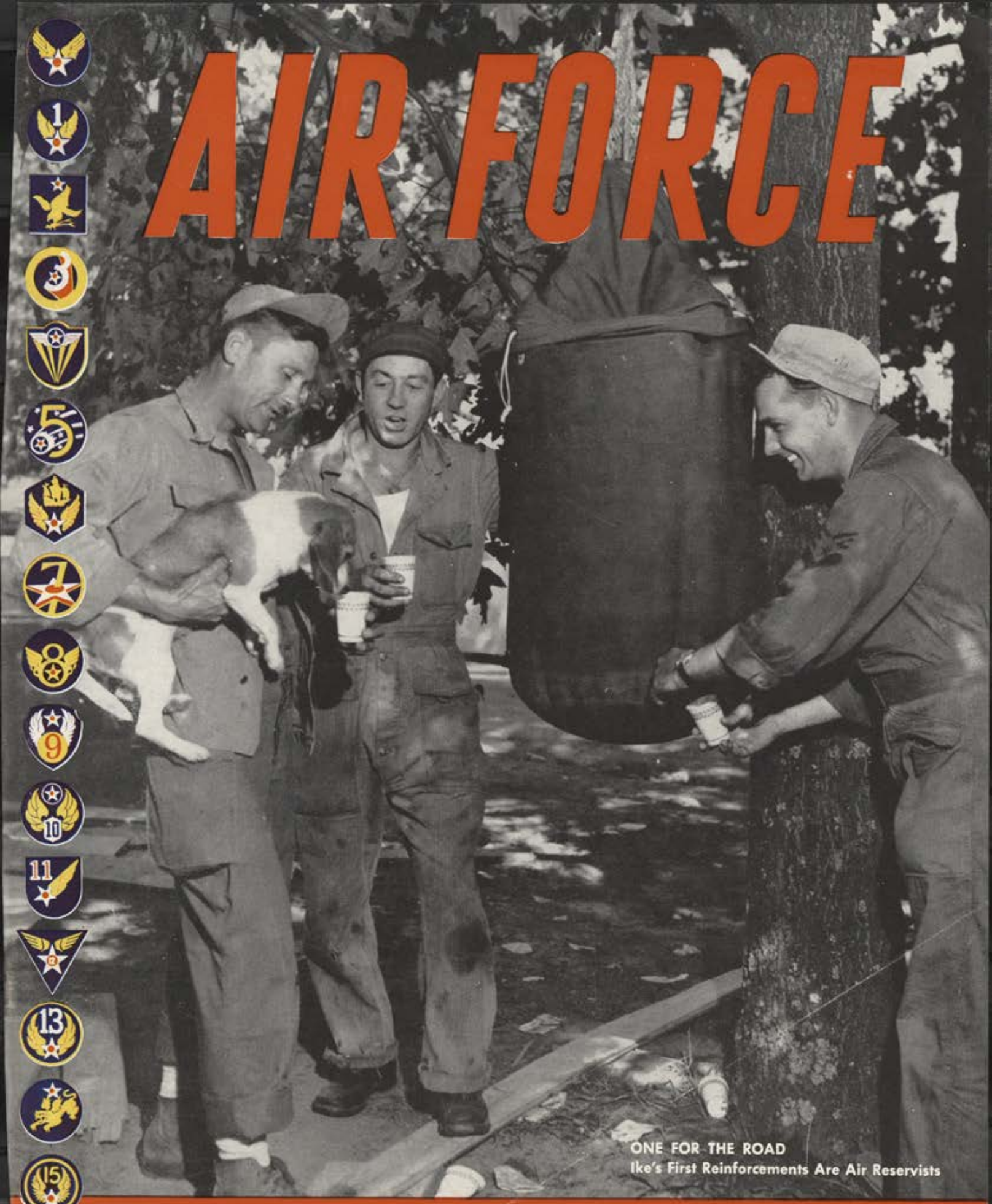
AIR FORCE



ONE FOR THE ROAD
Ike's First Reinforcements Are Air Reservists

This Issue: FINLETTER • VANDENBERG • KENNEY • ZUCKERT • SEVERSKY • JABARA
Plus Exclusive Reports on: First Guided Missile Unit... New Air Reserve Program

OCTOBER, 1951

New Martin "Flying Boat" equipped with SUNDSTRAND Alternator Drives

Proved performance of precision-built transmission leads to new application!

Due to the tremendous amount of electrical equipment required in this new, radar-loaded Martin P5M-1 Anti-Submarine Patrol Bomber, the availability of constant frequency AC current became a "must". This called for installation of Sundstrand Constant Speed Alternator Drives — a tried and proved method of providing weight-saving AC power in the air.

On other aircraft, these efficient hydraulic drives have logged more than 6500 trouble-free hours. As a result of their dependable performance, they are now being designed into other types of bombers, transports, fighters, and engines. Special adaptations can be developed for you through Sundstrand's *reliable* research, *expert* engineering, and *precision* production.

SUNDSTRAND

SUNDSTRAND HYDRAULICS

SUNDSTRAND MACHINE TOOL CO.
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LATHES, MILLING, BROACHING AND SPECIAL MACHINES • BROACHING TOOLS • MAGNETIC CHUCKS

America's "big stick"

U. S. military men have recognized the strategic value of Boeing's B-47 Stratojet since its inception. And when the present crisis developed, the Air Force immediately called for greatly speeded production of these 600-mile-an-hour jet bombers—fastest known in the world.

Now, as with the B-17 and B-29 in World War II, the Air Force is again bringing other major airplane manufacturers into a big production program to speed output of a Boeing-designed aircraft—this time, the B-47. Boeing is making available to Douglas Aircraft Company and Lockheed Aircraft Corporation its engineering, tooling, manufacturing and technical data on the Stratojet, which is now being produced at its Wichita plant. Under the expanded program, Lockheed will produce the B-47 at Marietta, Georgia, and Douglas at Tulsa, Oklahoma.

In addition, subcontracts have been let to still other firms for many assemblies and parts that go into the swept-wing bombers. All embody Boeing design and engineering and are built to Boeing specifications. The over-all production program demonstrates the close co-operation that exists in American industry during times of international crisis such as these.

The Stratojets—with their versatility and speed—are a "big stick" in America's arsenal. They represent an even greater step forward in bombardment aircraft than did the B-17 Flying Fortress and the B-29 Superfortress when Boeing first introduced them.

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

BOEING

"Up, Please"

TODAY'S JET PILOTS merely flick a switch to move up or down in the cockpit. Hand-cranking steals sonic seconds...had to be washed out of jet aircraft.

GILFILLAN'S JOB: *mass produce fast* a push-button elevator to raise and lower the pilot seat for Lockheed's F-94 All-Weather Interceptors and T-33 Two-Place Jets.

IMPORTANT? Vital! Safe landing and taxiing, accurate gun-firing, easy reach of controls and instruments depend on pilot position. Jet speeds and complex cockpits demand quick, easy seat adjustment.

Gilfillan developed and designed a pilot seat elevator to "impossible" specifications in record time. Weight: 7 lbs. Performance: lift 350 lbs. 5 inches in 5 seconds, operate at 72 below zero.

TODAY, Gilfillan is mass-producing pilot elevators in jet time. New thinking for new problems is S.O.P. at Gilfillan. For forty years Gilfillan has been following through from "impossible" developments to mass production.

This type of thinking backed by proven results makes Gilfillan, pioneer of GCA Radar Landing Systems, a production leader in precision electronic and aircraft equipment.

Gilfillan's push-button pilot seat elevators are now being installed on Lockheed's F-94 All-Weather Interceptors and T-33 Two-Place Jet Trainers.

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AIR FORCE

THE OFFICIAL JOURNAL OF THE AIR FORCE ASSOCIATION

VOL. 34, No. 10

OCTOBER, 1951

THIS IS AFA

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

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

ITS OBJECTIVES

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

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

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

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FEATURES

DEPARTMENTS

THE COVER

Three airmen of the 433rd Troop Carrier Wing take ten at Donaldson Air Force Base, Greenville, South Carolina, to give their pet pooch one for the road from the familiar Lister bag. The 433rd, an Ohio Reserve unit, is now in Germany as the first US reinforcements sent to General Eisenhower under the North Atlantic Treaty Organization pact.

READ "HELP FOR IKE FROM AIR RESERVE" PAGE 25

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AIRLIFT!

The giant Douglas DC-6 — finest of all modern transports — is now flying or on order for these airlines. No other post-war transport has been chosen by so many carriers. Proved over billions of flight miles, the DC-6 is the most economical to operate of all four-engine transports — even approaching the operating costs of twin-engine aircraft. Douglas believes that the continuing development of outstanding commercial air transports like the DC-6 and the growth of civil aviation are vital to the progress and security of the free nations of the world.
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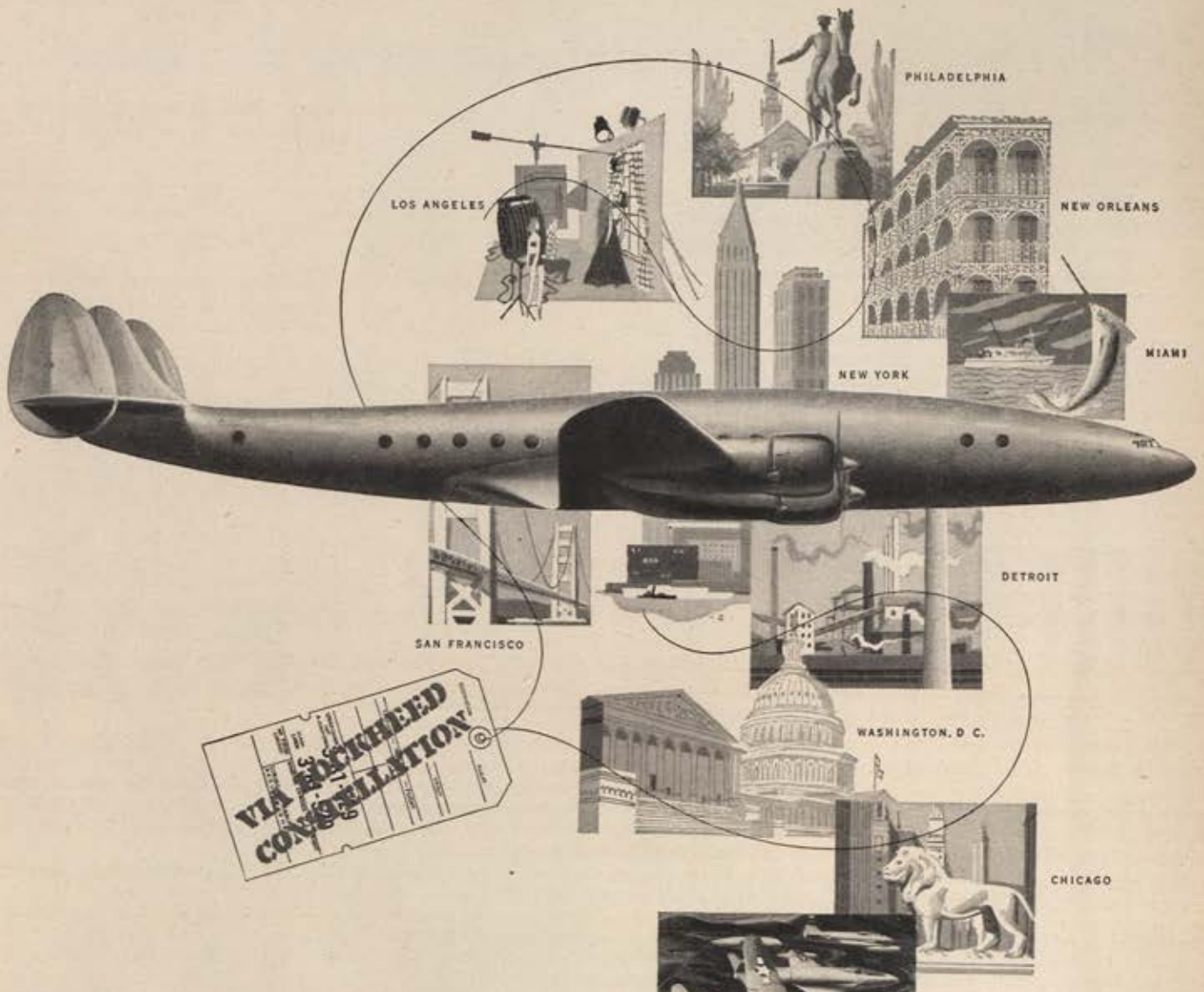
Leadership demands constant achievement



Again this week!

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THAT'S FLYING EXPERIENCE—over three million miles—*every* week! Internationally famous, Constellations carry *more* people over more oceans and continents than any other *modern* transport. Experienced Constellation service also excels at home.

Four great domestic airlines now offer dependable Constellation service to principal U. S. cities! Next time you travel choose one of the *fifteen* world airlines that fly experienced Constellations.

KOREAN BOOMERANG — Like Lockheed's famous Hudson Bomber ("Old Boomerang") of WW II, the F-80 *Shooting Star* has proved rugged in combat. Built to take terrific battle damage yet return to base, the F-80 did exactly that in Korea . . . another "Boomerang."

SCIENCE OF DEPENDABILITY — Lockheed's new Electronics Building will house an advanced "Weather Laboratory," where every effect of weather can be studied first-hand...increasing the *experience* behind Lockheed dependability.

Fly Constellations Via:

IN THE U. S.—Capital Airlines, Chicago & Southern Air Lines, Eastern Air Lines and Trans World Airlines.

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Lockheed

AIRCRAFT CORP., BURBANK, CALIF.

Look to Lockheed for Leadership

Lockheed

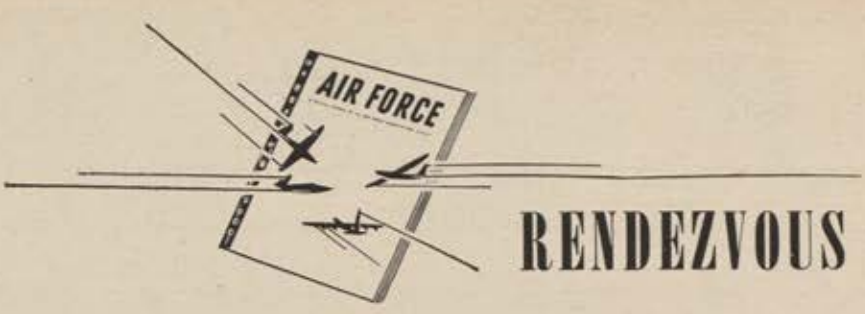
BEGINS WORK ON GIANT JET BOMBER

Production of an undisclosed number of giant B-47 jet bombers has begun at Lockheed's Marietta, Georgia, factory.

As the world's leading producer of jet aircraft and modern high-speed transports, Lockheed is especially qualified to build the Boeing-designed B-47's for the Air Force. Production floor space at Marietta, plus Lockheed's California factories, makes Lockheed as large today as the entire U.S. air-frame industry in 1940.

What's going on at Lockheed?
Lockheed has developed a high-speed camera with a speed range of from 1,000 to 3,000 frames a second. At 3,000 per second, a 100-foot roll of 16-mm film goes through the camera in 1¼ seconds. Purpose of the speed: to check results when fast-dropping die hits a blank piece of metal. Objective: development of stronger, new-type alloys for greater, faster aircraft ... Another current research project creates arctic flying conditions 20,000 feet above the California desert. On an actual F-94 All Weather Jet Fighter, a spray bar shoots a fine, foggy mist on the nose and wing, building up layers of ice. Plane's de-icing equipment is thus tested in actual flight.

Past and future at Lockheed...
One of Lockheed's earlier transports, a Model 10 Electra, is approaching its 25,000th hour of flying time, in continuous service since 1937 for South Coast Airways, Pty., Ltd., of New South Wales (Australia)... New Lockheed Super Constellations, in service by year's end, will be the largest, fastest, rangiest commercial transports in service. So well have earlier Constellations proved themselves around the world that more than 100 Super Constellations were ordered before the first production model flew... The new Lockheed-developed thin wing for the advanced F-94C—so thin it looks almost fragile—is strong enough to support two fully-loaded Super Constellations (150 tons dead weight)—one at each wing tip. This new plane, America's continental defender because of its electronic superiority, contains enough installed electrical power to supply a small community.



RENDEZVOUS

Where the Gang gets together

DINGY CLUB: Could you tell me if any organization has been formed of persons who have successfully ditched aircraft? If there is such a group, where can I contact the secretary? *Lt. David M. Norton, 13th Bomb Sqdn., (LNI), APO 970, c/o PM, San Francisco, Calif.*

OPERATION APHRODITE: Have any accounts and photographs been made public of "Operation Aphrodite," conducted from Woodbridge and Diss, England in fall of 1944? Would like to contact M/Sgt. Wonzer, who was crew chief of "Gremlin Gus II" on that operation. *Robert Golden, 336 Candlestick Rd., San Francisco 24, Calif.*

PRESQUE ISLE TOWER OPERATOR: I am trying to locate the man who was on duty at Presque Isle, Maine, Air Base radio tower June 26, 1943, when my son, Lt. Bertrand N. Robertson was killed shortly after taking off from that base. Have tried to locate this man to ask him about a conversation purported to have been carried on between him and my son with regard to the plane being in trouble. Contact *Neil A. Robertson, P. O. Box 194, Derby, Maine.*

CALLING F/O POITRAS' FRIENDS: My son, F/O Lyle William Poitras was killed in action over Sardinia on April 23, 1944. I have written to the U. S. Army and Veterans Administration about my son's death, but no one seemed to know anything about it. I never heard from any of his buddies or the chaplain in Sardinia. I hope that someone that knew him in Sardinia will write to a lonely mother who is blind. *Mrs. Josephine M. Poitras, Box 250, Timber Lake, Dewey Co., S. D.*

COVINIA OR GOVINIA: Would like to locate address of S/Sgt. Covinia or Govinia who served in adjutant's office of 368th Fighter Group, Ninth Air Force. Shortly after D-Day, this Group was moved from Winchester, England to a field near St. Mere Eglise in France, then Laon, Reims, Metz. Contact *John J. Murphy, 144 Manthorne Road, West Roxbury Road 32, Mass.*

CALLING RECTOR: Would like to contact 1st Lt. Kenneth L. Rector, formerly stationed with 77th Fighter Squadron, 20th Fighter Group, Shaw Field, Sumter, S. C. Write *Arthur P. Sherman, 815 N. Weber St., Apt. 4, Colorado Springs, Colo.*

CONTACT JULIA: Will you please help me locate Lt. Elizabeth J. Hagarty who is or was a nurse, and the last I knew of her she was at McCormack General Hospital, Pasadena? *Capt. Julia M. Mikals, 43d Med. Gp., Davis-Monthan AF Base, Ariz.*

TATUM OR HICKS: I would like to contact Robert T. Tatum, last known address: Apt. F-2, Francis Apts., 8th & Alleghany Sts., Odessa, Tex. Also John B. Hicks, last known address in Houston, Tex. Write *T/Sgt. Loren S. Harshman, 67th Bomb Sqdn., 44th Bomb Wing (M), Lake Charles AFB, La.*

OPERATION SUNSET: In 1945 I was a member of 39th Bomb Group, 314th Bomb Wing, stationed at Northwest Field, Guam. After start of Operation Sunset, the return to stateside of overseas vets, a member of 39th received permission to solicit funds from members of 39th to pay for printing and publication of "History of 39th." Anyone with information please write *Sgt. R. G. Wingels, USA & USAF Recruiting Station, Bedford, Ind.*

UNIT HISTORIES: I would like to know if histories were ever published of the 319th Bomb Group or of 437th Bomb Squadron of this Group. Contact *Albert Maroni, 532 Penn Ave., Midland, Pa.*

454TH BOMB GROUP: While I was in 15th Air Force in World War II, I was a member of the 454th Bomb Group (H). Can you advise me if any books have been published regarding their operations while in Italy? *Charles L. Heinzel, Northern Michigan TB Sanatorium, Gaylord, Mich.*

POST WAR ORGANIZATIONS: Do you have any information on post war organizations of 323rd Bomb Group squadrons, numbered 453rd, 454th, 455th and the 456th? *Frederick G. Wille, P. O. Box 6, Clinton, N. J.*

91ST BOMB GROUP: Have any unit histories been printed from my Group or Squadron—91st Bomb Group, 323rd Bomb Sqdn? *William F. Morrison, 4201 Falls Road, Baltimore 11, Md.*

(Continued on page 70)

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

Truce Team Airlift—When the "cease-fire" talks began at Kaesong on July 10, United Nations envoys selected Sikorsky helicopters—the big new Air Force H-19 (S-55) and three smaller S-51's—as the most expeditious means of travel to and from their advance camp at Munsan.

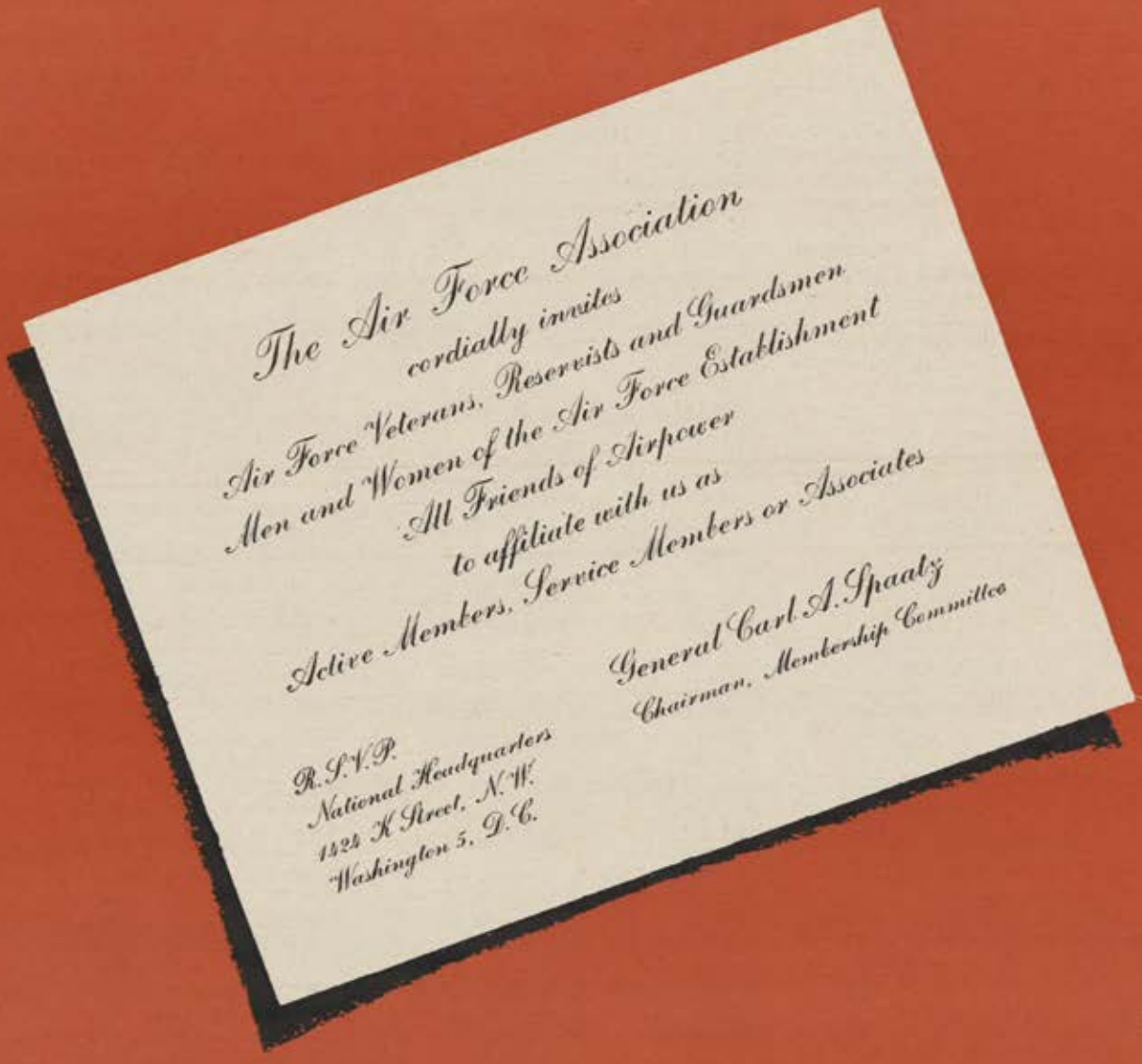
This activity marked a full year's operations in Korea for Sikorsky helicopters—a year in which they dramatically demonstrated their value as a military all-purpose aircraft. In rescue work alone, Sikorsky helicopters saved over 3,000 wounded or isolated men, many of whom would have died or would have been captured except for this unique instrument of rescue. In other military assignments, such as reconnaissance, liaison, and ferrying both personnel and materiel, they carried out important roles.

Sikorsky production lines are continuing to turn out S-55's in quantity for the Army, Navy, Marine Corps and the Air Forces. Meanwhile creative engineering at Sikorsky is moving forward on such advanced projects as a "convertiplane" and a Marine Corps assault-type helicopter.

SIKORSKY AIRCRAFT

BRIDGEPORT, CONNECTICUT

ONE OF THE FOUR DIVISIONS OF UNITED AIRCRAFT CORPORATION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1424 K Street, N.W.
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AIR MAIL

Kudos

Gentlemen: I with to congratulate you upon the excellence of your issue of the AIR FORCE Magazine for September, 1951. It is extremely interesting and bears evidence of careful preparation since it is up to date, particularly with reference to the USAF top organization. I note the most recent changes are included.

This particular issue contains so much information of value that I wish you would send me six copies as I wish to distribute them among the flights of our recently organized 9307th VAR Squadron, which has its headquarters in this city. Some of the information contained in the September issue will certainly be of interest to the members of my unit.

Lt. Col. John G. Krieger USAFR
Salamanca, N. Y.

Gentlemen: Your September Anniversary Issue of AIR FORCE Magazine is so filled with complete, concise and simplified information that it has already become a major source of answers for the numberless questions this office receives daily.

Capt. Stockton B. Shaw
Ass't. Chief, USAF Section
Armed Forces Public Info. Office
Los Angeles, Calif.

Gentlemen: It was thought that the pictorial Organization Chart, which appeared in the recent issue of your magazine, was very well done. It would be appreciated if you would kindly forward copies of the above-mentioned chart to this office for the use of the Scientific Advisory Board.

B. J. Driscoll
Executive Secretary
Scientific Advisory Board
Hq., USAF, Wash., D.C.

Gentlemen: Will you please send me two (2) reprints of the Magazine Chart of the USAF illustrated in the current issue of AIR FORCE. That is certainly a fine presentation.

John L. Locke
c/o Secretariat AF Council
The Pentagon
Washington 25, D.C.

Gentlemen: Just got back from a short vacation and found the terrific September issue of the AIR FORCE waiting for me. Congratulations on this fine edition. As a recent AFROTC graduate living on "borrowed time" I enjoyed every page.

With three reserve members of my family on EAD and expecting my own call shortly, I was particularly interested in the map of the active bases.

I am well aware of the interest that the Air Force Association has shown and is showing in the ROTC program of the Air Force. As a charter member of the local Arnold Air Society and a delegate at the National Conclave at St. Louis last November I have seen the effort put forth by the Association toward the AAS.

Again a "well done" on the Anniversary issue.

Philip M. Smith
Ann Arbor, Mich.

Gentlemen: Your September 1951 Anniversary Issue is excellent.

R. H. McClarren
The Franklin Institute
Philadelphia, Pa.

Gentlemen: Congratulations on your AIR FORCE anniversary issue, copies of which reached us last week. As a ready-reference for background material, the September 1951 copy of AIR FORCE will play an important part in our editorial work.

Maj. John A. Andre
Editorial Director
Recruiting Publicity Bureau, US Army
Governors Island, N.Y.

Gentlemen: The September anniversary issue of AIR FORCE was received and considered very interesting. Many of the subjects are very informative and up to date and not the least was the AIR FORCE Magazine Chart of the United States Air Force and the AIR FORCE Magazine Map.

I plan to use these in orientation meetings of new employees at installations within Tactical Air Command.

D. V. Barry
Director of Civilian Personnel
Hq., Tactical Air Command

Oops, Sorry!

Gentlemen: On page 81, September issue, you depict the maiden flight of the Martin 4-O-4.

The cut line reads in part—"has four P & W R-2800 engines." This will come as something of a surprise to the Martin Company since we must assume that they expect the new craft to tool along rather well with the two P&W engines with which it is now equipped.

A. D. Palmer, Jr.
Kenmore, N. Y.

Gentlemen: In your September "Anniversary Issue" I was amazed to see on page 37, a picture of the Caudron G-3 labeled "a Morane Roulier."

The Morane *Rolleur* was a clipped-wing parasol type monoplane in which French-trained students practiced tail-high taxiing with the wheels still on the ground to teach them agile footwork preparatory to Nieuport advanced training.

The depicted Caudron G-3 *biplane* having no ailerons maintained lateral stability by warping the rear portions of its wings. It was the principal primary training plane used at French flying schools in 1917. I learned to fly in one at L'Ecole d' Aviation at Tours, France in 1917.

Col. Edward M. Haight

• *To Col. Haight and other sharp-eyed World War I veterans, our profound apologies.*

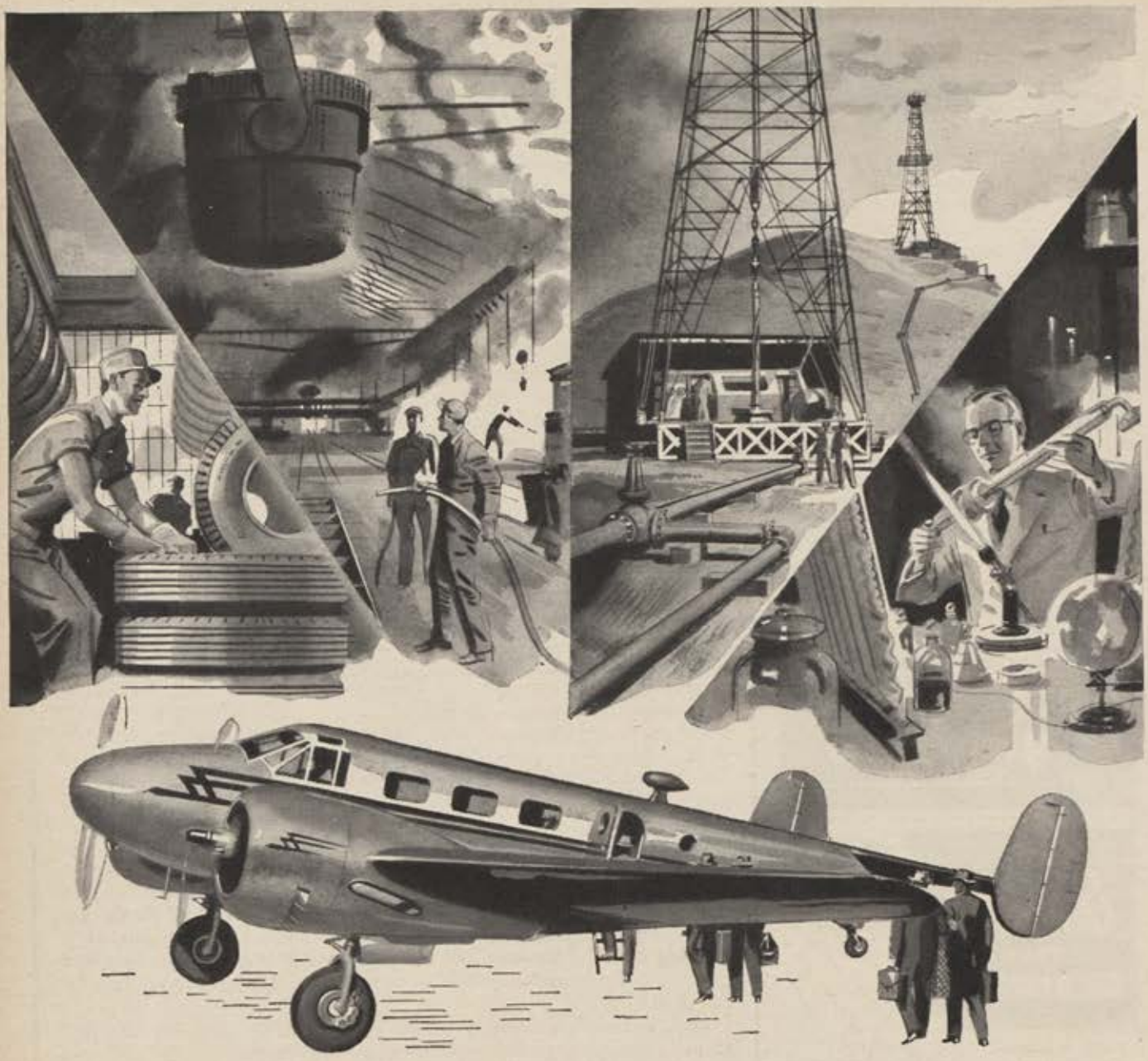
Reserves Again

Gentlemen: With reference to your letter of July 26, I wish to express my appreciation of your efforts on behalf of my active duty group. I also appreciate the use of the text of my original letter in AIR FORCE Magazine.

As to the reply from the Assistant Secretary of the Air Force, I still take issue with same, as do others. It is particularly irritating to note the reaction of those in authority of "get out" when objections are voiced to serving under and being ranked by others with less service and experience. So is the statement that all of the pre-Korean active duty group have had an opportunity for temporary promotion on a best qualified basis. Were those recalled involuntarily recalled on that basis? Even though we receive a temporary promotion we are still out-ranked by those junior in service and experience.

Also, there have been far too few temporary promotions to even approximate equalization of grades for the pre-Korean active duty group. The practice of passing out temporary promotions to those regular officers selected for permanent grades prior to appointment to such grades has further restricted temporary promotions of the active duty reserves of the pre-Korean group. Also, in a number of instances we must now compete with those recalled in their reserve grades for temporary promotions which is doubly inequal.

T.E.S.



HELPING AMERICA BUILD FASTER

Giants take bigger strides — with Beechcrafts

When a company-owned Beechcraft turns travel days into travel hours, management's "personal touch" re-enters the picture. When key men travel at 200 mph, they can afford to travel more. Efficiency is higher because management *knows* what's going on. This is why so many Beechcrafts serve America's industrial giants—steel, rubber, oil, chemicals, glass.

Business empire, or "one-man show"—both can profit from Beechcraft speed. For today America has two jobs: pouring forth armaments and keeping the civilian economy rolling. Discover what Beechcraft ownership can do for your business. Call your Beechcraft distributor. Or write Beech Aircraft Corporation, Wichita, Kansas, U.S.A.

Beechcraft

BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS

The Flight Pay Problem

LAST month, as the Air Force announced its first operational guided missile, which will replace the pilot with electronic gadgets, the Senate passed and sent to the House for consideration a rider to the 1952 appropriations bill which would virtually eliminate flight pay for rated Air Force personnel not on operational assignments.

The bill and its effect on pilots were considerations for the future. The flight pay amendment was of the present and drew the louder reactions in the Pentagon.

The Air Force concern could easily be understood. To the already evident growing pains of the service, the flight pay curtailment would add a maze of administrative headaches. The amendment of Senator Douglas (Dem., Ill.) would require, as a prerequisite for flight pay, a minimum of 240 hours flight time a year for men not on combat assignments against the current requirement for 100 hours a year, including 20 hours instrument and 15 hours night flying.

Who should get the non-combat assignments permitting 20 hours flying time a month?

The Air Force, already having enough trouble keeping its better airmen behind desks, thinking for the future, feared a stampede for the field and flying duty. Supersonic test pilots who count their superhazardous flying time by minutes rather than hours might well be unable to qualify for the extra pay. Pilots in Alaska plagued by weather might easily be in the same spot. There could be no end to the headaches.

Certainly the Douglas brainchild would rub out flying pay for all pilots of the Air Reserve and Air National Guard. It would require them to fly at least every weekend of the month to maintain proficiency against their established one weekend per month. Reserve aircraft and facilities just wouldn't be available for the new requirement.

Air Force pilots are shifted between administrative and operational assignments as a regular procedure. The Senators might have recalled that Col. Johnny Meyers, until recently the top fighter commander in Korea, was the Air Force liaison officer in the Senate—one of Senator Douglas' desk officers on the gravy train—up to the time he shoved off for the Far East. Johnny could hardly have justified 20 hours a month flying while working with the Senators, but his 100-hour-a-year proficiency time had permitted him to move quickly from the cigar smoke on the hill to the flak of MIG Alley.

Had the Senate decided arbitrarily that 240 hours a year was necessary to maintain flying proficiency? The Air Force said 100 hours annually would do the trick and in the case of Johnny Meyers and others had some good evidence for that claim. It could not, so the Air Force argued, even if additional money were provided, raise the total to 240 hours for all its pilots. The aircraft and bases were lacking. The only alternative, it seemed, was to eliminate some 10,000 pilots from flying status, and this, in view of potential rapid expansion and a sudden pilot need, didn't make sense.

Though the Douglas amendment was heralded as an economy measure, it might not prove to be one. These days it costs about three times as much to keep a plane in the air as it does to keep the pilot in the plane. With everyone scrambling to meet the 20-hours-a-month flying time requirement, the budget as well as the planes would be taking a heavy beating.

To bring pilots removed from flight status back to proficiency in an emergency would require some 3 months of rather steady refresher flying —at a high cost to the taxpayer.

As House and Senate conferees deliberated the plan last month, the AFA, with the above considerations in mind, contacted all the conferees, called their attention to the far-reaching implications of the amendment, and urged that thorough study be given it before additional action was taken.

This was Harold Stuart's first project as the newly elected president of AFA.

The world's first Supersonic Spin Pit!

another "first" for the makers of *Aeroprops!*

Now, for the first time, propellers can be studied while spinning at supersonic speeds. Every action and reaction of new propeller designs can be watched under conditions that reproduce exactly every detail of flight.

This supersonic spin pit, developed under Navy and Air Force contracts, is in itself a radical advance in research and testing technique. And, coupled with the full facilities of General Motors, it will help increase the leadership Aeroproducts now enjoys in the field of turboprop power—the field of supersonic speed.

The Douglas XA2D with dual rotation Aeroprops is one of several Navy and Air Force planes of near-sonic speed which prove in flight the efficiency of Aeroprop design.

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Allison Turbo-Prop Engines Power 3 New Cargo Planes—

★ **The Lockheed XC-130**

★ **The Douglas R6D**

★ **The Lockheed R70**

While testing continues with the first U.S. Turbine Transport—the Allison Turbo-Liner—military contracts have been awarded for the installation of Allison Turbo-Prop engines in three additional types of transport aircraft.

★ The Lockheed XC-130—a U.S.A.F. four-engine medium cargo plane—is *the first military transport ever designed originally around Turbo-Prop power.* It won U.S.A.F. design competition over five other makes and the selection of Allison engines represents another *first* for Allison in the development of turbine transports in this country.

★ The new Navy-sponsored R6D is a modified configuration of the world-famous Douglas DC6A Liftmaster.

★ The Navy R7O is the new turbine version of the Lockheed Super Constellation.

Allison Turbo-Prop engines were selected for all three aircraft because they develop more power with less than half the weight of present engines in this power class.

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AIRPOWER IN THE NEWS

VOL. 34, NO. 10 WASHINGTON, D. C. OCTOBER, 1951

USAF FIGHTERS have flown over 100,000 combat missions in support of ground forces since Korean conflict started, according to official summaries. Here are round numbers by type aircraft: F-80--more than 52,000; F-51--more than 37,000; F-84--more than 14,000. In addition B-26s have flown more than 16,000 support missions. Maj. Gen. Field Harris, USMC, was awarded the DSM by USAF last month for providing UN Forces in Korea with maximum possible Marine airpower in Tactical Air operations while serving there as CG, First Marine Air Wing, from Sept. 4, '50 to May 15, '51.

AF'S IMMENSE CONSTRUCTION PROGRAM awaits Mr. Truman's signature on recently-passed Defense public-works bill, which authorizes approximately $3½ billion for work at more than 130 ZI and overseas bases. Installations to be activated in the near future include: Altus Mun. Apt., Altus, Okla.; Ardmore Mun. Apt., Ardmore, Okla.; Charleston Mun. Apt., Charleston, S. C.; Foster Fld., Victoria, Tex.; Fresno Air Terminal, Fresno, Calif.; Harlingen Mun. Apt., Harlingen, Tex.; Kinross AF Aux. Fld., Kinross, Mich.; Laredo Mun. Apt., Laredo, Tex.; Laughlin AF Aux. Fld., Del Rio, Tex.; Lincoln Mun. Apt., Lincoln, Neb.; Memphis Spec. Depot, Memphis, Tenn.; Miami Internatl. Apt., Miami, Fla.; Sedalia AF Aux. Fld., Sedalia, Mo.; Topeka Spec. Depot, Topeka, Kans.; W. Palm Beach Internatl. Apt., W. Palm Beach, Fla.; and Pinecastle AF Base, Fla. Sites selected at Baltimore's Internatl. Apt., and Raleigh-Durham Apt., N. C., may be changed by Congressional action.

GUIDED MISSILES COURSES recently opened to Regular AF personnel are: At Lowry AF Base, Colo.; Guided Missile Guidance and Control Officer, 125 academic days; Guided Missile Fundamentals, 35 days; Guided Missile Guidance Technician, 80 days; Guided Missile Attitude Control Technician, 50 days. At Chanute AF Base, Ill.; Rocket Propulsion Technician, 45 days.

AN ATOMIC POWERED AIRPLANE development contract has been awarded to Consolidated-Vultee by USAF, which also will award contracts for further development of designs submitted for new interceptor aircraft by Republic Aviation and Convair.

RETIREMENT of Lieut. Gen. Richard E. Nugent, Deputy Chief of Staff, Personnel, became effective August 31. A successor to his post has not yet been selected. . . Maj. Gen. Francis L. Ankenbrandt, who has been USAF's Director of Communications, will become Assistant Chief of Staff, Communications, Allied Air Forces Central Europe. Maj. Gen. Raymond Coleman Maude will succeed General Ankenbrandt.

EXERCISE LONGHORN, joint Army and AF maneuver designed to provide training in large scale offensive and defensive operations, is scheduled at Fort Hood, Tex., during March and April, 1952. . . Army's observation airplane, the L-19, was named the "Birddog" as a result of recent contest among workers at Cessna's Wichita plant, where it was built . . . Robert Lovett, new Secretary of Defense, told a press conference that his department was searching for modern carriers for new atomic weapons but that aircraft are now and for some time will be the most efficient delivery method. (Continued on page 16)

AIRPOWER IN THE NEWS CONTINUED

EXERCISE SNOWFALL will be staged by Army and USAF during January and February, 1952, at Pine Camp, N. Y., to train men and test equipment under winter conditions.

TRAVEL OF DEPENDENTS to Japan will be resumed on a limited scale early in November for first time since such travel was suspended in July, 1950.

CIVILIAN PERSONNEL NEWS: Vacancies in all types of ungraded maintenance jobs currently exist at most installations throughout the Air Materiel Areas. Critical specialties pointed out by civilian personnel experts include: General Aircraft Mechanic, Junior and Senior level; Instrument Repairs; Armament Servicer and Repairs; and Machine Shop Bench Worker. . . Both AMC installations and average Air Force bases throughout the other commands urgently need employees to fill the following ungraded jobs: Electronic Equipment Repairer, Electronic Test Equipment Assembler, Electronic Radio Equipment Repairer, Aircraft Radio and Electronic Equipment Installer, Radio Repairer, Junior Electronic Equipment Repairer, Junior Aircraft Radio and Electrical Equipment Installer, Junior Aircraft Radio Repairer, Aircraft Radio and Electronic Repairer and Installer. . . Shortages still prevail in the high-responsible, administrative, technical and scientific job vacancies in 44 different specialized civilian occupations listed in September issue of AIR FORCE Magazine.

GROUND OBSERVER CORPS in New Jersey and Connecticut have been cited by AF for being first to attain 100% organization. In awarding commendations, Sec'y of AF Finletter praised loyal volunteers.

REGULATIONS covering the award of Armed Forces Reserve Medal have been approved by Secretary of Defense. Medal is to be awarded to individuals who have served honorably and satisfactorily for ten or more years in one or more of the Reserve components of Armed Forces of U. S. When designs are approved and medals are available for distribution, they will be distributed upon application of individual concerned to appropriate service.

AIR NATIONAL GUARD fighter squadrons in Continental U. S. now flying F-47 Thunderbolts will be equipped with modernized F-51 Mustangs. Eventually the Air Guard will be entirely equipped with jet aircraft.

SCREENING of approximately 16,000 non-EAD rated Reserve officers, from which recalls are planned in succeeding months, has begun at USAF's processing stations. Volunteer Air Reserve officers to be called for this four-day period include four-engine pilots, bombardiers, navigators, radar observers, and flight engineers.

AF OCS intake will be increased from present monthly 1000 to about 1500 by November . . . Approximately 600 of Army-trained medical ROTC students graduating in 1952 will receive AF Reserve commissions. . . Latest product of British research in jet planes is the H.P. 88, built by Handley Page and Blackburn and General Aircraft. The prototype has an experimental wing and is powered by a Rolls Royce Nene turbojet.

Directs the Jets... and the Artillery... in Support of Front Line Troops

ALL-METAL *Cessna L-19*

Up front, where the ground fighting rages in Korea, the small, unarmed light plane is the infantryman's special pal. Riflemen and tankers have gotten to know *and respect* the Cessna L-19 . . . because it lands and takes off right at their foxholes . . . because it hovers over the front, to spot enemy positions, directs artillery fire, brings jet fighter air strikes right on target and keeps COs informed of up-to-the-minute developments.

The L-19 is a favorite with the pilots who fly them, too. They like its rugged, *all-metal* construction . . . its 213-horsepower engine and high lift flaps, which lets them take off and land on "postage stamp" rice paddies. They boast about its solid "feel," all 'round visibility, sound-proofed interior, cushioned seats, comfortable heaters and "complete" instrument panel. And they go for its multiple radios, which let them contact both air and ground forces while in flight.

No wonder this elevated observation tower and aerial workhorse is called the "eyes" of the Army and the Ground Forces' friend.
No wonder the "L-Jockeys" who fly them call the Cessna L-19 "the best light airplane the army's got."

KEEP YOUR EYES ON THE "EYES" OF THE ARMY...THE CESSNA L-19

Thought of the Month

Los Angeles Times

WEDNESDAY MORNING, AUGUST 29, 1951

The Illogic of 'Balanced' Defense

The Air Force Association, while in convention here, produced a statement of policy which contained this paragraph:

"We want no logrolling in the division of national defense expenditures. We deplore and condemn any policy which calls for division of funds between the services on a basis other than the best strategic plan for measuring the capability of the enemy and providing for his defeat."

The Air Force Association, naturally, is prejudiced in favor of air. But it is true that we can't have an overwhelming Army, Navy and Air Force all at once; it is easy to show that we can't afford them all. Even if the country were turned into a great military camp or an armory we could not have these things in the measure that the protagonists of each of them would have them. We simply haven't the stuff—money, materials and manpower.

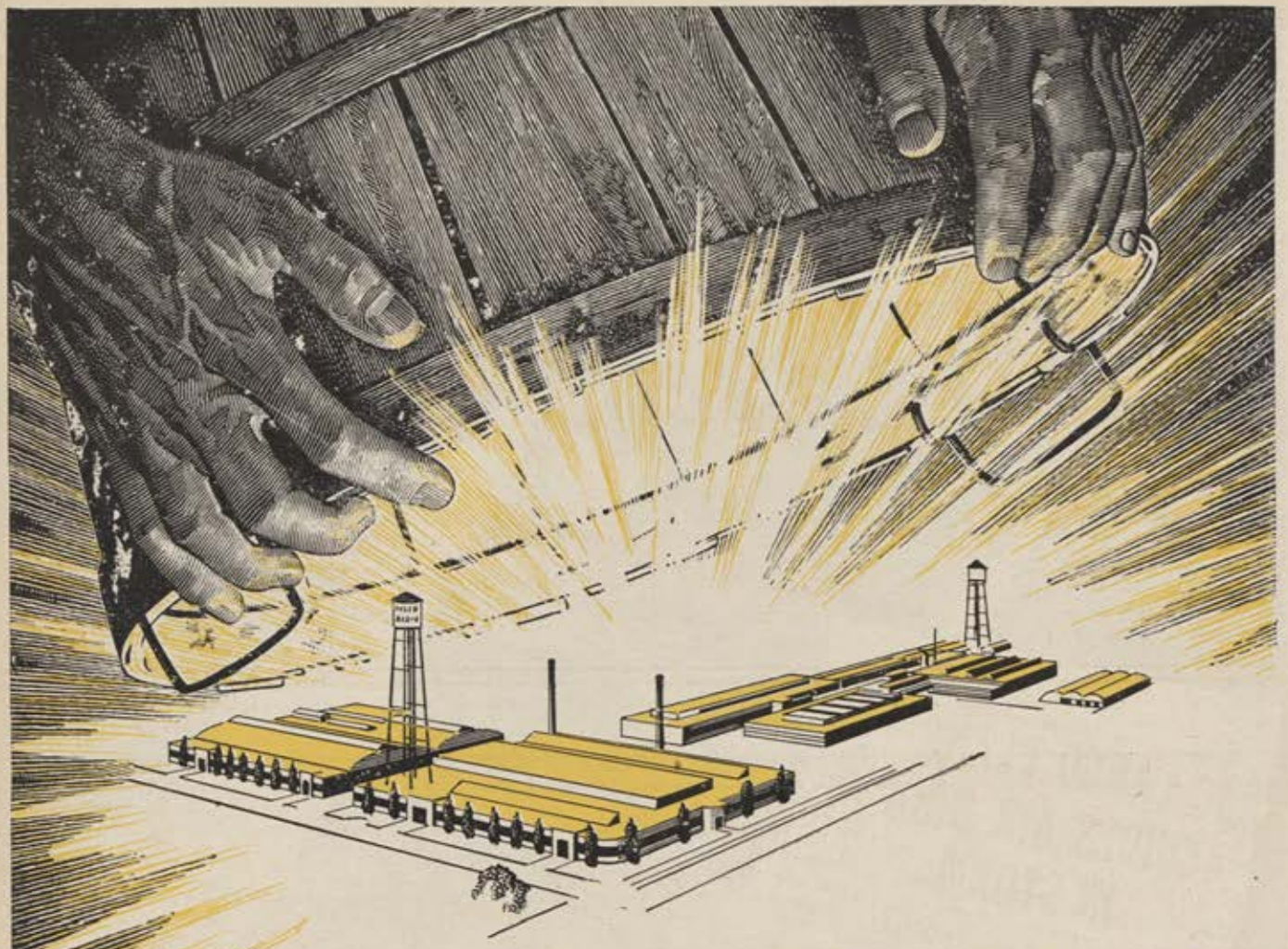
The practice now of dividing defense appropriations almost equally among the three branches cannot possibly make us superior in all three branches. It will, in effect, make us second best in all three branches and in war the second is the loser.

A baseball manager can win with a good pitching staff sometimes, even if the rest of his team is just fair. He would object to the proposal that he break up his pitching staff in order to improve the batting and fielding moderately. He would argue that he would get a team that might finish in the first division that way but would sacrifice the chance of winning the pennant with a strong collection of throwing arms.

The analogy with national defense is easy to make. We have a talent for building and flying complex long-range bombers. Perhaps we could not win a war with them exclusively but it is likely that they would strike the telling blows. Therefore long-range bombers—not just military aviation—ought to receive more attention than the other parts of the fighting team.

It does not follow that the rest should be thrown away, but it is not logical to argue that the other military branches can give us the same offensive power merely because all three branches are equal under the Secretary of Defense. They are not all equal in what they can do for the defense of the United States, which is the first consideration.

Even the "bayonet generals" concede that we cannot win a ground war against the Russian hordes. The Navy is striving to justify a build-up against an enemy which has only submarines by putting atomic bombers on bigger flight decks. The Air Force is spreading its strength among tactical planes and relatively short-range bombers. And the engine of destruction which could do the most damage to the enemy—the intercontinental bomber—is treated as just another weapon among many.



WE'RE LIFTING THE BUSHEL BASKET— AND LETTING OUT OUR LIGHT!

Probably you didn't know it because we haven't told you. BUT—for the past five years we've been building car and truck radios for General Motors. In 1950 alone we built nearly 2,000,000 radios for practically all types of vehicles. Our production tops that of any other car radio manufacturer.

Since we stopped making radio and electronic equipment for the armed forces during World War II, we've concentrated on making our facilities the largest and our products the finest in the industry. Unlike most others, we're not just an assembly plant. We make practically all the parts that go into our products. Our design and research engineers are tops in their field. Our laboratory and production equipment is the finest that can be obtained.

With our vast experience, our facilities, engineering know-how, our productive manpower bigger and better than ever before, we believe we can be of service to our country. We are ready to go to work immediately for national defense and count it a privilege to volunteer for service.

Delco Radio

DIVISION, GENERAL MOTORS CORPORATION

KOKOMO, INDIANA

SPOTLIGHT IN KOREA

CARGO PLANE GUIDES AIR DROP IN STORM

AN AIR BASE IN JAPAN, Jan. 11—Flying Boxcars dropped critically needed supplies to infantrymen in Korea last night during a snow storm so dense one of the big planes had to circle the area for four hours to guide the others to the right place.

The pilot who flew his loaded C-119 from this air base, said he arrived at the designated spot after fighting a heavy snow storm for two hours and dropped his cargo.

With darkness closing in the pilot realized other transports would have a hard time finding the area.

He climbed to 4,000 feet, leveled off and circled. His co-pilot contacted other C-119s en route to the drop zone. As each plane of the 314th Combat Cargo Wing reached the area, the hovering plane flashed on its landing lights. The other planes then swooped down and dropped their cargoes.

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NEW MISSILE UNIT

Here's a Look at What the 1st Pilotless Bomber Squadron May Mean to Conventional Air Warfare

SO I PUSHED the button at X equals zero . . . and there I was, flat on my back, in my sack. We were through shooting for the night."

That's bull-session talk of the future. And the very near future, at that. For the activation of the Air Force's First Pilotless Bomber Squadron (Light), not on October 1 as the announcements have it but soon, will mark the beginning of a new era of aerial warfare. And the first casualty is the pilot.

The new unit is the first in any US service to be

organized for the operational employment of guided missiles. Its weapon "initially," as the handout coyly phrases it, will be the Martin Matador, officially tagged the B-61. Under development since World War II, the Matador now has reached the production stage, presumably in quantity.

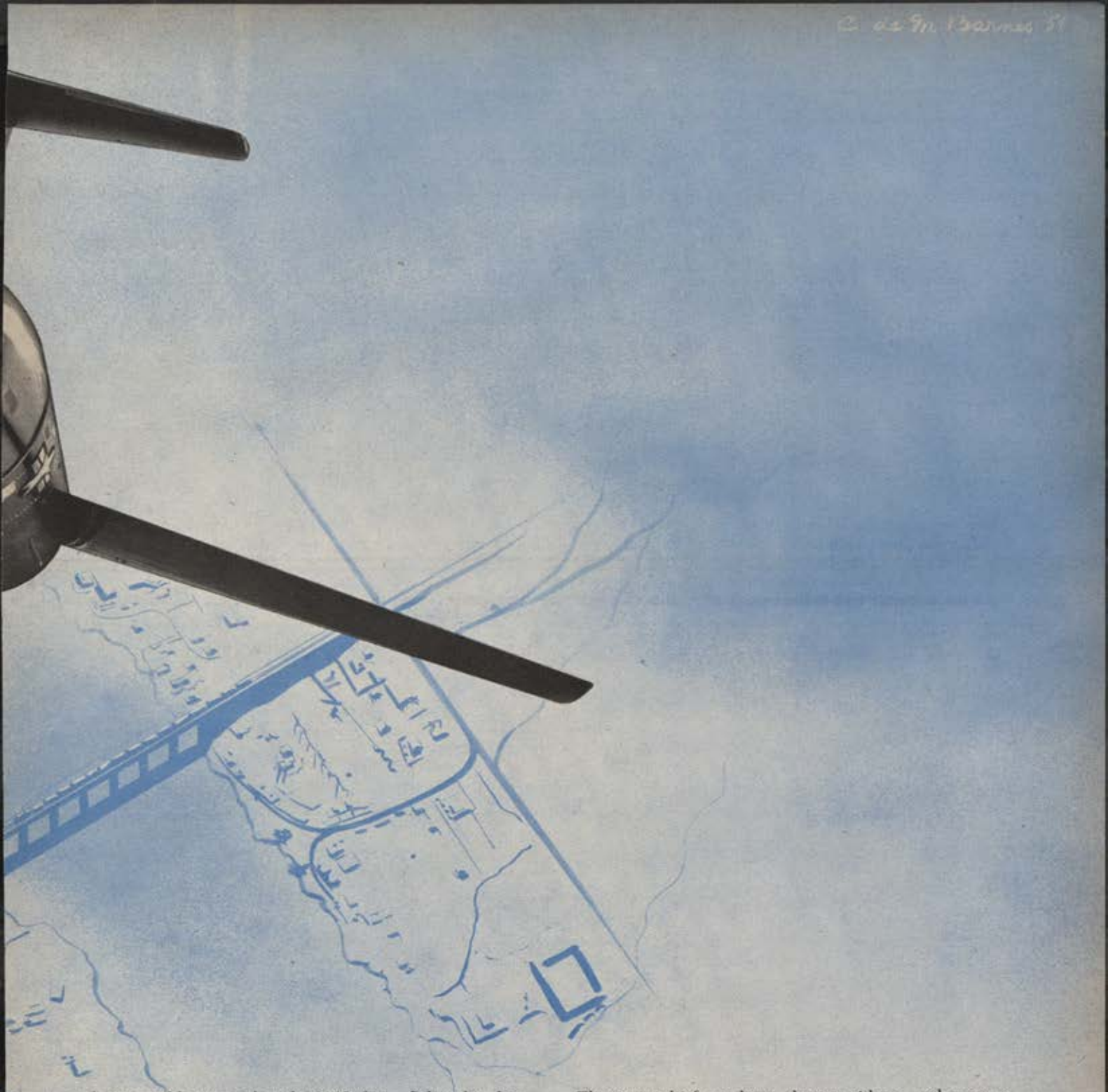
The available facts on the new pilotless bomber and the organization that will use it are meager but they can be fleshed out with educated guesses which in turn serve as food for legitimate speculation.

In appearance the Matador is disappointingly conventional. It looks just about like what it is—a jet airplane sans pilot. Its wings are stubby and swept back, indicating a transonic or faster speed range. It has a needle nose, like the X-1, and a fat, cigar-shaped fuselage. It's a one-way job with no landing gear, and is launched from a tractor-drawn platform.

The fact that we now have a missile ready for operational use leads to two further considerations. The first is that the guidance system is pretty well perfected. You don't throw even inflated dollars around on such a scale if you're only going to come close. Secondly, although no details about the warhead have been announced, it is difficult to believe that anything less than an atomic explosive would normally be contemplated for an expendable vehicle.

Significantly, the mission of the nation's first operational pilotless bomber squadron is that of tactical air operations. It will get its initial training from the 6555th Guided Missile Wing, under the Air Research and Development Command. But ultimately it will be turned over to Tactical Air Command and probably will be incorporated as just another squadron of a normal, piloted fighter-bomber group.

Which brings up another interesting point. What about the T/O of an operational squadron which has no pilots? First of all, the Matador is much like a conventional fighter



and you could expect that the T/O for a fighter-bomber squadron would be the point of departure in the makeup of such a unit.

As a matter of fact, this is the case. The new squadron will have the normal complement of clerks, cooks and bakers, supply people—all the specialists needed to keep any squadron housed, fed and clothed in a theater of operations. You might think, at first glance, that the launching crews would have to be made up of Ph.Ds. Actually, about the only guy in a conventional fighter-bomber squadron who will be out of a job in the new outfit will be the pilot. The pilotless bomber is a major advancement when viewed as a weapons system. But, like an "inhabited" airplane, it is made up of vacuum tubes and sheet metal and combustion chambers. It can be uncreated and assembled and checked out by the same guys who now climb out of the sack at 2 a. m. to ready F-86s for their morning mission down MIG Alley.

The crew chief we have always with us, only now a zero-zero weather prediction won't mean extra sack-time, for the Matador flies in any weather. You can even imagine the new missile crew chiefs sneering at their conventional brethren—"Oh, you still got pilots!"

The squadron's operations officer will be responsible for scheduling launching operations. Initially, he probably will be a pilot although over the long haul this need not be true. Since it is likely that the squadron will be attached to a fighter-bomber wing, the operations officer will get his orders through wing operations, directed in turn by the Joint Operations Center.

Three major echelons will cooperate to perform the squadron mission. The first, an assembly and maintenance section, roughly parallels the maintenance section of a conventional fighter-bomber squadron. Missiles will arrive in a theater of operations as crated for shipment. Depot organizations will deliver them directly to the squad-

ron assembly area to be put together.

Here assembly and maintenance takes over. Airframe components are unpacked and assembled. The engine is installed and checked out. The missile is inspected for flight readiness.

It is then turned over to the next echelon—the guidance section. This is simply an expanded communications outfit. Its job is to install and check out the guidance and control system. Needless to say, how well this is done will mean the difference between a hit or an extremely expensive miss. High caliber electronic specialists will be needed, although the task is no more difficult, in fact probably less so, than the electronic checkout of, say, a B-47. It's a good bet that anyone qualified to work on an electronic gunsight or VHF equipment should be able to handle the Matador's guidance system.

After the green light at this point, the third echelon, the launching section takes over. The missile is hauled from the assembly area to the launching area and hoisted onto the platform. Guidance controls are set for the target assigned by the JOC. There's a pre-takeoff check and the engine is run up to the desired takeoff power.

This is the most critical part of the operation. As the final countdown is started, the launching officer, in his trailer a hundred feet or so away, watches the flashing red and green lights on his control panel. If they are all green, at X equals zero, he pushes the button and the rocket booster kicks the Matador into the air. The First Pilotless Bomber Squadron (Light) chalks up another mission.

What all this means in terms of future Air Force capabilities is another story. Press comments to date have pretty much fallen into one of two patterns. On the one hand you have the dewy-eyed Buck Rogers types, who hail the Matador as the answer to the enemy's ground power. One respected newspaper gravely speculated editorially that it might well be the automatic intercepter our Air Defense people have been looking for. It has been called one of the "fantastic new weapons" conveniently bruited about on Capitol Hill immediately preceding the announcement.

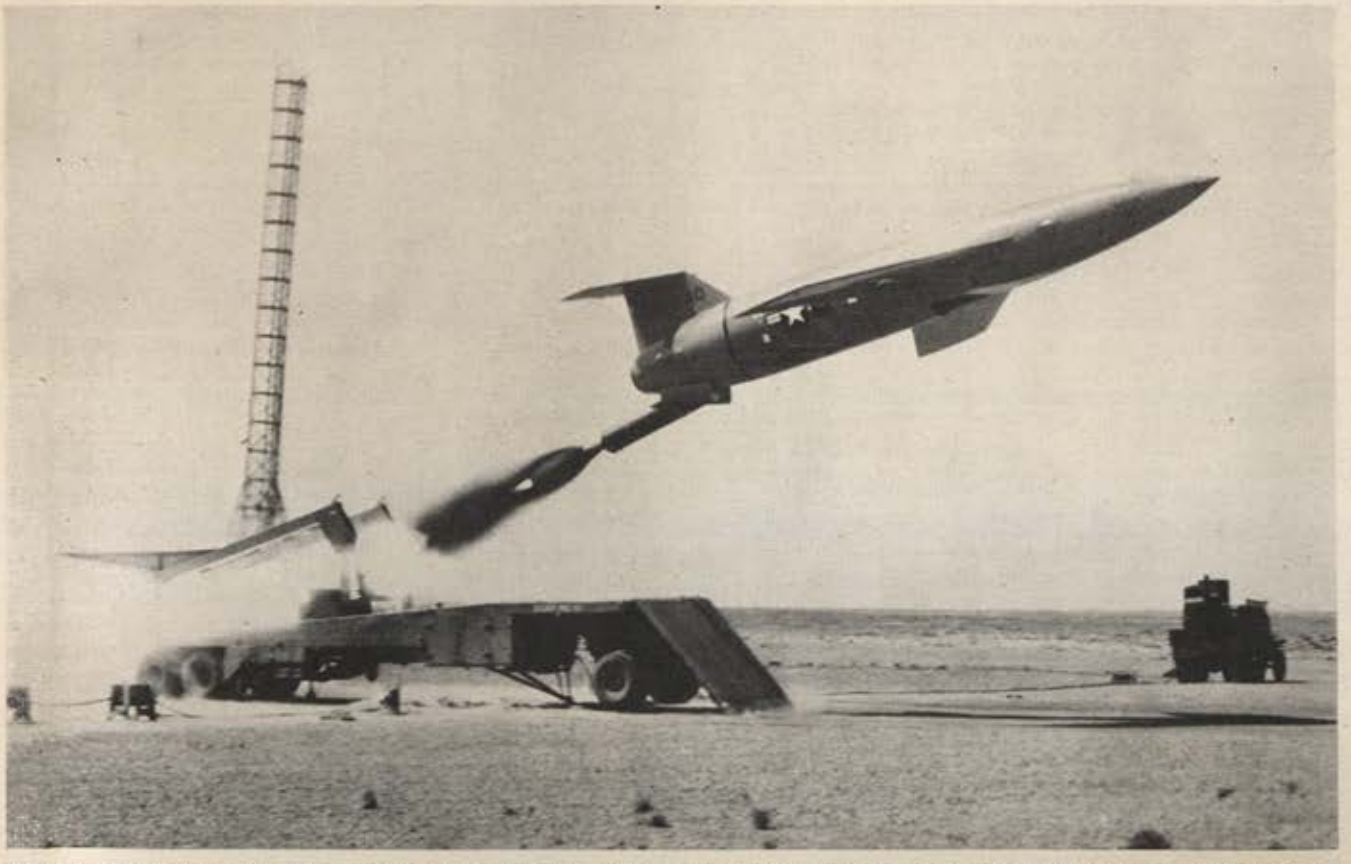
At the other end of the line sit the professional pessimists, who gloomily consult their clouded crystal balls and write the whole business off as a headline-grabbing Air Force publicity stunt, carefully timed appropriations-wise.

Actually, and as you might well expect, the truth lies somewhere in between. Our first operational guided missile is not the answer to the Pentagon's prayer. The Matador lacks the speed, the range, the load-carrying capability and the accuracy that combine to make the perfect missile. It is a far cry from the remote-controlled intercontinental, or even medium-range, strategic weapon of the future. It definitely is not the answer to our air defense problem, nor does it purport to be. It is not a "fantastic new weapon," being neither new in the developmental sense nor fantastic in any sense whatsoever.

On the credit side of the ledger the Matador is significant in its implications. It marks the first step down a long and tortuous road which began with the Air Force's first guided missile back in 1917—yes, 34 years ago—and which some day may revolutionize warfare as we now know it. It is an encouraging pointing up of the tack that must be taken by a nation that is long on industrial and scientific might and comparatively short on bodies.

Specifically, the Matador promises to fill a big gap in our tactical air capability. For, as both ground and air people have been telling us, the hole in our tactical air effort in Korea has been at night and in bad weather. Neither of these will ground the Matador. This means a round-the-clock capability that gives

(Continued on page 59)



The B-61, launched from a tractor-drawn platform, gets an assist from a rocket dropped after flight speed is reached.

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HELP FOR IKE FROM AIR RESERVE

An AIR FORCE special correspondent reports on 433rd Carrier Wing, Reserve unit and first reinforcement for NATO

By William G. Key

ONE year before, the pattern of life for reservists of the crack 433rd Troop Carrier Wing had long since settled from a wartime tempo to the routine of a civilian career. True, Korea had thrown a shadow of doubt upon the future. But it was a thin shadow and didn't, for example, dull the high time Lt. Col. Cornelius P. Chima was having at the AFA convention in Boston.

Korea, for Chima with his 40 bomber missions over Europe, was a long way away, and the group commander of the 433rd felt no particular concern.

For Col. Harry W. Hopp, the wing commander, busy with the problems of his new Pontiac agency in Kent, Ohio, Korea lay a little closer, in memory at least. Hopp, an old China hand who had been shot down in Burma, had walked out to fight again in the Middle East and in England.

So it ran throughout the Wing, assembled from the battleskies of an old war to guard against a new. Fighter, bomber, transport and liaison pilots from China, from the Pacific, from Africa, Italy, England and France; radio operators and crew chiefs, mess sergeants and mechanics, all had joined in a common unit assigned to their home areas around Cleveland, Akron, and Columbus as part of the ready reserve of the Air Force. They gathered weekends and once a year for two weeks to preserve the specialized skills of the Air Force. As it turned out, their civilian skills often stood them in better stead than their specialized military skills, for General Eisenhower spoke truer words than he perhaps realized when he said that the men of 433rd are "serving

The toughest job is saying goodbye the last time to the wife and kids.

The 433rd whipped itself into shape at Donaldson AFB, Greenville, S. C. Here a C-119 gets a couple of new tires.

as no other soldier has ever done." That isn't literally true, of course, since there were Minute Men, and the fleets of Champlain and Erie; there were the Illinois Guard regiments of the Civil War; the Rough Riders of '98; the Ivy League flying units of '17 and the Seabees of World War II. But the story of the 433rd at times approached comedy before it shaped up to a cohesive organization able to take its 48 Fairchild C-119s across the North Atlantic last July as the first reinforcements sent to Eisenhower's NATO forces in Europe.

In July 1949, the wing had been reactivated under Brig. Gen. Robert A. Nagle and staffed with officers and airmen from 60 Ohio counties. It had the same four tactical squadrons that had flown with it in seven Pacific campaigns during World War II—the 67th, 68th, 69th and 70th. It was based at Schlegel Air Force Plant, Cleveland—the old Fisher Bomber Plant at Cleveland Municipal so familiar to National Air Race goers.

In July 1950, the unit had just returned from maneuvers at Atterbury AFB, Ind. It was equipped with Curtiss C-46 Commandos and its record had been good enough to make it the third reserve wing in the nation to reach Class A status. Then Korea began to cast its shadow.

The call to duty came on September 16, with the date of activation set for October 15. It was something new for the USAF, and for the 433rd Wing. The 437th Troop Carrier Wing, the Chicago unit which was to set an enviable record in the Far East Air Forces' Combat Cargo Command, had been called up just the month before and the finer details of Reserve calls were only then being worked out. A team of the 433rd flew to Shaw AFB immediately to confer with officers of the 437th in an effort to apply the lessons of the 437th's activation to that of the 433rd. As it turned out, the experience was helpful in the first stages of the activation, but in subsequent stages the situations were entirely different. The 437th got intensive training and went on to Japan and Korea for assignment to the Combat Cargo Command. The 433rd went to Greenville, S. C., and intensive experience in re-opening a major air base after more than a year of abandonment and cannibalization.

The principal problem eased by the 437th's experience was that of physical rejections after reporting for active duty. This the 433rd solved by sending individual notices to officers and airmen and enlisting the assistance of the Cadillac medical department then being set up in the old bomber plant, preliminary to its tooling as a tank factory. Each man was told not to quit his job or dispose of house, car, furniture or wife without individual notice after he had passed his physical.

There were other personnel problems. A 50 percent overage allowance of pilots had to be cut back to the active duty T/O of 43 per squadron, of which only five could be captains. This cost the group some experienced pilots promoted only a few months before. Others were lost on deferments, screened by a First Air Force board, when a change in policy saved those who had been deferred for 60 days. Some deferred for 30 days lost out by reporting for duty before the change took place.

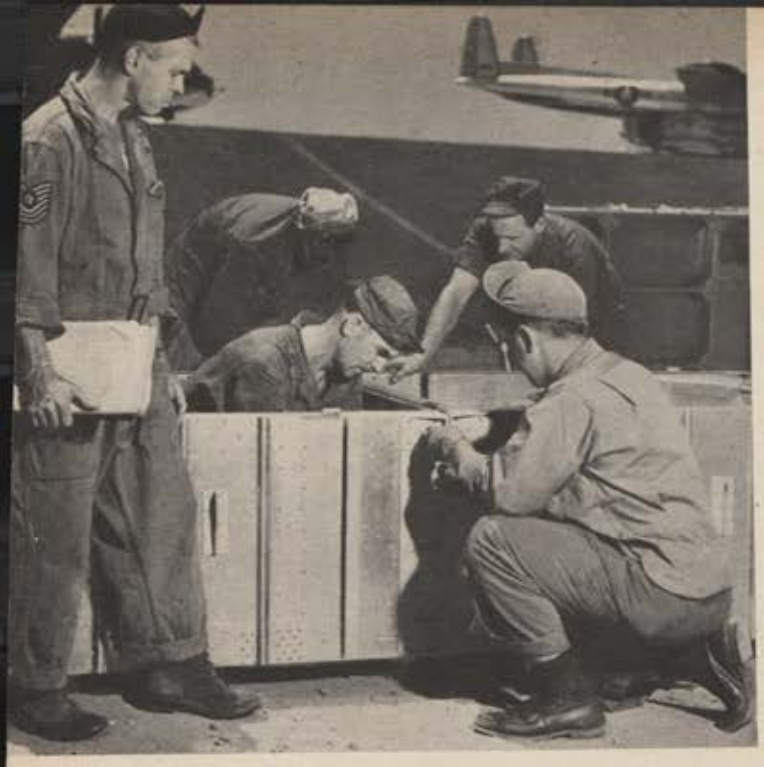
The wing was allowed to recruit additional personnel, enlisting 99 men before reporting to partially balance the 350 dropped from the roster for one reason or another in the pre-activation period.

Processing began on September 17, with some 150 officers and men volunteering for short active duty periods to handle the details. All personnel were screened by unit commanders and adjutants before being ordered for physicals that started October 1, or 15 days before active duty day.

With rejections for various reasons, the pilot overage and overage in grade, the 433rd Wing wound up on October 15 with a morning report of 844 men, just a little more than half its duty strength.

Part of the bad news began to show up soon after October 1, when an advance party of 57 airmen and officers went to Greenville, S. C., to begin preparations for the re-opening of Greenville AFB, later Donaldson AFB. Then the wing lost its C-46s and had to content itself with 14 T-11s and six T-7s. The C-119s with which the wing was to be re-equipped had been sent to Korea, and it would be several months before the first replacement aircraft was delivered.

An even greater blow was the death, one week before activation, of the Wing's Commander, Brig. Gen.



The stripes have changed since 1945 but the sergeant's jaw looks familiar. Cargo bins are assembled for shipping.

The 433rd flew to Europe in its own aircraft. So the engines get an even better than average going over before takeoff.

Nagle. Fortunately, his replacement by the Group Commander, Col. Hopp, was a popular one and in part eased the blow to morale of Nagle's death.

Things were in pretty sad shape at Greenville. Abandoned for more than a year, unpainted during the penurious period after 1945, stripped of items usable elsewhere and looted of still others, the buildings were a grim taste of a life of Spartan service over the next few months. Transformers and even sections of power cable had been removed. Furnaces were missing, parts were lost to others.

We've likened the 433rd to the Minute Men of the Revolution. In some respects they resembled them. Tool kits for basic plane repair work were non-existent and so tool kits from private cars were used by their owners to fill in. That vital instrument of modern war—the typewriter—was in short supply and some were rented by individuals from personal funds to get the inevitable paperwork going. Private cars were used for base transportation. Mops, brooms, soap and mirrors were bought from Greenville stores to clean and set up barracks. Packing boxes became desks and chairs. Pilots flew in civilian clothes and it wasn't until December that a goal of one Class A uniform per airman was accomplished. Material was begged and borrowed from nearby bases, and the bulk of flying time was logged on trips to pick up bits and pieces of supplies.

It wasn't Valley Forge, but it was tough in cold weather with no heavy gloves, little heavy clothing, poor heating facilities in the barracks. There were few recreational facilities—no service club, no NCO Club, no Field Officers' Mess. A theater was re-rigged with crude plank benches and a temporary PX set up. There was no hospital until December 5, and the seriously ill or injured had to be taken to the Greenville General Hospital or to other base hospitals in the area. It wasn't until the end of February that there was an operating room in the hospital.

The legal officer was busy all this fall adjusting the difficulties of men who had taken a sudden drop in their income level while owing mortgage obligations—or installment debts for automobiles, refrigerators, washing machines—far beyond their current military salaries. There were some repossession threats, but finally all were settled amicably.

Supplies began dribbling in by mid-November, when staff officers were analyzing their situation and recommending that newly activated Reserve units concentrate on supply problems, placing flight activities in

(Continued on page 64)

Col. Harry W. Hopp, Wing CO, reads the Europe orders to his staff (below, left). Moving a wing overseas isn't a simple matter of throwing a few things in a suitcase (below, center). The last review at Donaldson (below, right).

NEW SECRETARY OF DEFENSE

Naval aviator in World War I, Assistant Secretary of War for Air in World War II, Robert A. Lovett brings to his new job a keen appreciation of the significance of airpower in defense

THE new air-minded head of the defense establishment, Robert A. Lovett, is a man who has brought business methods to government and system to military build-up. Lovett, who last month succeeded George C. Marshall as Secretary of Defense, practices and preaches economy but so far has managed to avoid hurting the feelings of either the military or Congress. Most important—he gets the job done.

A businessman by trade, Lovett is now in his third tour of Washington duty. He has never asked for public office and has never refused it when called.

His earlier government duties—as Assistant Secretary of War for Air in the last war and as postwar Undersecretary of State—groomed him well for his present responsibility of blueprinting the nation's rearmament. As a team, he and General Marshall have always worked smoothly, in both military and state department affairs, and Mr. Lovett now logically continues what has proved a successful dynasty.

The defense structure that Lovett is building is unlike anything earlier defense efforts have seen. He suggests looking at defense mobilization as an engine. "We seem to have had only two throttle positions in the past. Wide open when we're at war, and tight shut when there's no shooting.

"We have to work out a system that will give us a cruising speed. When you have to drive some distance, a good cruising speed is the fastest, safest way to get there."

The "cruising speed" being worked out involves what he calls multiple sources of supply. Instead of cramming production into a few plants working at capacity, he likes to spread out the load among a number of plants and companies. This assures the speediest possible expansion in case of all-out war and also guards against the stockpiling of obsolete models.

Business and an uncanny administrative ability aren't the only parts of Lovett's background that qualify him to be the country's fourth Secretary of Defense. He has had a stake in aviation since his days at Yale when he helped form the Yale Unit that went on to bomb Germany in World War I. Lovett himself became a naval aviator and served in France. His enthusiasm for aviation was undiminished during his 20 years of business life after that war, and he backed a number of planes in international air competitions.

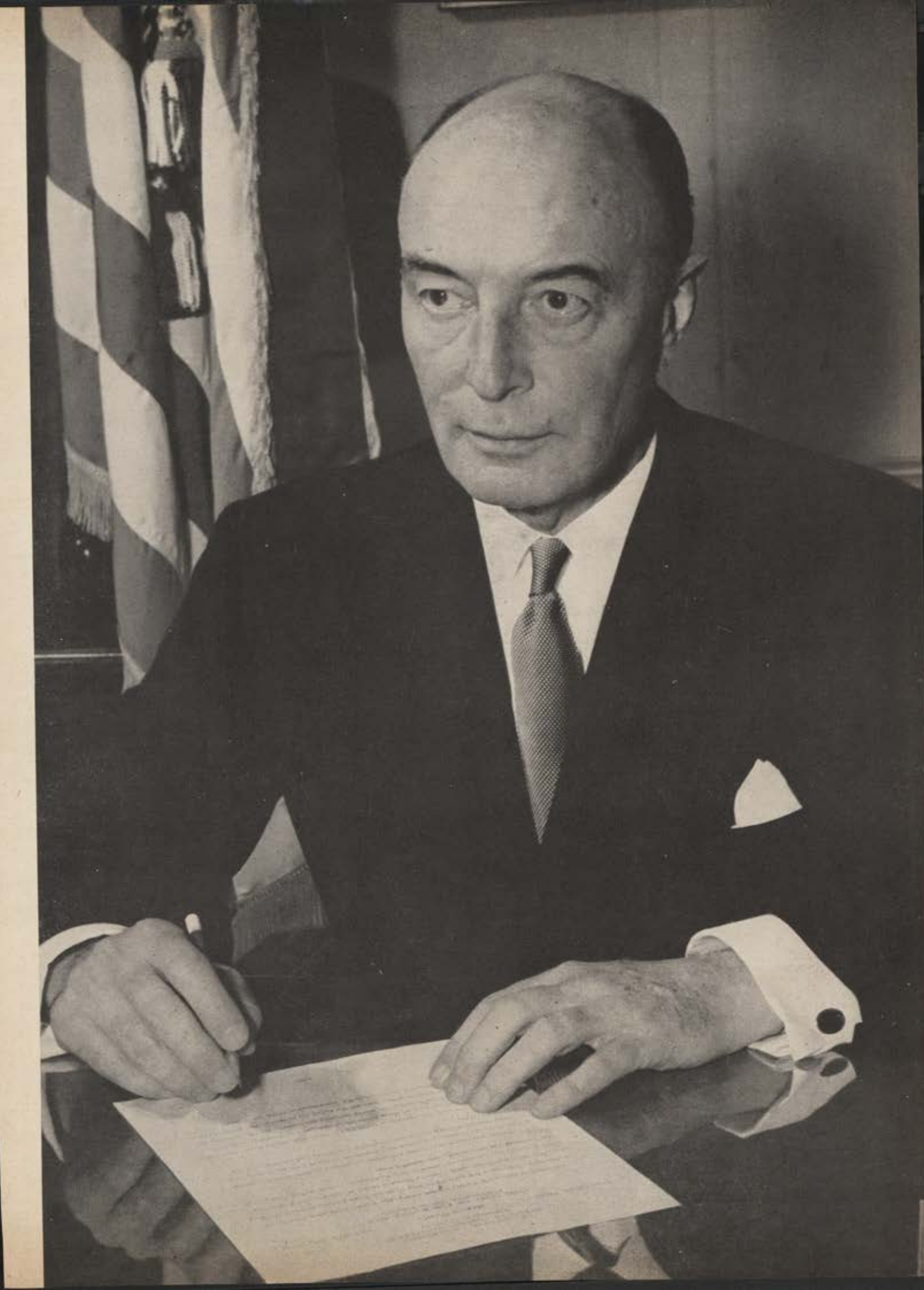
Two years before World War II broke, the far-sighted Lovett brushed up on his flight training again, in secret at a Long Island airfield, to be ready for the trouble he was sure was coming. This prompted him to make a personal study of plane production and potentials. A resulting report so impressed the late James E. Forrestal that he set in motion the machinery that brought him to Washington as Assistant Secretary of War for Air.

In that capacity he had to call often on his easy talent for dealing with thorny problems. Working with Gen. Hap Arnold, one of the earliest and most vigorous exponents of airpower, Lovett's task was to keep the general's soaring enthusiasm from outraging less visionary Army and Navy officials.

Another Lovett achievement of that war was translating President Roosevelt's order for 100,000 planes a year into deliveries.

His plans for national defense are twofold—to build up a powerful US fighting force by next July which would be capable of rapid expansion to wartime footing but at the same time to hold down costs to a figure that will get a nod from Congress. All of Mr. Lovett's painstaking, tireless efforts will be needed to do this fairly, effectively and on schedule.

President Truman, the new Secretary of Defense and General Marshall at the meeting that announced Marshall's resignation and Lovett's appointment.



Milt Caniff's Airpower Magazine Makes Debut

APA Sponsors New Comic-type Fact and Fiction Book as a Significant Step in Air Age Education

LAST MONTH newsstands throughout the nation introduced a new comic book, featuring a unique mixture of fact and fiction and qualifying as the first juvenile magazine devoted to airpower and air age education.

This was *Steve Canyon's Airpower*, the creation of Milton Caniff, officially sponsored by and published in collaboration with the AFA with Harvey Publications of New York City as the publisher.

The inside front cover carries a message from AFA's Jimmy Doolittle to the air-minded youth of America which states, "You have inherited the air age from the Wright Brothers, from Billy Mitchell, from Hap Arnold, and from all other airpower pioneers. The future of airpower is in your hands. In this new

Introducing DART DAVIS by Milton Caniff

This is Air Age visual education pitched at the level of the kids who will be the solid airpower advocates of the future.

magazine you will find important information about our national airpower. The AFA, America's largest organization of military airmen, is happy to collaborate in its publication."

The publication introduces Steve Canyon's Air-Agers, sponsored by the AFA as a new and exciting society of the air for young men and women, and displays the Air-Agers membership card with its unique, Caniff-designed insignia. An Air-Ager is designated a "home front air deputy," meaning that he represents men and women from his home area who are on duty with the AF, and that he pledges to assist the AF dependents at home in every way possible.

AFA leaders believe this project can become the key to a far-reaching youth program for AFA.

Here is a medium for reaching young people by the hundreds of thousands regularly and, thanks to Milt Caniff's unsurpassed touch, reaching them in the most appealing form possible. The four-color book includes two original adventure strips involving popular Steve Canyon and his Air Force exploits in foreign lands. In addition Milt has created in Dart Davis a new story and a new hero, stimulated by AFA's airability program for aviation development at the community level.

Dart Davis is a popular high school football star and honor student who has been bitten by the fly bug. He has sold his jalopy to take up flying at the local airport run by Tiger Ward, an AF combat veteran and AFA enthusiast, and his comely wife, Mouse.

Dart's adventures are sure to appeal to the young reader and deliver a powerful message of air age education. Running through the story is an element of conflict with a local wise guy and a mild romance with a pert little schoolgirl.

This adventure fiction is accompanied by factual articles including Capt. Jim Jabara's report on jet combat over Korea, an article by Bob Johnson, AFA's outgoing president, on current Air Force flight training, a page devoted to jet lingo used by AF pilots, another on model plane tips, prepared for AFA by the Academy of Model Aeronautics, and Steve Canyon's Air Mail Column, devoted to answering the questions submitted by young Air-Agers.

National headquarters is asking AFA units and members to help promote this new publication in every way possible as a vital part of the over-all Association education program.

This is a reproduction of the creed of the Air-Agers, sponsored by AFA, using Caniff's new magazine as a medium to set up what may well become a potent youth education program.

These two sequences from the new book outline briefly the scope and purpose of a new and worthwhile AFA enterprise.

What About AF Housing?

Still not good but getting better is the answer. The Wherry Act is a big help but there's still not enough housing to go around and the gouging landlord is back on the job in certain localities

ALONG with men, planes, and ground facilities the Air Force needs housing—and plenty of it. In fact this is one essential ingredient of air power that has always been in short supply. Congress balks at providing anything more than piddling appropriations for the construction of family-type service housing. Its objection has been that the armed services invariably spend too much, and tend to overdo things a bit in the quarters destined for the high brass. So, except for places like Alaska, Guam, and Okinawa, it has laid down the general policy that private enterprise should build service housing.

The Air Force knows that one of its greatest weapons is the morale of its men. A highly technical service needs high caliber, highly trained technicians. Once they have been trained, and have gained on-the-job experience, it is important both to keep their morale up, and to keep them in the service. Surveys have shown that the biggest single factor operating to destroy morale is the lack of adequate family housing for Air Force personnel. One survey showed that 25 percent of the first three graders were refusing to re-up when their enlistments ran out. The chief reason given was the lack of decent housing for their dependents. Without adequate housing the skilled specialists who are the backbone of the Air Force were beginning to drop out. An Air Force career lost much of its appeal if the best housing a family man had after successive promotions was a tarpaper shack or improvised housing in a crowded town far from the base.

The Air Force is attacking the problem from three sides. One way is to make sure that already existing housing facility is being used to the fullest extent. An example of what can be done is the town of Lake Charles, La., where the Strategic Air Force recently reactivated Lake Charles Air Force Base. Five or six thousand airmen, over half of them married, were sent into an area which

Westover AFB, Mass., has some of the new Wherry Act housing. Photo at top shows a Westover playground. Below is M/Sgt. Norman Bartee and his family.

More AF bases need projects like the one pictured on this page, at Edwards AF Base, Muroc, Calif. These photos all were taken in airmen's apartments.

This is view from dining room into living room at Edwards. Note picture window.

Dining alcove is as large as that in the average small home being built today.

This is the streamlined kitchen of a three-bedroom Wherry Act home at Edwards.

was short of rental housing. Facilities on the base couldn't provide the necessary living units. Moreover, Lake Charles was already a flourishing community in the midst of a minor boom because of defense activity. But an organized campaign in which the CO of the base, his Public Information Officer, the Office of the Housing Expediter, the local Chamber of Commerce, and other civic organizations and leaders participated, brought gratifying results. Local property owners were encouraged to put back on the rental market units which had been withdrawn. Others were helped to convert existing housing into more family units. Many an old-fashioned ten or twelve-room home became a rent-producing apartment building with the help of some advice from the Housing Expediter and an FHA modernization loan from the local bank. And a considerable number of Air Force people found decent housing available. The result has been a community relationship that has worked to the advantage both of the city of Lake Charles and the Air Force Base, and has brought old and new residents together in the friendliest sort of way. The newcomers are not competing with the native civilians in bidding up the price of housing that is available, nor are they themselves paying more in rents than they can afford.

Some bases have no rental housing at all nearby and local conditions are such that labor and materials are not available, and must be brought in at great cost. One example is the highly important Air

Edwards housing had to be adapted to desert climatic conditions. Air cooler and filter is atop each unit. Trees are Joshuas, natives of the dry Mojave Desert.

WHY THE AIR FORCE NEEDS MORE HOUSING

In sad contrast to the quarters on pages 32 and 33 are these squalid shacks in which US airmen and their families are living near Chanute AFB. These converted packing cases rent for $39 plus $15 for utilities.

This Senate Armed Services preparedness subcommittee photo shows the rear of a 7-unit apartment house near Chanute, occupied by airmen and their families. The landlord gets $335 a month plus his apartment.

Fourteen airmen at Chanute live in shacks like these, thrown together in an Illinois cornfield. Rent plus utilities is $44 per month. All of the fourteen families share a community toilet. Not a pretty sight, is it?

Force Base at Limestone, Maine. The huge new military works bill just passed authorizes construction of 240 family units at Limestone—the only continental AF base where any sizable project using government funds is permitted. The bill does let down the bars to the extent that five sets of family quarters for key personnel can be built at each temporary base. This should help a little even though the provision is not overgenerous in its scope.

The third type of housing is of another sort, made possible by Title VIII, an amendment added to the National Housing Act on August 8, 1949.

This is the Wherry Act, designed to gear private builders and lending institutions more perfectly to the job of building rental housing at military installations. Senator Kenneth S. Wherry of Nebraska played the leading role in drafting the legislation and pushing it through. He was particularly concerned over complaints of deplorable housing conditions at Offutt Air Force Base near Omaha, home of the Strategic Air Command.

Here's how it works. The Wherry Act sets up a special category of FHA insurance to cover any extra risk that may be involved. Private builders put up the units. Practically all projects are built on the base under a long-term land lease. Mortgage lenders supply the funds. Once a project is completed, the building concern operates it until the FHA 40-year mortgage has been liquidated. Interest is fixed at 4 percent. The maximum loan may not exceed $8,100 per dwelling unit except in special cases, where it may go up to $9,000 with the consent of the Secretary of the service involved.

Title VIII is of particular interest to the Air Force because the needs of the Air Force in this respect are greater than those of the other services, whose permanent installations were for the most part developed some time ago. The Air Force needs thousands of units of family housing and needs them badly.

The Wherry Act has not been a complete cure for the Air Force's housing ailment but it has done a lot to alleviate the distress. There has been a healthy growth of new housing around some of the worst fester spots. Many of these new facilities are already occupied. New families are moving in almost daily.

Varying in size from huge 1,000 unit developments at Scott AFB, Ill. and Randolph AFB, Texas, to a 550 unit installation at Edwards AFB, Muroc, Calif., the projects average

(Continued on page 79)

AIR FORCE REUNION

At a critical time the Air Force Gang gets together in Los Angeles to toast the past, review the present and evaluate the future mission

Medal of Honor holders, as always, occupied a special table at the annual Airpower banquet in the Cocoanut Grove.

A GREAT ANNIVERSARY

AFA's big convention of 1951 tops them all in every department and provides an airpower impact that won't be forgotten

THIS is something straight from the heart," wrote Miss Nellie Korf of 3743 Ramona Drive, Riverside, Calif., in a letter to AFA Headquarters last month. "I have no connection with the Air Force but the things I saw and heard on television during your recent convention made a tremendous impression on me. This is just one of the things I had to write."

Her long letter explained that on the evening of August 24, 1951—opening day of Air Force Association's Fifth National Convention and Air Force Reunion in Los Angeles—she had been reading the news from Washington and from Kaesong and as she put it, "An average American, loving this great land of ours, proud of its past but sometimes trembling for its future, I had not been cheered by what I had just read."

Turning to her television set, Miss Korf became a spectator to the major event on the convention program, the Airpower Pageant at Hollywood Bowl, which was telecast over a west coast network. In her own words: "For two hours I am spellbound as this pageant shows the evolution of the airplane and the progress of our airpower, always bucking the headwinds of blind and stupid opposition. There is a lump in my throat as eight men step proudly onto the stage. These are the Congressional Medal of Honor airmen. Later there are interviews with other outstanding airmen."

"It is midnight, long past my usual bedtime, but I feel warm inside," concludes Miss Korf. "For all these great flying men are fighting for a more powerful Air Force to insure the security of all of us and of this wonderful country we love so much. I resolve to do all I can to help in this fight, for it is not just an Air Force Association fight. It is everybody's fight, a fight of vital concern to every American, a fight that must be won if our cherished American way of life is to survive."

Nellie Korf was one of millions of "average Americans" who felt the impact of the big Air Force Reunion in Los Angeles—through television, radio and the press—for seldom if ever has a national meeting of an organization stirred these communications media to such vast and continuous coverage.

The huge pageant at the Bowl, one of the most spectacular of its type ever staged, might well have been enough. But it was only one event on the weekend agenda. Pre-convention broadcasts, several of them on coast to coast hookups, by AFA's friends of the entertainment world, including Bob Hope and Jimmy Stewart, had previewed what was to come. General George C. Kenney's powerful airpower address on August 22 in Los Angeles, arranged for by AFA and covered widely by radio and TV, drew banner headlines on the coast and set the stage for the convention program. The Honorable Eugene Zuckert, Assistant Secretary of the Air Force, speaking at the opening business session, introduced the nation to the Air Force's new long range plan for the Air Reserve and Air National Guard in a coast-to-coast broadcast from convention hall at the Hotel Ambassador, and Air Force staff officers followed with the first public presentation of the new program. General Vandenberg's press conference at the Ambassador, in which he re-evaluated the missions of the Air Force, drew nation-wide newspaper coverage and comment. Convention talks by Alexander P. de Seversky and Captain Jim Jabara, history's first jet ace, and a continuous round of radio and TV interviews with AFA leaders and other noted airmen drew more listeners, more viewers and more headlines.

(Continued on page 62)

CO-SPONSORS

In no small way the success of AFA's Fifth National Convention can be attributed to the public-spirited participation of the organizations listed below. To all of them AFA extends its deepest gratitude.

Actors Equity Association
Aerojet Engineering Corp.
Allison Division, General Motors Corp.
Aluminum Co. of America
American Airlines, Inc.
American Fed. of Musicians, Local 47
American Wholesale Hardware Co.
The Babb Company, Inc.
Beech Aircraft Corp.
Bell Aircraft Corp.
Bendix Aviation Corp.
The B-G Corp.
Boeing Airplane Co.
Buchanan & Co.
California Hardware Co.
Cessna Aircraft Co.
The Champion Forge Co.
Chevrolet Motors
Cleveland Pneumatic Tool Co.
Collins-Powell Co.
Consolidated Vultee Aircraft Corp.
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Curtiss-Wright Corp.
Douglas Aircraft Co., Ltd.
DuCommun Metals & Supply Co.
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The Garrett Corp. (AiResearch Mfg. Co.)
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Gilfillan Brothers
The B. F. Goodrich Co.
The Goodyear Tire & Rubber Co.
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Ryan Aeronautical Co.
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Sperry Gyroscope Co.
Standard Oil of California
Swedlow Plastics Co.
Texas Engineering & Manufacturing Co.
The Texas Company
Thompson Products Co.
Tide Water Associated Oil Co.
Union Hardware & Metal Co.
Union Oil Co. of California
United Aircraft Corp.
United Air Lines, Inc.
United States Rubber Co.
Vickers, Inc.
The Weatherhead Co.
Western Air Lines, Inc.
Westinghouse Electric Corp.
William R. Whittaker Co., Ltd.

Mayor Fletcher Bowron of Los Angeles and Maj. Gen. Emmett O'Donnell, military host, shake over a pair of ducats.

Art Kelly, Convention Chairman, did yeoman duty at mikes. Dawn Patrol Breakfast was held at fabulous Ocean House.

There was plenty of shop talk amid the fun and business. Two famous Jims, Jabara and Doolittle, talk things over.

"Flip" Sebille takes a closer look at the medal his father gave his life to win.

The Medal of Honor

The nation's highest award, first to be won in Korea by an Air Force man, is presented posthumously to Maj. Louis Sebille and received by his 19-month-old son at March AFB

THE BIGGEST little man at the Air Force reunion was "Flip" Sebille, 19-month-old namesake of Maj. Louis J. Sebille who died a year ago August 6 when he dove his F-51 with guns blazing into an enemy concentration near Hamchang, Korea.

"Flip" Sebille, born at Clark AFB in the Philippines, came to Los Angeles from his home in Chicago accompanied by his mother, Mrs. Elizabeth J. Sebille, and his aunt, Miss Martha Young. All were reunion guests of AFA at the Hotel Ambassador, Los Angeles.

On Friday morning, August 24, "Flip" traveled to March AFB to be coddled by colonels and generals. He was left on the sidelines for the moment as hundreds of uniformed men marched by the reviewing stand where his mother stood at attention at the side of Gen. Hoyt S. Vandenberg.

Then "Flip" was carried to the arms of his mother and, as the drums rolled, was handed a shiny object on a blue and white ribbon, an object that Gen. Vandenberg had taken out of a long black box.

Back on his two sturdy little feet, "Flip" Sebille watched intently as the marching men passed by, clutching in his hands the black box containing the Nation's highest award which he had received that day in behalf of his father, the Air Force's first Medal of Honor winner of the Korean War.

It isn't every day a little guy gets dandled on the knee of the Air Force Chief of Staff's aide. And "Flip" loved it.

As the airmen pass stiffly in review, "Flip" clutches the little black box containing the Congressional Medal of Honor.

THE BALANCED FORCES FALLACY

This was only one of many significant points made by Secretary Finletter in his address to the AFA convention in Los Angeles, undoubtedly one of the most important airpower speeches of the year

Radio and television networks carried the Secretary's talk.

THE AIR FORCE ASSOCIATION on its fifth anniversary is entitled to pride in its accomplishments. Your conviction that an adequate airpower is essential to our national security and that the creation and maintenance of this airpower is everybody's business led to the formation of this Association. You set yourselves the goal of improving the public's understanding and support of a sound airpower policy for the nation. Your contributions to this end are evident in current expressions of opinion by the leadership and the rank and file of the American people on the subject of airpower and its relation to the security of the free world.

The success which has been achieved by the United Nations in Korea would have been impossible without airpower. Airpower has definitely established itself as an important part of collective action for peace. On the other hand, the situation in Korea has been special. There has so far been comparatively little opposition to the supremacy of United Nations air. To be sure, there have been vigorous battles over the northwestern area, but so far the enemy forces have not seriously challenged our supremacy over the battle area. We must therefore be careful in our appraisal of the results in Korea not to reach conclusions which are based on the very special circumstances that the first tactical objective of airpower —namely the obtaining of air superiority—has been ours with relatively little effort. We must remember, in any plans that we make for the future, that this is the first condition to be attained and that the further operations of isolation of the battle area and close support can be accomplished only if there has been already obtained a condition of air supremacy.

We must, however, be aware of the fact that this air supremacy of ours could have been challenged at any time within recent months by the enemy forces. The enemy has a considerable force of air which it has not used. The Chinese Communist air force has in excess of a thousand planes which they have not committed to the land battle except in the contest in the neighborhood of the Yalu River.

A decision on the part of the Chinese Communist high command to commit this force in a struggle for air superiority over the Korean Peninsula would have very serious consequences indeed.

One more point about Korea. On my recent trip there I was especially impressed with the Joint Operations Center at Fifth Air Force headquarters, where representatives of the ground forces sit side by side with representatives of the Fifth Air Force, and Naval and Marine aviation and mutually agree upon how the available air effort shall be distributed in support of current operations. Thus at this one central point, the tactical employment of United Nations airpower is closely coordinated with the fire and movement of United Nations ground forces in Korea. The operations of this center went without hitch. All of the planes of the United States and of our allies were in a pool, and as far as I could make out, there was no argument about who did what except that assignments were made in accordance with the need of the battle situation and without reference to who was to do it. Unification has been applied not only through the whole of United States air, but through the whole of United Nations air there available. There does seem to be some rule that the closer to the scene of action, the less difficulties there are in achieving a coordinated and harmonious effort. Reports testifying to the effectiveness of our Air Force on the United Nations' land-sea-air team in Korea, have come from all ranks of the United Nations' ground forces. Air Force reservists, of course, have contributed heavily to this fine record.

May I say now some words about the Air Force as it stands today? As you know, our present target is 95 wings by the middle of 1952. We have 87 wings now.

It is customary to say that the 95 wings will not be modern by the middle of 1952, and this is true provided that one also accepts the proposition that an Air Force is never fully modern in the most literal sense. While the Air Force is fully alive to the need of having an adequate force in being, it is also our purpose to see to it that there is a constant improvement in the quality of our planes. We will never be satisfied with any existing setup. However, it must be said that there are some contemplated improvements in the quality of our machines which will come into effect fairly soon. The bomber fleet is still in the main piston-engined. The B-29s and B-50s are still the backbone of the medium bombers. The B-36 has moved partially into the jet field since the B-36Ds and Fs are now rapidly filling up the units. The B-36D and F are, of

Secretary Finletter climbs into the cockpit of a T-33 at an Air Force base in Korea prior to a sweep over the lines.

course, the B-36 with straight wings, six 4360 piston engines, and the four J-47 turbo-jets.

May I say a word about the B-36? Sometimes the modernity of this plane is challenged. If we are talking about the earlier models, which had only the six 4360 piston engines, then I think it is fair to say that the plane is obsolescent. On the other hand, the B-36, like every airplane, especially bombers, that has ever existed, is in a state of evolution. The latest model can fly very fast and very high and it is the best inter-continental bomber in the world.

Moreover, the B-36 is evolving into a new model which will fly soon, to which the designation B-60 is given. It is still the basic B-36 design but it will have swept-back wings and will be powered by eight J-57 Pratt and Whitney jet engines. This will be a much improved airplane and will compete with the Boeing B-52 powered by eight Pratt and Whitney J-57 jet engines. The B-52 is expected to fly this year, and I can assure you that neither the swept-back B-36 nor the B-52 are obsolescent airplanes.

Moreover, as you know, the B-47 will move into units in the medium bomber fleet of B-29s and B-50s and gradually will supplant these two planes.

Likewise in interceptors, fighters, cargo carriers, transports and tankers. The North American F-86 is still our best day interceptor, but all-weather interceptors such as the Northrop F-89 and the Lockheed F-94 are rapidly coming in, all to the end that our air defense fleet will become almost entirely an all-weather operation. And we are planning for a new interceptor which will be superior to any of these. The C-124 is coming in the cargo-carrying and transport field to phase out entirely the C-54, the C-119 is rapidly taking over the bulk of the troop carrier field, and the new Chase C-123 is the latest thing in assault transports. The KC-97, the tanker version of the Boeing Stratocruiser, is supplanting the tanker versions of the B-29 and the B-50. And on the drawing boards, looking ahead to the immediate future and years ahead are improvements on all of these planes and draftings of new and advanced models. In some instances these drafts, both those for the near future and those for the long future, take the form of uninhabited aircraft and other devices, the nature of which has not yet been made public.

May I say a word about production? The impression is sometimes put forward that the aircraft production program is subject to serious slippage and we are falling materially behind schedule. It is sometimes also said that we do not have the production potential which, if orders were placed now, would enable us to obtain the planes that we might want within the normal period of time.

Neither of these statements is true.

During Fiscal Year 1951, our aircraft production schedules underwent several changes. Some adjustments were due to the excessive step-ups in the programs. Other adjustments were made in order to give effect to changes in the actual design of the aircraft. The result has been a variation in the meeting of our scheduled deliveries; but none of these changes was other than temporary. In fact, deliveries during Fiscal Year 1951 did not fall materially behind schedule. Under the more realistic schedule that governed production during that period, there was actually a deficit of some 50 airplanes.

Nor should there be any appreciable slippage in the future for our production schedules unless we fail to realize some of the things which we think we can realize. For example, the machine tool bottleneck must be broken. We expect that the Controlled Materials Plan will reduce the lead time in the flow of materials. On the other hand, unforeseen contingencies could interfere with this, as they could interfere with any program. By "unforeseen contingencies" I mean prolonged plant shutdowns such as the ALCOA strike or a national catastrophe such as the Kansas flood.

August 21, 1951

Dear Mr. Johnson:

It is a pleasure to offer congratulations to all members of the Air Force Association on the occasion of this National Convention which celebrates their fifth anniversary as an organization.

I recall the day five years ago when I greeted several of your leaders at the White House shortly after your association was established. I am delighted with the progress you have made in this relatively short period in banding together Air Force veterans with the common mission of adequate defense for national security and world peace . . .

If in the year ahead the Air Force Association will continue to help keep our people alert to the dangers we face from militant aggression, and will help prevent any slackening of interest or effort in our military preparedness program, you will be doing the Nation a great service.

Very sincerely yours,
/s/ Harry S. Truman

"The Air Force Association on its fifth anniversary is entitled to pride in its accomplishments. You have set yourselves the goal of improving public understanding and support of a sound airpower policy for the nation. Your contributions to this end are evident in current expressions of opinion by the leadership and the rank and file of the American people on airpower."

During Fiscal Year '52, we do anticipate a slippage of about 11 percent by February 1952, but we also expect that this deficiency will be fully recovered by June 30, 1952. Moreover, we expect that by December 31, 1952, aircraft deliveries should be about a third ahead of those called for by the production schedule.

Now a word about the mobilization potential.

It is very much to the credit of the then Secretary of the Air Force, Mr. Stuart Symington, and to the present Chief of Staff, General Vandenberg, that in the days prior to Korea, the Air Force budget did call for standby tooling for the purpose of creating a reserve mobilization potential for the day when the country might need airplanes in a hurry.

As the result of this foresight, the situation today is that with the existing plants, and with merely an increase in subcontracting and shifts, we could, if we want to, 20 months from now start on a great program of aircraft production, greatly in excess of that presently contemplated as our present peak. We could, without any new plants, more than double our monthly production of airplanes. This is a huge capacity and takes no account of what might be done in the event that other new plants were brought into operation.

A word about our personnel policy.

The cost in money terms of the airpower which this country will have to maintain will be very great. It will be a great burden on the economy of the country. That the country can stand it is without question. On the other hand, anyone who has anything to do with the development of this airpower must and does look most attentively at each item of cost in an attempt to hold the burden on the people to the minimum.

There is another element of cost which is sometimes neglected in our thinking. That is the cost in numbers of people. People count more than money, and the Chief of Staff and I have been working very hard to see to it that the requirements of the Air Force for personnel are slashed below any figures which have heretofore been contemplated. In our plans for the Air Force of the future, we have already arrived at a basis for economy of use of men and women, for which the Chief of Staff and the Air Staff deserve high credit. We intend to pursue this very difficult policy rigorously.

I shall now say a word about the Air Force of the future.

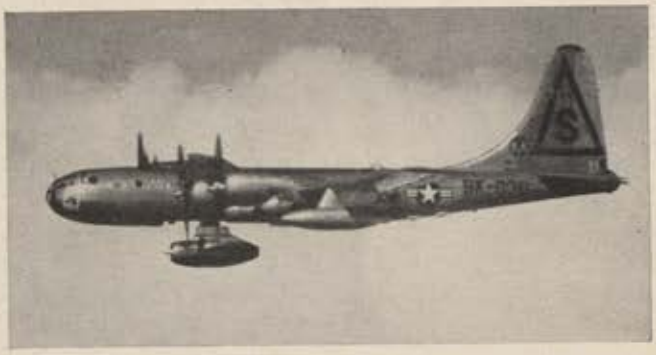
First about this perennial question of "lead time." It is usually said that the lead time for the production of aircraft is 20 months on the average. It is, though, more helpful to say that the Air Force must make its immediate commitments and plans with respect to a period two to three years after the commitments are made. The reason for this is that it takes this long to get the aircraft into units and the men trained once the program is submitted to the proper channels in the government. Now when we do look—at this moment—to the period two to three years from now we see that there will be certain important changes in the conditions which the Air Force will have to meet.

It is obvious that in these two to three years the number of atomic weapons which will be available to our possible enemies and to ourselves will increase. We must therefore base our planning, not on the figures which presently exist, or on those which will probably exist a year from now, but on those which we can count on from two to three years hence. A failure to make our calculations in this way would be a breach of trust. For we might then find ourselves in a position where we lacked sufficient airpower to deliver the atomic weapons which are available, and this is something we must not allow to happen. The importance of these weapons and the stakes of a war in which they would be used are too high for us to allow any such condition to occur. No man's conscience could permit this to be done.

Moreover, these changes in the situation of the next two to three years must cause us to think imaginatively of the possibilities of the future. We must not stay fixed to hidebound ideas which will no longer be valid once atomic weapons are more plentiful. We must use the new resources we will develop not only to strengthen the strategic operations of the Air Force as we now conceive them but also to find new and novel uses for this vast new resource.

Airpower should be made ready to bring atomic power to bear directly on the enemy's ground forces, retarding his advance and rendering him unable to concentrate his forces decisively. Here we are entering into new terrain and we shall use all the imagination we possess to see to it that effective use will be made of atomic weapons against profitable targets in the ground battle area. And it is not too much to hope that if we put the proper effort of industry into this operation and if we have sufficient imagination to detach our minds from past conditions of

(Continued on page 72)



Pratt & Whitney's J-57, shown above in early flight test, is scheduled to power the Air Force's long-range jet bombers.

THE 1951 AIRPOWER AWARDS

AIR FORCE ASSOCIATION'S annual airpower awards were presented this year in unusually colorful settings.

The five large AFA trophies—symbolic of outstanding achievement in five fields of airpower endeavor—climaxed the airpower pageant at Hollywood Bowl the night of August 24, with the huge outdoor stage drenched in the multi-colored glow of searchlights during the presentation.

In this setting Lt. Gen. Curtis LeMay was named "Aviation's Man of the Year" and received the H. H. Arnold Award trophy in tribute to his personal contributions and the joint efforts of his Strategic Air Command. Gen. Carl A. Spaatz, AFA's outgoing Chairman of the Board, made the award. Alexander P. de Seversky received the Arts and Letters Award trophy from AFA Director Jimmy Stewart. Capt. James Jabara received the Flight Award trophy from Robert S. Johnson, outgoing AFA President. Dr. George Valley received the Science Award trophy from AFA's founder, Jimmy Doolittle, and as a special surprise for the "old man," General Spaatz received the Air Age Award and a silver loving cup from Doolittle.

The following noon in the Ambassador Hotel's lush Cocoanut Grove, at the Association's fifth and most outstanding airpower banquet, attended by a notable group of celebrities, AFA's annual Citation of Honor plaques were presented by Doolittle to Dr. Ivan A. Getting, Dr. Louis N. Ridenour, Jr., Dr. William Shockley, and Jack Abramson, representing the '52 Association.

Citations for AFA's 1951 airpower awards follow:

Lt. Gen. Curtis E. LeMay, and the personnel of the Strategic Air Command . . . for balancing the power

In a world torn by active and threatened aggression, building toward but still lacking the collective security essential to long-range peace, the hopes of free men rest in a balance of power concept centering in the long-range airpower of America.

General LeMay named "Aviation's Man of the Year" during presentation of AFA's top honors

The Strategic Air Command of the US Air Force is the single potential that has, by virtue of its inter-continental bombardment capability, deterred all-out aggression and maintained the balance of power in behalf of the free world.

Lt. Gen. Curtis E. LeMay, Commanding General, Strategic Air Command, combines the personal professional skill of an airman in unusual proportion and enlightened aggressive leadership of the highest order.

The men of his command reflect his tireless application to exacting standards of proficiency. Recognizing the crucial nature of their tasks, they have tirelessly worked and trained to achieve the maximum from themselves and

(Continued on page 59)

Generals LeMay and Spaatz, with their respective trophies at the colorful award ceremonies in LA's Hollywood Bowl.

THE AIRPOWER PAGEANT

In spectacular pageantry on the huge outdoor stage at Hollywood Bowl the historical ups and downs of military aviation are dramatized and the airpower message is delivered as never before

OF THE AIRPOWER Pageant in Hollywood Bowl, one man had this to say:

"I just wish the President, the Senate and the Congress had been in Hollywood Bowl. They'd be inspired to feel as I do about the Air Force. If I had all the time at my command I know I wouldn't be capable of doing justice to what I felt when I saw that wonderful spectacle on the history of our Air Force."

That man was Louis B. Mayer, the dean of motion picture executives. Coming from him, it was rare praise indeed.

This "wonderful spectacle," the feature attraction of the Reunion weekend, was staged in the Bowl the night of August 24 as a presentation of Air Force Association with the assistance and cooperation of the motion picture and aviation industries, the crafts and guilds, the Hollywood Coordinating Committee, the US Air Force, and many individuals and agencies who joined in this massive volunteer effort.

It was planned and produced by four Air Force veterans: Lloyd D. Mitchell, talented producer of many Bowl programs, screen writer Beirne Lay, Jr., actor Jimmy Stewart and AFA's new Chairman of the Board, Tom Lanphier, Jr., with Mitchell serving as Executive Producer of the pageant.

The credit list filled several pages of the special program, printed through the cooperation of Gilfillan Brothers, and is too long to present in full here, but special mention must go to Val Rosing, the director, Norman Manning, production manager, Serge Krisman, in charge of stage sets, Manny Harmon and Frank Allen Hubbell, orchestral conductors, to CWO Samuel Kurtz, director, and the band from Lackland AFB, to Lt. John Murphy, officer in charge, and the USAF's amazing ceremonial drill team from Bolling AFB, to the more than 100 volunteer members of the cast and staff, who were the backbone of the show, and to all of the Hollywood stars and the sponsors listed elsewhere in this issue.

The big evening got underway with a flyover of jet fighters and a

(Continued on page 69)

This is as close as you could get to a still of Martin, Hope and Lewis.

Stars at the Pageant

Gene Autry
Anne Baxter
Marge & Gower Champion
Tony Curtis
Cary Grant
Kathryn Grayson
June Haver
John Hodiak
William Holden
Bob Hope
Howard Keel
Janet Leigh
Martin & Lewis
George Murphy
Walter Pidgeon
Tyrone Power
Rosalind Russell
Randolph Scott
Dinah Shore
Barbara Stanwyck
James Stewart
Lana Turner
Richard Widmark
Esther Williams
Jane Wyman
Loretta Young

A NEW JOB FOR AIRPOWER

The enemy's warmaking potential is no longer our number one air target. Our strategic bombers must be able to smash first at his ability to hit us

EDITOR'S NOTE: *Following are pertinent excerpts from a press conference which General Hoyt S. Vandenberg held in Los Angeles during the AFA Convention. They mark a whole new reassessment of the Air Force job:*

Explaining that before the development of the atomic bomb the Air Force had but one major mission—to destroy the enemy's warmaking potential—General Vandenberg said:

"Our own development of the atomic bomb, the fact that Russia has exploded such a bomb—and undoubtedly is stockpiling them now—and our recent atomic tests have changed the order of things.

"In the event of war the emphasis, in point of time, must go first to destroy the enemy's ability to smash us and then to wreck his warmaking potential."

He went on to say that at best our air defense could hope to knock out only 20 percent of an invading air fleet.

"This compares with less than four percent kills scored by Germany against bombers in World War II with the most highly integrated air defense system the world has ever known. Therefore it will be necessary to strike at the enemy's ability to hit us—and to strike him on his home ground.

"And there is another new potential—our ability to affect retardation on the battlefield. That is a very high priority."

The Chief of Staff added, in response to a query from the press, that he was talking about the tactical use of atomic weapons.

General Vandenberg also told newsmen that US air strength is not now in balance, due to varying lead times on different equipment.

"By late 1952, or 1953—possibly 1954—we should be ready as I envision it."

How soon would the United States strike back if attacked?

"A matter of hours. . ."

Russell and Barnett. Solid, but solid, comfort.

There are many ways to celebrate — sweet music, a long cold one, or just a quiet talk over the coffee.

THE REUNIONS

NEW life for old friendships and the forming of brand new ones—those are a couple of good reasons for conventions. At this year's AFA session in Los Angeles wartime buddies met again—some for the first time in years—and new and lasting ties were made. But with the laughter and fun, horseplay at a minimum was the unspoken rule among AFA-ers at L.A. A serious tone prevailed even during the more unbending moments of the usually boisterous unit reunions. The chatter was not about The War. You have to identify *which* war now. Rashin, MIG Alley and Pohang are as vividly real and close as Saipan, Regensburg and Frankfurt. And the old B-17 vs B-24 squabble isn't forgotten (what *would* have happened if Louis had fought Dempsey), but the tenor of that tiff has changed. Now it's jets and missiles and tactical vs strategic air, and it'll simmer all year till the next AFA get-together.

The 13th Air Force was well represented. Here are AFA's Kenney, Falkenberg and Lanphier at the unit shindig.

A LOOK AT THE RESERVE RECORD

Assistant Secretary of the Air Force Zuckert, who is running the new Reserve program, reports to AFA conventioneers at the Los Angeles gathering

DURING the past few years the Reservist program has had its ups and downs. It was up, for which we can all be thankful, when the Korean crisis came, and 120,000 Reservists returned to active duty to bolster our strength in the air. But it had been down in 1949 when our good friend Harold Stuart took over as Assistant Secretary with special responsibility for the Reserve Forces. He built it up with the tools at hand—and then had to stand by and watch it torn down as the cream of its strength was drawn off to fight a war.

Hal Stuart, himself a Reservist, brought with him a real understanding of the Reservists' problems—and made those problems felt throughout the Air Force. He was a vigorous proponent of the Reserve Program, and he made his office an effective mechanism for hearing, and acting on, Reservists' grievances—the Reservists, believe me, never had a better friend in Washington.

When Hal Stuart resigned, Secretary of the Air Force Finletter gave my office the responsibility for the welfare, organization and training of the Reserve forces. The job looked staggering, but when we took a good look at the situation we realized that we had a splendid opportunity to revise the entire Reserve structure and program. The needs of the war in Korea had moved so many Reservists into active service that we were able to start with virtually a clean slate.

We went to work with one big idea fixed firmly in our minds. This was to keep the welfare, the advancement, and the status of the Reservist constantly before us—not just for the sake of the country and the Reservist himself, but to gain the support of his family and his employer.

I want to give you a report on the past four months work that we have done on the Air Reserve Forces. I'm bringing you the details of a long-range plan for the Air Reserve Forces, approved by the Secretary of the Air Force and the Chief of Staff.

It is a long-range plan that extends through 1958 and, we believe, puts teeth in the entire Reserve program. It establishes realistic missions, it places responsibility for making the program work directly on the shoulders of the air staff and the major command; it will tell the Reservist and his family and employer exactly what his status is; and it will blanket the entire country.

The Zuckert speech on the new setup for Reserves attracted national interest.

But don't expect miracles—as I said, it is a long-range plan, and we don't intend to go off half-cocked and try to put everything into effect overnight. We now have a plan, and we're going to follow it in planned sequence.

Its success is going to be dependent on two factors:

First, the effectiveness of the integration of the organization, administration, training and supply of the Reserve Forces with those of the Regular Air Force Establishment.

Second, the effectiveness of the parallel Air Force public relations program which can bring about public understanding of the need for participation in Reserve activities.

Obviously the first thing we had to do when we were given responsibility for the Reserve Forces was to take a good look at these Forces in the light of the present difficult world situation and the tremendous commitments this nation has accepted, commitments which extend far into the hazardous future. We knew that any Reserve Force to be effective, must be regarded from the standpoint of its role as a military necessity.

This nation has assumed world leadership in the cause of peace—and assumed all the penalties that go along with such leadership. Among the greatest of these penalties is that we must provide a major part of the police force necessary to discourage war. We are bound, not only for our sake but for the sake of friends the world over, to do everything to defend the position we have assumed.

To do this we need abundant military strength—and to keep this military strength at the peak of its power we vitally need that extra stock of strength maintained in the Air Reserve Forces. Anna Rosenberg, Assistant Secretary of Defense, expressed this need graphically when she told the Brooks Sub-Committee on Reserve Forces:

"The Armed Forces Reserve Bill and the Universal Military Training and Service Act are twin foundation stones in a sound structure of national security for our country. . . . The Armed Forces Reserve Act is intended to assure that (the) flow of trained men *will be organized in a way that will give this country an insuperable fighting force when it is needed.*"

The accomplishments of Reservists and Reserve units during the past year's conflict—and when I say "Reservists" I mean members of both the Air Force Reserve and the Air National Guard—have shown vividly that such reliance on our Reserve Forces is amply justified. When you consider that the latest figures show that 78 percent of all officers on active duty during these difficult days are Reservists, I think you will agree that the phrase "backbone of the Air Force" is an apt one to describe these men.

And when you look at the record of the feats accomplished by Reservists and Reserve units in Korea, you can only say, "Thank God for the Air Reserve." Flying fighters and bombers, huge transports and little Mosquito planes, Reservists have taken every sort of active part in the Korean air war, and have given a remarkable account of themselves.

The leading MIG-15 killer of the Far East Air Forces next to jet ace Capt. James Jabara is a Reservist. Capt. Milton E. Nelson of Tarrant, Ala., has shot down four of the Communist's best fighting planes while flying his F-86 on 79 sweeps through MIG Alley, and has won the DFC and the Air Medal with oak leaf cluster for his brave work.

One of the most spectacular rescues in the history of aviation was performed far behind enemy lines by a Reservist. Lt. John J. Najarian of Fresno, California, landed his big SA-16 Albatross amphibian in pitch darkness on a small river to pick up a downed fighter pilot, and took off from the debris-strewn stream under heavy enemy fire without any visual reference points except the flashes of enemy guns to bring the rescued pilot safely home.

B-26s of the 452d Light Bomber Wing, Reserve outfit, are making history in Korea.

An all-important lesson, learned in World War II and driven home forcibly by the Korean conflict is the great need for airlift of every description. In Korea today the entire combat cargo operation—the evacuation of wounded, the dropping of paratroopers, the parachuting of supplies to cut-off units, the backbreaking job of ferrying men and supplies to and from the front—is run by a Reservist, Brigadier General John P. Henebry, the youngest general officer in the United States Air Force.

The 315th Air Division (Combat Cargo) which Gen. Henebry commands not only contains hundreds of Reservists and Reserve Corollary units serving in its many wings, but has as an important element an entire reserve unit—the 437th Troop Carrier Wing, Gen. Henebry's old outfit. This wing, which once trained at O'Hare Field, Chicago, flew 7,000 miles to Japan last fall after a brief accelerated training program. Only 15 hours after its arrival, it was flying its first combat mission—led, of course, by Gen. Henebry.

Since that time, the 437th has flown nearly 12,000 missions, carried 85,000 passengers, and set up a record of 8,000,000 ton-miles. It has participated in every sort of operation from dropping paratroopers at Munsan-ni to carrying Christmas mail, and brought drastically needed airlift support.

Another complete Reserve Unit, the 452nd Light Bomber Wing, has been fighting still another sort of war in Korea. This California outfit has flown 5,000 dangerous low level sorties in every kind of weather, and Reserve crews in their B-26s have dropped 8,000 tons of bombs, fired 12,000 rockets, and expended several billion rounds of ammunition in their task of destroying enemy troops, airfields, and supply lines. Using proximity-fused bombs, they have given the closest kind of support to our ground troops, and they fought an aerial rear-guard action for the men retreating from the now-famous Chosen Reservoir last winter.

Men of the 452nd have performed many acts of heroism, freeing fused bombs from bomb bays at the risk of their lives, and bringing home badly crippled planes under all-but-impossible conditions. They are credited with destroying tens of thousands of enemy troops, buildings and vehicles in their hazardous battle of interdiction, and their night intruder operations have kept dozens of enemy airfields constantly out of action. All this was accomplished by Reservists who found themselves flying over enemy targets only 77 days after their recall to active duty.

The Korean War has proved to everybody what the Air Reserve Forces can do when called upon to bolster our national strength during an emergency. And it is a matter of pride that this splendid record has been made despite the difficulties which beset our Reserve Program.

Gen. Vandenberg, in a recent letter urging greater care and discretion in the recall of inactive Reservists, said, "I recognize that there was a great urgency due to hostilities in Korea to recall great numbers of Reserve personnel and due to this urgency a great number of mistakes, as outlined by the Brooks Sub-Committee, were made. I know also that we have made a great deal of progress in handling this Reserve problem during the past year, and

that many of the deficiencies outlined by the Committee have been corrected. Nevertheless, the problem . . . is still acute."

The first thing we did when we began working on this new long-range plan was to hold a series of conferences with key officers in Air Force Headquarters, recommended by the deputies as their best men, who had been dealing with plans and policies for civilian components—as you gentlemen are sometimes officially called. Then we met with officers on the staff of Continental Air Command who had had actual, down-to-earth experience in working directly with all aspects of the Reserve problem. About the same time, I made a trip to Colorado Springs to meet with the Reserve Section V Committee, a statutory group which advises the Secretary on Reserve matters. We talked to many Reservists, in and out of the regular establishment, to get every possible side of the Reserve picture.

What we heard and what we learned gave us a good, fast briefing, and we knew more than ever that the situation called for immediate action. On the 4th of June, following a meeting with the Council of Deputy Chiefs of Staff, a committee was formed, made up of members of the Air Staff representing all major phases of Air Force planning, plus two Reservists recalled temporarily for service on the Committee. Brigadier General Robert J. Smith, USAFR, was appointed chairman and the Committee has been known around the Pentagon as the Smith Committee. Bob Smith, who I'm sure is known to many of you, is a Dallas, Texas, resident, a very active Reservist, worked with ATC in World War II, runs an airline, was Vice-Chairman of the National Security Resources Board, and is an outstanding executive, organizer and sound thinker. His committee was charged with the development of a realistic long-range plan for the Air Reserve Forces, related and responsive to the defined requirements of the United States Air Force, and capable of meeting those requirements in numbers of personnel and standards of training.

EDITOR'S NOTE: *The Smith Committee dived into stacks and stacks of reports on Reserve matters, plus a thorough study made by the Reserve Policy Board. It came up with recommendations for a truly long-range plan which not only extends to Fiscal Year 1958 but is made a major mission of the Air Force. Details of this plan are outlined in the story beginning at right.*

New Air Reserve

By Brig. Gen. Robert L. Copsey

Special Assistant to the Chief of Staff for Reserve Forces, USAF

Convention Forum features first public presentation of the USAF's new long range program for Air Reservists and Air Guardsmen. These are highlights of the plan.

The new long-range program for the Reserve Forces of the Air Force—which includes both the Air Force Reserve and the Air National Guard—conforms to recently announced Department of Defense policies relating to the Reserve Forces of all the services.

For example, the Army, Navy and Air Force all will use identical terminology in describing categories of reserve training. These are:

►*The Ready Reserve:* consisting of units and individuals available for immediate employment in the expansion of the active forces when, in the opinion of the President, an emergency exists, or as otherwise provided by law. Members will be subject to involuntary active duty for training not to exceed 15 days annually, and to such additional reserve training, other than active duty, as may be prescribed by the Secretary of the Air Force, and will be entitled to all rights, privileges and benefits accorded to members of the reserve forces.

►*The Standby Reserve:* consisting of units and individuals available for involuntary employment in the expansion of the active forces *only* upon a declaration of war or a national emergency declared by Congress. Members will be entitled to all rights, privileges and benefits accorded to members of the Reserve Forces with this exception: Within the Standby Reserve there will be an *Inactive Status List* of individuals unable to participate actively in the reserve program and who, if qualified, may become available for involuntary employment *only* when no qualified individuals in the required occupational categories are available in the Ready or Standby Reserve. Members on the Inactive Status List will not be eligible, as will other Standby Reservists, for pay, accrual of non-disability retirement benefits, or for promotion.

►*The Retired Reserve:* consisting of individuals who, upon application, are placed on the Reserve Retired List by competent authority in accordance with law or appropriate regulations. Members will, if qualified, be ordered to active duty involuntarily *only* in time of war or national emergency declared by Congress.

The new Air Force program—approved by Secretary Finletter on September 9—provides that the administration, training and supply of the Reserve Forces will be accomplished in the same manner and by the same people who accomplish these functions for the Regular Air Force. On this point General Vandenberg has issued instructions to the Air Staff which spell out, in no uncertain terms, the degree the various staff sections will be responsible for the affairs of the Reserve. The Secretary of the Air Force and the Chief of Staff of the Air Force will have the same relationship and responsibilities to the Reserve Forces as they do to the Active Establishment. An Assistant Secretary (Mr. Eugene Zuckert) will have the Reserve Forces as a number one priority job. The Air Force, like the other services, will have an office directly responsible to the Chief of Staff to serve as his major advisory group on reserve matters, and will maintain joint reserve-regular committees (Section V), one for the Air Guard the other for the Air Reserve, to advise the secretary.

The new plan is based on the requirements of the Air Force—requirements spelled out by individual skills needed to support the Active Establishment—a factor which has been lacking in our previous reserve plans. This requirement includes both units and inviduals who are to be utilized until such time as an expanded training command, which will be put into effect on D-Day, can produce the additional support required by the Active Air Force for its wartime missions. By the members, this D-Day reserve requirement is very nearly the Air Reserve Forces strength

(Continued on page 66)

AFA'S NEW LEADERS

Elected for the year 1951-52 at Los Angeles, August 26, 1951

President

Harold C. Stuart
Washington, D. C.

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.)
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Mansfield, Mass.

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

Great Lakes Region
(Ohio, Mich., Wis., Ill., Ind.)
Frank Ward
Battle Creek, Mich.

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

Rocky Mountain Region
(Colo., Wyo., Utah)
Thayer Tutt
Colorado Springs, Colo.

Southwest Region
(Okla., Texas, N. M.)
Thomas Campbell
Albuquerque, N. M.

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

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

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

South Central Region
(Tenn., Ark., Ala., La., Miss.)
W. H. Stovall
Stovall, Miss.

Northwest Region
(Mont., Idaho, Wash., Ore.)
T. Edward O'Connell
Spokane, Wash.

Far West Region
(Calif., Nev., Ariz., T. H.)
Bert Lynn
Los Angeles, Calif.

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San Diego, Calif.

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New York, N. Y.

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Robert S. Johnson
New York, N. Y.

Randall Leopold
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Dr. J. H. Meyer
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Msgr. Patrick E. Nolan
Jacksonville, Fla.

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

General Carl A. Spaatz
Washington, D. C.

James Stewart
Hollywood, Calif.

Morry Worshill
Chicago, Ill.

New president Harold Stuart and predecessor Bob Johnson.

Stuart and Lanphier Elected AFA Leaders

Former assistant secretary of the Air Force and AFA's past president named to top spots as delegates plan Association's biggest year

Retiring board chairman Spaatz and successor Lanphier.

WHILE more spectacular events were going on around them, delegates to the fifth national convention stuck to AFA business, conducted during five general sessions, a pre-convention conference for association leaders, and a number of committee and sub-committee meetings.

In the process the delegates elected a new slate of officers and directors for the coming year, headed by Harold Stuart, Washington, D. C., attorney and former Assistant Secretary of the Air Force, as President, and Tom Lanphier, Jr., San Diego, Calif., aircraft company executive and past president of AFA, as Chairman of the Board.

At the same time, the delegates paid tribute to Robert S. Johnson, New York City, completing two terms as President, and to General Carl A. Spaatz, Washington, D. C., the outgoing Chairman of the Board. During dawn patrol breakfast ceremonies at fabulous Ocean House in Santa Monica, both were elected to the Board.

Said General Spaatz in his farewell remarks as an AFA officer, "The Air Force Association is a 'give' and not a 'take' organization. Its members are not promoting anything for themselves—they are promoting the welfare of the United States through the buildup of airpower, and in order to give full impact to its mission the Air Force Association must greatly expand its membership."

Membership expansion and local organization strength weighed heavily on the delegates during the business sessions. Key to both, according to the prevailing opinion, was greater strength in the field and at the moment the major weakness seemed to be lack of support for the Wing commander. With this in mind the delegates established a kickback program on membership dues (see page 53) and a new Wing advisory council to help the President and national headquarters supervise Wing activities.

The delegates heard annual committee reports and after considerable deliberation turned down the recommendation of the Headgear Committee for adoption of an overseas-type cap as standard national headgear for members. In rejecting the proposal, delegates reiterated their objection to anything that might compromise the civilian status of the organization. In other action they approved a proposal for organizing indoor model plane contests on a national scale, adopted the fifth an-

(Continued on page 52)

STATEMENT OF POLICY

THE AIR FORCE ASSOCIATION, each of whose members has served in the armed forces of the United States, is dedicated to the maintenance of national airpower and the security of the United States as the keystone of world peace.

We do not believe that war is inevitable; we do believe it inevitable if we are weak and unprepared. We believe that the growing strength of the United States air power contributed substantially to world peace during the year past, as it has in previous years.

We find, however, no convincing evidence that those who have contributed most, by their policy and action, to the continuing threat of war have in any material way changed their morals, their methods or their ultimate objective. For that reason we must be prepared for war; time is running out, with accelerated tempo.

The last year has not provided satisfactory progress toward the attainment of adequate airpower. There have been too many programs to do too many things at the same time and on the same basis of priority. We cannot hope to outmatch the enemy in every department of potential warfare; we have neither the men nor the munitions for that. We must outmatch him in the department which will most surely provide victory, adequate airpower.

We can have agreement on this: That unless we have a winning air force, it will make little or no difference what else we may have.

If Russia should win the war it will be either by military victory or by the national bankruptcy of the United States. If by bankruptcy, the country will be prostrate and helpless before the first weapons of war can be employed.

Our national resources are large, they are devoted to preparedness and freedom, but they are not unlimited. Expenditures have already passed the point of understanding to the average citizen, and they continue to mount. Taxes have been multiplied in kind and have been increased continuously. If the present trend continues, our ability to absorb additional cost and taxation will be exhausted. Only the urgently necessary expenditures can be afforded; we must guard the economic security of the United States as we would guard its air frontiers.

We want no log-rolling in the division of the national defense expenditures. We deplore and condemn any policy which calls for division of funds between the services on a basis other than the best strategic plan for measuring the capability of the enemy and providing for his defeat.

The public has been too often misled by the specious theme of "balance among the forces". The result of that too often has been an increase in appropriation for one service only for the reason that a greater appropriation has been required for some other service. That is statesmanship of the lowest order and the net result is ill effect on the security of the United States.

This principal of "balanced forces", if it is to mean arbitrary division of funds among the services, finds no justification in military history. If that had been the policy of the British Empire at the peak of its economic career and at the zenith of sea power, the result would have been national bankruptcy and England would have wasted its great contribution to world peace. Today, when world policies are dictated by available air strength, arbitrary division of funds between the services will bankrupt the contribution of the United States and will contribute to its downfall and defeat.

We have neither the responsibility nor the capability to determine how many aircraft, airmen or groups shall constitute the United States Air Force. Our special interest is that the national understanding of the role of airpower be sound; and if it is adequate, numbers and strength will be provided.

The role of airpower is to gain and hold control of the air; to destroy the war-making capability of the enemy; to isolate the battlefield and deprive the enemy of reinforcement and supply; to support the ground soldier as he moves into battle and to provide air transportation for essential personnel and material. That is a variety of tasks, for airpower is the most versatile of our weapons.

There should be adequate preparation for each of those tasks of warfare. There are and will continue to be "special pleaders" who will stress the importance of one task as related to another, for it pertains to their specialty. But we learned to employ airpower in the skies of Europe, and that lesson will be remembered.

The total of our airpower strength must conform to the soundest conception of airpower employment. That is the professional, continuing responsibility of those who form the policies for the Air Force. The pattern must be formed by them and it must be followed.

We pledge our support and aid in this important undertaking.

AFA'S FAMILY AWARDS

For Outstanding Service to AFA and Airpower

UNIT PLAQUE AWARDS

San Francisco Squadron: For completing Phase One of AFA's Airability Program—the first unit to complete it—for the initiation of the "Korea Evacs by Air" hospital plan, continuation of the Squadron Blood Bankers program, and the maintenance of an honor roll of Squadron members who have returned to active duty—all of this accomplished even though over half of its members returned to duty.

New York City Squadron No. 1 (WAC): For continued community service through programs at nearby veterans hospitals bringing pleasure to thousands of disabled veterans.

Cleveland Cuyahoga Founders Squadron: For outstanding contributions to the development and aviation education of the youth of Ohio through model plane meets.

Chicago Squadron No. 41: For planning and carrying out a highly constructive, interesting and entertaining program of activities throughout the year—including organizing the first Illinois Ladies Auxiliary, dramatic presentations, sharing clubhouse with other AFA units, model plane activities, fashion shows, and communication with counterpart of foreign air organization.

Pennsylvania's Blair County Squadron No. 1: For outstanding progress through individual member participation and sacrifice—resulting in the Squadron possessing one of the finest clubhouses in the country—and for its contribution to better understanding of the Association by sharing these facilities with other organizations.

MEMBER PLAQUE AWARDS

Will H. Bergstrom, Chicago, Ill.: For outstanding service as a Squadron and Group official, and for participation in activities designed to promote AFA.

I. E. Brodsky, Philadelphia, Pa.: For tireless efforts as Commander of the Philadelphia Squadron, during which time the Squadron has become financially solvent and has launched an inspiring program of activities.

Erwin H. Cooper, Cleveland, Ohio: For distinguished service in helping found the Cleveland Squadron and serving as its Commander, and for continued participation as Commander of the Ohio Wing.

John H. Crawford, Tulsa, Okla.: For extensive organizational activities throughout Oklahoma, including the reactivation of the Tulsa Squadron and laying the groundwork for several new units.

John H. Garcia, San Juan, Puerto Rico: For untiring efforts in founding the San Juan Squadron, and for devotion to AFA by attending many national conventions despite the great distance.

Ashley Greene, Portland, Ore.: For helping form the Portland Squadron and serving as Commander; also, for efforts in acquiring a modern Squadron club.

Howard Halla, San Francisco, Calif.: for inspiring leadership as Commander of the San Francisco Squadron, during which time the unit received national recognition for outstanding activities and community service.

Frank O'D. Hunter, Savannah, Ga.: For inspiring leadership, both as Commander of the Savannah Squadron and a member of the National Board of Directors.

George D. Mantell, Alameda, Calif.: For unselfish devotion as a member and Commander of the San Francisco Squadron, and for participation in activities designed to promote AFA and airpower.

James H. McDivitt, San Gabriel, Calif.: For outstanding service through inspiring leadership of the Greater Los Angeles Squadron, a unit which banded together AFA members throughout the area.

John R. Mitchell, Baltimore, Md.: for distinguished service to AFA by founding the first Squadron chartered by the Association, and continuing devotion to its aims and purposes.

Kenneth V. Moore, Altoona, Pa.: for inspiring leadership as Commander of the Blair County Squadron and assisting it to obtain one of the finest clubhouses in the country.

Charles W. Purcell, Baltimore, Md.: for reorganizational activities which have elevated his Squadron to a top position among AFA units.

Thomas C. Stebbins, Worcester, Mass.: for many unselfish services to AFA while serving as Commander of the Worcester Squadron until recalled to active duty, and for untiring efforts during the 1950 National Convention.

Edwin A. Tomawski, Taunton, Massachusetts: For outstanding service as Commander of the Taunton Squadron, during which time the unit participated in many activities designed to promote a better understanding of airpower and the Association.

Morry Worshill, Chicago, Ill.: For inspiring leadership and untiring efforts while serving as Commander of the Chicago Group and the Illinois Wing.

(Due to space restrictions the winners of Medals of Merit will be listed next month.)

nual Statement of Policy, and approved the chartering of ladies auxiliary units.

Art Kelly, Convention Chairman, delivered the keynote speech. Bob Johnson, outgoing President, gave the welcome remarks. Tom Stack served as chairman of the Resolutions Committee. C. R. Smith presented the statement of policy draft from the committee he chairmanned, and Julian Rosenthal, National Secretary, officiated at most business sessions.

Resolutions passed by AFA delegates at this year's convention were:

That AFA should actively support the Civil Defense program.

That the Air Force be urged to study and re-examine its policies regarding utilization of manpower.

That AFA request and/or support legislation directed toward the appropriation of adequate funds for effectively organizing and maintaining the records of reservists.

That AFA should urge government leaders to re-evaluate the manpower recruitment program so that enough trained manpower and manpower capable of being trained are made available to the AF.

That AFA should urge Congress to modernize the legislative basis for the USAF.

That AFA should urge Congress to give due attention to the need within the USAF for additional and expanded ground facilities.

That AFA should urge Congress to provide the basic authorization for the Air Academy.

That AFA urge the establishment of a specific Air ROTC program.

That AFA should endorse and support the Armed Forces Blood Donor program.

That AFA should endorse immediate statehood for Hawaii.

That the Hawaiian Wing be redesignated the Pacific Ocean Area Wing.

That AFA establish an annual Aeronautical Award for the outstanding student or students in American colleges and universities.

That AFA should encourage, promote and charter new Auxiliaries and Wings, and that the action of the Board of Directors in chartering Auxiliaries should be ratified.

That AFA should recommend that the Department of the Air Force review all proposed awards of the Silver Star to assure that the medal is not awarded without justification.

That Article 14 of the National Constitution and Article 6 of the National By-Laws be amended.

(Another resolution dealing with AFA dues is reprinted in full in the story on the following page.)

DUES RAISED

Rising costs help prompt unanimous vote for increase to improve AFA's business stature

AN INCREASE in membership dues from $4 to $5 annually from active and service members of AFA, effective Nov. 1, was unanimously adopted by delegates at the fifth annual convention.

Despite significant increases in operational expenses, this is the first dues increase for AFA since 1947, which is unusual in business experience—and the delegates were firm in their desire to place AFA on a sound business basis.

The Association "package," it was brought out includes personal service to members, insurance programs, airpower activity, and especially the magazine AIR FORCE, is bigger and better than ever and, by commercial standards, the magazine alone is worth at least $4 a year, leaving only $1 of the total dues to cover all the remaining activities of the Association.

The current procedure for financing squadron activity through the additional assessment, beyond national dues, of $1 or $2 annually has not been successful, the delegates declared as they argued and voted for a single fee of $5 for both national and local financing. In so doing, they prohibited further assessment beyond $5 at both national and local levels. In adopting the $5 fee, they rejected a proposal by the San Francisco squadron for an increase in annual dues from $4 to $6.

The dues increase resolution, as adopted, follows:

▶ ASSOCIATION DUES AND DIVISION THEREOF

RESOLVED: That the annual dues of Active and Service members of the Association shall be $5.00 annually, which said sum shall be divided as follows:

On each membership received by National Headquarters, except those obtained and forwarded by Squadrons, both new members and renewals, the entire $5.00 shall go into the National Treasury.

On each new member and renewal application received at National Headquarters, which has been obtained and forwarded by a Squadron along with appropriate forms, regardless of how much solicitation National Headquarters has done, National Headquarters will deposit $3.00 in the General Treasury, will forward $1.50 to the respective Squadron, and will forward $.50 to the respective Wing. In those states where no official Wing organization is active, National Headquarters will set aside the sum of $.50 in a pending account to be forwarded to the respective Wing when it is officially recognized.

With respect to those states which, at the present time, do not have an official Wing or a chartered Squadron in active function, A. F. A. Headquarters shall advance to an appointed Wing Commander an amount to be approved by the Board of Directors with which to establish the Wing and begin the organization of Squadrons, said amount of funds to be advanced to the Wing, monthly, and in installments until two or more Squadrons are chartered, or until the President determines these payments shall cease.

AND IT IS FURTHER RESOLVED that as part and parcel of the foregoing resolution, no Squadron thereafter shall require, as a condition for membership, any of its Active or Service members to pay any additional dues or assessments;

AND IT IS FURTHER RESOLVED that CAP Cadets, enrolling through their own CAP Squadrons, will pay dues of $3.00 annually;

AND IT IS FURTHER RESOLVED that dues for Associates of the Air Force Association be established at $15.00 annually for the first year of an affiliation, and $10.00 annually thereafter. The Associate dues shall be divided as follows: On all Associates obtained by the National Headquarters, the entire dues shall go into the National Treasury; on all Associates obtained and forwarded by a Squadron or Wing, along with appropriate forms, National Headquarters will deposit $10.00 in the National Treasury for each said Associate for his first year of affiliation, and will forward $5.00 to the respective Squadron or Wing; for each Associate renewal thereafter, National Headquarters will forward $3.50 to the respective Squadron or Wing;

AND BE IT FURTHER RESOLVED that in addition to the foregoing, and for the purpose of further defraying Wing expenses, up to $50.00 per month shall be authorized for each active elected Wing Commander, such allocations to be made at the discretion of the President on the recommendation of the Regional Vice President concerned, and the National Wing Advisory Council;

AND BE IT FURTHER RESOLVED that upon appointment, the National Wing Advisory Council will formulate and make available to all concerned, an organizational administrative guide to Wing Commanders, and in addition, shall actively advise and assist all Wing organizations.

AND BE IT FURTHER RESOLVED that Life Associates be authorized at the rate of $250.00 each;

AND BE IT FURTHER RESOLVED that subscriptions to the magazine AIR FORCE will continue at the annual rate of $4.00 each;

AND BE IT FURTHER RESOLVED that the foregoing will be put into effect not later than November 1, 1951;

AND BE IT FURTHER RESOLVED that the National Constitution Committee be authorized to appropriately amend the Constitution and the By-Laws to give effect to the foregoing.

KOREAN AIR WAR

The world's first jet ace talks shop about planes, pilots and guns in convention report

The Planes

The MIG is a very good airplane. Above 32,000 feet it is a better plane than the F-86 because it can out-climb us, out-zoom us and out-maneuver us at those altitudes.

Below 32,000 feet the F-86 is the better plane, principally because we can out-dive it at any altitude, and the first thing you usually do in a fight is try to get your highest speed, which is done by diving your plane.

The Pilots

If you got into a scrap with one of their leaders, you were in for a rough time. Those leaders, whoever they are, have had a lot of combat experience and a lot of jet time.

(Continued on page 60)

AIRPOWER FOR A FREE WORLD

"The Air Force Association is the only group that is intellectually equipped to do the job of enlightenment on airpower."

Alexander P. de Seversky at Los Angeles convention

THE PARADOX of our time lies in the fact that while our national aims represent the most advanced ideology and spiritual aspiration, we are still faced with a display of hostile force and in trying to meet this force with force, we are relying on chaotic and antiquated military methods. We can never sell or spread our way of life with bayonets, with foot soldiers marching over the face of the earth.

The balanced forces strategy which our present military leadership tries to implement is the road to disaster because it is bound to deteriorate into ground warfare where the enemy has all the advantage. Korea is the proof of that. Our technological advantage in that kind of warfare is meager.

Today we have no plan at all. We are building indiscriminately in all directions—the biggest Army—the biggest Navy—the biggest Air Force—the biggest Marine Corps—the biggest Coast Guard, trying to rearm practically the whole world, feed the whole world, and give technological aid to backward nations.

In the last war, the United States was the only nation to develop a truly strategic Air Force. We owe a debt of gratitude to our pioneer airmen who conceived, developed and nurtured this principle to its fruition. It was the decisive factor in gaining our victory. Today, no potential enemy can duplicate such a force. The airplanes may be built by anybody, but the talents of leadership, the skills of operation and the creative minds of a new strategy can be forged only in the crucible of war. We accomplished just that in World War II. Thousands of our young men who have now reached maturity have these unique talents which are possessed by no other nation today. It is men of this caliber who today form the Air Force Association.

The surface services enjoy the prestige of generations of organized existence, backed by vested interests and by propaganda organizations like the Navy League, the Ordnance Association, the naval industry associations. The result is a continuous propaganda in which millions are invested to keep America sold on obsolete ideas.

The Air Force Association is the only group that is intellectually equipped to do the job of enlightenment on air power. Its members who have the good fortune to possess the specialized aviation knowledge and the prestige of combat experience have a duty to perform—it is to hammer away, day and night, on the mind and conscience of the American people. We must see to it that every American becomes an airman in his heart.

The appalling fact is that the American people do not have the true facts and are being misled as far as our national defense is concerned. The AFA imparts to the American people the vital facts to enable them to formulate correct strategy for victory. *(This has been abridged—The Editors.)*

Dr. Theodore von Karman, chairman, USAF Scientific Advisory Board, de Seversky and Jabara at Los Angeles.

Newest in the Sky—

The new Martin Airliner (4-0-4) is now flying . . . soon to span America, north, south, east and west, along the routes of Eastern Air Lines and Trans World Airlines. Drawing closer the cities of these two great carriers with time-gaining speed . . . pleasing an ever larger segment of the American public with the comfort of pressurized, air-conditioned flight.

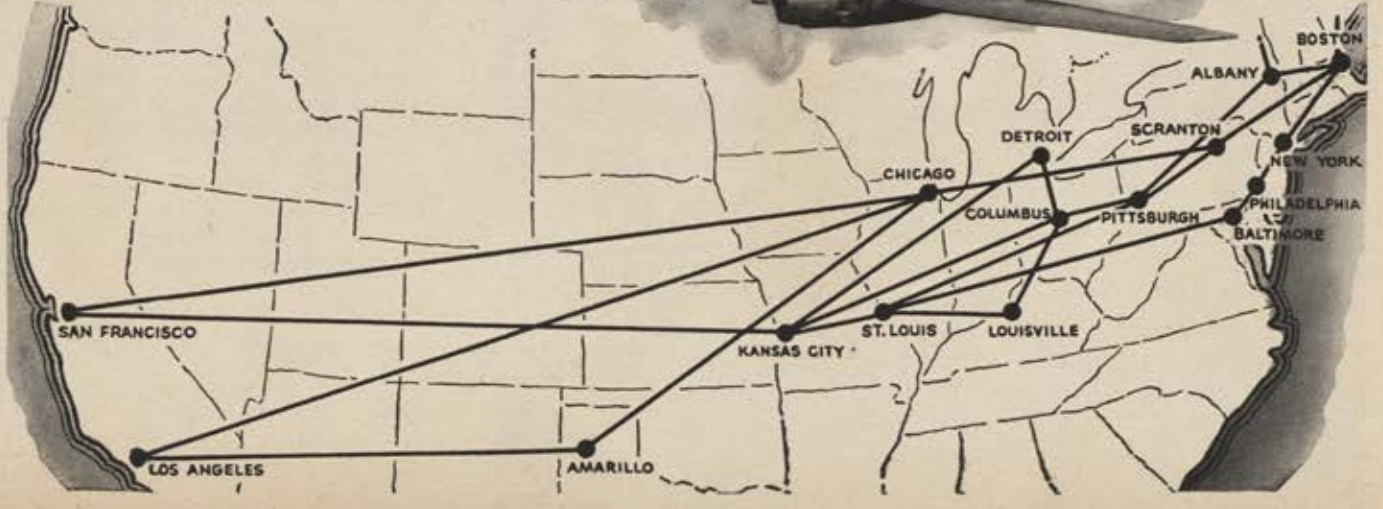
The new Martin Airliner is designed to exceed today's more demanding requirements of airline operation and dependability . . . to keep pace with future developments . . . to fill the broad, long-term needs of commercial and military transport.

Martin

AIRCRAFT

Builders of Dependable Aircraft Since 1909

THE GLENN L. MARTIN COMPANY, Baltimore 3, Md.



WINNING A WAR OF SURVIVAL

General Kenney lays it on the line in Los Angeles—"Regardless of all other factors, if war is forced upon us and we lose the race for supremacy of the air—we would lose the war. We must have air supremacy to win."

THE GREATEST POWER factors in the world situation today are the airplane and the atomic bomb. *Airpower has become a decisive element in war.* In recognition of this fact, thousands of members of the Air Force Association reaffirm their conviction that a strong Air Force is essential to the preservation of this country.

The airplane, conceived and developed by Americans, has grown from the short-range, 100-mile-an-hour vehicle of World War I, carrying a few hundred pounds of high explosive, to modern 600-mile-an-hour aircraft capable of flying great distances and carrying the atomic bomb. Until 1949 we possessed a monopoly of this bomb.

Now we must have—not only leadership in this field—but an Air Force second to none. Our aircraft warning system and our fighter defense force must be able to afford the maximum possible protection against raids by hostile bombers upon our centers of population and industry. Our bombers must be in sufficient strength, manned with trained crews and constantly ready to launch retaliatory attacks upon any enemy rash enough to challenge the peace of the world.

The Soviets today have overwhelming superiority of ground forces, without even calling upon their European satellites or the teeming millions of Red China. They have the largest submarine fleet in the world. They have the largest Air Force in the world; its equipment is good and their aircraft production is probably several times greater than ours.

So the first and most important thing we must obtain is the Number One Air Force. If we don't get it before the Reds march, we will not be able to maintain our position in either Europe or Asia.

Regardless of all other factors, if war is forced upon us and we lose the race for supremacy of the air—we would lose the war. We must have air supremacy to win any war.

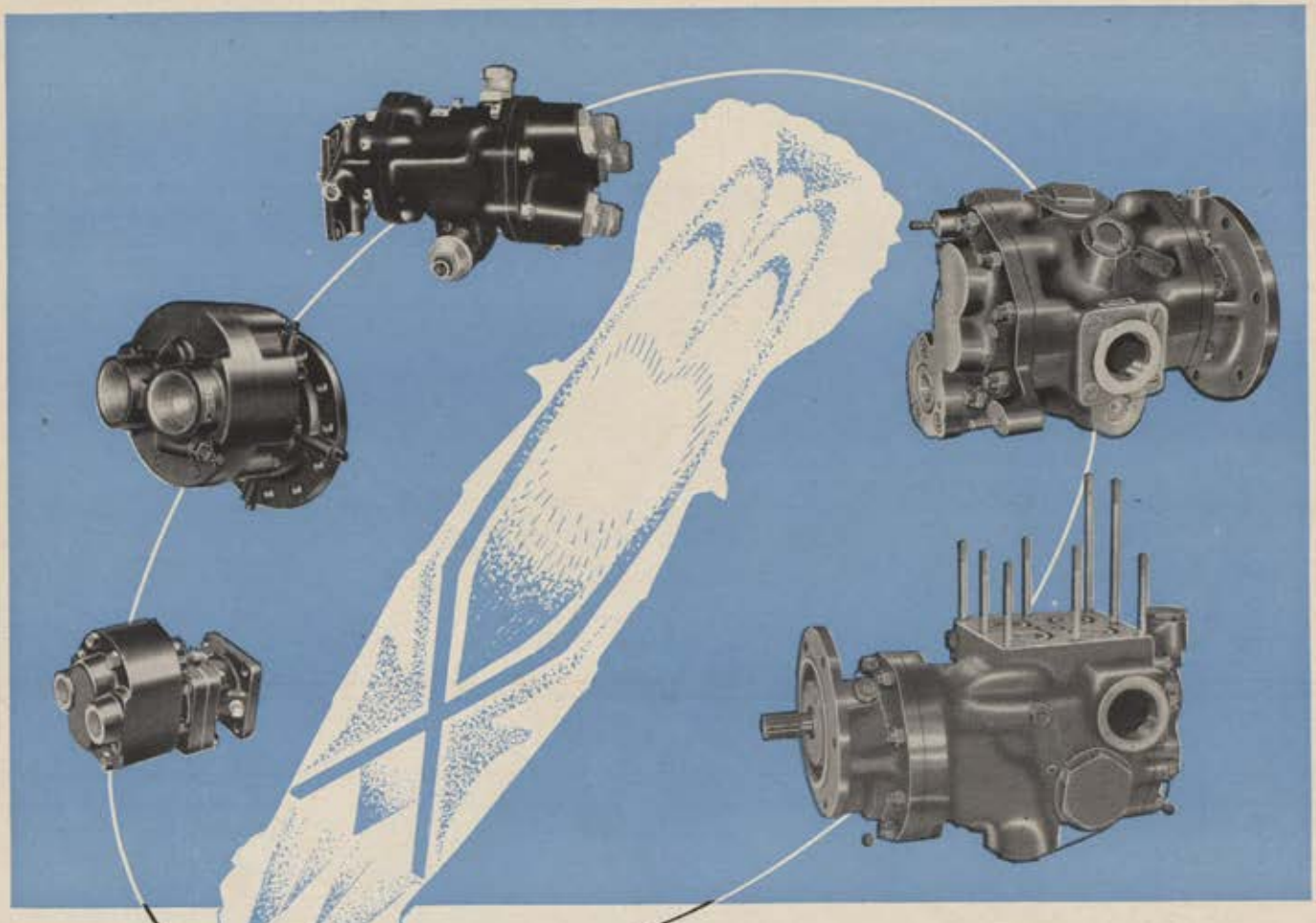
Never has the nation possessed a greater reservoir of skilled trained, and courageous citizens; never has it been more imperative that their skills and their training and their courage be utilized to the utmost. This is no time for dormant patriotism, for limited courage, for wasting of skills.

Our time is short, but there *is* time. Americans have the physical stamina to face any foe. It is time now to prove also that our moral stamina—far from being weakened—has been strengthened by the insidious attempts of International Communism to undermine our ideals, our principles and our beliefs.

The United States is the great hope of liberty-loving peoples throughout the world. In this struggle for survival of free mankind, our great power places upon us the major responsibility for action and for leadership.

We must assume that leadership. We must make the sacrifices necessary for preparation to resist aggression. We can then be assured that freedom will not perish from the earth. *(Condensed from a speech before the Illuminators, Inc., at Los Angeles.)*

Now retired from active duty, George Kenney carries on as AFA Director.



EVERY American Jet engine flying today is equipped with PESCO Fuel Pumps

Ever since the emergency call came in 1941 for a failure-proof fuel pump that would stand up and deliver fuel to jet engines under conditions never before encountered, Pesco has paced the industry in the development of high-pressure fuel pumps.

Pesco designed and built the first fuel pump for the first American-built jet engine, and since then new models have come from Pesco engineering laboratories in rapid succession to meet the fast-changing and exacting demands of the military.

Today, every American jet engine in the air is equipped with Pesco fuel pumps. A few representative models are shown above. They range from the first simple, single element pump that produced 275 gph at 100 psi, to today's double element (main and emergency pump in a single housing) pump that delivers nearly 2000 gph at 1200 psi.

Setting the pace for jet engine fuel pump development is only one of Pesco's important contributions to safer, faster, more dependable aircraft. It is experience that can be of real help to you.

Why not call Pesco today.

engineering Pesco production

PRODUCTS DIVISION

BORG-WARNER CORPORATION

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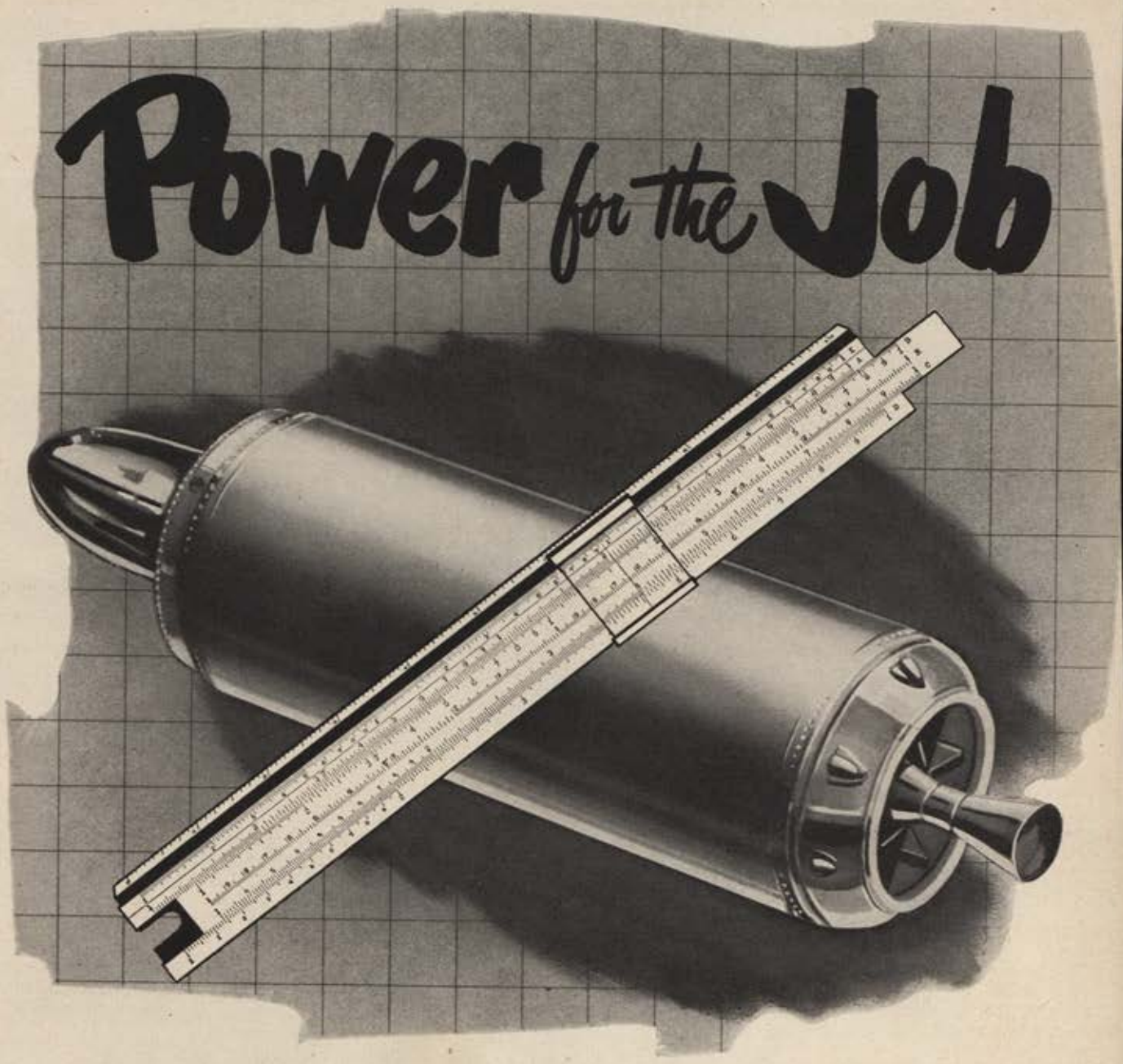
Power for the Job



Designing, Developing and Producing power plants to meet precise and specific requirements long has been a Fairchild specialty.

Today Fairchild Engine Division design and development projects include gas turbines and unusual specialized reciprocating engines, for unique and unconventional applications, both in the aeronautical and non-aeronautical fields. Some of these power plants are already being produced in limited quantities.

In addition, Fairchild is engaged in large scale production of an auxiliary power plant for aircraft and of major components for the General Electric J-47 jet engine at its Engine Division plants in Farmingdale and Valley Stream, L. I.

ENGINE AND AIRPLANE CORPORATION

FAIRCHILD *Engine Division*

FARMINGDALE, N. Y.

Aircraft Division, Hagerstown, Md., Chicago, Ill. • **Fairchild Guided Missiles and Stratos Divisions,** Farmingdale, N. Y.

MATADOR CONTINUED

the enemy no respite from a demoralizing harassment. And, as we pointed out last month, you might as well shoot a man as keep him awake for 72 hours.

One conclusion eagerly jumped at by the experts is that the Matador, with atomic warhead, can be used to advantage in close support of ground troops. Maybe so. But it should be quite obvious that, initially at least, its primary mission will be that of interdiction. Important road junctions, bridges, troop assembly areas—these are the targets that are likely to prove most remunerative.

Logistically, missiles like the Matador have advantages. The fuel problem, for example, is halved immediately, for no fuel is needed for a return trip. The jet's lengthy and expensive runways become unnecessary. The Matador can be launched from almost any place that you can drive a truck. The maintenance problem is likewise simplified. There are no periodic overhauls. And the crew chief doesn't sweat out his pilot's return.

As a one-shot weapon a missile is expensive, of course. But unit for unit it costs much less than a piloted aircraft, particularly if you take into consideration the $20,000 odd (not counting the free GI insurance) that is estimated to be invested in a pilot's training. Plus the fact that many structural savings can be made as compared with a conventional aircraft since the missile is not likely to engage in any violent aerial maneuvering. And the aero-medical problems of high-speed flight are automatically eliminated.

With the advent of operational pilotless aircraft the term "command of the air" takes on new meaning and, perhaps, new importance. For we must dominate the air, not only physically in terms of fighter planes, but electronically. We must retain control of the missile from launcher to target against such electronic counter-measures as the enemy might devise. For it is entirely possible to electronically capture such a missile in mid-air and even send it zooming back like a bomerang against its own launching site.

It will be extremely interesting during the next few years to watch the impact of developments like the Matador on the Air Force. To individual officers and airmen they should serve as significant straws in the wind to orient their career thinking.

Let's face it. The Matador may be to the piloted aircraft what the first crude automobile was to the horse cavalry. But its impact on our whole structure of national defense and the security of free nations, while hardly "fantastic," is impossible to ignore and dangerous to underestimate—for the Matador is merely a gentle hint of what's ahead.

PHOTO CREDITS—
Page 28, Wide World; convention photos, page 33 through 56, USAF, Lookout Mountain Laboratory, Hollywood, Calif.; William Walker, Los Angeles; William Eccles, Los Angeles.

AWARDS CONTINUED

their equipment.

For distinguished service toward the peace and security of the United States and the free world through the application of airpower, the Air Force Association designates Lt. Gen. Curtis E. Lemay as Aviation's Man of the Year and presents its H. H. Arnold award for 1951 to General LeMay and the personnel of the Strategic Air Command.

General Carl A. Spaatz . . .
for air age education

The development of American airpower to its present position in world affairs has been due in large measure to the efforts of a small group of pioneers who have carried on despite all odds. One of these men is General Carl A. Spaatz.

After climaxing his brilliant military career as the first Chief of Staff of the United States Air Force, General Spaatz had earned the rest that comes with retirement and withdrawal from the active scene.

Instead, General Spaatz has carried on the fight for adequate airpower through distinguished journalistic effort as a military analyst and outstanding service as chairman of the National Executive Board, Civil Air Patrol, and Chairman of the Board, Air Force Association.

As the elder statesman of American airpower, General Spaatz has combined great personal integrity with the maturity and wisdom born of first-hand experience to the end that his contributions have been vital to the cause of air age education.

For distinguished service toward the peace and security of the United States, the Air Force Association presents its Air Age Award for 1951 to Gen. Carl A. Spaatz.

Dr. George E. Valley, Jr. . . .
for modern air defense.

As modern science multiplies the effectiveness of airpower, so does it complicate the first mission of the Air Force—the air defense of the United States. Against modern emplosives and modern aircraft adequate protection of the homeland by conventional methods is virtually impossible.

Dr. George E. Valley, Jr., professor of physics at the Massachusetts Institute of Technology, serves as chairman of the Air Defense Systems Engineering Committee of the USAF Scientific Advisory Board. In this latter capacity he has been the leader of a group of distinguished scientists and engineers engaged in the development of a modern air defense system for the continental United States.

His initiative and interest in Air Force problems were primarily responsible for the establishment of this project. His committee has taken critical stock of the current design and operation of air defense and has recommended a series of important changes and improvements. Working nights and weekends, Doctor Valley and his group have initiated the development of a system which promises to revolutionize the entire concept of continental air defense. Doctor Valley has been chiefly responsible for guiding and sponsoring this new program, and he himself has contributed several basic ideas in the field of continental air defense.

For distinguished service toward the peace and security of the United States through airpower, the Air Force Association presents its Science Award for 1951 to Dr. George E. Valley, Jr.

Alexander P. de Seversky . . .
for stimulating prophecies

A true airpower concept for national security and world peace calls for more than superior equipment and superior manpower. It demands as well men who have the vision to foretell the airpower future and the ability to convey this message to the average citizen. For in the last analysis enlightened public opinion is the foundation upon which our national strength is based.

Alexander P. de Seversky has demonstrated both this vision and this ability to an unusual degree. The record reveals that he has been an accurate prophet of airpower progress. Millions of citizens repeatedly have heard and read his major thesis that airpower is the key to survival and the key to peace, through his books and magazine articles and from his many appearances on the lecture platform. There is growing evidence that he has been a convincing prophet as well as a wise one.

For distinguished service toward the peace and security of the United States and the free world, the Air Force Association presents its Arts and Letters Award for 1951 to Alexander P. de Seversky.

Capt. James Jabara . . .
for aerial combat skill

The application of airpower as a potent national instrument has always depended in large degree upon the skill, courage, and determination of its pilots and—despite the revolutionary advances at hand which promise to produce an automatic Air Force for the future—the pilot today still remains the backbone of our aerial striking power.

In the last year we have viewed—over Korea—the start of a new era in air-to-air combat, involving—at high altitude—warfare at near supersonic speed as jet clashed with jet for the first time in history. This experience has called for new and greater demands on the pilot.

Capt. James Jabara of the United States Air Force, the first jet ace the world has ever known, has demonstrated the ability to meet the challenge of his advanced type of aerial combat with rare skill and in so doing has proved to be an inspiration to his colleagues and to free men everywhere in their fight

(Continued on page 60)

against aggression. His efforts represent those which have been instrumental in maintaining command of the air for the United Nations and, thus, in preventing the aggressor from achieving his military objectives.

For distinguished service toward the peace and security of the United States and the free world, the Air Force Association presents its Flight Award for 1951 to Captain James Jabara.

Dr. William Shockley . . .
for the transistor

Electronics have produced revolutionary changes in the military application of airpower, but at a heavy cost in complexity and reliability. Now a new invention—the transistor—promises to revolutionize electronics and, in so doing, materially advance our air capability.

Dr. William Shockley of the Bell Telephone Laboratories is chiefly responsible for the development of the transistor.

This basic electronic component will eventually replace the well-known vacuum tube, whose shortcomings have become a deterrent to further electronics progress. The transistor will make possible the design of military electronics with greatly increased power requirements and greatly reduced space requirements. Its effect on tomorrow's Air Force promises to be significant and far-reaching.

In recognition of his contribution to the defense and security of the United States, the Air Force Association awards its Citation of Honor for Outstanding Public Service.

Dr. Ivan A. Getting . . .
for enlightened evaluation

As the art of warfare becomes increasingly complex, the close relationship of science and technology to operations and tactics becomes a key to military progress. This relationship has become most compelling in the United States Air Force, the most technical of our military services.

Dr. Ivan A. Getting, widely respected as a physicist, has served the Air Force brilliantly for the past year as Assistant for Evaluation to the Deputy Chief of Staff for Development while on Sabbatical leave from the Massachusetts Institute of Technology. His mission has been to evaluate the capabilities of airpower in all areas of Air Force operations.

Equipped with a rare gift of being able to see both sides of a problem, he has successfully mediated between opposing views and interests. His attribute of looking not only at today's important operational problems but also toward the problems of the future has been a stimulating and constructive force within the military structure.

In recognition of this contribution to the defense and security of the United States, the Air Force Association awards its Citation of Honor for Outstanding Public Service.

Dr. Louis M. Ridenour, Jr. . . .
for brilliant reorganization

In this era of revolutionary scientific progress, the qualitative superiority of our weapons can be assured only by the rapid and continuous translation of new scientific advancements into military equipment. This requirement calls for a working partnership between education, industrial, and military agencies in the area of research and development.

Dr. Louis M. Ridenour, Jr., widely respected as a physicist, has served brilliantly for the past year as chief scientist of the Air Force while on sabbatical leave from the University of Illinois where he was professor of physics and dean of the graduate college.

He has been a guiding force in the reorganization of Air Force research and development. He served as chairman of the special committee which prepared the basic recommendations for this project, and he has been a vital factor in the implementation of a definite program.

In recognition of his contribution to the defense and security of the United States, the Air Force Association awards its Citation of Honor for Outstanding Public Service.

The 52 Association . . .
for care of the wounded

Care of the wounded is a vital military operation at the battlefront, aboard the evacuation plane, and in the hospital. But it demands far more than the military establishments and medical science can achieve. It requires the mobilization of our humanitarian resources and the cooperation of our citizens.

The 52 Association is a privately financed organization devoted to the care of our wounded servicemen. Its volunteer members in several states serve unselfishly to fulfill the Association's motto, "The Wounded Shall Never Be Forgotten."

Since its organization in 1945, when 52 men in New York each agreed to give $52 a year so they might provide 52 parties a year for hospitalized men of all the services, the Association has ministered to more than 90,000 wounded servicemen in and out of hospitals, with parties, job placement and counseling service, incentive awards, correspondence with families of the wounded, and other rehabilitation activities.

Such services take on new warmth and usefulness when freely offered by a group of private citizens to servicemen to whom the country as a whole owes a debt that can never be paid.

In recognition of its outstanding contribution to the peace and security of the United States, the Air Force Association awards the 52 Association its Citation of Merit for Outstanding Public Service.

Armament

The MIG is armed with two cannons, the F-86 with six 50-caliber machine guns. Personally, I'd rather have the cannon, and I think the majority of our pilots feel that way about it. We'd rather have one hit with a cannon—a 24mm cannon—than six or seven hits with a machine gun, because that one cannon hit is going to do a lot of damage. I'd like to have four 24mm cannon on our planes.

Identification

Identification was very difficult. Both the MIGs and F-86s have swept-back wings and you were inclined to shoot at anything with swept wings, including F-86s. However, all the MIG aircraft that I saw had big red noses, with a strip of paint about a foot wide, so I'm sure the Communists were also having trouble identifying us.

The B-45

The B-45 jet bomber which we also escorted was not too great a problem because of its high speed. The B-45 is doing a good job over there. I'd like to see them doing the bombing in Korea instead of the B-29s; I know our losses would be a lot lower.

The Reluctant Reds

The Communist pilots in Korea had many advantages—such as the "house rules" which prevented us from chasing them across the Yalu into Manchuria—so I can't understand why they didn't come up and fight us more than they did. Usually we could count on them to fight any time we had bait, which would be escort of bombers or escort of the slower F-84s and F-80s. When they were in the area, there was a good chance of being bounced by the MIGs. Also, when our bombers were bombing bridges on the south side of the Yalu, it was a sure cinch for a fight.

However, day after day when we had no bait we'd go up in search of the MIGs and we wouldn't encounter any. We could see them flying north of the Yalu, doing acrobatics, flying formation and, in general, conducting their training. We'd be going up and down and they'd be going up and down, but we never got together.

The Scoreboard

When I left Korea we had shot down or damaged some 77 MIGs and had lost only one F-86 in combat. It's hard to understand why because the airplanes are equal, or very nearly so, and I believe the only answer is that the US Air Force has, by far, the superior pilots fighting in Korea right now. I don't know who is running their show over there, but whoever he is he's not making many points with Mr. Stalin because of the score the 4th Fighter Group has racked up against the MIGs.

MODERN TO THE MINUTE ...CONTINENTAL

RED SEAL ENGINES

For nearly half a century, Continental Motors has been a recognized leader in the world of internal combustion power. As a result of a continuing program of research and development, intensified during and since World War II, today's Continental Red Seal line is not only up to the minute mechanically, but also more widely diversified than ever before. It comprises scores of different basic models, built to more than 1,000 specifications, and includes an engine for practically every application within the broad Red Seal power range—practically every job on land, at sea and in the air.

CONTINENTAL MOTORS
Powerful as the Nation
AMERICA'S STANDARD

Continental Motors Corporation
MUSKEGON, MICHIGAN

CONTINUED

The presentation of AFA's annual Airpower Awards received wide newspaper coverage. Secretary of the Air Force Finletter's stirring talk at the Airpower Banquet, the major address of the convention and one of the most significant airpower statements of recent years, was broadcast coast to coast over three major networks, telecast in its entirety, and given front page readership throughout the nation. AFA's annual Statement of Policy became the subject of widespread newspaper comment (see page 18) and was inserted, as was Secretary Finletter's address, in the Congressional Record.

· Korea and the mobilization effort hung heavy over the delegates heads. Representatives were missing from some areas because whole AFA squadrons had been wiped out by recall. Men who had attended AFA's four previous conventions in civilian clothes this year came in uniform. Others still in civvies had The Suit on their minds and kept asking about it in the hotel lobby, gatherings and at the Mobilization Forum.

The anniversary theme, if any, was firm reiteration of the purpose for which Air Force Association was founded. Arthur Kelly of Los Angeles, whose role as Convention Chairman and Master of Ceremonies at all major convention programs was chiefly responsible for the success of the event, hit at the heart of it in his welcoming address when he said, "These deliberations are designed to spotlight attention on America's airpower in a disturbed world." Tom Lanphier, AFA's policy chief for the whole affair and associate producer of the Airpower Pageant, expanded the point at the convention banquet. "The reason we are all here," he said, "is the mutual understanding we all have that our country is in bad trouble. There's a thing loose in the world that has been trying to destroy us politically and may one day soon try to destroy us physically. In that situation we are all agreed, or we wouldn't be here today, that the US Air Force has the principal physical role for maintaining what security there may be left for us in this dangerous situation."

It was in this atmosphere that the Air Force Association, as so many people commented, "came of age" in Los Angeles this August of 1951.

Aviation celebrities were there, no doubt the greatest group ever brought together, but as Art Kelly put it at the opening business session and at the banquet, "The real honored guests at these conventions, as usual, are the working delegates, the people who make the Air Force Association possible . . . the people who come from all over the United States, having worked all year on Squadron, Wing and Group problems, to formulate the policies, procedures, recommendations and resolutions that make up the Air Force Association." And the people who made possible this smooth-running Reunion were the working committeemen—the hundreds of volunteer workers, most of them Air Force veterans from the area—and the many individuals, agencies and companies who pitched in to make it one cooperative effort.

While the celebrities and the workers went their own ways at the convention, the Los Angeles newspapers began to feel the pulse of AFA and to document it on their editorial pages.

Said the *Los Angeles Times:* "We are at present, and probably will be for some years to come, in a critical period in the development of our airpower. In these circumstances the activities of the Air Force Association in attracting public attention to the needs of our air arm are altogether beneficial."

And the *Los Angeles Examiner:* "Animated by a patriotic devotion that is free of ambition for special benefits or privileges, the Air Force Association seeks only to arouse the nation to a full understanding of the need for aerial supremacy. Knowledge and experience have proved to them that unless America awakes and moves swiftly to attain mastery of the skies, Americans may be forced to re-learn the very same lessons that Germany and Japan absorbed at their hands. For that reason, during its short life, the Association has vigorously opposed disintegration of our most efficient instrument of defense. It has promoted every technical advance in aviation. It has worked arduously and successfully to increase the strength of our peacetime military air establishment."

And the *Los Angeles Mirror:* "Whatever else we do in defense, we must maintain at all times a large, modern and powerful Air Force supported by extensive research and rocket projectiles. So to the men who created the Air Force Association a special salute . . . The Air Force Association is here for a serious purpose."

And the *Los Angeles Herald Express:* "On the occasion of this meeting, which is so vital to the future security of the United States and the future peace of the free world, *The Evening Herald and Express* joins Los Angeles in extending a hearty welcome to visiting fliers and those interested in aviation . . . In the convention now underway, the Air Force Association is urging that air supremacy must be in fact—not just a potential—and that never again will an enemy give this country time to build up its air strength after the fighting begins."

All members of Air Force Association, whether they attended the convention or not, can take honest pride in these sober comments, and in the remarks that came from the convention platform in Los Angeles.

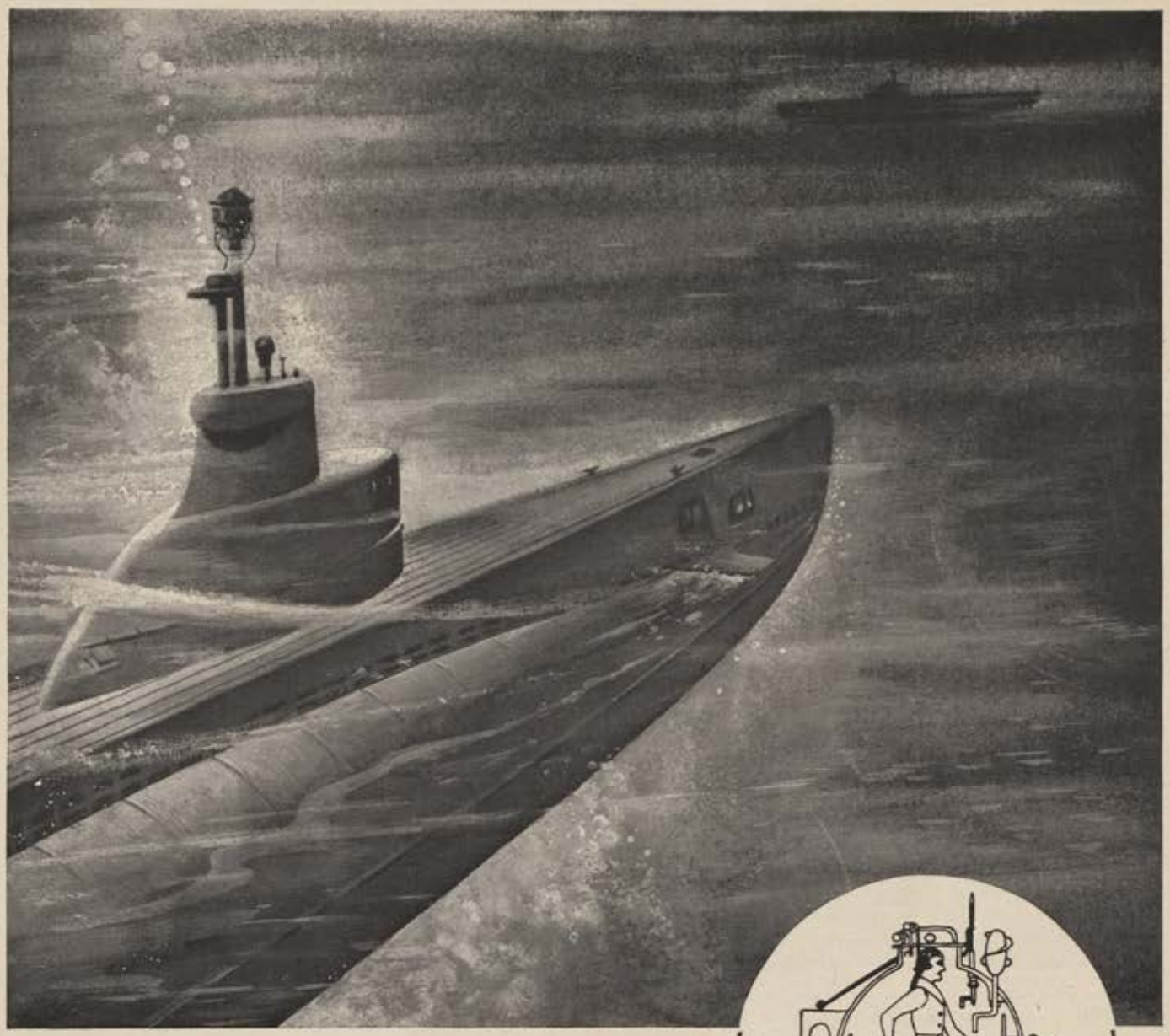
General Hoyt S. Vandenberg, Air Force Chief of Staff, told AFA members: "Your enthusiasm for airpower gives us who are trying to carry the ball for you a tremendous feeling of having you squarely behind us."

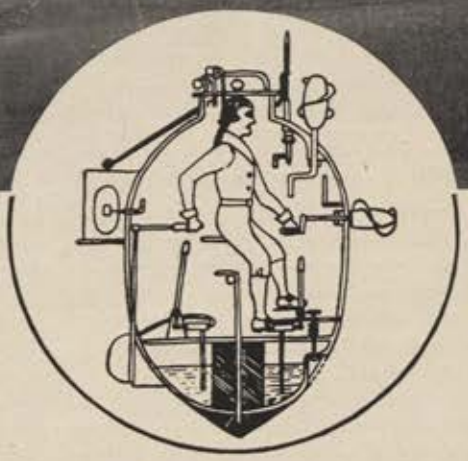
Maj. Gen. Emmett (Rosy) O'Donnell, Commanding General of the 15th Air Force, who got a close insight into the workings of AFA while serving as Military Host of the convention, said: "There is no question in my mind but that in Air Force Association we have the greatest veterans organization in this country."

Jimmy Stewart, the favorite of millions, had this to say: "I remember back right after the war when the Air Force Association slogan was 'Let's Keep the Gang Together.' This was a very important thing for us then. They busted up all the airplanes but we wanted to keep ourselves together. It's a wonderful thing to see that the Air Force Association has come of age.' It's the kind of an outfit that can stand up on its hind legs and lay it on the line about airpower for everyone to hear. It's a wonderful thing to hear and I'm very proud to be a member of this organization."

The Honorable Goodwin Knight, Lieutenant governor of the state of California, held out the welcome mat. "We are proud of you," he told AFA members, "and we are happy to have you in California. We only wish each and every one of your conventions could be held here." When it was over, a number of AFA leaders expressed the thought that, for another year at least, a repeat performance wouldn't be such a bad idea.

All in all, it was a great anniversary.





NO "BLINDMAN'S BUFF" for our new UNDERSEA KILLERS

A far cry from crude early submersibles, our new "killer" submarines can stalk and strike their undersea adversaries while hunter and quarry both are submerged. Such an advance in naval tactics could only have come through revolutionary techniques and electronic instruments. In close collaboration with the Armed Forces, since 1918 Arma has led in the outstanding engineering skill required to design, develop and produce complex instruments that lengthen and strengthen the detecting and striking power of our nation's defenders.

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QUALITY ARMA INSTRUMENT PRECISION

There's a lot of water between Europe and South Carolina so one of the last jobs before taking off is a thorough check of the ditching survival equipment.

a secondary category. But even at the end of December the supply problem remained critical—9 percent of authorized aircraft; 3 percent of the T/E other than aircraft and 47 percent of individual clothing and equipment.

But on December 31 the morning report showed 911 airmen and 219 officers. A chaplain had reported November 23. MOS's and SSN's had been converted to AFSC's. Airmen promotions had been unfrozen. Nine C-119s had been received and two pilots from the 316th Wing had been checking out 433rd pilots. Paint, mops and soap had worked a few minor miracles with buildings. The lone hangar had been scrubbed down and maintenance sections were in operation, although still with a good bit of personal equipment. Tool racks and shelves had been built. Supply shortages began to turn into problems of building shelves and bins for new equipment. In other words, things were looking up.

But January of 1951 brought new problems. Five hundred basic trainees were shipped in from overcrowded Lackland AFB and a training detachment had to be set up to handle them. Then, on January 14, the 433rd ceased to be an independent unit in tenant status at the base and absorbed the 4418th Base Complement Squadron. This meant a problem of integration affecting all units except the Troop Carrier Group. It meant a problem of merging the two organizations, with local prejudices of the reservists being an inevitable problem since the Base Complement had been higher headquarters of the 433rd. Col. Louis M. Merrick, who had commanded the 4418th, became the 433rd commander for several months. In wing headquarters, section heads were appointed on a strict basis of seniority, while the increased number of functions simplified the integration in other sections of the wing.

Thus it was that a group of reservists within a period of six months, while still retaining most of its identity as a unit, had absorbed into its structure an organization of trained men—the 4418th—and 500 trainees of which only 61 had previously been given even the slightest training. They had improvised, rebuilt, trained and re-trained, used their own equipment, bought their own materials, had a tough time looking military on parts of uniforms, but had reached the point where they were a functioning unit. There were still troubles—the trainees, even when basic training had been completed, did not begin to fill the billets in which shortages existed.

On the other hand, special advanced training schools were set up for those qualified. New C-119 aircraft began coming through in numbers. Men whose wartime MOS's had been changed by new education and training were being placed in the proper jobs. The AWOL rate had been kept at a minimum, and this difficulty was mostly with the trainee group. The problems of a training program complicated by differences in prior training, education, time in service and military skills were largely ironed out. New training programs were hammered out to alleviate the fact of crowded technical schools over the country. Even though local base schools were handicapped by lack of materials for practice and in many cases restricted to theory only, they did turn out men who in time would measure up to the needs of the wing.

By the end of March, the morning report strength stood at 292 officers and 1,860 airmen—overstrength. In February the first tactical missions in support of the Army were flown, complicating the training problems. But by the end of March, the group was preparing to provide nine planes for Operation Firestep, in Alaska. This cost considerable effort at the time, requiring special Arctic paint jobs, electronic units, and pilot training.

Troubles from then on seemed relatively minor. Local purchases were still heavy. The Lackland trainees were hit with a flu epidemic. Some of the training with the 119s had to be learned the hard way. A number of trained men were "drafted" to form the nucleus of the headquarters section of the new 18th Air Force, the Troop Carrier AF. By and large, however, the unit began to take form and the bat-

tered morale factor began to climb steeply.

Then the word got around that the unit was slated for overseas duty. Some of the more experienced officers and airmen had been plucked out and sent to Japan, and the hint was that Korea would be the next stop. Other scuttlebutt had it Europe, and this turned out to be right. Then came the detailed preparation for the overseas shipment. Men and equipment had to be broken down into ocean and plane units. Paperwork, shots and shot records brought up to date. Briefing was thorough. Planes had to be assigned and spares loaded for the long overwater trip. Room had to be made for advance parties of other units scheduled to follow the 433rd into Greenville. Base functions had to be reassigned to base units and overstrength categories of airmen picked over and reassigned to other units. This in itself was a job of several months.

It ended on July 23. Early that morning Col. Hopp took off from Greenville at 5 a.m. in ship No. 127 enroute to Rhein-Main in Germany. He was followed at half-hour intervals by the other ships of the first flight. The 67th Squadron was the first, followed in a few days by the other squadrons, the entire movement covering about three weeks.

It was probably the most publicized air movement in recent history, some 23 newspapermen being assigned to the various aircraft of the 67th. While they were mostly from Ohio, their copy was widely used across the United States with that of the national agencies accompanying the squadron and meeting it in Germany for the elaborate welcome accorded the unit as the first reinforcement for General Eisenhower's North Atlantic Treaty Organization forces.

From Greenville, No. 127 went to Westover AFB, the Military Air Transport Service Port of Aerial Embarkation. From there the Wing moved by MATS routes to Germany. MATS navigators were assigned for the ticklish overwater flights and brought all of the ships across without mishap, moving from Westover to Harmon AFB in Newfoundland, then to BW-1 in Greenland, to Keflavik Airport in Iceland; thence to Burtonwood in England and across to Germany to arrive at a precise 11 p.m., on July 27 for ceremonies at which Lt. Gen. Lauris Norstad, USAFE commanding general, individually welcomed each man of the first flight to the continent.

The 433rd had proved itself.

CONTINUED

currently authorized by statute, which is approximately 500,000 officers and airmen.

Of course, this program will be successful only if personnel are available to meet specific skill requirements. With this in mind, we have made a detailed analysis of the reserve inventory as of June 30, 1951; we have looked into the expected output of the Reserve Officers Training Corps program; we have estimated the number of people we can expect to get into the Reserve each year through the recruitment of people with no prior military service, and we have considered the anticipated output of Universal Military Training and Service.

As a result of this research, the new long range reserve program of the Air Force has been phased to reach its full strength some time prior to 1958, and then is phased according to our expected ability to man the program.

The administration and training of the Reserve Forces under the new program will be the responsibility of the Continental Air Command, with these exceptions: Active duty field training of units and individuals will be conducted under the operational control of the major command to which the units or individuals are assigned under the mobilization plan, and the administration of personnel of the Air National Guard will be conducted by the states and territories in accordance with regulations now in force.

The training structure for the program envisages the organization of the nation into districts and the establishment of district headquarters—or field offices of ConAC—to enable the Command to decentralize its administration and training responsibility. Each district will be manned and equipped to supervise the programs for the units and individuals in its area. At the moment, four trial districts are being established to test the validity of this structure. If it proves out as we hope it will, additional district headquarters of ConAC will be established as required. In addition, regional offices may be established to supervise the districts.

While ConAC will be responsible for the preparation and implementation of annual schedules for all Reserve Forces training, the major command to which a unit is assigned will prepare the optional curricula, procedures and standards, and the Air Training Command will prepare such material for individuals in the program. During periods of active duty, training units and individuals will be under the operational control of the major command to which post D-Day assignment is planned.

The training center will remain the basic organizational unit of the new program. There will be two types: Flying Training Centers, of which 95 will be established on flying facilities throughout the country, and Ground Training Centers, of which approximately 130 to 160 will be established, generally in areas with 50,000-plus population where no flying facility is available. To meet the estimated requirement, more than 100 of these Ground Training Centers will have to be constructed. Both types of centers will be manned and operated by a cadre of personnel from the units assigned to them, including regulars, reservists on extended active duty, and civilian technicians.

EDITOR'S NOTE: ***This is the first public statement of the plan for a Air Reserve Forces program. But there will be very little, if any, organized reserve training soon. Through June of 1952 the Reserve Forces cannot count on the equipment essential to such a training effort. For proper planning the Air Force must know much more than it knows now about the occupational specialties contained in its reserve pool. The average Air Reservist, as we see it, cannot expect to be affected by the new long-range program before mid-1953. The best he can expect in the time intervening is completion of adequate personnel records, accurate knowledge of his reserve and recall status—both sadly lacking in the past—and perhaps some ground training in certain specialties.***

In determining flying installation requirements for this plan we decided that each installation must serve a two-fold purpose: 1. It must be able to support maximum utilization by the reserve during active duty training, and, 2. It must be capable of expansion for use by the unit should it be necessary to call the unit to duty in the event of emergency. Other factors influencing the selection of training facility sites included: Areas and reserve population, construction costs, runway systems, weather conditions, and average driving times to the location. The acquisition or buildup of facilities will be phased in proportion to the personnel buildup planned.

The long range plan calls for 51 T/O&E combat type flying wings (24 Air Reserve Wings as follows: nine fighter-bomber, two tactical reconnaissance and 13 transport, and 27 Air Guard Wings as follows: two light bomber, six fighter-interceptor, 17 fighter-bomber and two tactical reconnaissance) and 39 T/O&E support units (approximately four Air Reserve and 35 Air Guard, including Radar Calibration units, tactical control groups, Engineer Aviation units, Air Depot Wings, AACS detachments) representing a total of 90 outfits required for unit employment under the program. All members of both flying and ground units in this T/O&E setup will be in the Ready Reserve category and will receive 48 drill pay periods a year.

In addition, the program will include six T/D flying training stations (all Air Reserve) composed of Ready Reservists organized not for unit employment but to furnish an immediate Flying Training Command resource on or after D-Day. These outfits will engage in flying and instructor training for unit and individual proficiency, and their members also will receive 48 drill pay periods a year.

The program as planned will provide flight training for and the potential utilization of approximately 15,000 pilots, with approximately 10,000 of these pilots in the T/D outfits not designed for employment as units. It is expected that Reserve Forces aircraft utilization rates will be on a par, at the peak of the program, with operational usage of the Active Air Force.

The bulk of the units and personnel, however, will be organized and trained in T/D outfits for non-unit employment additional to those already referred to. It is planned, for example, to have 348 T/D specialized training units (approximately 180 Air Reserve, 168 Air Guard) of combat crew and maintenance types to be satellited on the combat wing organizations and flying training stations, their members to receive night and weekend training, including flight training, and utilizing the aircraft and equipment of these parent units. Even more personnel will be organized in 1252 T/D support units (all Air Reserve) of approximately 200 men each and representing various occupational specialties for training (at flying facilities if possible) in specialities and general military topics for individual proficiency and employment.

While the location of the T/O&E support units in large metropolitan areas will be mandatory because of the highly technical skill requirements involved, from 75,000 to 100,000 reservists in smaller localities will be trained as individuals in the T/D support units. The new program includes two additional incentives for such individual training:

▶ Drill pay commensurate with the difficulty and hourly requirement of the courses taken.

▶ Annual two-week tour of active duty for reservists who participate satisfactorily in extension-type training (at AFTRC installations where refresher training will be offered in the various career fields).

Reserve personnel in T/D support units who have diverse or unrelated skills will receive, in addition to extension type training, lectures on new developments and other matters of military interest, intelligence briefings, etc., all under ConAC supervision.

The T/O units which have enough personnel in the same career field to warrant group training methods, in addition to those methods applicable to individuals, will have unit instructors, suitable training aids and sufficient material to permit realistic training. Personnel in this category also will be eligible for contract civil training.

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Altitude is no longer a problem. The new lightweight Kidde compressor can provide plenty of pressure at 35,000 feet and beyond. It can maintain adequate pressure even in the event of small leaks. Various other Kidde devices such as pressure switches, air fuses, check valves, relief valves work to maintain the correct pressure at all times.

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In the news

WHAT'S BEHIND A BOMB RUN IN KOREA?

A Boeing B-29 Superfort drops a load of bombs in northern Korea. While over its target, the B-29 is exposed to attacking fighters. Remote control armament gives the B-29 high hit probability, strong defense. The G-E system on the B-29 is the "father" of the highly effective G-E system now being installed on the Convair B-36.

Helping on the ground are "tech reps" from manufacturers who follow their companies' equipment all over the world. These men help to keep the planes in the air. Here, G-E and North American Aviation reps inspect a G-E J47 jet in a North American F-86 Sabre.

Taking off from Okinawa, the bombers head for high altitude. Heavy bomb loads and high altitude bombing are made possible by turbosuperchargers which give the B-29 extra power at altitude. Most modern piston-engined bombers, such as Boeing's B-50, Convair's B-36, and North American's AJ-1 use G-E turbos.

Sabrejets supply protection over northern Korea. Sabres fly MiG Alley patrols as well as bomber protection flights. Faster and less vulnerable than piston engine aircraft, the speedy North American fighters are powered by General Electric J47 jets. *General Electric Co., Schenectady, N. Y.*

GENERAL ELECTRIC

210-19

B-36 bomber, and opened, on stage, with a royal welcome to AFA from 19 of Hollywood's top stars, including Gene Autry, Anne Baxter, Tony Curtis, Cary Grant, June Haver, John Hodiak, William Holden, Janet Leigh, George Murphy, Walter Pidgeon, Tyrone Power, Rosalind Russell, Randolph Scott, Barbara Stanwyck, Lana Turner, Richard Widmark, Esther Williams, Jane Wyman and Loretta Young, with AFA's good friend, Bob Hope, and AFA director Jimmy Stewart acting as Masters of Ceremonies.

For an hour the capacity crowd of 20,000 was treated to superb entertainment: dances by Marge and Gower Champion, songs by Kathryn Grayson, Howard Keel and Dinah Shore, the incomparable story-telling of Bob Hope, and a windup of smash comedy by Dean Martin and Jerry Lewis. This was the Wing Ding of 1951, a program arranged for AFA by Mervyn Le Roy, Howard Strickling and Jimmy Stewart.

Then the scene, the stage and the atmosphere shifted radically as AFA made what Jimmy Stewart called, with rare understatement, "a serious point or two."

From the opening sequence in the Wright Brothers bicycle shop in 1903 to the closing scenes of the current struggle in Korea, hundreds of actors on the huge outdoor stage told the airpower story as it has never been told before. The heart of the story, as Jimmy Stewart explained it, was this:

"In 48 short years, the military airplane has climbed from a bicycle shop to the upper limits of the atmosphere. But the steepest part of the climb has been the uphill fight against skepticism and the opposition of conventional strategists."

This was so at the very birth of flight, the pageant revealed, when the world remained unaware of what the Wright Brothers had accomplished "and refused to believe anyone who said it had happened." It was so when the US government, almost derisively, ordered the first military flying machine after hearing that the French were dickering for it. And it was particularly so in the treatment accorded Billy Mitchell. Said the narrator: "Mitchell's urgent pleas for proper recognition of aviation in our military organization continued to challenge unsympathetic minds, chained to yesterday . . . His voice has been a lone cry in the wilderness of unrealistic thinking." And the narrator added:

"But he was not entirely alone. In the minds and hearts of a small band of other Army flyers he had lighted fires from his own bright vision—men who risked their careers to keep the faith with Billy Mitchell . . . These far-sighted men, in spite of public and official inattention and complacency, continued the fight for an adequate air force in being."

This fight for adequate airpower, as the pageant portrayed it, nearly came to an end in the late 1930's when the first B-17 crashed on its test flight ("this seemed to be the funeral pyre of all the airmen's aspirations") and when the general staff almost decided not to continue with the B-17 program. Then the fight gained strength in the man "whose tremendous personality and energy led the struggle for eventual Allied victory in the air—H. H. 'Hap' Arnold."

The airpower achievement in World War II, starting seven years too late, became possible only because "by the grace of God, America was given time to organize and prepare *after* the war had begun." And as the pageant scenes shifted from an island base in the Pacific to a bomber mission briefing in Britain to German and Japanese military leaders testifying that airpower had been the primary factor in their defeat, the narrators related the fateful story of a nation's military deterioration:

"With the explosion of the atomic bomb over Japan, a new era of military strategy had begun. Not all the military leaders in the world have recognized this fact. Joe Stalin, however, is not among those who have failed to see the atomic light. While free nations disbanded their armed forces, the Soviets never slacked up for a moment in the production of air fleets and armaments. While the air arm of the United States was reduced from 253 full combat groups to less than 40, Russia built copies of our B-29 in mass numbers and prepared new weapons. While we withdrew to the protection of the United Nations charter, Stalin blocked every effort of the UN toward peace, including the outlawing of atomic weapons. America tumbled from supremacy in the sky to becoming a second-rate air power and abdicated its position of world leadership. And thereafter we were necessarily to rely upon endless words of diplomacy and billions of dollars to implement our policy of world unity."

The Airpower Pageant came to an end with scenes of the Korean War, and with a narration which included:

"Only by default of the enemy have we maintained superiority in the air above the Korean combat lines . . . Meanwhile, our real punching arm, the long range bombers, is tied behind our back . . . We cannot use long range bombardment short of all-out war, and we cannot achieve all-out victory without using it."

And then the final narration by Jimmy Stewart:

"That is our airpower story—up to the moment. We cannot end our story here, since this sort of record is never finally written. The development of airpower is rushing ahead so fast that the minds of laymen and the policies of nations sometimes cannot keep up with its advances.

"We are nearing the hour when our national survival may be at stake. This time we must be ready to defend ourselves the day an enemy attacks us. If we don't have a defense in the air, it is certain he will attack us. If we do have command of the air above us and over all the free world, it is possible he may not attack us. Whether or not we meet our deadline for survival, whether or not we take command of the air in time to save our nation—is up to you."

BULLETIN BOARD

●

Mitchel Squadron, Long Island, N. Y., meets second Thursday of month at Kennedy Memorial Park Residence, Greenwich St., Hempstead. Contact Al Barry, 359 Pine St., Freeport, Tel. Freeport 9-2371.

●

California Wing convenes at Fresno Oct. 27-28. Contact Sam Boghosian, 1360 Echo Avenue, Fresno.

●

Reprints from the September issue are being mailed. Demand is great and there may be some delay.

RENDEZVOUS

CONTINUED

MORE HISTORIES: AFA is interested in obtaining imprint information, place of publication or printing, printer or publisher and date of the following World War II unit histories: "Strike, Story of Fighting 17th", "Story of 31st Photo Recon Sqdn.", "Overseas with 390th Sv. Sq. and Hq. Sq., 74th Sv. Gp.", "The Hunter", "873rd Sqdn. Presents Superfort Saga", "The Buccaneer", "Avn. Engineers in Mobile Warfare", "Passing the Way", "Working on Those Airdromes", "A History of 924th Eng. Avn. Reg.", "816th Engineer Avn. Battalion Passes in Review", "History of 825th Engineer Aviation Battalion up to V-J Day", "832nd Eng. Avn. Battalion", "Thus We Served", "Situation, CBI, 1880 Eng. Avn. Bn.", "1887 Eng. Avn. Bn.", "Wild Deuces", "Yearbook, 949 Eng. Avn. Topo Co.", "Official History of 2nd Mil. Govt. Reg.", "MISLS Album", "Sopacbacom", and "WACS and Wings, FEAF". Write *Service Director, AFA Headquarters, 1424 K St., N. W., Washington 5, D. C.*

MISTAKEN IDENTITY: Former P.O.A.T.S.C. Headquarters Officers (AAF), Oakland and Alameda, Calif., prior to September, 1945, please contact Mr. John L. James, former Supervisor HAD (Hawaiian Air Depot) section that installation. Urgent to help clear mistaken identity. Address: *P. O. Box 1377, Beverly Hills, Calif.*

REPAIR SQUADRON REUNION: On Sunday, September 2, 1951, the 6th Repair Sqdn., 6th Air Depot Group, held its 2nd Annual Reunion at Legion Hall, Kiser Lake, on Route 69, north of Dayton, Ohio. The 6th ADG was one of the first activated at Patterson Field, Ohio, early in World War II, leaving there in June, 1942, for extended duty at Ladd Field, Fairbanks, Alaska. The Repair Sqdn. plans to make this reunion a yearly event and would like to have more addresses of members of the organization. Please forward any names or addresses to the Secretary-Treasurer, *R. L. Dietrich, 540 Bolander Avenue, Dayton 8, Ohio.*

Texan Gets AFA Medal

TEXAS A & M student Voris R. Burch receives an AFA Silver Medal from Rex V. Lentz, Texas Wing Commander of the AFA. Cadet Burch was one of more than 100 outstanding advanced Air Force ROTC students to receive the award in military ceremonies at colleges and universities across the nation. The picture reached AIR FORCE Magazine too late to be included with last month's story.

AIR TURBINE STARTER Main Engine Starting

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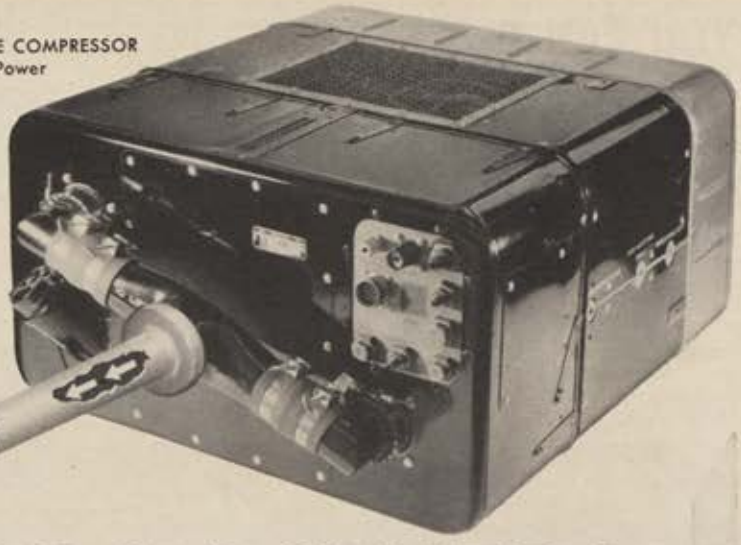

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FINLETTER

CONTINUED

warfare, we may be able to assure our European allies of a much greater striking power on our part than we had hoped for, and even, indeed, make it unlikely that an enemy attack on the NATO forces on the continent of Europe would have a hope of success.

I do not propose to discuss these matters in any detail because it is not fitting to discuss them while they are in the formative stage. These are matters which must be resolved within the Department of Defense and the Executive Branch before they can be presented to the Congress and the people for their consideration. I do feel, however, justified in pointing them out in broad general terms.

What I have said I think is enough to dispose of any notion that the Defense Establishment of the future is to be based on balanced forces, at least on balanced forces as that term is sometimes misused. This term "balanced forces" is an example of a good phrase which has gone wrong. For it has come to mean in the minds of many the idea that the defense dollar should be divided equally among the three Departments which make up the Defense Establishment. This never was the intention of the men who first used the term. Anyone can accept the term "balanced forces" if they interpret it in its right meaning, which is that in these days with a military budget already at 60 billions of dollars, nothing less than a most exacting calculation of forces in relation to the top priority tasks these forces have to perform can be used for the basis for determining the kind of military establishment the country should have.

Perhaps in the past we could afford to have military units which were not strictly necessary on the day war starts or during the period immediately thereafter, or were not calculated to meet the top priority needs of ourselves and our allies. Now we have to calculate the things which are the musts—that is, the tasks which are indispensable to our great purposes of deterring war and of seeing to it that if war comes this country and its vital interests are protected. Then we must calculate how we can use most effectively not only our presently available resources to accomplish these results, but also the resources we will have from two to four years from now. We must then allocate the planes, tanks, and ships, and the men who man them, to create an integrated force which will be able to accomplish these top priority tasks with the most devastating effect. Only then can we think in terms of secondary tasks, things which we might desire to be able to do, but which are not indispensable to our great and primary purposes. And I venture to believe that we will not be able to devote much if any effort to these secondary tasks.

I say this because it must be already plain to all of us that the claims upon our resources represented by the top priority tasks alone will by themselves require a most frugal husbanding of our manpower, our raw material, and our industrial facilities. Already the demands are huge. They fall upon an economy that, in the war just passed, dug deeply into its mines, cut unstintingly into its forests, drained heavily in its oil pools, and made heavy demands on its manpower. From this point on we must give increasingly serious thought to the sobering fact that our resources *are* limited. Nothing could be more damaging to the future of this country than a blind piling up of armaments. A wise strategy, the only possible strategy for this country is one based upon a wise and economical use of our total resources.

In these remarks I have touched on a few of the major current and future problems confronting the Air Force. The magnitude and complexity of these problems bear on us. In the aggregate, they are a stupendous challenge to our energies and imagination, and we shall try to meet this challenge as General Arnold and his colleagues did eleven years ago, when the total officer strength of the Air Corps—regular, National Guard, and Reserve—including those not on active duty, was only 5500 officers! When we think of the situation that confronted the Air Corps when the nation began to mobilize in the summer of 1940 and, when we consider how we went on from such small beginnings to create the great Army Air Forces of 2½ million officers and airmen—we have an inspiring example of what we can do when we all pull together toward our common objective—the production of freedom.—*(This material has been slightly abridged from a speech at the Los Angeles AFA Convention—The Editors.)*

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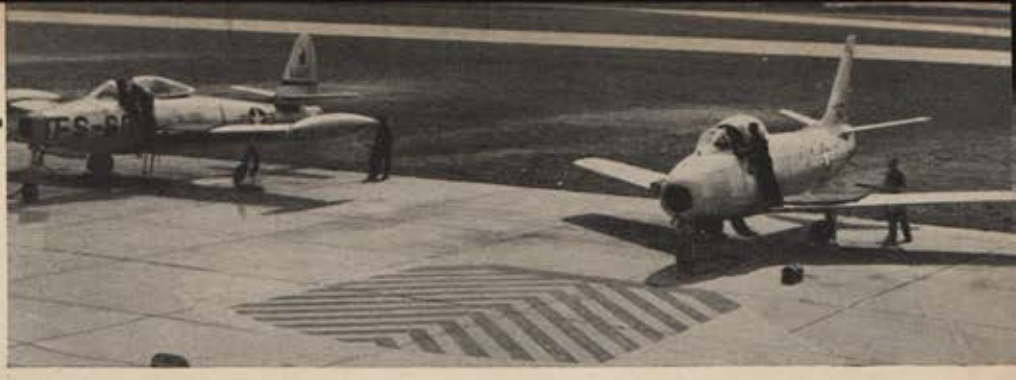
TECHNIQUE

Decelerator Testing

Discovering how tough the human body is is the business of this decelerator at Edwards AFB, Muroc, Calif. Maj. John Paul Staff, an aero-medical technician, has taken 45 G's without ill effect. That's 45 times the pull of gravity. To produce it the machine comes to a full stop from 120 miles an hour within 19 feet in .228 seconds. Here, Major Staff is wearing the newest AF safety harness. The shoulder straps and inverted V leg strap distribute pressure over a wider area than old lap belts which often jolted pilots.



Safety Zone Warns Airmen Against Jet Suction

Brilliant red stripes over a yellow background warn airmen to beware of jet intakes at Chanute AFB, Rantoul, Ill. The 10 by 25 foot "off limits" areas were painted on the concrete ramp where jet aircraft trainers are parked for ground training operations. Field officials inaugurated the safety measure to prevent a recurrence of last spring's accident when a student jet engine mechanic was sucked into the duct of an F-86A Sabrejet. The airman survived, a 100 to 1 shot. In a similar accident at another base last winter an airman's life was saved because of a comic book in his pocket. The book blocked the jet's intake screen, permitting the airman's rescue.

Makes Rivet Shaver

Combine ingenuity, USAF know-how, and a Fifth AF airman—mix well, and come up with a new tool for shaving rivets. T/Sgt. George F. Mendez is the man whose $10 gadget replaces a $200 pneumatic affair and does three times the work. The sergeant's adaptation of an electric drill can be used as a countersink as well as a rivet shaver. Flush rivets cut drag on high-speed jets.

Armament on Buckaroo

The military is looking over an armed version of the Temco T-35 Buckaroo, originally designed as a primary-basic trainer. The Buckaroo (above) is equipped with twin 30-caliber machine guns, a gunsight and gun camera, and ten 2.75 inch rockets. The guns are submerged entirely within the wing, resulting in better cooling and accuracy. The rockets are mounted on rails under each wing. They may be fired singly or in any series in sequence. The rocket installation has little effect on flight or on the plane's maneuverability.

Priming Old Smoky

Well protected ordnance men (above) pump liquid smoke mixture into the 30-gallon tanks of an F-89 Scorpion being readied to make smoke screen flight tests while (below) one of the interceptors releases the smoke under ram air pressure.

New Gear Permits C-54 Cross-Wind Landing

With fuselage pointing into the wind and wheels heading straight down the runway, a C-54 Skymaster (below, left), equipped with Goodyear cross-wind landing gear, makes a normal cross-wind landing. A similar assembly has been used on a Beechcraft Bonanza for two years. C-54 caster limits are 15° on either side of center and though (below, right) two wheels are mounted on the same strut, each wheel is free to caster individually. A hydraulic device locks the wheels.

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

CLASS C

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

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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-consecutively, 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.

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Off to a Good Start!

Headed for interesting jobs under the Airman Career Program are Private Karl O. Engstrom, pictured at left above, from Willmar, Minn., and Private First Class Bob Jones, right, from Yakima, Washington. Recently enlisted, both men's aptitudes and interests showed that they would make good weather observers. Now they are getting the chance.

Sergeant Henry B. Wuenbold, Jr. from Cincinnati, Ohio, is instructing Karl and Bob on use of the Theodolite in tracking hydrogen balloons to determine wind speed and direction at various altitudes.

When they finish training, under instructors like Sgt. Wuenbold, they'll be grounded in the basics of a vital, interesting job with the Air Force.

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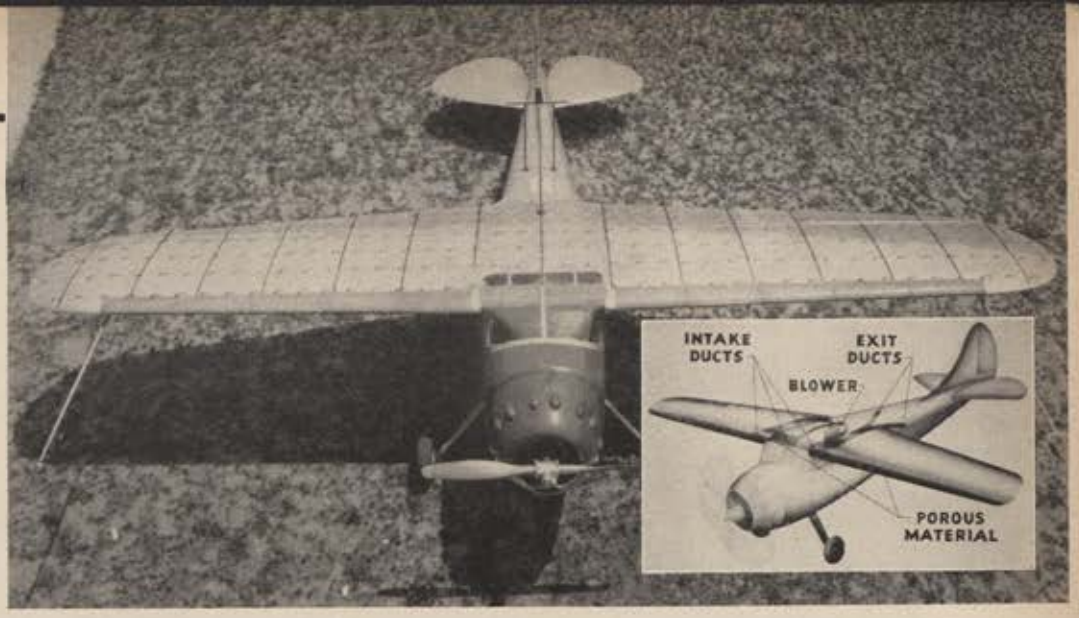
TECHNIQUE

All Weather Eyes

One of the busiest characters in the Air Force is the radar observer riding the back seat of an all-weather interceptor. This artist's conception of how the Northrop F-89's search radar works shows one of the reasons why. The radar, concealed behind a plastic shield in the Scorpion's nose, takes in hundreds of miles of sky in a single "glance" on a black and stormy night. When the observer picks up an unidentified plane, as a blip on his screen, he locks his radar on the target airplane and an indicator device gives the pilot a computed target course to fly. If identified as enemy, the pilot closes until the target is within range of the F-89's 20mm cannon. Besides operating the radar equipment, the observer mans numerous other communications devices to maintain contact with the ground and with friendly planes. He also runs radio navigation equipment and keeps interphone contact with the pilot.



NACA Tests Porous Wing

One of the big problems of flight is the maintenance of a smooth flow of air over the surface of the wing. The layer of air next to the skin (the "boundary layer") tends to pile up and become turbulent, raising cain with lift and drag calculations. To control the unruly boundary layer researchers of the National Committee for Aeronautics have come up with the idea of making certain portions of the wing porous and bleeding off the turbulent portion of the boundary layer by suction. Research has progressed to the point where a porous wing has been installed on a Cessna and flown. The wool tufts on the wing indicate, through movies taken by the pilot, any changes in the air flow.

Recon Banshee

This is the reconnaissance version of McDonnell's Banshee, the Navy's first carrier-based photographic jet. The overgrown nose houses six types of cameras for various kinds of photographic missions. The plane has flown at altitudes from 50 feet to 10 miles.

Desert Hot Seat

It gets hot at Edwards AFB, Calif., test center in the Mojave Desert. So ingenious ground crewmen devised this canvas "parasol" to protect them from the sun during lengthy ground runups. Ever step into a top-down convertible on a hot day? Then you get the idea.

Nozzle Tester

Three Air Force sergeants on Okinawa put their heads together and came up with this tester for B-29 fuel injection nozzles. The nozzle is fitted into the mouth of a plastic box and fuel is pumped through it. The tester shows whether the nozzle's angle of spray is the proper 30 degrees and a gauge measures pressure, which should be a minimum of 500 lbs. per square inch. The tester, built of salvaged parts at minimum cost to the Air Force, has been credited with saving up to $8,000 in materials and man hours during its first month of operation. It is the first of its kind to be used by the AF in the field.

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HOUSING CONTINUED

960 square feet per family accommodation. Most have one- two- and three-bedroom units, topped off with a few swanky four-bedroom jobs. Actually there is no really plush housing in the program. For one thing, the top mortgage limit rules out luxury housing. Also an Air Force rule generally requires at least 50 percent of the space in each development be within the rental range of airmen.

Obviously the amount of space per unit is determined by costs. In the south and southwest, where climatic conditions make it easier to build and where labor and materials usually cost less, more space can be provided. In cold-weather country, where more attention has to be paid to insulation and heating equipment, and in high cost areas around large cities, the units cannot be so commodious.

When it comes to what the airman gets for his rent money, the Air Force can be pardoned for sticking out its chest a few notches. He gets a lot more than just minimum housing. For example, second and third bedrooms are usually larger than required by FHA minimum standards.

Star of the new housing show is the kitchen. After all, this is Mrs. Airman's workshop and service wives deserve a break. Every unit has modern ranges, mechanical refrigerators, and kitchen cabinets. The equipment is arranged for efficient food handling and meal preparation. Ample work space is another rigid requirement.

At the start of the program, it was taken for granted that Wherry Act housing would follow the pattern set by early housing developments—a dreary monotony of two-story walk-ups. Happily, this has not been the case. At least a fourth of the units the AF has approved are one-family houses. While the other three-fourths are multi-family structures, the tendency is to arrange them in well-spaced groups of one-story clusters.

The AF has given the architects a reasonably free hand as long as they keep the costs down and standards of space and comfort up. The AF does not want frills that add needlessly to the construction cost. One "frill" that does not increase the cost is variety in color. Pastel tints are used in the exterior trims of the units at MacDill AFB, near Tampa, Florida. A color consultant helped to plan the paint job at Westover, where wood construction prevails but color need not be ignored.

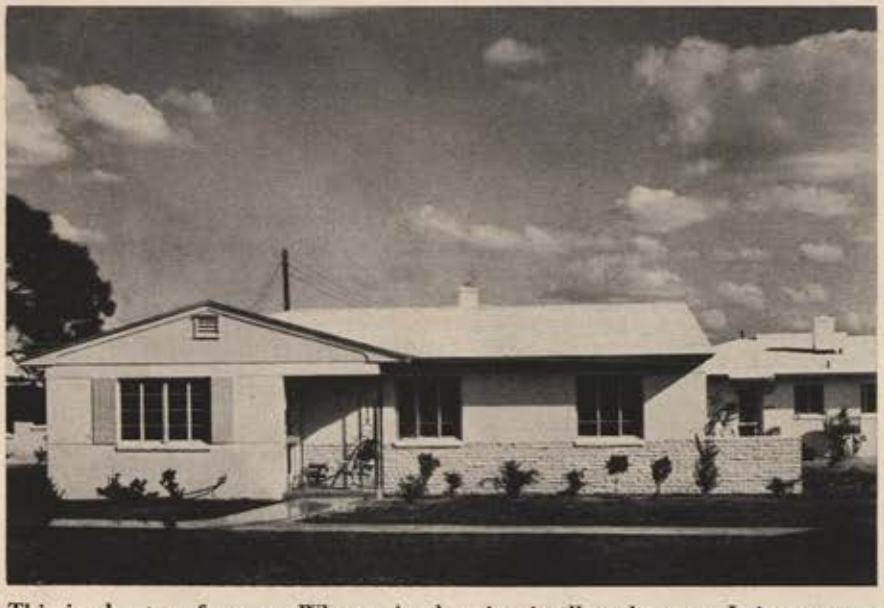
The Air Force is probably most proud of the project built to meet the desperate demand for housing at

Edwards AFB. To provide any kind of housing in the desert was a tough problem. To provide it within the cost limitation of the program was even tougher. The temperature at Edwards varies from 115° level in summer to below zero in the winter. And just to complicate things minor earthquakes are not infrequent and wind whips the desert sand.

The solution was stucco houses on frame, with drywall interiors. This provides the maximum amount of give when the ground begins to heave. Overhanging roofs reduce glare and heat. Of course, heavy insulation is used throughout. To reduce the heat still further "desert coolers" have been installed. These are large fans which suck air through an excelsior filter kept constantly moistened and are remarkably effective. Finally the houses are aligned behind rows of desert cypresses that help break the force of the wind. This is the only development, by the way, where the Installation Division had to obtain special dispensation from the Secretary. The Edwards mortgage was $8,750 per unit.

What about rents? This is the crux of the problem. Knowing that the program would be useless if the housing were not kept within the grasp of airmen, the Air Force has held the average rent down to $69.21 per month, plus utilities and heat. These extras pull up the average to $77.24. Remember that this figure is obtained by lumping all projects and all units together. It would be hard to get rents any lower and still provide the essentials of good living.

Since private enterprise is the motivating force, all Wherry Act projects must stand on their own feet commercially. The rents must be high enough to pay the mortgage and to cover operating costs, including a reasonable profit to the building and management firm. In comparison with civilian housing of like quality, the rents charged for Wherry Act developments make a good showing. They are invariably lower. Nevertheless, they are barely within the allowances made available for quarters. Airmen are entitled to collect an average of $67.50 per month for quarters during peacetime—in the three top grades. True, in periods of war emergency or mobilization, such as the present limited one, those with large families have their allowances boosted. But Wherry Act financing cannot be predicted on funds available for such relatively short periods.



This is about as fancy as Wherry Act housing is allowed to get. It is a stucco, four-bedroom single unit at MacDill Air Force Base, Tampa, Fla.

With officers, the squeeze between the lowest rents that can be finagled and their rental allowances is not so tight. The average allotment to all officers is $89 a month. A senior officer's allowance is high enough to permit a few—but not many—frills. But no extravagance is permitted. If anything, the extras provided for high-ranking people are not proportionate to the higher rents collected. Thus the more sumptious quarters tend to balance out the lower cost ones. This is just the reverse of what some of the skeptics feared might happen.

A glance at the scoreboard shows that to date, construction has started on 22,553 units at 36 Air Force Bases. Nearly 6,400 units at 20 bases have been completed. Repeatedly the Air Force has been compelled to raise its sights on its housing target. It now plans a goal of 34,000 units. To meet its entire need, however, it will ultimately require 104,000 units. And this does not include temporary bases.

The policy of the Air Force for Fiscal Year 1951-52 for permanent bases may be stated as follows: The Air Force will program family housing units not to exceed 75 percent of the total requirement for personnel entitled to quarters by law, based on the June 1950 overall Air Force strength. The dwelling units the AF will program must be on Air Force bases. Designs of one, two, three and four-bedroom dwelling units have been developed which, under normal officer and airmen personnel distribution, provide an average dwelling area of 1,000 square feet.

To date, the Wherry Act has not been a complete cure for the Air Force's housing ills, and it never will be, but it has done a lot to alleviate present distress. Its chief drawback is that it works only where there is a housing need of fairly long duration that builders can meet without going too far afield. For a growing Air Force, or in a period of greater mobilization, other solutions have to be found to house dependents of Air Force personnel. But for the permanent Air Force installations of today's Air Force, the Wherry Act housing offers an adequate, decent, comfortable and attractive place for Air Force personnel to live.

The new military public works bill does provide a new kind of "set-up" assistance that plugs some of the Wherry Act holes. Base CO's now are authorized to spend up to $1,500 per contemplated family unit in acquiring and developing sites for such projects. Hitherto a number of proposed undertakings have been blocked because of the lack of suitable land or because utility connections were not available. The new amendment will make it possible to revive many of these projects. The amendment will also help in high-cost areas where the builder needs every possible boost to make the project pan out within the limits of the law and for rents that the airmen can afford.

As an added help to personnel in solving their family housing problems, the Air Force is inaugurating a monthly information service that will inform AF personnel about to experience a PCS of housing conditions at their next base. In view of what has been accomplished recently, the typical AF head of a family probably hopes his next assignment will be at a base where Wherry Act housing is available.

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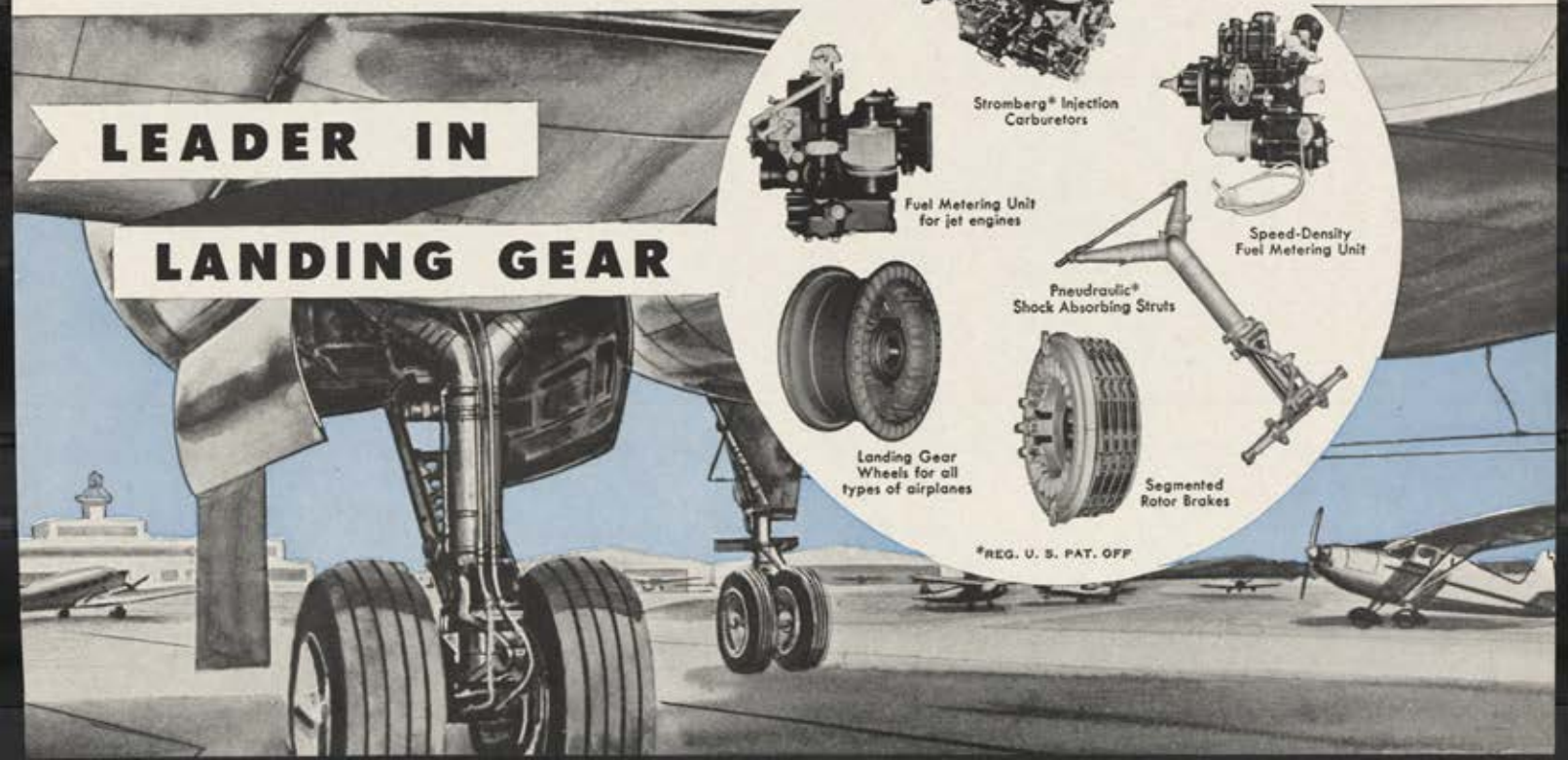

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