, or have it changed before he goes in, providing he has the qualifications?*

A. (General Hoag) You should definitely correct your
(Continued on page 47)

Systems Engineering

Guided missiles experience aids Martin in implementing this airplane design concept

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

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

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

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

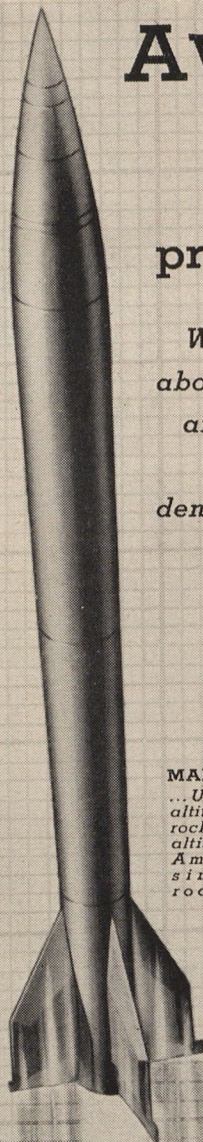
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Reaching millions of informed, alert American magazine readers, Martin advertisements like this one highlight air power's important role in our country's preparedness program. And survey after survey has demonstrated that their fiction-style appearance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

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

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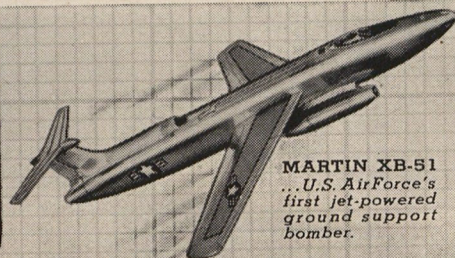


MARTIN KDM-1
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MAN IS BUILT to move at 3 m.p.h.—to see and hear for only short distances—to react in painfully slow tenths of a second—to live in an oxygen atmosphere with very narrow pressure and temperature bands. When he must fly in extreme temperatures and pressures at supersonic speeds—make decisions in thousandths of a second—bomb unseen targets, shoot down enemy invaders in zero-zero weather or sink submerged submarines—he must have the aid of mechanical and electronic senses, muscles and nerves!

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FORUM

CONTINUED

record if you have changed your MOS. It will be very helpful to the service and to you as an individual if you take steps in correcting that *right now*.

Q. *Many enlisted men have had three to four years of college since they have gotten out and now would like to become officers. Is that possible? What does a man have to go through?*

A. (General Whitehead) A great many people are being commissioned of the type which you speak, people who have had more experience, who have finished their academic education since the war.

Q. *Commissions are being granted, General, regularly on the basis of experience since the last war?*

A. (General Whitehead) Yes.

Q. *At the close of the last war there were quite a few Reservists who were granted new grades over a set period of time. When they are recalled will they be recalled at the new grade or recalled at their old grade that they last held on active duty?*

A. (General Parks) Recalled now in their present Reserve Grade.

Q. *How about if they should volunteer for active duty, would they have the present grade also?*

A. (General Parks) That's right.

Q. *We are told that we are not yet in an all-out emergency, and we are told also that we are going to build into 69 peacetime groups. I understand that the Reserve units and the organized National Guard will be used more or less to bring the Air Force up to that peacetime 69 groups. Men in these Reserve and National Guard units may or may not desire to be permanent party personnel. What opportunity will they have to remain in the permanent party after they are called in?*

A. (General Parks) In the first place, in our build-up to 69 groups, we are *not* using to any great extent either National Guard or Reserve Units. The utilization of those units is primarily to meet the current Korean situation, and when that situation clears up and presuming another one doesn't spring up we will have to release those individuals. Now, at that time, those enlisted men who wish to remain in the Air Force as a part of the permanent party, will have to enlist as regular airmen. At that time they will come under the then-existing grade determination policy.

Q. *Will the men have the opportunity to re-enlist or be discharged at the convenience of the Government?*

A. (General Parks) They will have an opportunity to apply for re-enlistment.

Q. *Men are being recalled to active duty for a period of 12 to 21 months. If this remains a policing action will they get out at the end of the 12 or 21 months or will they have the duration plus six?*

A. (General Parks) Generally speaking, there is a good possibility of those people being released—short of full mobilization in the meantime.

Q. *In the present program which contemplates the recall of 8,000 Air Reserve officers, emphasis has been placed on the recall of officers in the grade of captain or lower. Just how far will that policy extend and specifically in the case of the recall of organized units?*

A. (General Parks) No. In the recall of units the officers in the field grade come in with the unit.

Q. *What is your major need right now in terms of grade?*

A. (General Parks) The lower grades, and in most cases flying personnel.

Q. *That is also a confusing question now. Many of the men are aware of the number of rated men that were derated recently. They are assuming that those men will be the first ones to be brought back into a rated status and, therefore, your need for rated personnel will be a later need*

and not one of an immediate future. Is that correct?

A. (General Parks) I think you stated it very well, yes.

Q. *I understand that in the regular Army all commissioned officers of World War II, whether they are in the Reserve or not, are subject to recall on the ground that there has never been an official declaration that a state of war does not exist. Has the Air Force made a similar determination?*

A. (General Parks) I don't think our legal people are entirely in agreement. Our JAG initially held the position contrary to the Army. Recently, he has reviewed his former position and now he supports the Army position and the question right now is in the hands of our legal counsel in the Air Force to see which position he is going to support, if either. That is pertinent right now to the reappointment of our Reserve Officers whose five year period is expiring. We intend to come out with similar instructions to automatically extend the five year appointment of our Air Force Reserve Officers, providing we have a legal sufficiency to support them. Our plan is—providing our general counsel supports the legal position on it—to discontinue reappointing procedures for our reserve officers. That is for two reasons. One, and the primary one, is to relieve General Whitehead's headquarters of the administrative burden incident to these reappointment procedures; and secondly, automatically to extend all reserve officers who currently have a reserve status, indefinitely or from one year to two years. We haven't decided exactly what the period will be. (In a later session, General Parks announced the general counsel had supported the position of the air JAG. All reserve commissions will remain in force.)

Q. *Is there such a thing as a service pilot now?*

A. (General McNaughton) No.

Q. *What can a Service Pilot do to change his rating?*

A. (General McNaughton) I think he probably can get a rating of Liaison Pilot. If a former service pilot is called to duty and wants to get a rating of Liaison Pilot we will assign him to the Air Force Base at Waco, Texas and give him our liaison course.

Q. *What about the Flight Officers?*

A. (General McNaughton) No category of Flight Officer. If he were recalled to duty, as an officer, he would be trained in probably a secondary MOS.

Q. *You have been talking about the opportunity of enlisted men to stay in after this critical period is over. Does the same opportunity exist for officer personnel after this critical period is done—the 21 months that is set up now?*

A. (General Parks) Yes, they have an opportunity to stay on. Of course, we are not entirely free agents as to the number of officers that we can keep, and it would have to be in accordance with specific ceilings.

Q. *How are promotions now, pretty tight?*

A. (General Parks) I hesitate to answer that because we have come up with quite a few promotion plans. We did suspend promotions in the Reserve Program temporarily until we could restudy the situation. When we will be able to open those up again I'm not sure. I imagine within the next few months we will. But there may be new criteria involved. As you know, we have several thousand Reserve officers now in the active Air Force who are serving in a grade below their Reserve grade, and since we have gone on the new policy—since the President issued his authority on the 19th of July to recall both the Air National Guard and the Reserve Forces on a voluntary system—we have been faced with the rather serious morale problem in the Air Force of some 14,000 non-regular officers or Reserve Officers who voluntarily came in a grade below their Reserve grade. We have prepared a plan to readjust this situation. It will, if approved, involve quite a promotion schedule for this year.

(Continued on page 49)

TAKE TO THE AIR FORCE

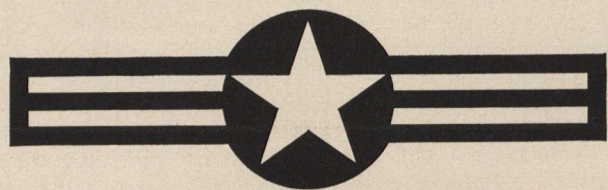


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Air Force Equipment in Korea deemed adequate for the job, with jet fighters vindicated

By Maj. Gen. Gordon P. Saville,

Deputy Chief of Staff, Development

The lead time in building aircraft is approximately five years. In other words, if we decide today that we want a particular new airplane, that airplane is going to start coming into operational units in five years. The development of our Air Force in peacetime is *always* a dynamic thing. In peacetime, with the fund limitations that we have, we cannot re-equip the entire force all at once, as you well know. We have to introduce new types of basic equipment, not only aircraft but radar, radios, and all the other equipment in a balance between the *quality* and the *quantity*. It is a dynamic situation in that it is in constant motion. This obtains until there is a full mobilization, at which time you have to freeze on the types and then go into quantity production of them.

What has happened recently has been neither a continuation of what we were doing before nor an all-out mobilization. Actually, as you know, we had an authorized 48 group structure, and the current immediate goal is 58 groups. This means that there is approximately a 20% increase in the volume or the size of the Air Force. On the other hand, concurrently with that, in order to increase the modernization of our forces, the production rate of equipment has been stepped up by a very large factor—hundreds of percent—in order to get production lines going for equipment that is the latest thing that we can put into production.

Now, as you know, the Air Force has four basic tactical or operational jobs to do: strategic air operations, air defense operations, air tactical operations, and air transportation operations. Everything that we do falls within one of those categories, or supports one of those basic end jobs. In the Korean operation, we are doing two of them; that is, we are doing the tactical operation, or the support of a ground action; and we are employing air transportation. The strategic air operation function of the Air Force is not

being done; nor is the air defense function being done on any kind of scale.

I know you all know the kind of equipment that we are using in the Korean operation in terms of general basic equipment. What was available in the Far Eastern Air Forces, and what was available in that area is what has been used. Since that time, equipment of improved quality that was available in the United States, but not in the Far East, has, when a deficit appeared, been sent out there, and it is presumptive that other and more adequate equipment can and will be sent when the situation so demands. Right now, as far as the qualitative performance of the Air Force in the current operation is concerned, it's at least excellent, and probably superior. We have no known areas of shortages, *qualitative* shortages, of basic equipment.

There has been a good deal of discussion and quite a bit of controversy on the subject of jet aircraft and their capability for performing the so-called fighter bomber role. There are many, many people who contend that it is going to take the old "Jugs" to do this job. Gentlemen, that contention is completely unfounded. If we needed any proof whatsoever, we now have it. There is only one thing that the Jugs will do that the current jets will not do better, just one; that is, they will go farther. But, aside from that one limiting feature, our experience out there with the jet close support has completely proved the feasibility and superiority of jets for this purpose. That is the individual opinion of all the pilots, all the commanders, and everybody else. We are glad to see our judgment vindicated, because we weren't a hundred per cent sure ourselves. We are now.

We had a little difficulty originally with some of the rockets and arms that we had out there that were not specifically designed for shooting any distance. They were not stockpiled in FEAF because this type of an operation was not the prime purpose of the forces in FEAF. That deficiency has been corrected, and we have what we consider the completely satisfactory answer to that qualitatively now.

Our impression of the performance of our forces and equipment in Korea is that they are adequate for the job; they are completely competent; they are well trained and well organized. They are doing a good job. If you just assume that the function of the Air Force is to support ground forces in the Korean theater—and I believe that is the function in this operation—we have heard nothing from the Command out there that would indicate that they weren't doing just a hell of a good job.

QUESTIONS FROM THE FLOOR

Q. General, could you give us a brief outline as to how you start a project for new equipment?

A. (General Saville) Actually, new equipment comes from two sources. One of them is a requirement-generated source. This means we see an area of deficiency—something that we can't do. We need a piece of hardware, a piece of equipment, to fill a gap or to improve our ability to do a job. We then "crack up" a requirement and say, "This is what we have got to do". This statement goes from the tactical requirement people over to the technical hardware people, who then say, "Well, this is the way we will do it", and then they "crack up" a project, a hardware development project to answer that specific need.

This particular step is taken in Washington, where we have the Requirement and the Research and Development Directors together, and then this, as a project, goes out to the Air Materiel Command, who undertake to get this particular job accomplished. They do it in two ways. One of them is to assign it to one of their "in-shop" laboratories,

the other is to let a contract with a civilian commercial firm to develop the particular gadget. After the gadget reaches a certain stage, it gets an engineering test. As soon as the engineers find the thing runs; that is, it lights like it should light, or it doesn't burn out every two minutes, etc., it is then turned over to the Proving Ground where they give it an operation test from the viewpoint of the user.

The second procedure in acquiring new equipment is "capability development". In this category is the A-bomb, for example. This is where the long-haired scientists sit down and get a new idea. They say, "Look, we think we can do this. Do you want it?" We say, "Yes, we want one, but we don't want it quite like that. We want it to fit into this particular area." In this case the project starts from a technical side and *then* gets married up with the requirements side, and then goes through the project system, just like the other.

(Continued on page 56)

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RESOLUTIONS ADOPTED BY THE DELEGATES AT THE FOURTH ANNUAL AFA CONVENTION

The following Resolutions were presented and adopted by the delegates attending the Fourth annual convention of the Air Force Association at Boston, Massachusetts, August 25-27, 1950:

► INCLUSION OF ALASKA IN NORTHWEST REGION

WHEREAS, Article V of the Constitution, Section 2 has been amended to provide for the establishment of twelve geographical regions, but that the Northwest Region is outlined to include the territory of Alaska.

NOW, THEREFORE, BE IT RESOLVED that Article V Section 2 of the Constitution be further amended to provide that the territory of Alaska be included in the jurisdiction of the Northwest region.

► PRESENTATION OF STATEMENT OF POLICY

WHEREAS, the Air Force Association represents a cross-section of Air Force veterans throughout the nation, who have, individually and collectively, strong views and recommendations on our national problems, and

WHEREAS, the Air Force Association believes it should present these views and recommendations in the form of its Statement of Policy, directly to the Secretaries of State and Defense, and the Secretary for Air.

NOW, THEREFORE, BE IT RESOLVED that the Chairman of the Board, the President and at least one vice-president of the Air Force Association are herewith directed to seek appointments with the aforementioned secretaries, and as representatives of the Air Force Association, present to them the Statement of Policy of our national membership adopted at this Convention.

► NATIONAL CHARTER

WHEREAS, there are many advantages to Wings and Squadrons in obtaining official state recognition, both in office facilities and meeting places and in official participation in state functions, which recognition is of material assistance in developing membership and in spreading a better understanding of air power, and

WHEREAS, full official state recognition is dependent upon the Air Force Association being a nationally chartered organization.

NOW, THEREFORE, BE IT RESOLVED that the President appoint a Committee to study the advantages and disadvantages of such a national charter by the Congress of the United States, and recommend suitable action in order to obtain such a charter, if it be proper.

► OPPOSITION TO AIR FORCE ORGANIZATION BILL

WHEREAS, efficient planning and carrying out the program of the United States Air Force is dependent upon an overall coordinated direction of its component services—the Medical Service, the Chaplain Service, the Quartermaster Service, the Engineers Corps, the Judge Advocate General—which are now component services integrated with the United States Air Force as directed by Public Law 216—81st Congress, 1st Session, H.R. 5632, and

WHEREAS, Section 305 of H.R. 8889 recently submitted to the House of Representatives by Representative Carl Vinson would place these essential services under jurisdiction of the United States Army and/or joint jurisdiction of the United States Army and Navy, and

WHEREAS, such a proposed change is contrary to the principles of unif-

cation, detrimental to the morale, and inimical to the operating efficiency of the United States Air Force,

NOW, THEREFORE, BE IT RESOLVED, that the Air Force Association is strongly opposed to Section 305 of H.R. 8889 and urges the Congress of the United States to strike said section 305 in its entirety from H.R. 8889.

► UNIVERSAL MILITARY TRAINING

WHEREAS, the most valuable and tangible resource of this nation is its manpower; and

WHEREAS, efficient and effective utilization of our manpower resources is indispensable to the planned expansion of United States' air, sea and land forces, and

WHEREAS, the Reserve and National Guard programs cannot conceivably provide the final answer to our military manpower problems in event of a national emergency created by full-scale military operations.

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Congress of the United States to enact adequate Universal Military Training legislation without further delay.

► RECREATIONAL PROGRAMS FOR SERVICEMEN

WHEREAS, by reason of the current enlargement of the United States Armed Forces, there is a serious inadequacy in the recreational facilities available to military personnel.

NOW, THEREFORE, BE IT RESOLVED that this Association recommends first, that the general public be informed as to this inadequacy, and, second, that all AFA local units undertake such recreational programs in their own communities to the greatest extent possible, for the benefit of military personnel of the United States Armed Forces.

► OVER-AGE-IN-GRADE RESTRICTIONS

WHEREAS, a policy of rigidly implementing over-age-in-grade restrictions has been stated by the Department of the Air Force, and

WHEREAS, such restrictions are generally waived in times of emergency such as the present, which are the only times reservists are called upon to perform extended active duty, and,

WHEREAS, many non-combat and technical assignments can be suitably filled by mature officers otherwise physically qualified.

NOW, THEREFORE, BE IT RESOLVED, that the Department of Air Force be requested to study and review over-age-in-grade restrictions applying to Air Force Reserves for the purpose of revision and correction.

► R.O.T.C. TRAINING

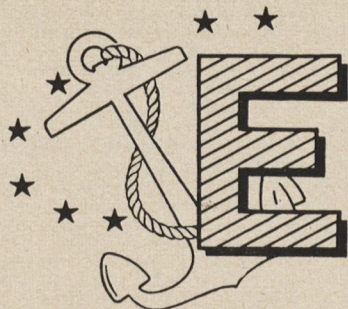
RESOLVED: That Air Force Association request and/or support legislation directed toward the training of qualified personnel through R.O.T.C. for Reserve or Regular USAF commissions, with appropriate tour of active duty by Government subsidy and/or scholarship.

► RATIONS FOR RESERVE ARMEN

RESOLVED: That the Department of Defense take the necessary steps to provide rations for airmen of the Organized Reserve during week-end training.

(Continued on Page 52)

TRIPLE DUTY FOR THE BIG

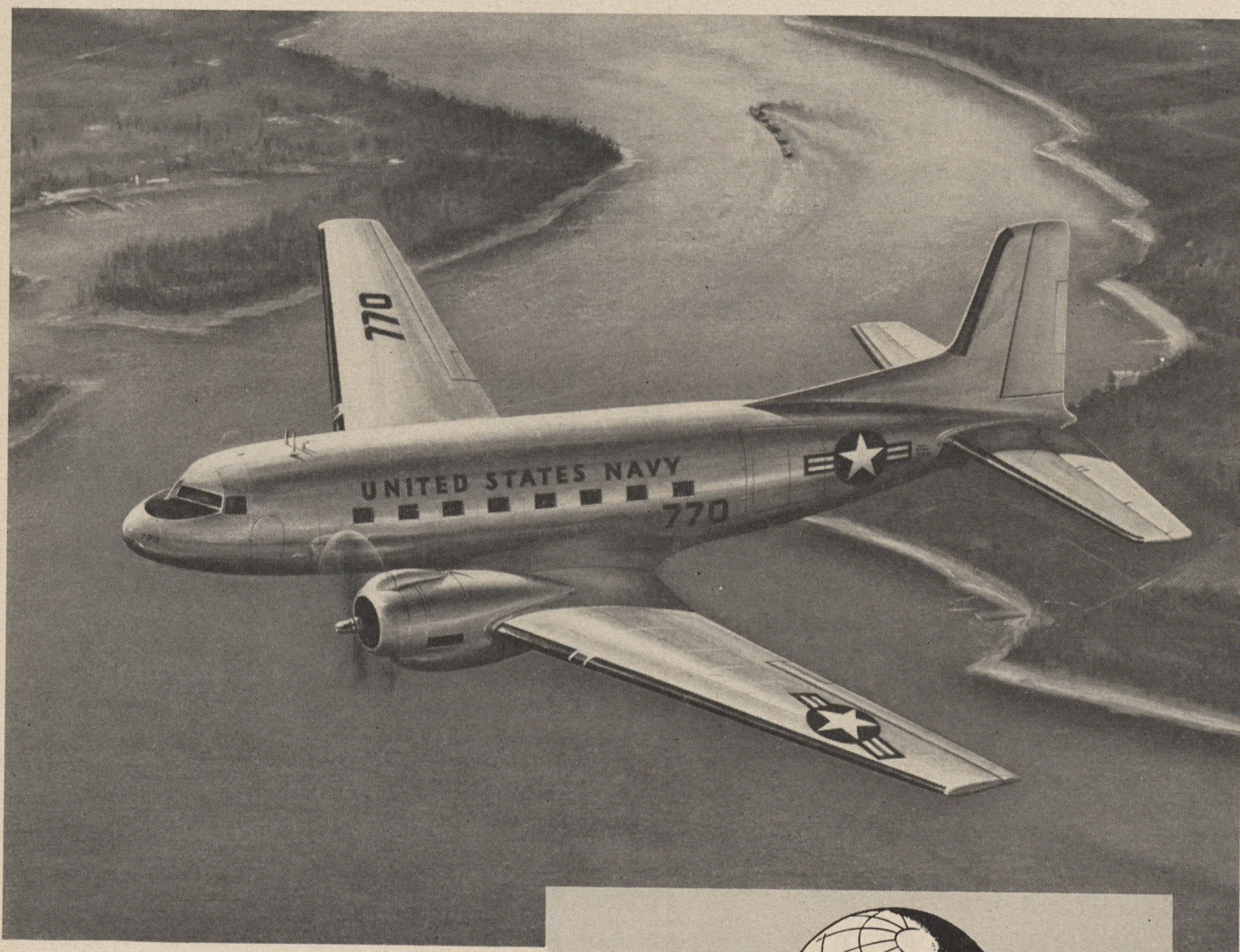


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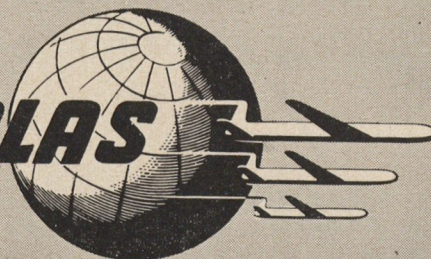
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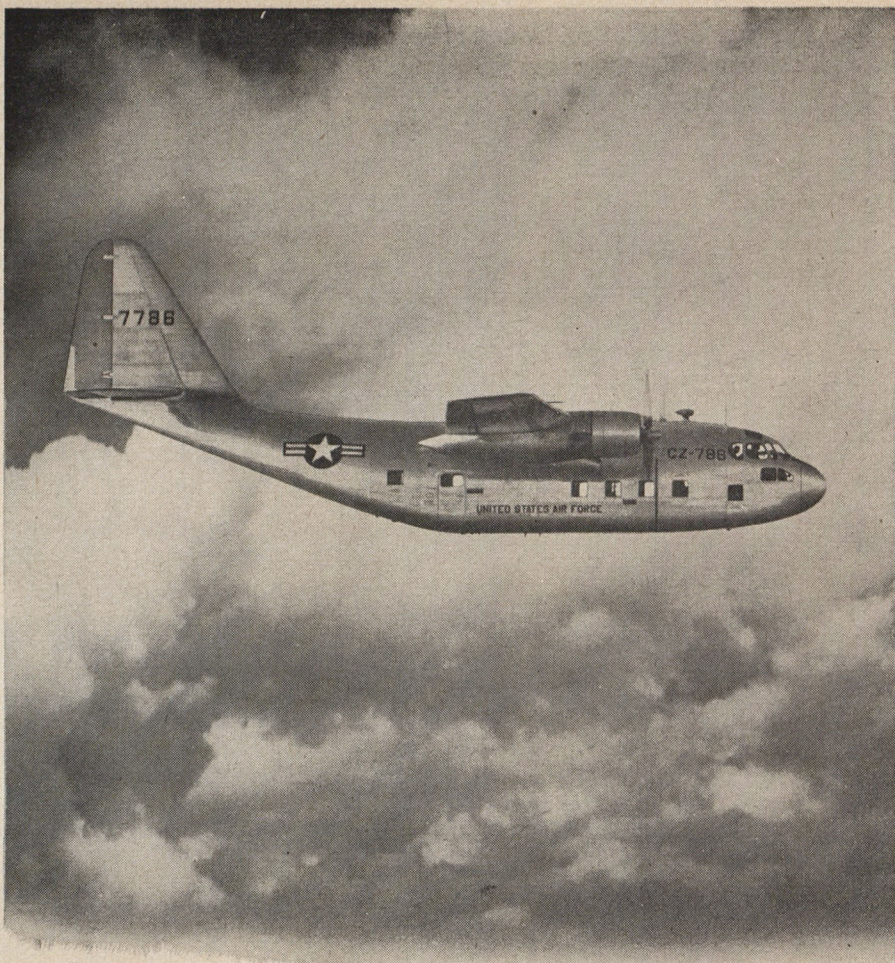
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RESOLUTIONS

CONTINUED

► PROMOTION OF RESERVE OFFICERS

RESOLVED: That Air Force Reserve Officers, when qualified for promotion to a higher grade by proficient performance and length of service, have a suitable notation entered in their records to that effect, pending opening of vacancies which will permit promotion to such higher grade, and, further, that a register of such names be maintained by the appropriate command for earliest possible action.

► HONOR PLAQUES AT THE NATIONAL LEVEL

WHEREAS, the Michigan Wing of the Air Forces Association believes in the effectiveness of incentive, reward, and recognition for sound and orderly organizational growth, and

WHEREAS, the Michigan Wing sees in the awarding of suitable Honor Plaques, as is presently our practice with respect to outstanding individuals, a worthy precedent, be it, therefore,

RESOLVED, that the Michigan Wing of the Air Force Association urge National Air Force Association Officers and Board members to seriously consider, and, if possible, effectuate at once the policy of awarding Honor Plaques to appropriate elements, Squadrons, Groups, Divisions, and Wings for outstanding activity in the fields of Community Service, Local or Regional Air Power promotion, Membership enrollment and for the organizational element with the most outstanding general service to Air Power and the Air Force Association; and be it further

RESOLVED, that the President of this Association shall appoint a separate committee to establish the criteria and means of selections for future awards of these Plaques.

► AFA CREED

WHEREAS, that since the AFA is recognized as a serious-minded organization of veterans who have definite plans and ideas, it is only natural that all business meeting should be opened with a particular AFA creed; and

WHEREAS, the Roberts' Rules of Order request that such a creed or prayer be used as an opening to any serious function, therefore, it is

RESOLVED, that the AFA President set up a committee to look into and set up such a creed that will be particular appropriate for the AFA and that this creed be presented to the next convention for acceptance.

► REPORT OF DELEGATES

WHEREAS, time for Air Force Association business sessions are limited during national conventions,

NOW, THEREFORE, BE IT RESOLVED, that henceforth and from now on, upon acceptance of his appointment or election as a delegate or an alternate to the Air Force Association National Convention that he attend all business sessions, reporting on time to each business session, and further that he report back to his squadron that he has attended said sessions and will render a report to his squadron.

► SELECTION OF CONVENTION SITE

WHEREAS, a resolution has been previously passed and adopted at the 1949 Air Force Association National Convention placing a limit on the length of time after a National Convention for the choosing of a place and date for the convention of the following year.

NOW, THEREFORE, BE IT RE-

(Continued on Page 54)



"I like to move around
and meet people
—and I can do that
on the train!"

"I want to sleep in a bed
and eat at a table.
So I travel by train!"

"Rail travel is easy—
on orders or on furlough."

"The railroads
go everywhere
—to large towns
and small."

*No Wonder Train Travel is **FIRST** with the **SERVICES!***

Today as always, the railroads are ready,
willing and able to serve one man, a division, or more.
America's greatest transportation strength
lies in

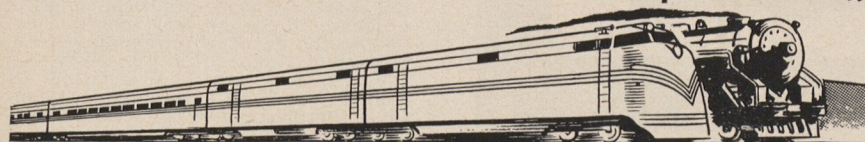
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and ready for duty. There's plenty to do and
see—plenty of room to move around—modern
facilities for relaxation and recreation—real beds
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RESOLUTIONS

CONTINUED

SOLVED, that the date and time of the Air Force Association National Convention be determined not more than six months after the closing of the previous convention, and that Board of Directors of the Air Force Association be charged with the responsibility that this notification be accomplished.

► REPORT OF COMMITTEES

WHEREAS, at the National Conventions a number of proposed resolutions have been referred to committee, and

WHEREAS, the progress of the committees on these resolutions, which are of vital interest to all members of the Air Force Association, but in the past no report on these resolutions has been made until the following convention.

NOW, THEREFORE, BE IT RESOLVED, that the various special committees appointed by the President to act on resolutions put in committee by the past convention, submit and have published by Air Force Magazine, a monthly progress report on the resolutions being acted upon by each respective committee, with a negative report published, if no action has been taken during the preceding month, and

BE IT FURTHER RESOLVED, that the aforementioned committees be appointed within ninety days after the closing of the national convention, and said committee names be published with each monthly report.

► MODEL PLANE CONTESTS

WHEREAS, the air education of our youth is of prime importance in the development of United States Air Power,

NOW, THEREFORE, BE IT RESOLVED, that the President of this association shall appoint a committee of three or more members, in his discretion, to establish in 1951, and thereafter maintain annual AFA airplane model building contests, to be limited to contestants under 17 years of age, and that said committee be authorized to,

- (a) Establish such rules and regulations for such contest as it shall deem advisable, and
- (b) Grant appropriate awards to the winners of such contests in the name of this Association.

► TRIBUTE TO R.C.A.F.

WHEREAS, the airmen from our ally to the North have once again demonstrated their skill, ingenuity, and more important, their friendship with America in their participation in the second annual National Air Fair held in conjunction with this Convention, and,

WHEREAS, this display of neighborliness between nations can well serve as a model plan for world peace amongst all nations.

NOW, THEREFORE, BE IT RESOLVED, that the delegates here assembled give a rising vote of thanks and appreciation to the Royal Canadian Air Force, and to its members presently here in Boston, for their cooperation and friendliness and for the grand assistance they gave in the second annual National Air Fair.

► ASSOCIATE DUES

WHEREAS, many active members of this Association may be recalled for active duty, and,

WHEREAS, it is considered essential that this Association continue its program to the greatest possible extent in the event of an expanded mobilization, and,

WHEREAS, this Association is confident that its Associates will continue the program of AFA during the

absence of active members should such a situation come to pass.

NOW, THEREFORE BE IT RESOLVED, that the annual dues for associates be established at such amount as shall be determined by the Directors, but not less than \$6.00.

► LIFE MEMBER DUES

WHEREAS, it is most desirable for the Association, to recruit as many life members as possible.

NOW, THEREFORE, BE IT RESOLVED, that life membership dues may be paid in installments of not less than \$25.00 each, provided that the total sum of \$100.00 is paid within a period of one (1) year.

► NATIONAL HEADGEAR

WHEREAS, considerable agitation presently exists in local Squadron levels pro and con for a National Headgear to be worn by all AFA members at official functions.

NOW, THEREFORE, BE IT RESOLVED, that the President shall appoint a committee of three (3) to inquire fully into the advisability of adopting national headgear to be worn by all AFA members.

► CHARTER FOR AUXILIARY

WHEREAS, it is essential to the growth of the Association that a sound Auxiliary Program be established and promulgated.

NOW, THEREFORE, BE IT RESOLVED: That the President of the National AFA appoint a committee to further the adoption of a national AFA charter for an auxiliary to the AFA to be composed of the wives and/or mothers of AFA members. This committee to submit for approval to the national directors an over-all plan for membership, dues and all things pertinent to the establishment of such an auxiliary.

► AFA COLORS

WHEREAS, a special committee was appointed by the 1949 Convention to determine the possibility of selecting proper national colors for the Association, and,

WHEREAS, said committee has set up two standards presently in display at the convention.

NOW, THEREFORE, BE IT RESOLVED, that the Association adopt one of these standards as the official colors of the Air Force Association, to be used by every Squadron, Group, Wing and Division nationally.

► APPORTIONMENT OF DUES

WHEREAS, the problem of financing Wing Organizations through the country has become acute, and,

WHEREAS, the only practical solution to this problem is a more realistic approach to this problem of the apportionment of dues so that each Wing receives a pro rata share of the dues of all members residing within its confines, and,

WHEREAS, it could not be properly received on the floor of this Convention as to a proper solution to this program, but that said problem is nonetheless acute.

NOW, THEREFORE, BE IT RESOLVED, that in order to intelligently and realistically determine this critical problem in the best interests of the Association, the Board of Directors of the Association meet with all Wing Commanders, within 90 days after this Convention to reach a decision and solutions to this issue, if possible. (Resolutions slightly abridged)

(ED. NOTE: Space does not permit quoting in entirety three other resolutions passed by the convention. One extended greetings to Jimmy Doolittle "wherever he may be." Another elected Mrs. H. H. Arnold an Honorary Life Member, and the third extended appreciation to Boston and Massachusetts membership for work as convention hosts.)

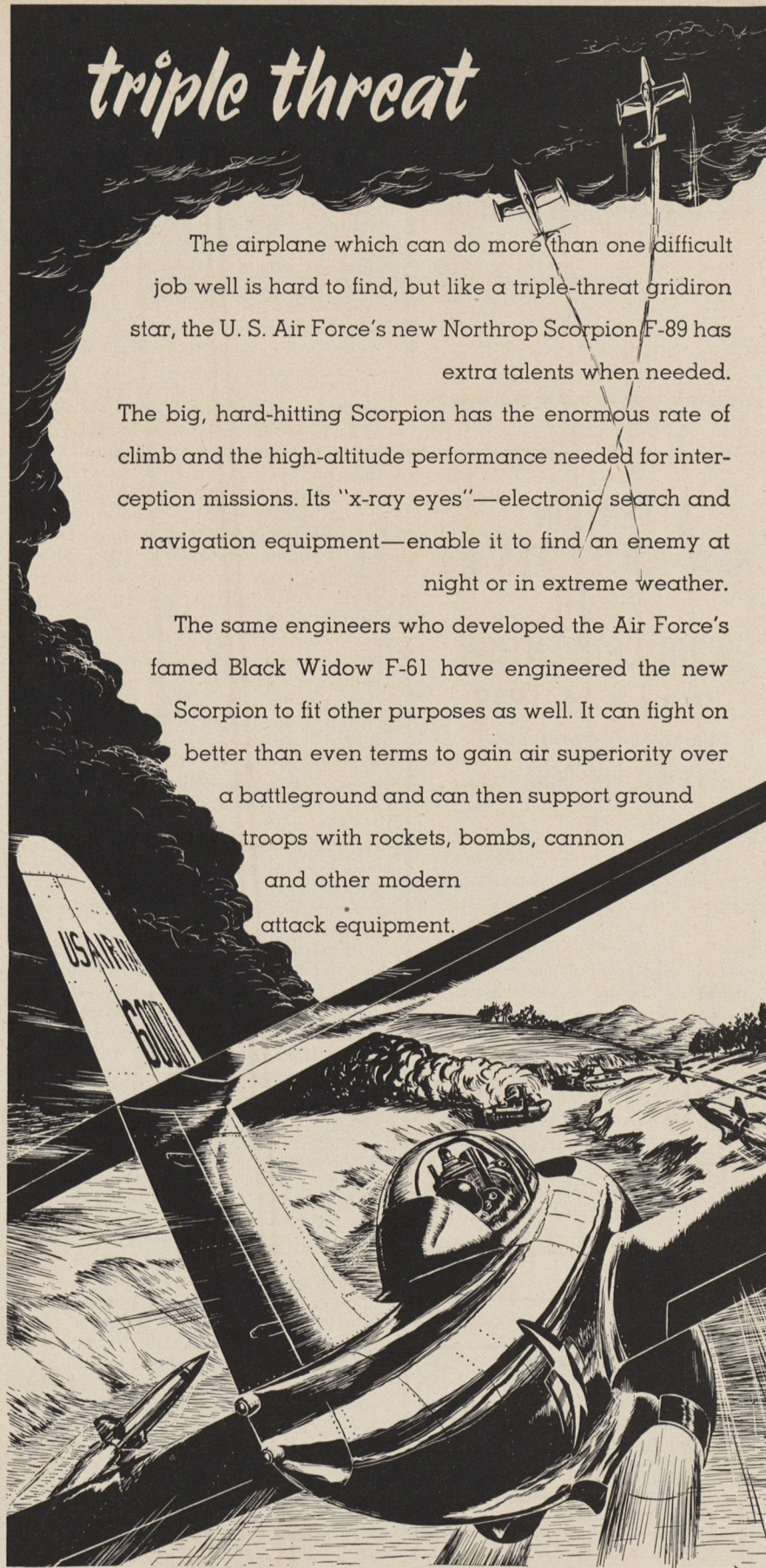
triple threat

The airplane which can do more than one difficult job well is hard to find, but like a triple-threat gridiron star, the U. S. Air Force's new Northrop Scorpion F-89 has extra talents when needed.

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MOBILIZATION FORUMS

Q. *Did they send the Mustangs over there (to Korea) because they were shy of airplanes, or because they do a better job as the newspapers seem to think?*

A. (General Saville) There were spare Mustangs in the theater already. Because the initial operation opened at a long range—that is, the bases were a long way from the front, which is an abnormal situation for tactical air—Mustangs were sent as replacements and that force was maintained. The F-80 has completely and thoroughly demonstrated a very superior performance in this area. As I said before, this view is shared by the crews, pilots, squadrons, groups, and FEAF commanders.

Q. *Speaking of survival, doesn't the jet plane come home with more men than the old reciprocating planes?*

A. (General Saville) The results that we have seen are in many ways fantastic. I mean these things come home with half a rudder, one aileron. They hit a cable between two mountains, up one of those valleys. I saw some pictures of an F-80 that ran into this cable and came back and landed. It was the damndest thing you ever saw. The wing was wide open, pieces of tin floating around there, and about a third of one wing cut off. I don't know whether you have seen the inside structure of one of these airplanes or not—but it looks like something that had been built by a locomotive works. There are tremendous designs on these things, to stand the speed and the dynamic loads that we impose on them and we find the ordinary damages inflicted on it has about the same general effect as bouncing baseballs off a Baldwin locomotive.

Q. *General, in your opening remarks you seemed to stress the high quality of our aircraft in the Korean area. I failed to hear mention—of the quantity that we have over there. I am not asking for exact numbers. But if we were to have normal air opposition, instead of being able to run around there without anything coming up to meet our boys, would the quality that we have over there be sufficient in quantity to take care of normal air attrition?*

A. (General Saville) This is kind of like beating your wife, because it all depends. The second best fighter in an area is not the best fighter. It's just the second best. If it is fighting better fighters, it might as well go home. I think the answer to the question goes like this: With respect to the air situation in Korea, we believe that at the moment it is completely under control and we see no reason why it should get out of control.

Q. *General, within reasonable security limits, could you give us a few highlights on the Air Force guided missile?*

A. (General Saville) Yes. First, I would like to point out that when we are talking about guided missiles, and when the word guided missile is mentioned, there are just as many concepts of what we are talking about as there are people using the term. So I would like to get squared away as to what we

CONTINUED

are talking about.

In the first place, if you had a B-29, and strapped an A bomb on it, set the automatic pilot, had it go aloft with gasoline, it would be a guided missile. If you shoot a bullet out of a gun and have some means of making it conform to a direction you give it, it would also be a guided missile. Now, if I have a bomb and drop it out of an airplane, and it just follows normal trajectory, it is *not* a guided missile. But if I have some way of directing it a little bit, as it is going down, then it *is* a guided missile.

So, the point I am trying to make is when we are talking about guided missiles, we are talking about ordnance; we are talking about bombs; we are talking about pilotless aircraft; and we are talking about a whole heterogeneous bunch of appliances. In general, the problems in guided missiles are identical with the problems of armament, on the one hand, and aircraft on the other. It is pretty hard to get a very complex and very big guided system in a .22 bullet. That presents quite a little trouble, but it isn't too much trouble to develop a guidance system that you can stick in a B-29.

In some applications, the manifestations in the guided missile field are out in the wild-eyed inventor stage. I guess about all I can say is it's later than you think with respect to using them.

Q. *Let's assume that we are discussing guided missiles from the point of view of a weapon which could be set off here in Boston, guided, and dropped on New York. How close to that ultimate goal are we in our program; and, conversely, how about the other guy? Can he set his submarine a couple of hundred miles off our coast and bombard our cities?*

A. (General Saville) Let's talk about the other guy: I see no technical reason why it would be impossible or impracticable for an enemy, using techniques, and knowledge that was available in World War II, to set off a charge or something from a submarine and hit New York, Philadelphia, Boston or any similar target.

Now, if you are going to shoot a missile five thousand miles at eighty-thousand feet at Mach 3 and have it land in a barrel, that is a neat trick. But, in between where they were at the end of World War II and what can be reasonably forecast, the only way I can answer the question would be to say that we are in production today on some guided missiles. This is not violating any security.

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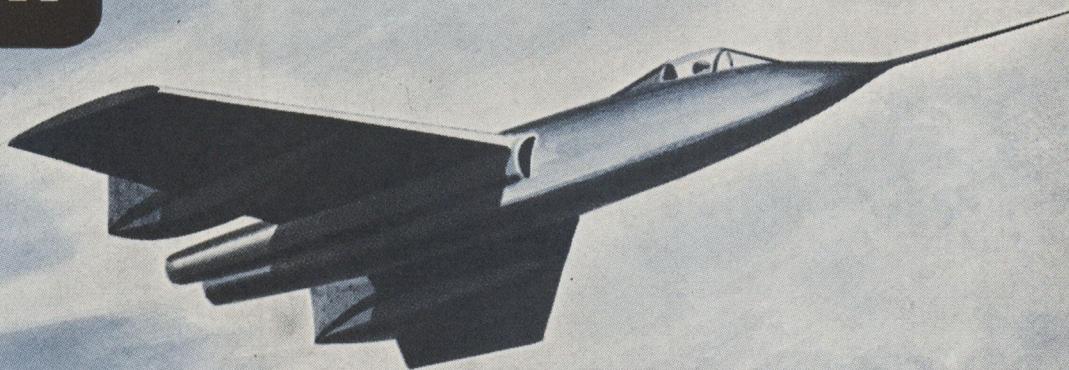
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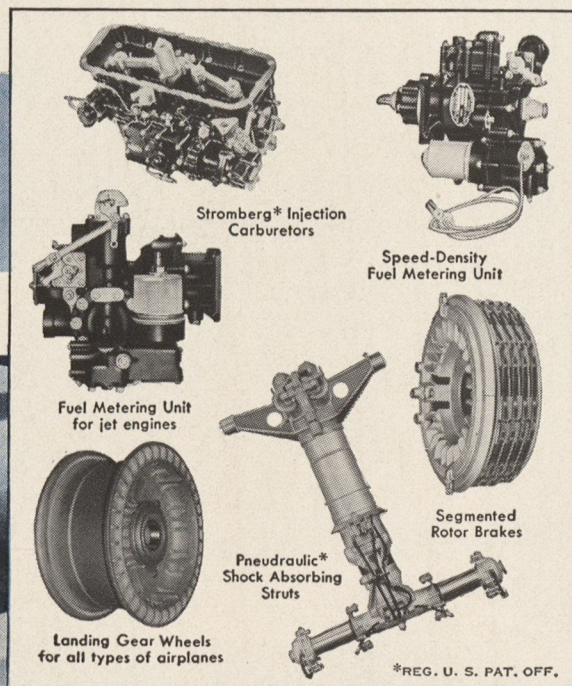
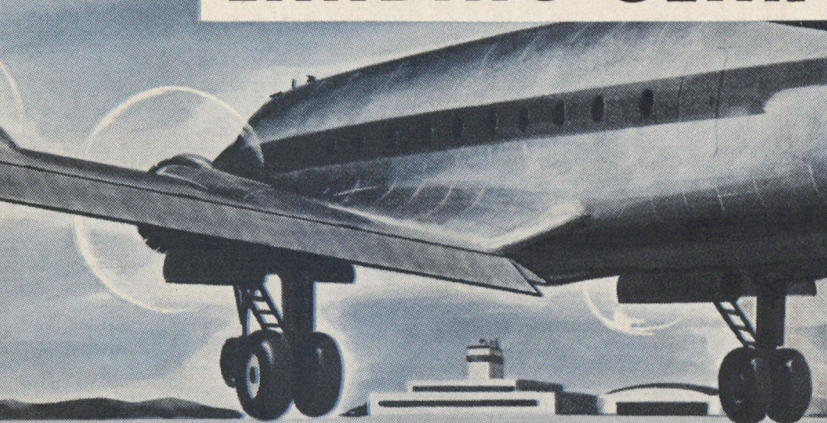
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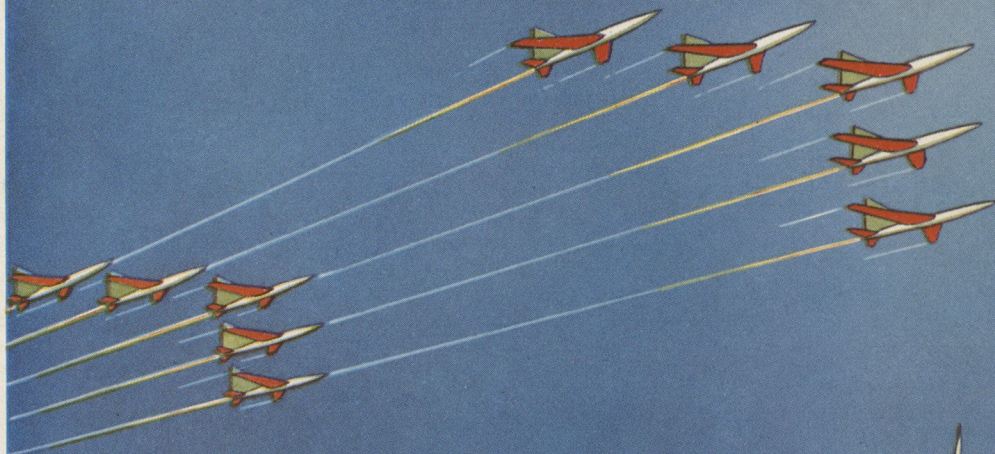


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