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AIR FORCE

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MAGAZINE



**PRESIDENT FORD
AND
GEN. DAVID C. JONES
AT AFA's 29th
NATIONAL
CONVENTION**



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A special guest at the AFA Convention was President Ford, who addressed the "Salute to Congress" reception and declared, "We must be strong enough . . . to make certain that the US is second to none." Here with the President is USAF Chief of Staff Gen. David C. Jones.

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something as big and bulky as nine fully-loaded army jeeps, plus troops. And climb out again. Safely.

What makes it all possible? Upper surface blowing. Boeing engineers have used the Coanda effect to create

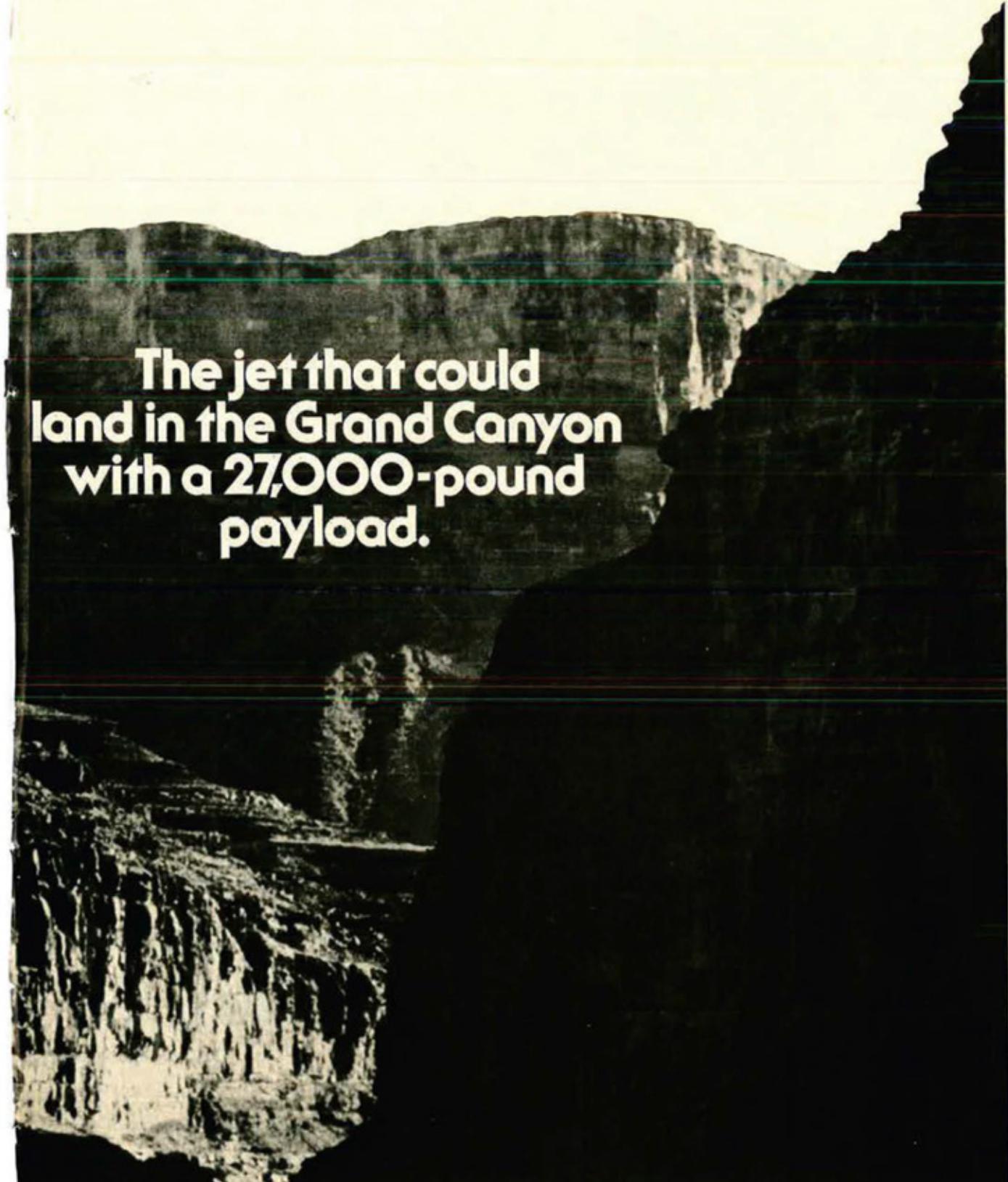
powered lift. Thrust from the aircraft's two engines is blown over the wing flaps, and is directed downward for added, powered lift.

There's no plane like it in all the world. Even if it never lands in the Grand Canyon.



BOEING YC-14

**The jet that could
land in the Grand Canyon
with a 27,000-pound
payload.**



THE AIR FORCE ASSOCIATION'S

STATEMENT OF POLICY

FOR 1975-76

Following is the text of the Air Force Association's annual Statement of Policy, as unanimously adopted on September 15, 1975, by delegates to AFA's twenty-ninth National Convention, meeting in Washington, D. C.

Détente, according to the Administration, means moderate and restrained behavior by both superpowers; to quote the President, détente is "not a license to fish in troubled waters."

The Soviet Union obviously is using a different dictionary.

The three years since SALT I provide no evidence that the Soviets have restrained either their arms buildup or their political warfare abroad in most critical areas. They are eagerly fishing, and often in waters that they themselves have previously troubled.

In place of the Kremlin's *quid pro quo* from SALT and the Vladivostok accord, we find a virtual *quid pro zero*—in favor of the USSR. Soviet military power, already vast, is being force-fed at a rate far greater than concerns for self-defense or even deterrence can possibly warrant. In the most crucial area of strategic capability, Soviet power is surging toward broad and decisive superiority through rapid deployment of new and increasingly destructive weapons, underwritten by a military research and development program at a scale without precedent in history. Indeed, the Kremlin has exploited détente as a mask for accelerating its military research and development (R&D) effort beyond the growth rates that preceded détente.

It is ironic that the Soviets have been able to accomplish this without outright violations of the letter of SALT terms.

Arms negotiations create their own irreversible momentum. In the case of SALT I, this momentum created ambiguities permitting the Soviet Union to increase by three or four times the throw weight of a single category

of missiles—the SS-11 and its replacement, the SS-19. This ambiguity alone will enable the USSR to add to its strategic inventory an aggregate throw weight *several times that of all US ICBMs combined*.

Additionally, the Soviets are working to utilize reloading techniques as a way to increase the number of their ICBMs beyond permitted, verifiable limits. On the basis of some current assessments, as *many as 600 new missiles—SS-17s and SS-18s—may become available to the USSR through reloading, over and above the limits set by SALT.*

Meanwhile, the Soviets are attempting to conceal, far beyond any reasonable limits, their work on the new, solid-fueled SSX-16 ICBM that can be deployed in fixed silos as well as in a ground-mobile mode.

Because of these and other Soviet actions, the 140,000 members of the Air Force Association urge the Administration to demand the elimination of such ambiguities as a nonnegotiable prerequisite of any current and future arms-limitation negotiations.

We oppose any treaties or accords with the USSR designed primarily to sustain détente as an end in itself and not supported by demonstrated Soviet willingness to respond in kind to US concessions. We believe that both negotiating parties must agree to clear and legally binding and enforceable commitments to essential equivalence if any degree of military stability is to be obtained through mutual arms limitation. This principle applies to the pending Nuclear Threshold Treaty, as well as to SALT.

The members of this Association support the goal of military stability through mutual arms limitations that meet the principle of essential equivalence, while recognizing the dissimilar characteristics of the two parties. Soviet leaders have stated,

over and over again, that they will exploit every opportunity afforded under arms-limitations agreements, and there is ample evidence that they are pursuing that intention.

The United States, in pursuit of further reductions in arms levels and expenditures, has at the same time exhibited restraint with the hope that the Soviets would do likewise. Such has not been the case—in fact, precisely the opposite has occurred.

In this context, the members of this Association see specific and crucial requirements arising out of the current and projected state of US defense capabilities.

The President should request and the Congress approve a supplemental budget authorization, to become effective immediately, should the SALT talks break down—an authorization large enough to make up for the destabilizing Soviet lead in strategic arms development and deployment.

But if SALT achieves mutually acceptable arms limits, the Department of Defense must undertake all essential steps to assure that *qualitative parity within SALT ceilings is maintained over the long term.*

In either case, the modest annual real growth rates proposed in the Defense Department's current five-year budget request must be met, or increased as necessary to maintain essential equivalency.

At the same time, the Air Force Association earnestly urges the Congress to reject proposed legislation that would subject virtually all Defense Department research and development projects to veto

by the Arms Control and Disarmament Agency. To enact such a law would risk further damage to valid national security considerations in a euphoric, uncritical, and imprudent pursuit of détente.

We deem it vital for the United States to initiate without further delay full engineering development of a prototype of the large throw-weight MX ICBM.

Because of the long lead time for MX, ten years from prototype initiation to full-scale production and deployment, commitments to improve the existing ICBM force must be made now. Higher yield warheads and improved guidance systems must be deployed, not merely developed. There is an overriding requirement to *keep the Minuteman production line open*, thus retaining the option to deploy an advanced variant of Minuteman III, up to the levels of the Vladivostok Understandings. Additional Minuteman IIIs and advanced variants carrying more than three warheads represent by far the most cost-effective and rapid means for upgrading US strategic deterrence. Advanced technology makes it possible to increase the number of warheads significantly without reducing the ability to destroy hardened military targets.

We urge these actions in light of recent developments in the Soviet Union.

Three new ICBMs are now in the Soviet operational inventory. Each has greater throw weight and can carry more warheads than Minuteman III.

Soviet missile accuracy has improved to the point where there is evidence of terminally guided reentry vehicles.

The new Soviet SS-18 missile recently flew with a new, smaller warhead in the submegaton range, indicating improved accuracy, which would permit using smaller warheads against hardened targets. This advantage translates into even higher numbers of MIRVs per missile and is compounded by the intolerable throw-weight advantage the Soviets now enjoy.

Countervailing the Soviet lead in missile numbers and throw weight is USAF's strategic bomber force. The production and deployment of the Air Force's new strategic bomber, the B-1, therefore, becomes more urgent than ever before. *Here, too, the USSR is busily altering the status quo.* Some fifty Backfires, the most modern operational heavy bombers anywhere in the world, are currently in the Soviet inventory. The monthly production rate of Backfire is being increased from two to five. We endorse the Defense Department's recognition of the need to modernize and improve US air defenses, particularly as the Backfire threat increases, and we believe that the time to begin is now.

This Association's deep concern with US strategic deterrence as the principal guarantor of our national security and survival in no way diminishes our concern for the US general-purpose forces. The world is a less stable place under strategic parity than it was during the era of US superiority; the offset must come from the conventional capabilities of the US and its allies.

The first requirement here is to increase USAF's tactical combat forces to compensate for the Soviet and Warsaw Pact forces' numerical and technical superiority in armor and other ground forces. The minimum requirement is for twenty-six active and ten Reserve and Guard tactical fighter wings. The continued effectiveness of

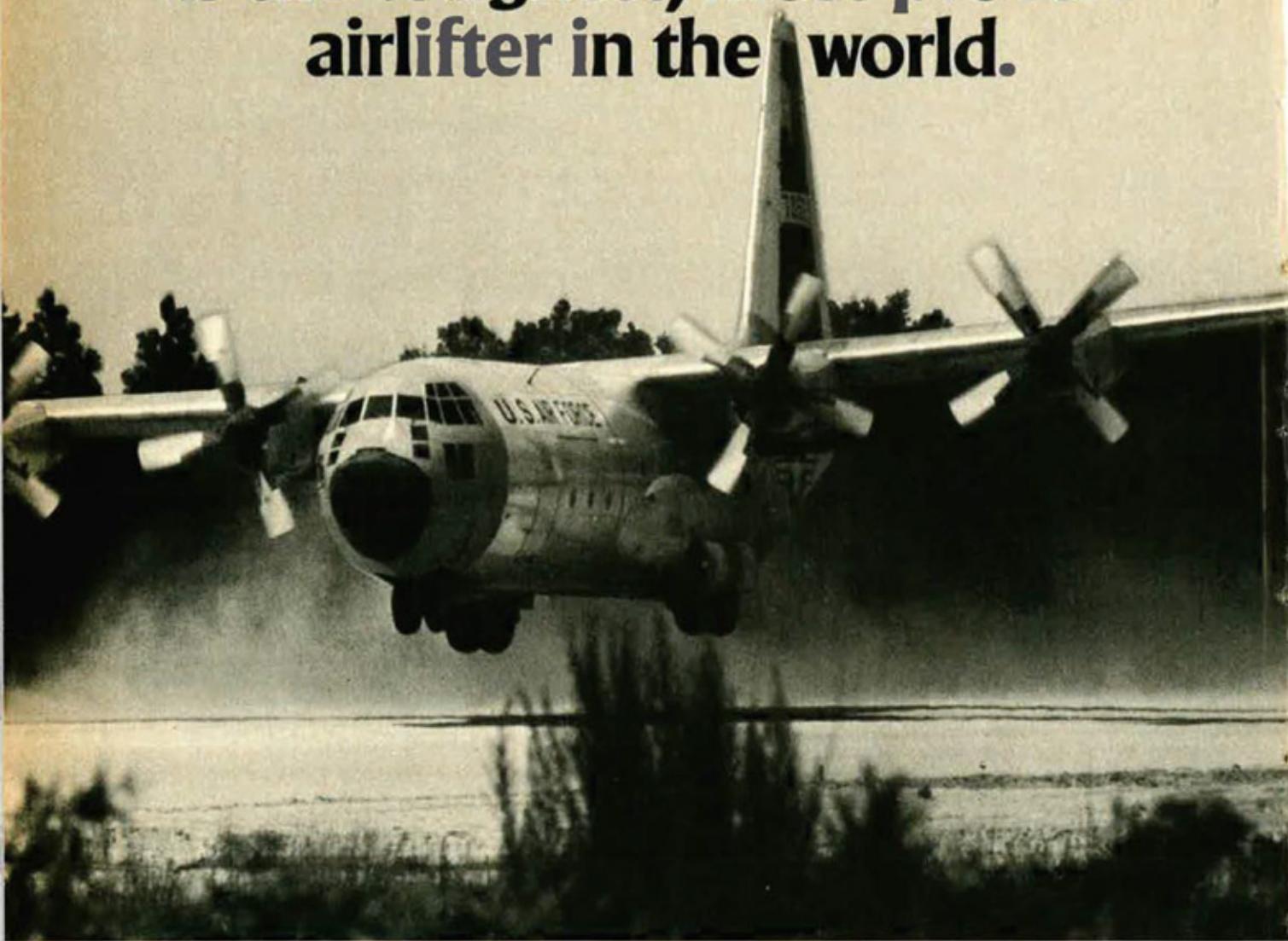
these forces will depend on the speedy introduction into service of the new tactical systems currently in development or planned.

A principal deficiency lies in US defenses against chemical and biological warfare. This must be corrected. The number of Soviet troops trained in such warfare is twelve to fifteen times greater than that of this nation. Soviet tanks and armored vehicles incorporate sophisticated protection against chemical and biological weapons, and there is evidence that the Soviet short-range, surface-to-surface missile forces are equipped to fire chemical and biological warheads.

The ability to deliver rapidly US tactical airpower and ground forces to conflict areas abroad is crucial as the global presence of US forces is reduced and as NATO's southern flank is in jeopardy. Existing airlift capabilities can and should be greatly enhanced, to include adapting a wide-body jet to an advanced tanker cargo aircraft, developing an advanced medium STOL tactical airlifter, expanding and modifying the Civil Reserve Air Fleet, and modifying both the C-5 and C-141.

At the heart of US national security must be the sustained will of 214,000,000 Americans to act as the champions of freedom and peace in the world. Last year this Association called for a public debate of the issues of strategic balance. That need is even greater now, and so is the requirement for candor about the threat that is facing us. We support the Administration's pledge that "peace is crucial but freedom must come first." We look now for specific evidence that the pledge will be fulfilled.

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For years Hercules has been making airlift history. As the plane that can land where others can't. Like on runways of dirt, gravel and even snow. As the plane that can take off from runways as short as 2,100 feet. The plane that's now serving 37 nations.

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AFA'S POLICY RESOLUTIONS FOR 1975-76

The following resolutions were unanimously adopted by delegates to AFA's twenty-ninth annual National Convention in Washington, D. C., on September 15, 1975

1. USAF'S INTERCONTINENTAL BALLISTIC MISSILE FORCE

WHEREAS, the SALT I interim agreement and the 1974 Vladivostok accord in effect limit the United States to fewer silo-based intercontinental ballistic missiles with less throw weight than the Soviet Union; and

WHEREAS, the Soviet interpretation and implementation of SALT places no significant constraints on the size and qualitative characteristics of its ICBMs; and

WHEREAS, the Soviet Union is engaged in an unprecedented and massive research and development program to improve its ICBM force; and

WHEREAS, the USSR has already tested four new ICBMs since SALT I and deployed three of them in quantity; and

WHEREAS, three of the new Soviet ICBMs have been tested with multiple independently targetable reentry vehicles (MIRVs) exhibiting improved accuracy; and

WHEREAS, it is paramount that the fixed silo-based ICBMs permitted the United States by treaty be made highly survivable and effective as a key element of flexible deterrence;

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Department of Defense, the Administration, and the Congress to implement Air Force programs to equip the land-based ICBM force with advanced guidance systems and higher yield warheads, to retain the option of deploying additional numbers of Minuteman III missiles by keeping the production line open, to authorize development and deployment of a variant of Minuteman III with more than three MIRV warheads, and to initiate development of the MX missile, a large follow-on ICBM with the option of flexible basing to replace Minuteman in the next decade.

2. AIRLIFT AND REFUELING

WHEREAS, the need for adequate, immediately available tactical and strategic airlift, supported by aerial refueling, is mounting because of geopolitical developments and declining numbers of foreign bases available to the US; and

WHEREAS, one of the most urgent requirements of the US general-purpose forces is an increase in total strategic airlift capacity to permit the rapid deployment of ground troop reinforcements to Europe during the initial phase of a potential NATO-Warsaw Pact conflict; and

WHEREAS, under many conditions the absence of "stepping-stone" bases will require that the tanker force supporting the deployment of airlift or tactical air units operate from the ZI; and

WHEREAS, the Air Force's airlift enhancement program calls for a number of vital actions—to improve the Civil Reserve Air Fleet program, to provide aerial refueling capabilities for the C-141 and C-5, to modify the C-141 and C-5, and to develop a wide-body Advanced Tanker/Cargo Aircraft, among others; and

WHEREAS, the Air Force has developed competitive prototypes of an Advanced Medium STOL Transport (AMST) to demonstrate new tactical airlift capabilities; and

WHEREAS, AMST's ability to land outside military equipment in short, unprepared landing zones will improve the Army's combat effectiveness; and

WHEREAS, AMST can augment significantly the total strategic airlift capability;

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Congress to authorize and appropriate the funds required to assure that sufficient modern tactical and strategic airlift and refueling capability will be available to meet future military contingencies.

3. TURKISH ARMS EMBARGO

WHEREAS, the US arms embargo against Turkey has jeopardized the crucial southern flank of NATO, thereby weakening the West's conventional deterrent and increasing the risk of global nuclear war; and

WHEREAS, US military and intelligence bases in Turkey are irreplaceable and essential for the verification of present and future arms limitation and reduction accords, are crucial to the US early warning system, and are prerequisites for timely assessments of Soviet advances in strategic and tactical weaponry; and

WHEREAS, Turkey's military strength, in itself, is a major and potentially decisive element of NATO power;

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Congress to reverse its stand on the arms embargo against Turkey in the interests of world security and peace.

4. INTELLIGENCE

WHEREAS, the speed and destructiveness of modern nuclear weapons, the intrinsic ability of the Soviet closed system to achieve military and technological surprise, and the enforcement of the terms of SALT require that US intelligence capabilities be second to none; and

WHEREAS, errors in judgment by a few individuals have resulted in the denigration of the many dedicated professionals who serve in the intelligence operations of the armed forces and other national intelligence agencies; and

WHEREAS, it is essential that intelligence, along with other national security functions, be subject to overview, control, and discipline by the Congress; and

WHEREAS, recent public congressional hearings involving US intelligence activities have resulted in detailed disclosures of specific operations and techniques; and

WHEREAS, such public disclosures of vital secrets to our adversaries abroad are highly disturbing to our allies, compromise our intelligence sources, and have a demoralizing effect on the men and women who serve US intelligence;

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Congress to exercise full control of its constitutional authority over the US intelligence community but through appropriate and lawful procedures and in a manner that precludes the revelation of vital secrets to foreign powers; and

BE IT FURTHER RESOLVED that the Air Force Association recommends that the Congress in its review of US intelligence functions preserve the stature and capabilities of the military intelligence agencies to assure complete and balanced intelligence assessments.

5. HELSINKI CONFERENCE

WHEREAS, the United States and thirty-four other nations, at the European Security Conference in August of this year at Helsinki, Finland, sanctioned the Soviet military conquest of Eastern Europe and the subjugation of some 150,000,000 people, by accepting the "inviolability" of the currently existing frontiers; and

WHEREAS, the Helsinki Conference's Declaration of Principles contains the signatories' pledge of nonintervention and the commitment to sovereign equality and territorial integrity, but fails to provide for renunciation of the Soviet Union's Brezhnev Doctrine; and

WHEREAS, the Brezhnev Doctrine, first invoked at the time of the Czechoslovakian uprising in 1968, asserts the right of the Soviet Union to invade by military force the sovereign territory of its Warsaw Pact allies to assure Soviet hegemony over all satellite countries; and

WHEREAS, the Helsinki Conference perpetuates the myth of détenté by trading off real concessions by the Free World for ambiguous promises by the Soviet Union; and

WHEREAS, Soviet interference in the internal affairs of Portugal, a key member of NATO, increased immediately upon the signing of the Helsinki Declaration;

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Administration to insist on unambiguous Soviet adherence to the principles set forth by the Helsinki Declaration, including formal renunciation of the Brezhnev Doctrine; and

BE IT FURTHER RESOLVED that if the Soviet Union fails to take the above actions, the United States should cancel the concessions it made at the Helsinki Conference.

6. ELECTRONIC WARFARE-EF-111A

WHEREAS, future tactical capabilities of the Air Force can be significantly improved through an advanced tactical electronic warfare system, the EF-111A, to provide electronic warfare jamming support to tactical air forces; and

WHEREAS, the use of support electronic countermeasures has already proved essential to the execution of tactical air

missions and has saved lives and aircraft in recent tactical operations; and

WHEREAS, future improvements in enemy command and control nets will require improved jamming capabilities to protect tactical air forces from high losses resulting from early detection and targeting; and

WHEREAS, future self-protection systems for tactical aircraft are not expected to provide sufficient protection from increasing threats without the support of the EF-111A Tactical Support Jamming System;

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Congress and the Department of Defense to support fully the expeditious development and procurement of the EF-111A tactical jamming system, through appropriate modification of existing F-111A aircraft inventories.

7. TACTICAL TRAINING RANGES

WHEREAS, continuing advances in enemy doctrine, in concepts of employment, and in the technology base lead to a steep increase in the sophistication and complexity of threats to US tactical air warfare capabilities; and

WHEREAS, realistic tactical ranges, duplicating these threats, provide a vital arena in which to develop tactics and conduct training to counter current and future threats; and

WHEREAS, the diverse requirements of modern aerial warfare dictate the need for realistic ranges to train tactical aircrews, to conduct test and evaluation of new weapon systems in a combat-like environment, and to assure that maximum training benefits are realized from each training sortie; and

WHEREAS, there is a paramount need for improved equipment as well as additional land and airspace in order to develop adequate ranges;

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Congress and the Department of Defense to support fully the Air Force's tactical range improvement and development programs.

BE IT FURTHER RESOLVED that the Air Force Association urges the Department of Defense and the Air Force to intensify and accelerate educational efforts directed at the civil aviation community to explain this vital national security requirement.

8. WILD WEASEL AND HARM

WHEREAS, the Soviet Union has developed large numbers of radar-directed antiaircraft artillery and SAM systems that pose formidable threats to US tactical air forces; and

WHEREAS, current Wild Weasel forces that combat these threats are aging, thereby creating a requirement for an improved system based on the latest state of the electronic art; and

WHEREAS, there is an equally pressing need for an improved high-speed antiradiation missile (HARM) to supplement existing missiles of this type;

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Congress and the Department of Defense to support the required procurement of advanced F-4G Wild Weasel systems and the continued development and procurement in sufficient numbers of the HARM high-speed antiradiation missile to enable the Air Force to effectively counter the radar threat.

9. HELICOPTERS

WHEREAS, the vertical takeoff and landing capability of the Air Force has made possible such varied operations as more than 2,600 combat rescues in Southeast Asia, the raid on the Son Tay prison camp outside Hanoi, the successful evacuation of Cambodia and South Vietnam, and on-base aircraft rescue; and

WHEREAS, the Air Force helicopter inventory has decreased to the point where now there remains less than half of the air rescue helicopters that the stated requirement calls for, with no new procurement authorized;

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Administration and the Congress to support the Air Force in maintaining a strong air rescue

helicopter force through replacement of those aircraft lost from the force structure through attrition.

10. LOW-COST TRAINER

WHEREAS, the energy crisis and budget constraints resulted in a sharp reduction in Air Force flying hours and flight training, thus leading to new approaches in pilot training; and

WHEREAS, the new training procedures are based on a

judicious mix of simulator training, flight training in a low-cost trainer, and limited operation of actual mission aircraft; and

WHEREAS, the proficiency of USAF flight crews requires an irreducible minimum of actual flying to provide experience under stress, such as night and weather flying; and

WHEREAS, in the present austere environment adequate flight training is only possible with a low-cost trainer of high fuel economy;

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Department of Defense to support the development and procurement of a new flight trainer of adequate performance and low acquisition and operating costs to assure the continued high proficiency of USAF flight crews.

AFAS CONTINUING POLICY RESOLUTIONS

In addition to the ten foregoing new Policy Resolutions, delegates to the AFA Convention also took action on the following thirteen Continuing Policy Resolutions:

No. 1. B-1 Advanced Bomber

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association strongly urges the President, the Secretary of Defense, and the Congress to support the Air Force request for the B-1 development and procurement program as a critical and urgent requirement in maintaining the effectiveness and credibility of the strategic deterrent Triad.

No. 2. F-15 Advanced Fighter

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Congress and the Administration to support full production and deployment of the F-15 as projected by the Air Force.

No. 3. A-10 Aircraft

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Administration and the Congress to support the Air Force in its efforts to develop and produce the A-10 weapon system at the earliest possible date so as to enable the Air Force to fulfill in the most effective manner possible its assigned role of providing close air support for ground forces.

No. 4. Air Defense

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association calls for reinforcement and modernization of our present air defense structure to cope with the existing threat; and

BE IT FURTHER RESOLVED that current programs designed to modernize and improve our air defenses be accelerated, to include the Airborne Warning and Control System (AWACS), a follow-on interceptor to replace the F-106, and complete over-the-horizon backscatter (OTH-B) radar coverage.

No. 5. Advanced Airborne Command Post

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association supports the development program and follow-on procurement of modified 747 aircraft with a view to achieving an Advanced Airborne Command Post capability at the earliest practicable date.

No. 6. Airborne Warning and Control System (AWACS)

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges completion of the Airborne Warning and Control System (AWACS) development program and the implementation of AWACS for joint use in both tactical air operations and strategic air defense operations.

No. 7. Defense R&D Program

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the Administration and the Congress of the

United States to increase the nation's defense research and development (R&D) to a level second to none.

No. 8. Amnesty

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association opposes blanket amnesty for those who have unlawfully avoided military service; and

BE IT FURTHER RESOLVED that each case of potential amnesty should eventually be examined and adjudicated on an individual basis according to presently existing laws and regulations.

No. 9. Status of Missing in Action and Prisoners of War in Southeast Asia

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association call upon the President of the United States to take whatever steps may be necessary to achieve an accounting as fully as possible for all Americans identified as Missing in Action or Prisoners of War in Southeast Asia; and

BE IT FURTHER RESOLVED that the Association call upon the Congress of the United States to reaffirm its support of such an effort as evidenced by the recent establishment of a Select Committee of the House, and including the passage of appropriate legislation, if required.

No. 10. Advanced Technology for Ballistic Missile and Military Space Systems

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the continuation and expansion of technology programs in the fields of ballistic missile and military space systems.

No. 11. Space Shuttle

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association endorses and supports the US Space Shuttle program and calls upon the Administration, the Congress, and the American people to provide the authorization and the funds needed to support the technological, operational, and organizational aspects of the Space Shuttle as determined by NASA and the Department of Defense.

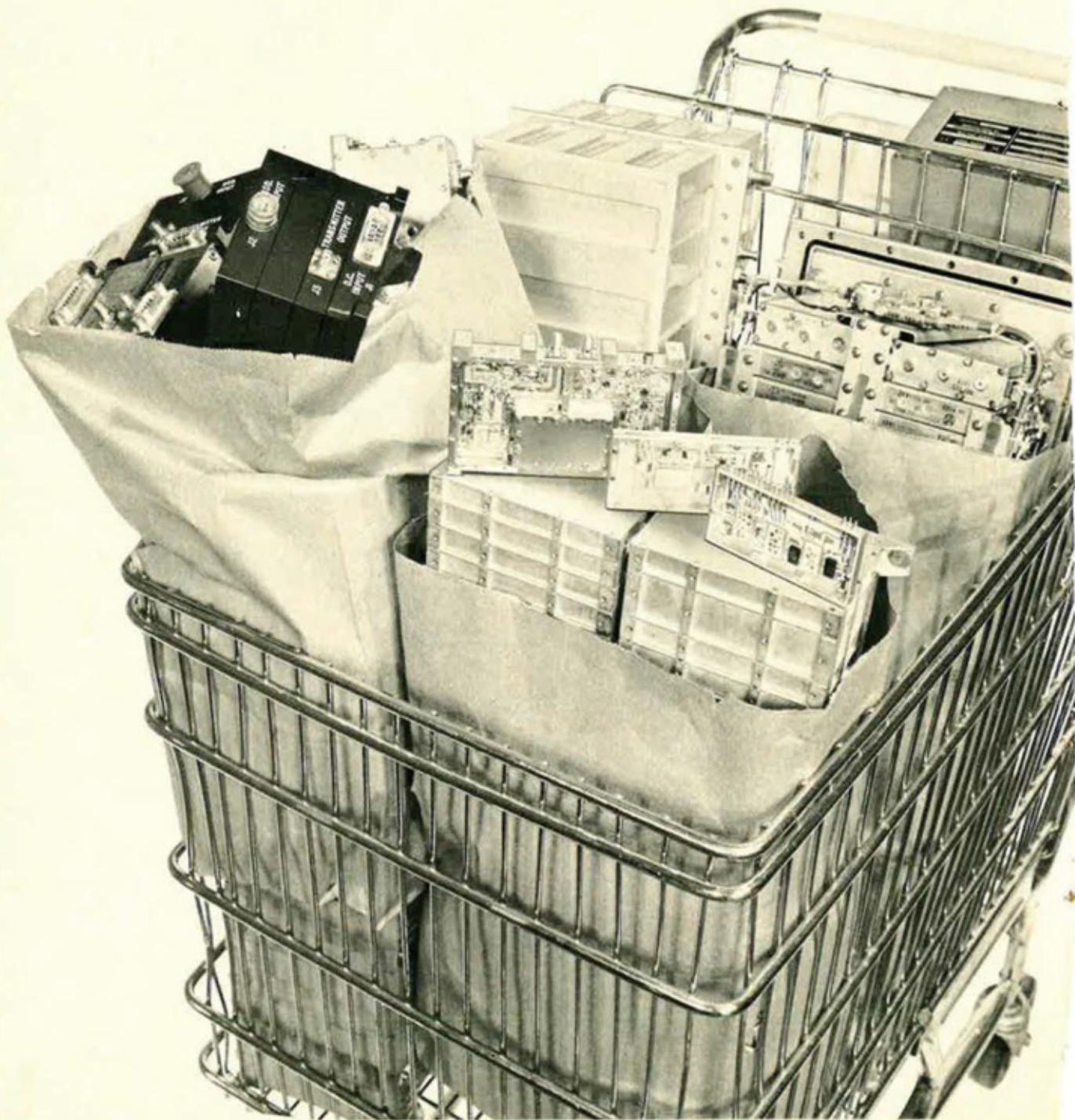
No. 12. Advanced Space Defense

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the development and deployment of US space defense capabilities, to include a nonnuclear antisatellite weapon, to provide for defense of US space systems, and to defend against the Soviet military space threat.

No. 13. SLBM Warning System

NOW, THEREFORE, BE IT RESOLVED that the Air Force Association urges the deployment of a phased-array sea-launched ballistic missile (SLBM) warning system as requested by the Air Force and the Department of Defense.

Think of us
as the transponder
supermarket.



Available now. Multimission transponders to meet an almost endless variety of critical space requirements. Basic, proven hardware you can tailor to match your exact mission requirements by using simple, functional, interchangeable modules. And no worry about cost overruns, unexpected design problems or stretched out deliveries.

It sounds too good to be true, but read on...

Design engineers took on a big job at Motorola when they set out to meet the following criteria:

1. Design and qualify for planetary and earth-orbit missions.
2. Design to cut flight-unit non-recurring cost to an absolute minimum.
3. Design to allow for maximum mission flexibility using modular options.
4. Design, and complete documentation to achieve maximum manufacturing cost-effectiveness.

The development of the M-Series multimission transponder marked the successful completion of this engineering effort.

We have already delivered an engineering model for an international broadcast satellite program. And the finishing touches are now being put on the qualification model. The diversity of other M-Series contracts presently being worked demonstrate the flexibility of the unit.

They include transponders for: (1) The International Sun Earth Explorer (ISEE) satellite which will study the magnetic field between here and the sun; (2) The Mariner Jupiter Saturn (MJS) '77 transponder for JPL's mission requiring four years successful operation in deep space; (3) The Venus Pioneer spacecraft designed for planetary orbit and atmosphere sampling.

Every one of these M-Series transponders uses the same basic hardware design with interchangeable modules to assure each spacecraft prime contractor that he has precisely what he specified for his particular mission. No reason to pay for functions you don't want or to settle for less than you need.

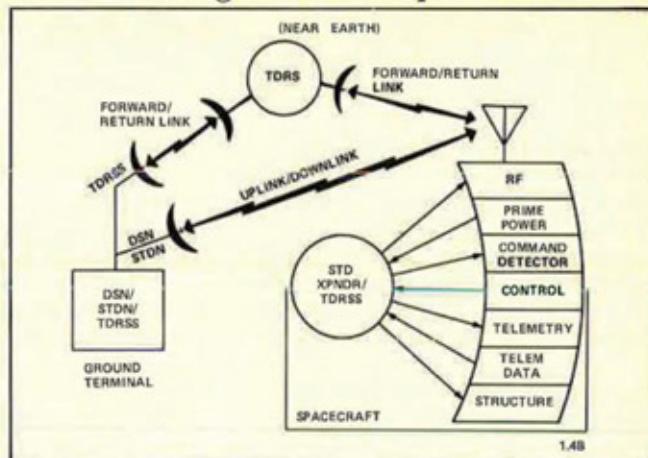
Expandable

The basic multimission transponder configuration is STDN and DSN compatible. Expanding this basic configuration to encompass frequency hopping and spread spectrum for TDRS requirements, or to adapt it for use at SGLS ratios and for receiving suppressed-carrier signals, is easy.

Advanced engineering benefits

- Highly stable ranging delay lets you make more accurate range calculations.
- Wideband command link permits a number of command data channels to be processed simultaneously, thus providing quicker update aboard the spacecraft.
- Designed to be corona-free without pressurization eliminates leakage and storage problems.
- Engineered for today and tomorrow with PRN and tone ranging already built in and carrier-coherent or non-coherent doppler tracking upon command.

Functional Interfaces with Tracking Station and Spacecraft.



Evolution not revolution.

The M-Series is the result of a steady evolutionary advancement in the state-of-the-art as applied to space transponder requirements. These new multimission transponder designs have grown from a family tree dating back to the first days of the U.S. space program. Since then Motorola has built more flight-proven space transponders than everyone else in the business. And technological leadership, know-how, and equipment reliability stem from experience.

We know that the M-Series of transponders is not going to be the ultimate in standard space transponders. As a matter of fact, we are working hard to see that it isn't. Our engineering team is presently working with advanced approaches to gain even higher reliability and reduce package size from today's small 300 cubic inches to less than 200 cubic inches.

All around the country we have listened closely to a wide range of mission requirements, budget constraints, interface problems, and a raft of other technical parameters. And you've convinced us we're on the right track. The identical concept, the same basic design, and circuitry we've carefully initiated and thoroughly tested for the M-Series, is the way to go. Now we're extending our surface acoustic wave technology used in the present M-Series. We're also applying new beam lead devices and developing advanced custom ICs that will soon define the state-of-the-art in standard space transponders. How soon is soon? Present estimates indicate flight qualification early in January of 1977.

In the meantime the closest thing to a standard transponder these days is the M-Series multimission transponder. And it's available now.

Write for our new tell-it-like-it-is publication "How to approach Transponder Standardization." It has up-to-date case histories including photographs, specifications and a host of facts for your fancy.

Motorola Government Electronics Division, Mail Drop 3240, P. O. Box 1417, Scottsdale, AZ 85252, or call (602) 949-3192.



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The mind to imagine . . . the skill to do

Disarmament

Gentlemen: In his "Airpower in the News" report in your September issue, Claude Witze referred to "The traditional foes of defense spending, mostly liberals, many of them in favor of unilateral disarmament. . . ."

That's strange. Here I've been working on the Hill on defense issues for seven years, and I've never come across a senator who favors unilateral disarmament. No doubt Mr. Witze can supply us with the names of those current members of the Senate to [whom] he refers, and with specific statements made by them supporting unilateral disarmament. But if by some chance he is unable to do so, perhaps a retraction and apology would be in order.

Robert Sherman
Legislative Assistant to
Robert L. Leggett, M. C.
House of Representatives
Washington, D. C.

• In 1972, the Democratic presidential nominee, George McGovern, proposed a cut in military spending to a \$54.8 billion level by FY '75, spelling out, in some detail, where the reductions would be made. Mr. McGovern still is a senator, and many members of Congress agree with his approach, although to widely varying degrees. It could be called a program leading to unilateral unarmament, nonarmament, misarmament, dearmament, or even underarmament. Disarmament is generally accepted as the proper word.—THE EDITORS

Combat Vehicle Firepower

Gentlemen: It has been brought to my attention that I have an inadvertent error of fact in my article, "US Army—1975," which appeared in your September magazine.

On page 42, while discussing the mechanized infantry combat vehicle, I mistakenly described the prospective firepower for that vehicle as "either a Chain gun or a Gatling gun." The fact of the matter is that a Gatling gun is not being considered. The actual armament being considered besides the Chain gun is the Bushmaster 24-mm Automatic Cannon with dual feed. This is a self-powered gun, not a Gatling

gun. It is being developed by Aeromatic Ford for the Army's Armament Command.

I am sorry this one slipped by and would appreciate having the record corrected.

Maj. Gen. Robert F. Cocklin,
USAR
Washington, D. C.

Memories of an Exciting Past

Gentlemen: I was very glad to see that Brig. Gen. Harold Harris, USAF (Ret.), has finally come forth! ("The Day I Flew at 3,000 Feet Below Sea Level," September issue.) He should be good for many other interesting items, like the very first helicopter flight—about 1923—in a de Bothezat helicopter, and the very first parachute save. He's Caterpillar No. 1.

He also had the world's largest fleet of aircraft for that time when he took a bunch of Huff-Daland crop dusters down to Peru. C. E. Woolman, who later organized Delta Air Lines, was Harris' expert on insects in Peru.

He also was test pilot on the B-17 Flying Bomber—a daring venture in those days—a huge four-engine biplane.

Incidentally, he and Jimmy Doolittle were classmates in high school.
Jerome Lederer
Laguna Hills, Calif.

• Reader Lederer has a hatful of memoirs in his own right. An aeronautical engineer for more than fifty years, he is perhaps best known for his long tenure—1948–1967—as Director, Flight Safety Foundation, and later as Director, Manned Flight Safety, NASA. Other posts and honors are too many and varied to list. He's now retired.—THE EDITORS

Schmeling's Visit

Gentlemen: I read General Spivey's splendid article, "Secret Mission to Berlin," in the September issue, with great interest. Here are a couple of personal notes that extend it to some degree.

When Max Schmeling arrived at Stalag Luft I, he came to North II Compound to call on Lt. Col. Cy Wilson, our compound CO. My room was in the same barracks as Wil-

son's, and I was one of the few who happened to see this gigantic man, wearing a long leather civilian coat, walking around the side of the barracks. When someone casually remarked, "That's Max Schmeling," we took off down the hallway to see him come in the door.

Wilson's room was at the end of the barracks, and I imagine he saw Schmeling through his window, walking toward the entrance. Well, all who knew the memorable Cy Wilson, who stood all of 5'5", will most certainly agree he was a feisty little fellow. When Schmeling knocked on the door to Wilson's room, Cy opened it, looked up at about a sixty-degree angle toward the top of the enormous hulk that stood before him, and slammed the door in Schmeling's face!

Schmeling then walked outside with about ten of us kriegies following him, and a crowd gathered. He began to pass out glossy publicity-type photos (I do not remember whether they were in boxing trunks or not), and we discussed with him such matters as the report we had once heard in the States that he had been killed as a German paratrooper on Crete. Things were going fine until he said, in a mixture of Bronx and English, "Chee, youse guys will probably get home before I do." His reference to the US being his home irritated us all. . . .

After he left the compound, we took his photos and lined them up in the urinal trough in our outdoor latrine. For several days they were used as targets by all the kriegies as an additional measure to break the monotony of POW life.

In the summer of 1961, I read on the sports page where Schmeling, in a recent interview, had stated he had saved Gen. Russ Spicer's life. During this same period, I was corresponding from the Air Force Museum with General Spicer (who was then Commander of the Seventeenth Air Force at Ramstein Air Base, Germany) regarding a .50-caliber gun from the famous B-24D *Lady Be Good*, which Spicer had taken from the crash scene, a gun we desired for display and which General Spicer subsequently sent to us.

I was called to active duty on October 1, 1961, and my outfit was

sent to Etain Air Base, France. Early in December, General LeMay, Chief of Staff, flew in for a conference, accompanied by General Spicer. During a coffee break, General Spicer told my Wing Commander that he would like to see me, and I received word to report to the conference room. General Spicer and I then went over to a corner where we had some privacy to talk of the days at Barth, during which I mentioned the news article. When I asked him if it were true, he answered in a sarcastic tone, "Well, that's what Schmeling says."

I clearly remember the day that Spicer got out of solitary confinement (following the Russian Liberation of Stalag Luft I) and came to North II Compound. About thirty of us gathered around him and each, including Spicer, stood there with tears streaming down his cheeks in happiness, relief, or simply an emotional nervous reaction. At that time, we all believed Spicer's sentence of execution had been postponed, not commuted.

Royal D. Frey, Curator
Air Force Museum
Wright-Patterson AFB, Ohio

The Colorful Thunderbirds

Gentlemen: In regards to the Thunderbirds photo feature carried in your September issue, it is true what they say about a picture being worth a thousand words. You can take it from all seventy-five of us on the Thunderbird team, there is not an experience in a lifetime that can match a tour with this Air Force squadron.

All of us are proud of what we do and sincerely hope we are worthy representatives of the 600,000 men and women who are America's Air Force. We thank . . . AIR FORCE Magazine for the very kind tribute paid to our squadron.

Maj. Chris G. Patterakis
Commander/Leader
Thunderbirds
Nellis AFB, Nev.

A Question of Definition

Gentlemen: Lack of visible leadership has troubled me in the past. Upon reading General Clay's "Management Is Not Command" excerpts in the September issue, I get even more troubled thinking of General Clay's many disciples.

General Clay stated: . . . "management must be recognized for what it is—a system of bookkeeping that is primarily associated with statistics." He should check his dictionary. Air Force schools I have attended stressed management as

the process of getting things done—directing the efforts of individuals toward common objectives or goals.

Leaders do not necessarily have to be managers; they are "idea" men. Commanders have got to be managers. Anybody directing other people is a manager and should have basic management skills. General Clay's definition and slam at management can only add to the present mismanagement.

Lt. Col. George F. Heileman,
USAF (Ret.)
Tempe, Ariz.

Gentlemen: I particularly enjoyed reading your September issue wherein two articles pointed up changing Air Force philosophy.

General Clay gave a good, succinct rundown on "Management Is Not Command." This was flawed somewhat by his oversimplification of management as a "system of bookkeeping primarily associated with statistics." The General may get an argument here just as his confusing *downs* with *plays* may get him some static on his football story. (A third *down* can never immediately follow a forty-yard gain from the ten-yard line.)

General Jones's "The Quiet Revolution in USAF's Capabilities" was superbly done. Contrasted with General Clay's views, General Jones's third paragraph characterized USAF's people as "of first-rate caliber, battle-tested, experienced and inquiring," and he adds significantly that the latter trait "keeps management on its toes."

Quite obviously, our Chief of Staff does not regard Air Force management as a system of bookkeeping primarily associated with statistics.

Lt. Col. John M. Engebretsen,
USAF (Ret.)
Dayton, Ohio

Gentlemen: Re the article by General Clay, the General was right on target!

As a former commander of a large squadron in Japan during the '70-72 era, and later as a senior staff member in a large MAC wing, I can appreciate every word from General Clay. I have some bittersweet memories of things that could have been so very much better for everyone concerned if we could have shut off the well-intentioned advice from higher headquarters staffers on how the commander "should do it this way."

I am convinced the selection process is already severe enough in the commander AFSCs to weed

out the lunatic fringe. What the Air Force desperately needs now are some senior commanders and staff people who have the common sense to let the commander alone so he can do the job he was chosen for.

The number of commanders who agree with this is large, I suspect.

Col. William H. Ramsey,
USAF (Ret.)
N. Little Rock, Ark.

That Beauteous Beast

Gentlemen: I thoroughly enjoyed the article, "P-47—The Beautiful Beast," by Lt. Col. William R. Dunn, USAF (Ret.), in September.

I was a crew chief of the 379th Fighter Squadron, 362d Fighter Group, better known as "Mogens Maulers," which was commanded by Col. Morton D. Mogoffin, and later by Col. Joseph L. Loughlin.

The picture on page 93 really caught my eye, as this aircraft and the two sergeants were in the 379th Fighter Squadron. The photo was made at Maidstone, Kent, just prior to D-Day. The two men are, left, S/Sgt. Jim Anderson, now living in Woodbridge, Va., and S/Sgt. Bill Moore of Metairie, La. The plane's pilot was Lt. Arthur Wilcke, now residing in Wyomissing, Pa.

W. K. Marles, Sec'y
362d Fighter Group Association
Nashville, Tenn.

Gentlemen: Congratulations to Colonel Dunn for his excellent article. . . . However, I flew with the 406th Fighter Group in the CTO at the same time as Bill did and I never heard anyone refer to our Group Commander, Col. Anthony V. Grossetta, as "Tony the Wop."

I think Bill Dunn's recall must be a bit hazy, for Grossetta's nickname was "Snag." He was a great gent, and if in those days anyone had called him "Tony the Wop" within range of a 406er, his nose section would have been permanently modified.

Col. Converse B. Kelly,
USAF (Ret.)
Belton, Mo.

The author replies: Yes, Grossetta had the nickname of "Snag"—but he was also called "Tony the Wop." This last was not meant to be in any manner derogatory, and never used that way. Tony was one swell fellow and a great Group Commander. No one ever thought of him in any other way. Sorry, Kelly, I didn't mean to give the wrong impression. Please forgive me, Tony.

Bill Dunn

Airmail

Gentlemen: I would like to correct one item in Lt. Col. William R. Dunn's otherwise excellent article. . . . Colonel Dunn states that "Maj. Glenn Eagleston, of the 354th Fighter Group, splashed 18.5 enemy birds with his P-47D-25."

The 354th was the first unit to fly the P-51 in combat and, except for a brief period between November 1944 and February 1945, flew the Mustang throughout its stay in the ETO. Major Eagleston did indeed splash 18.5 enemy birds but, according to information I received from Lt. Col. Richard E. Turner, 354th ace and author of *Big Friend, Little Friend*, his victories were: 16.5 between January 5 and October 29, 1944, and two in March of 1945.

If these dates are correct, Major Eagleston's victories were all accomplished with the P-51.

Of the 701 aerial victories of the 354th Fighter Group, the Group's thirty-eight aces accounted for 323 1/4. While other "Pioneer Mustang" pilots undoubtedly brought down enemy aircraft with P-47s during the brief period when the Group was equipped with these planes, only three of the unit's aces made kills with the P-47. . . .

By and large, 354th pilots viewed the switch from P-51s to P-47s in November 1944 with dismay and were overjoyed to get their Mustangs back in February 1945. . . .

Sidney G. Depner
354th TFW Historian
Myrtle Beach AFB, S. C.

Attack on Rabaul

Gentlemen: I refer to Steve Birdsall's article, "Target: Rabaul" in the September issue.

One of the attacks casually omitted in the article was the October 18 attack made by the B-25s when weather forced the remainder of the Fifth Air Force to turn back.

The following are credited by intelligence to the 345th Bomb Group:

In aerial combat: thirty-nine fighters definitely destroyed, eight fighters probably destroyed.

On the ground: nineteen airplanes definitely destroyed, twenty-three probably destroyed.

One freighter transport (6,000 tons) and one corvette definitely sunk.

One freighter (5,000 tons) seriously damaged and probably sunk.

One corvette, one patrol boat, and one small ferry damaged.

The two squadrons of the 38th Bomb Group that hit Tobera airfield were credited with twenty airplanes destroyed or badly damaged. The 345th lost two aircraft to fighters on this mission, and, to the best of my recollection, in fourteen months this was our only loss to enemy fighters while we were credited with shooting down about ninety-six.

On the October 12 raid, the 345th departed New Guinea with forty-eight aircraft, hit Rabaul with forty-eight aircraft, and returned to New Guinea with forty-eight aircraft. B-25s from this Group also escorted the Japanese surrender team into le Shima.

As for myself, I have official credit for one Japanese fighter shot down with my forward guns. I was set on fire while supporting the Marine landing on Cape Gloucester on the other end of New Britain and landed in the water to extinguish the flames. I landed my entire crew on the Marine beachhead at 0200 the following morning.

Col. Clinton U. True, USAF (Ret.)
Fort Walton Beach, Fla.

In CAPS It Is

Gentlemen: I began reading with pleasure the article by Steve Birdsall. It was refreshing to read something about the Southwest Pacific area. Most World War II articles and books tend to ignore this area of conflict for pictures and stories more glamorous, i.e., Europe, Japan, and the South Pacific. Despite my initial compliment of the article, I was disappointed.

Having done research on this area for five years, I was hoping Mr. Birdsall would plough through some new sources and areas and give some other people credit besides George Kenney. No doubt George Kenney had a lot to do with the overall accomplishments of the Fifth Air Force, but while he was back in Australia, it was Maj. Gen. Ennis C. Whitehead, Commander of the Fifth Air Force, who was the real driving force behind many of the accomplishments of the Fifth Air Force.

However, Mr. Birdsall, like so many other historians and writers of the area, doesn't even mention his name. Ask those who were there, including Kenney himself, and I know that they would agree that Whitehead, known affectionately as the "Murderer of Moresby" and "Ennis the Menace," had a great

deal to do with the success in the Southwest Pacific. Thus, for the record, if it is not too sentimental of me, would you please print his name in capital letters one time, **ENNIS C. WHITEHEAD**, so that those that know him may remember. Thank you.

Donald M. Goldstein
AFROTC Detachment 730
University of Pittsburgh
Pittsburgh, Pa.

F-102 Conversion

Gentlemen: As usual, your September issue was full of timely, well-written and highly informative articles. We at Sperry Flight Systems were particularly pleased with the item in the "Aerospace World" section dealing with the PQM-102 drone delivery to ADCOM.

We would have been even more pleased if you had mentioned our name, since Sperry Flight Systems is prime contractor for conversion of the F-102 into the PQM-102. ADTC Eglin is indeed responsible for the conversion, but we (along with our subcontractors Fairchild Aircraft Services and Vega Precision Labs) made it happen.

Like everyone else, we enjoy recognition. As for the article itself, it was correct in all respects. The coverage is appreciated.

Harry Weisberger
Sperry Flight Systems
Phoenix, Ariz.

New OER System

Gentlemen: Ed Gates's analysis of the new OER system ["Rating the Effectiveness of Effectiveness Rating"] appears in conjunction with General Clay's definition of "management" . . . as something that "can do nothing except providing a means of measuring monies expended against results gained." Given this definition, the new OER system is absurd on its face.

The system demonstrates the penchant of "modern managers" to devise decision-making systems that are automatic (and can be automated). Planners already boast, we are told, that the "program makes the 'decision process much easier.'" Once OERs are spread, the USAF central computer could become the promotion board; small wonder there is less need for narrative reports. Those who study computers and administration know the acronym GIGO (Garbage In, Garbage Out), so let's look at the GI.

The "key figure," Gates notes, is the "reviewer," the wing commander, e.g., who juggles ratings to meet the mandatory quotas. The

operational question is how this will be done. My guess is that subordinate commanders will submit high ratings and will tell the officers they rate that they have done so. The reviewer will have to rely upon secret "priority lists" provided by rating officers, thus reintroducing a device USAF announces it is eliminating—the rating of an officer against his contemporaries. On this point, USAF managers seem dishonest, but let's look at other things likely to happen:

- Because officers will know the importance of priority lists, desperate attempts will be made to get copies of them; a black market is not beyond imagination.

- Reviewers will bring their subordinates together as "miniboards," whose decisions make or break careers. The politics of promotion boards, heretofore confined to the Pentagon, will be transferred to wing headquarters, nobody will be able to keep the results secret, and bitter recrimination will invade every organization.

- Realizing the importance of the reviewer's distribution, individual officers will make desperate attempts to come to his personal attention. A single favorable impression can be crucial, and everybody must seek to become a general's aide.

- Officers now realize they have no reasonable basis on which to apply for assignments. Any officer established in an "inner circle" (the twenty-two percent club) would be foolish to move, hence only officers outside the top twenty-two are likely to apply. The new system, in other words, is a "billet" or "vacancy" system of its own. If officer A (top twenty-two percent) replaces officer B (bottom fifty percent), officer A now occupies a different slot than the one he left, and he must knock off somebody else if he is to find another twenty-two percent slot; in this world, every officer views his colleagues as professional enemies, not friends.

In the finest bureaucratic tradition, the new system enables everyone to evade responsibility. The rater is not responsible, because he doesn't make the distribution, the reviewer is not responsible because he must rely upon the secret priority list, and the promotion board isn't responsible because the spread of OERs makes decisions automatic. Overall, USAF now has a giant crap-shooting machine capable of destroying careers but incapable of explaining why. Indeed, there can be no explanation other

than "We just didn't have a twenty-two percent slot for you."

In at least two other ways, the system is an obvious fraud. The reviewer, who makes or breaks careers, used to be the "endorser" who often stated, honestly, "I do not know the officer, but I have confidence in the rater." Assuming this phrase has been eliminated, the reviewer must lie (a good management book is *How to Lie With Statistics*).

Secondly, it is absurd to assume the distribution of talent is precisely the same everywhere. On this score, Gates did not go as far as he might have in analyzing USAF rejection of a policy of favorable distribution for "elite groups" (Air Staff). When the Air Force Academy was organized in the late 1950s, USAF assembled superior young officers for faculty and staff, but one management-oriented superintendent decided all his subordinates should be "graded on a curve." All hell broke loose, and a historical research study would be relevant now.

OERs pose problems, and they may not be workable at all, but this new computerized Frankenstein monster seems obviously worse than its forerunner. If this is innovative management, heaven help us!

Frederick C. Thayer
University of Pittsburgh
Pittsburgh, Pa.

Gentlemen: The very interesting article by Ed Gates did not identify the main reason for the failure of the old OERs (prior to 1975) as a tool for selecting the best officers for increased rank and responsibility. My experience with the OER system ended in 1967, but I always thought the governing AFR provided an excellent yardstick for the purpose for which it was designated. While there may have been other contributing factors, the inflationary spiral in the rating occurred largely because the Air Force leadership failed to demand compliance with the governing AFR, particularly as pertained to the normal distribution of ratings.

CORRECTION

On p. 86 of the September '75 issue, we incorrectly identified Frank A. Shrontz, USAF's Assistant Secretary (Installations and Logistics), as "Assistant Secretary for Systems and Logistics." His correct title appears with his picture on p. 47 of the same issue.—The Editors

In my experience as a rater, endorsing officers sabotaged the heart and soul of the system by returning OERs with requests for Xs to be moved upward so as to provide better promotion chances for ratees in competition with inflated ratings from other commands. As I recall, official sanction was eventually given to an absurdity which further warped the normal distribution of ratings yardstick: It was declared appropriate to rate a higher percentage of field grade officers than company grade officers as outstanding in comparison with officers of the same grade. So raters found that they were expected to use a different yardstick than the one specified in the AFR and that its elasticity should depend on the rank of the ratee.

It was a serious mistake to permit, and in many cases coerce, raters into giving inflated ratings which were not the highest expression of their experience, honor, and integrity. We ended up with a perverted, self-defeating system which compromised the honor and integrity of the participants and did not facilitate the selection of the best officers for increased rank and responsibility.

Let us hope that the new OER regulations provide a nonelastic yardstick . . . and that unrelenting pressures are exerted at all echelons for strict compliance. The additional rater and reviewer can always disagree with a rater and inform him why they have done so, but they should never coerce him into changing the position of an X that represents his best judgment. No one should be given a reason to believe that there can be an acceptable substitute for complete honor and integrity.

Lt. Col. Edwin I. Boyd,
USAF (Ret.)
Rapid City, S. D.

361st History

Gentlemen: I am at present researching the 361st Fighter Group of the Eighth Army Air Force in England and on the Continent during World War II and would like to ask any readers who were members of that group and its supporting units to write me. I will be writing a history of the unit.

Danny Morris
29, Manor Close
Aveley
Essex, England RM15-4EL

• Mr. Morris is author of *Aces and Wingmen, a history of the VIII Fighter Command*.—THE EDITORS

Airpower in the News

By Claude Witze
SENIOR EDITOR

Adding Up the Figures

Washington, D. C., October 6

Last week, the House of Representatives, by a vote of 353 to 61, accepted a defense appropriation bill providing \$112 billion for a fifteen-month period. This covers Fiscal Year 1976, plus three months for the transition to Fiscal 1977, which, under a new law, will start next October. The bill has been sent to the Senate.

The House Appropriations Committee, in a 356-page report accompanying the fifty-eight-page bill, cut about \$9 billion from the \$121 billion requested by the Administration. A year ago, the Pentagon requested \$87 billion for the twelve-month period of Fiscal 1975, and Congress reduced it by \$4.5 billion. Thus, last week's action is substantially more severe than that taken in 1974.

Chairman George H. Mahon of the Appropriations Committee said on the House floor that the program provides for growth and that growth is in the procurement area. There is \$25 billion provided for the fifteen months. The request was for \$29.1 billion. Mr. Mahon pointed out that funding for procurement and research and development, while below the request, still is higher than it was in the Fiscal 1975 appropriation, by about \$4.6 billion. He acknowledged that most of this money will be absorbed by inflation, but held it still will "support the expanding procurement of such things as tanks, advanced fighter and attack aircraft, the Trident missile, ships, aircraft modifications, and spare parts."

A major blow to the Air Force is a cutback in the AWACS program. Funds were sought and authorized for six aircraft. It was slashed to two. "The committee," Mr. Mahon told the House, "would like to limit the AWACS buy to eleven aircraft instead of the planned thirty-four-aircraft buy since it is assumed that NATO will buy a substantial number of AWACS." It is an assumption that may turn out to be a hope.

There was no discussion in the House about the B-1 bomber program. Mr. Mahon listed provision for \$642 million to carry on the R&D, along with \$338 million to pursue the USAF F-16 and Navy F-18 air combat fighter programs.

Under straight procurement, he said there is provision for the purchase of 570 aircraft. Included are ninety-one A-10 attack aircraft, 135 F/TF-15 fighters, two E-3A AWACS, forty-five F-14A fighters, and forty-one S-3A ASW aircraft. There will be fifty Minuteman III missiles and 11,328 other missiles of various types.

One interesting aspect of the floor discussion, negative in nature, was the absence of any reference to this year's military authorization bill, which had been passed, in its second version, by the House on September 24 and by the Senate on September 26. It was almost two months earlier that the Senate had rejected the first authorization effort, an unprecedented rebuff to the Armed Services Committee, headed by Sen. John C. Stennis.

The conferees, despite all the earlier talk that they

might be replaced, went back into session and found a way to approve \$25.5 billion for procurement and R&D. This was \$250 million less than their recommendation earlier in the summer. The new authorization called for a \$30 million cut in the AWACS program, \$52.7 million less for aircraft spares, and a slash of \$22.3 million for the F-15 fighter. The Navy lost its \$60 million for the nuclear strike cruiser and \$85 million that had been intended for one new patrol frigate. In other respects, the second conference report was identical to the first.

Chairman Stennis did not let the Senate forget the earlier debate in which Sen. Edmund Muskie of the new Budget Committee prevailed with the argument that the Armed Forces Committee was threatening to violate his spending goal by at least \$700 million.

Mr. Stennis said this time that he, too, is in favor of fiscal responsibility. But he is afraid Congress may be misled by the newness and confusion inherent in the early testing of a new system. He looked at the nitty-gritty—the outlays:

"The first conference report was rejected by the Budget Committee as busting the budget and contributing to the deficit," the Armed Services chairman declared on the floor. "This was in a sense frivolous because the entire difference in outlays between the first conference report and the Senate-passed [budget] bill was only \$60 million."

"This new conference report cuts only an additional \$22 million in outlays. These figures are very small compared to the overall deficit in the first budget resolution of \$69 billion for the entire federal budget."

"By rejecting the first conference report, we have saved very little in outlays, which contribute to the deficit, but have delayed the authorization and appropriation of the defense budget. Further, I am advised that the outlay figure used by the Budget Committee for debating the first conference report was about \$600 million too high."

Mr. Stennis offered further observations and Mr. Muskie responded, at length. The argument, presumably, will be resumed next year.

For the record, it should be noted that Rep. Robert H. Michel (R-III.), ranking Republican member of the Subcommittee on Labor, Health, Education and Welfare of the House Appropriations Committee, took the floor during the defense debate. His contribution was to insert a table showing what Congress has done to Administration funding requests for the Defense Department, compared with "other agencies." The table covers twenty-one years, from 1954 through 1974.

It shows that Congress has appropriated, over the twenty-one years, \$44.9 billion *less* than requested for the Defense Department. The comparable figure for "other agencies" is \$11.2 billion.

But, *and here is the rub*, in the period of 1970 through 1974 alone, Defense was *cut* by a total of \$21.5 billion. "Other agencies" were voted \$19.7 billion in excess of what they requested.

You can find the Michel table on page H 9312 of the

A Man Who Made the System Work

When Bill Irvine (see obituary, Oct. '75 issue, p. 20) retired from the US Air Force in 1959 there was not an aircraft or missile in the inventory that lacked his imprint. From concept to delivery, he watched each system grow up and helped it grow. He knew what the requirement was, why it existed, and how it should be filled. He could, and did, monitor production details. He went into factories as USAF's troubleshooter, and it was not uncommon for him to tell the manufacturer,

in the kind of language that only Bill Irvine could use with impunity, how to build the airplane. There is no record that he was ever wrong.

The man had enlisted as an airplane engine mechanic during the first World War, in 1918. He became a pioneering pilot, who helped Billy Mitchell sink battleships, zoomed across the screen in "Hell's Angels," set world records for long-distance hauls, fathered the B-29 through its birth pains, and then got it ready for battle against Japan. He was a showman. When he commanded the first B-36 wing, the men who worked on engine maintenance were required to wear white gloves. It was Bill's way of impressing them with the idea that their work demanded surgical precision.

The Wayward Press

There is a public debate approaching, already heating up, about our foreign policy and the contest between Congress and the Executive Branch over how it is determined. The entire nation should stand alerted that this is another case in which the American press is going to talk too much, in print and on the air.

Already, Rep. Lester Wolff, a New York Democrat and presumably a reader of some overbearing publications in this part of the country, has invited the press on stage. Mr. Wolff chairs a subcommittee on Future Foreign Policy of the House Committee on International Relations. He has held a meeting with journalists to question them about foreign policy reporting, how they form their views on the subject, and how they decide what to write about.

The panel selected by Mr. Wolff consisted of Jack Anderson, the "investigative" reporter and columnist; Martin Agronsky, who pontificates on a TV public affairs show; Hugh Sidey of *Time* magazine, and William Attwood, who is publisher of *Newsday*, a Long Island daily. There probably will be more of this sort of thing as reporters pay less attention to reporting, more to their personal aggrandizement on the public platforms.

By way of background, the July issue of *Commentary* magazine, which Representative Wolff may have missed, contained some observations on the subject of journalistic competence in the foreign affairs area. Perhaps they should be in the record of the Future Foreign Policy Subcommittee. The subject was examined by Michael Novak, a respected author and academician. He took a close look at the "upwardly mobile foreign correspondents of American newsmagazines and television, and the commentators." He found that they constitute an influential foreign policy elite, which is precisely the way Mr. Wolff's guests view themselves. But Michael Novak then went on to examine their qualifications:

"Increasingly, these correspondents have become, since World War II, a caste apart: well-paid; borne up by the power of the institutions they serve; marked by ambition. Their tours of duty are brief. Their careers depend upon distinguishing themselves from those they cover. The product of universities, sometimes of elite universities, they transparently view themselves as smarter than and morally superior to the generals, ambassadors, and foreign officials they interview. Supported by their networks, agencies, papers, chains or wire services—bureaucrats themselves—they sneer at 'petty bureaucrats' in other places. . . .

"In this elite, too, a special theology is visible: the theology of *resentiment*." Not themselves actors, not themselves heroes, doomed by their profession to be reflectors of the deeds of others, their shortest road to superiority is cynicism with respect to the reputations, aspirations, and accepted wisdom of others. . . . Without cultural background, as ignorant of native languages as the worst ambassadors they pillory, untrained and unpracticed in international economics, the journalists have vastly expanded power, if not to act, at least to skewer those who act or try to act. . . .

"Intelligent foreigners do not believe the American press. Many marvel at its innocence. The governing story from abroad, especially in Asia, seems to be contempt for the sins of freedom and admiration for the discipline of terror. What they would never accept in their own lives, many admire in reporting: the purpose, sense of mission, and discipline of totalitarian regimes. The corruption, confusion, and teeming multi-

plicity of freer societies seem to shock their puritan sensibilities. The notion that the United States could be allied to governments at once non-democratic and, at the same time, wallowing in lack of discipline, offends them. And so they debunk free societies and praise 'disciplined' societies, where their profession would be the first to be dissolved.

"Whence springs this suicidal impulse? Why this double standard? Imagine, for example, if a dictatorship or military junta had emptied the cities of Greece or Chile with the thoroughness of the Khmer Rouge in Cambodia, driving some three million persons at gunpoint from their homes, herding hospital patients, the elderly, the wounded, children, women, into open countryside without supplies or any shelter, and in the expectation that as many as half might die. Would Sydney Schanberg, in reporting from the scene, have pleaded as he did in his *New York Times* stories on Cambodia, for 'understanding,' or suggested that such herding of refugees was not 'cruel' but only 'ideological' in intent, a 'new beginning,' a 'hard necessity'? Would Anthony Lewis have applauded such double-think as he applauded Schanberg? So many reporters use one standard for Communist regimes, another standard for non-Communist regimes. They seem to have a guilty conscience about their position in a capitalist and free society, and to be attracted to those who show a puritan rigor in avoiding soft beds even while they drive millions to unfreedom and death. . . .

" . . . the press has not yet developed codes to go with its vast new power over foreign policy. In many parts of the world, the judgment of one or two correspondents, magnified on television (or in the journals that guide television), has at times more public power than the Presidency, the Senate Foreign Relations Committee, or the Pentagon, or all together. This is a systematic weakness of colossal and almost universally tragic proportions."

resentiment 1. any cautious, defeatist, or cynical attitude based on the belief that the individual and human institutions exist in a hostile or indifferent universe or society. 2. an oppressive awareness of the futility of trying to improve one's status in life or in society.
—from *Random House Dictionary*.

Airpower in the News

When he took command, the unit at Carswell AFB in Texas was averaging less than one hour of flying time per aircraft per month.

In less than six months, the figure was fifteen hours per aircraft per month. Bill Irvine, one of his associates said at that time, "makes things go. He has an uncanny ability to put his finger on a problem, be it on the production line, in the depot, or out in the field. He just doesn't know that things can't be done."

When his military funeral was held at Arlington National Cemetery on September 12, it was not disrespectful to observe that the event marked the end of an era, possibly more than anything else. Bill Irvine had been out of uniform for seventeen years. The chapel at Fort Myer was less than half filled, and most of the sixty persons present were ones whose loyalty he had gained in the years when he accepted full responsibility for making the system work, and made them share that responsibility without flinching. And they came not just from USAF; the aerospace industry was well represented.

Bill Irvine had a reputation as tough, but always fair. It was natural that a good many people did not like his *modus operandi*. This reporter can recall an instance, about twenty years ago, when Clarence S. Irvine, a three-star general and Deputy Chief of Staff, Materiel, was being besieged by irate aerospace contractors. They had banded together, demanding a hearing, to protest what they considered excessive USAF interference in the operation of their plants. The customer, they charged, was trying to tell the contractor how to do his job, and they wanted none of that. I

There were strong headwinds in March 1945, but Colonel Irvine flew the B-29 Fluffy Fuzz V from Honolulu to Manila, nonstop, in 21 hours, 49 minutes. There, he was welcomed by Cmdr. John N. Ogle, USN, the official timer. Irvine's 1946 flight to Cairo (photo above) took 39 hours, 36 minutes. The two trips proved the worldwide applicability of airpower. The next year, 1947, USAF was born.



called on General Irvine, text of the complaint in hand, and said my magazine readers were entitled to know what merit, if any, there was in the Air Force policy, which emanated from his office. Bill chewed the end from a new cigar, lighted it, and cited an instance:

"A colonel came in here a few weeks ago. He is a plant representative in the factory of a major contractor. I asked him a lot of questions. In particular, I wanted to know about the schedules for aircraft components, the pieces that come from other factories, and whether they would be ready at the proper stations on the line when they were needed. For some of these parts, the colonel's answer was that he simply did not know.

"Look, you SOB, I said, here you are with a bird on your shoulder and you want to be a general, and I ask you a question like this and you say you don't know?



In 1946, Bill Irvine received the Distinguished Flying Cross from Gen. Carl Spaatz, then CG of the Army Air Forces. He'd flown the B-29 *Pacusan Dreamboat* from Honolulu to Cairo, over the Arctic, 9,500 miles. WAC Capt. Ruth Saltzman, looking on, became his bride later that year.

"And the colonel's answer was that he did not know because the factory management did not know. So, I rolled out an airplane and flew out to the plant. And, the guy was right. They *didn't* know. USAF interference in the management of that plant has been increased, and it will stay at a high level from here on. My job is to see that the schedule is met."

That was another era. Gen. John P. McConnell, who retired as USAF Chief of Staff a decade after Bill Irvine left the Pentagon, once defined his major management problem for a committee on Capitol Hill. It was simply the fact, General McConnell testified, that when something went wrong he didn't know whom to fire.

Well, when Bill Irvine took delivery on the first B-52—the first fully equipped aircraft flown to a SAC base for the using command—he came back to the Pentagon jubilant. It was the first time in his career, he told me, that USAF had received the first copy of a new weapon system "and everything worked. On the ground and in the air, everything worked."

He had sweated that one out, from concept to delivery. If the system did not work, the Air Force, and Bill Irvine, knew whom to fire. ■

NEW ANTI-ARMOR SYSTEM

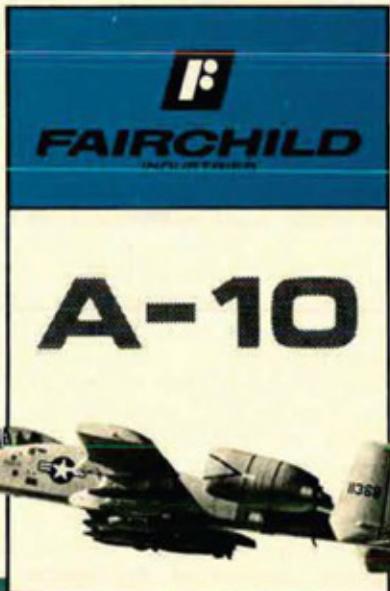
Only the USAF A-10 provides the unique capabilities needed to defeat a massive armored thrust.

Each A-10, for example, will deliver up to 8 tons of ordnance per sortie to destroy enemy armor and to suppress hostile anti-aircraft missiles. With this typical payload—12 Rockeye anti-armor cluster dispensers, 6 TV-guided Maverick missiles, 2 laser-guided "smart" bombs, enough 30mm armor piercing ammunition for 11 attacks with its GAU-8 cannon—the A-10 can remain in the combat area for 1½ hours and still have sufficient fuel to return to base 100 nautical miles away.

In addition to this broad mix of weapons, the A-10 has 4 underwing stations reserved for electronic and IR countermeasures necessary to penetrate and evade enemy anti-aircraft missile defenses.

Add to this the A-10's survivability features—structural integrity, systems redundancy, fire suppressive fuel tanks and titanium cockpit armor.

The result: a new combat aircraft capable of providing responsive and lethal tank-killing support of friendly ground forces. **On every anti-armor mission, the A-10 will be there when needed with what is needed.**



By William P. Schlitz

ASSISTANT MANAGING EDITOR

Washington, D. C., Oct. 3

The only system in the US that provides a defense against ballistic missile attack went operational on October 1, but may have to be closed down by the end of this year if the US Senate upholds a recent House vote to withhold operational funding.

Called Safeguard, the system is composed of a radar and missile facility in North Dakota and an underground command and control post near Colorado Springs. Both elements are manned by the Army's Safeguard Command, but are under operational control of Aerospace Defense Command (ADCOM).

The North Dakota site, which protects Minuteman missile fields in the surrounding area, operates two huge phased-array radars and has control over five missile-launching sites equipped with seventy Sprint and thirty Spartan missiles. (Spartan is designed to intercept incoming missiles still beyond the earth's atmosphere at ranges of several hundred miles. Sprint is a short-range, high-acceleration weapon for terminal defense in the atmosphere.)

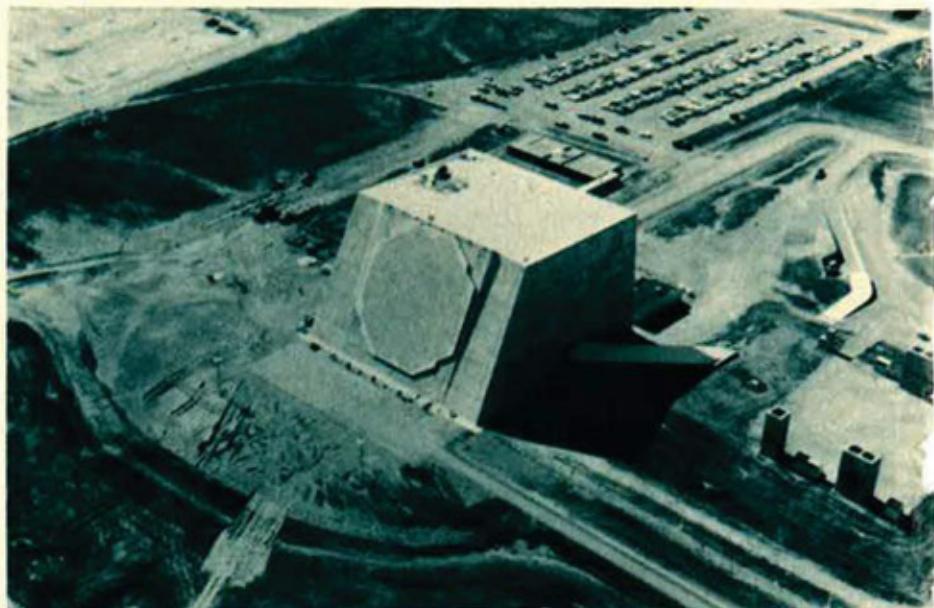
Safeguard's control and coordination are handled by the Ballistic Missile Defense Center in the Cheyenne Mountain complex in Colorado. It is equipped with computers and other electronic gear to monitor the North Dakota facility.

Phased-array radars are extremely fast in acquiring targets and tracking large numbers of them simultaneously.



The USAF/NASA lifting body, the X-24B, the only rocket-powered aircraft to fly in recent times, made its final powered flight at Edwards AFB, Calif., late in September, ending an era.

The program from which the X-24B was derived began in 1944, and largely reflected the success that the Germans earlier had had with rocket-powered flight. An initial highlight of the program was the world's first supersonic flight on



Part of the Safeguard ballistic missile defense system, the perimeter acquisition radar housed in this concrete structure is able to reach out more than 1,000 miles in search of enemy ballistic missile warheads. Manned by Army missilemen but under ADCOM control, the site is located north of Grand Forks, N. D. See adjacent item for details on Safeguard.



Air Force Academy Superintendent Lt. Gen. James R. Allen pins parachutist wings on Capt. Judith M. Galloway, the first woman officer to complete the free-fall course at the USAFA.



October 14, 1947, a historic mark set by the then Capt. Charles E. Yeager in the Bell X-1.

Another milestone was passed in November of 1953, when A. Scott Crossfield flew the Douglas D-558 II Skyrocket at twice the speed of sound. In time, such experimental craft attained speeds of 1,500 mph (2,400 kilometers per hour) and altitudes of 90,000 feet (27,000 meters).

The most successful of the rocket-powered craft was the North American X-15, which between 1959 and 1968 extended the frontiers of aerodynamic flight into space itself and established unofficial world records for speed—7,280 kph (Mach 6.7 or 4,520 mph)—and altitude—107,960 meters (354,200 feet).

The latest group of experimental aircraft are known as "lifting

bodies," because their wingless configurations generate aerodynamic lift, and are test beds of the Space Shuttle's orbiter upper stage. While powered flights have ended, six more unpowered flights are still scheduled.



Four Italian Air Force pilots were killed in West Germany late in September when their four-plane formation crashed into a hillside on take-off.

Cause of the crash is being investigated, but officials said visibility was good despite some cloud cover.

The aircraft, F-104 Starfighters, were part of an exchange training program and en route to their home base in Italy.

Speculation is that the three wingmen were intent on keeping a tight formation. Thus, the tragedy could have occurred if the leader suffered a malfunction or failed to see the hill. Sabotage, at this point, has not been ruled out.

Ironically, a flight of four German F-104s crashed under similar circumstances near Cologne in 1962.



With the current energy shortage certain to continue, the Air Force is seeking economical methods of keeping its pilots flight proficient.

As reported earlier, heavy reliance is to be put on flight simulators, but USAF has also begun a year-long, Air Force-wide program to evaluate the advantages of using relatively economical aircraft to provide flight experience.

For example, in October, C-141 copilots of the 60th Military Airlift Wing at Travis AFB, Calif., will begin flying two-seat T-37 training aircraft out of Mather AFB, Calif. Six other bases are also involved, with F-4E pilots from Eglin AFB, Fla., flying T-38s at Craig AFB, Ala.; F-111D pilots from Cannon AFB, N. M., flying the T-38s at Reese AFB, Tex.; and B-52 and KC-135 pilots flying T-37s at Columbus AFB, Miss.

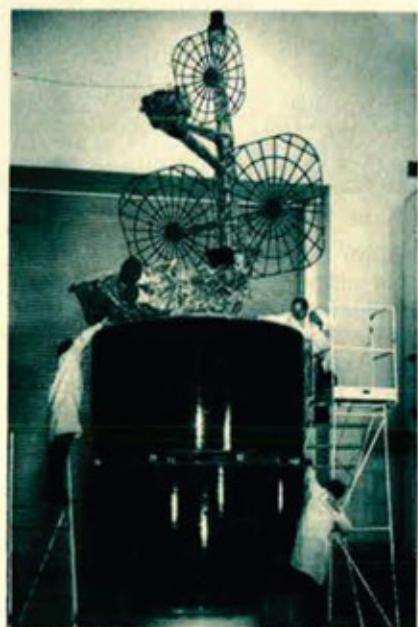
The program is designed for younger pilots with less than five years' flying time. Initially, the Travis pilots will average thirteen flights per pilot per month. They'll maintain full C-141 flying status while completing 180 hours in the T-37 during the test year.



This autumn witnessed the seventh annual aerial deployment of US forces to exercises in Europe



Gen. Robert J. Dixon, Commander of the Tactical Air Command, recently presented the new General Carl "Tooeey" Spaatz Award to Gen. Russell E. Dougherty, right, SAC's CINC, in "appreciation of superb aerial refueling support." Below, center, A1C Jon M. Fontenot, nineteen, recently became the youngest loadmaster at Travis AFB, Calif., aboard the world's largest airplane—the C-5.



The first of six Intelsat IV-A communications satellites built by Hughes Aircraft Co. will have two-thirds more channel capacity than predecessor Intelsat IV.

as part of the continuing treaty agreement with the NATO nations.

Ninety-six Alliance-committed F-4 Phantoms of TAC's dual-based 49th Tactical Fighter Wing, Holloman AFB, N. M., participated in the combined ground/air exercise dubbed Autumn Forge 75. They were refueled en route to and from Germany by SAC KC-135 tankers, with airlift of troops, maintenance, and support personnel conducted by MAC transports.

Reforger Forces maneuvered in two widely separated exercises during Autumn Forge 75. The 1st Infantry Division, Ft. Riley, Kan., deployed to the Central Army Group area in northwestern Bavaria, while the 3d Armored Cavalry Regiment, Ft. Bliss, Tex., took part in a British Corps Command Post Exercise before joining the German 1st Panzer Grenadier Division for maneuvers near Hannover.

A new twist: The deployment of a 1,500-man US Marine Corps amphibious force, the first Leathernecks to serve on German soil since World War I. This is interpreted as signaling a significant change in the role of USMC, traditionally conditioned for amphibious combat in the Pacific. (For a definitive look at "US Marine Corps—1975," see October issue, p. 35.)

While Crested Cap 75—code name for USAF participation in Autumn Forge 75—provided good training in aircrew deployment, it was not a test of speed, DoD explained: "The deployments are designed to maintain aircrew proficiency in instrument flying and radar bombing, with special emphasis on low-level training and alert procedures unique to Europe," as well as participation in the broader NATO exercises in conjunction with Europe-based units.



In another joint allied forces exercise this fall, Aerospace Defense Command F-106 interceptor and EB-57 electronic countermeasure aircraft flew from the US to Europe for exercise "Cold Fire 75."

This marked the first time ADCOM's F-106s participated in a European exercise. Parent units of the aircraft are the 5th Fighter Inter-



Above, finishing touches are put on scale test model of the Space Shuttle orbiter by employees at Rockwell International Corp.'s Los Angeles Aircraft Div. Built for Rockwell's Space Div., the model will be used for wind-tunnel tests at NASA's Ames Research Center, Calif. Below, US Navy's new missile ship Pegasus is the first of a line of Patrol Hydrofoil Missile ships (PHMs). Built by Boeing Aerospace Co., she'll undergo evaluation on the Pacific Missile Range. For an appraisal of the Navy's current and future combat strength, see p. 34 of this issue.



ceptor Squadron, Minot AFB, N. D., and the 17th Defense Systems Evaluation Squadron, Malmstrom AFB, Mont. The 17th DSES is the only one of its kind in the active Air Force.



A missile guidance system that will follow an aerial photo like a road map to its target is being designed for the Army's Pershing II missile.

Six systems are being built by Goodyear Aerospace Corp., under an agreement with Pershing II prime contractor Martin Marietta Aerospace, for flight tests at the White Sands Missile Range in New

Mexico and two others for checkout and evaluation.

The system, called Radag (also see June issue, p. 31), is expected to improve the advanced medium-range missile's accuracy "significantly," officials said.

Radag works by directing the missile's flight path through comparing a stored photo or previously taken radarscope photo with images picked up by the system's on-board computer. Radag's accuracy has already been demonstrated in helicopter and jet fighter tests.



A milestone in propulsion technology was recently passed at Eglin



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Aerospace World

AFB, Fla., with the test flight of the triservice High Altitude Supersonic Target (HAST).

The missile's hybrid rocket system, the first of its kind destined for operational use, boosted the vehicle from aircraft launch to Mach 2 and kept it at that speed throughout the planned four-minute flight.

HAST is in advanced development to provide pilots and ground missile crews a realistic target for training and weapons evaluation. HAST carries special electronic equipment to produce a radar signature equivalent to a manned aircraft. It can be preprogrammed for a particular flight path or controlled from the ground. HAST is designed to fly at four times the speed of sound and at altitudes greater than twenty miles.

The key to HAST's propulsion system is "throttleability," in that it is designed to respond during flight to an infinite number of thrust demands despite varying G loads and levels of centrifugal force.

According to United Technologies Chemical Systems Div., which developed it, HAST's unique propulsion system may find uses in tactical weapons and RPVs. Thus powered, missiles could perform a wide range of maneuvers over a relatively long time span, officials

said. For example, a missile could cruise at low thrust and then accelerate, going through a variety of performance cycles that would make it "almost impossible to intercept or defend against," the company said.

Prime contractor developing HAST is Beech Aircraft Corp.



The FAA has ordered installed on all large turbine-powered aircraft flown by the commercial carriers, air travel clubs, and aerial taxi operators an alerting system that sounds an alarm when planes are below the ILS (instrument landing system) glide slope on landing approach.

The new units will work in conjunction with the Ground Proximity Warning System (GPWS) that is to provide warning on four types of dangerous flight conditions: excessive sink rate, excessive terrain closure rate, negative climb after take-off, and inadvertent proximity to the ground.

Previous FAA regulations call for installation of GPWS by December 1, 1975, with certain exceptions for technical reasons. The new glide slope deviation warning system will be required by June 1, 1976.



Under development for USAF is a very precise attitude control system that can guide a booster into orbit and, additionally, provide spacecraft orbital position data.

The system's core is a pair of general-purpose on-board proces-

sors that each weighs less than eight pounds and uses only five watts of power. They're being developed by RCA for the Air Force Space and Missile Systems Organization under the Defense Meteorological Satellite Program.

According to officials, the low-power computers eliminate the need for a separate booster guidance system and improve command and control capabilities. Once in orbit, the spacecraft's position and velocity are calculated once every half second by analyzing data supplied by gyroscopes, star-mapper, and other sources to assure a pointing accuracy of better than 0.10 degree.

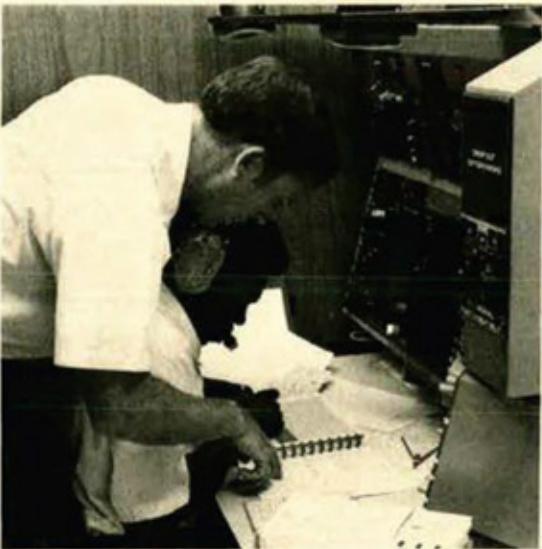


The General Thomas D. White Space Trophy for 1974 has been awarded to astronaut Col. William R. Pogue.

The trophy honoring General White, the retired Air Force Chief of Staff who died in 1965, is presented annually to the military or civilian member of the Air Force who made the most significant contribution in the preceding year to US aerospace progress. The trophy is sponsored by the National Geographic Society.

Colonel Pogue distinguished himself during the third manned Skylab mission from November 16, 1973, to February 8, 1974—at eighty-four days the longest span man has been in space.

Besides repairing internal Skylab equipment, Colonel Pogue also made two tricky space walks, one each with his companion astronauts



2d Lt. Charles Fahie, seated, trains on new T-45 navigation simulator at Mather AFB, Calif. It can duplicate Mach 2 speed, 70,000-foot altitude. Maj. Robert Woodrow briefs him.



At the Air Force Flight Test Center, Edwards AFB, Calif., an A-10's GAU-8 30-mm cannon is put through its paces firing production ammunition. The GAU-8, largest gun ever mounted in a US fighter or attack aircraft, will make the A-10 a lethal tank killer.

Aerospace World

—physicist Dr. Edward C. Gibson and mission commander Lt. Col. Gerald P. Carr. The latter space walk, also to repair malfunctioning equipment, took seven hours, the longest on record.

Colonel Pogue has had a well-rounded career in aerospace. He flew forty-three combat missions in Korea; flew with the Thunderbirds demonstration team; spent three years teaching math at the Air Force Academy; and served as test pilot and flight instructor before entering the astronaut program.



Jacqueline Cochran, famed aviatrix and long-time AFA supporter, recently donated the memorabilia of her historic flying career to the Air Force Academy.

In emotion-filled ceremonies at the Academy, Miss Cochran was honored by the Cadet Wing and by national civic and professional leaders.

"I've had two events in my life that are the most important things that have happened to me," Miss Cochran said. "This is one of them." The other, she said, was in 1945 when she was awarded the Distinguished Service Medal by Gen. H. H. "Hap" Arnold. (After recruiting a group of American women pilots to ferry aircraft in England early in World War II, Miss Cochran then was appointed director of women's flying training in the US. The following year, 1943, General Arnold appointed her to the Army Air Forces general staff to oversee training and operation of WASP, Women's Army Service Pilots.)

At the Academy ceremonies, Miss Cochran was visibly moved when she was presented a cadet ceremonial saber and received a standing ovation from the Cadet Wing. Miss Cochran later commented that the cadet saber was one memento with which she would never part.

Miss Cochran, in a career dating back to 1932, holds aviation honors from around the world. The first woman to break the sound barrier, she is also the first living woman to be enshrined in the Aviation Hall of Fame, Dayton, Ohio.



NASA Administrator Dr. James C. Fletcher congratulates Brig. Gen. Don M. Hartung on award of NASA's Medal for Outstanding Leadership. General Hartung, Air Force Eastern Test Range Commander, Patrick AFB, Fla., was cited for his performance in providing support operations during last summer's joint Apollo/Soyuz orbital mission.

NEWS NOTES—Clarence L. "Kelly" Johnson, who retired earlier this year after a forty-two-year career designing aircraft for Lockheed Aircraft Corp., will be awarded the **Wright Brothers Memorial Trophy** for 1975, the National Aeronautic Association announced.

Col. Charles A. MacIvor has been named **Program Manager** for the **AGM-86 Air-Launched Cruise Missile** in Aeronautical Systems Division's Deputy for Air-Launched Strategic Missiles, Wright-Patterson AFB, Ohio.

Dr. Walter C. Williams, an early figure in rocket plane testing and manned space flight, returns to NASA as **Chief Engineer**. Previously, he was an executive with Aerospace Corp. Lt. Gen. Duward L. "Pete" Crow, USAF (Ret.), has been

named **NASA Associate Deputy Administrator**. Previously, he was **NASA Assistant Administrator for DoD and Interagency Affairs**, a post now held by Lt. Gen. William V. Snavely, USAF (Ret.). General Snavely's last Air Force post was Deputy Chief of Staff/Systems & Logistics, Hq. USAF. Herbert J. Rowe, formerly chairman of PEM-COR, Inc., has been named to the new NASA post of **Associate Administrator for External Affairs**.

Chaplain Bertram W. Korn, promoted to Rear Admiral and Senior Inactive Reserve Chaplain of the Navy, is the first rabbi to achieve flag rank in history.

Bastian "Buz" Hello has been named president of Rockwell's B-1 Division. He was formerly VP of the division. ■

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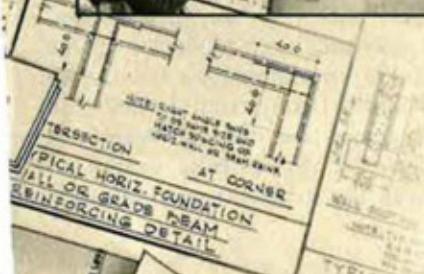
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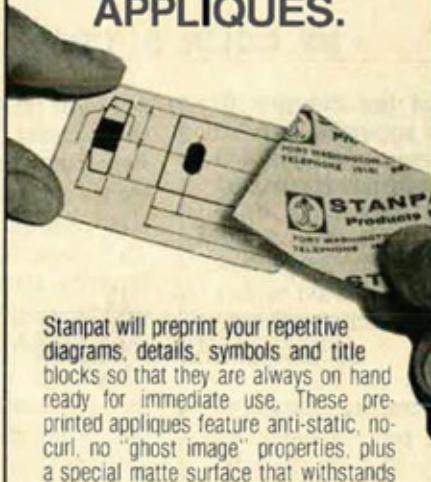
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SALT I Aftermath: Have the Soviets Been Cheating?

BY COLIN S. GRAY

This article discusses the merits of the charges of Soviet violations of SALT I that have appeared in print over the past year. The author has used open sources only and, except when indicated, does not imply that the charges of violation discussed here have been leveled by the United States government against the Soviet Union. The views expressed in this article are the author's alone, and are not to be attributed to any organization with which he has professional connections.

FOR MORE than a year, reports have been circulating to the effect that the Soviets have been cheating on the terms both of the ABM Treaty and the Interim Agreement on Strategic Offensive Arms of SALT I. With varying measures of caution, these charges have appeared in publications as diverse in their political coloring as *Aviation Week*, *The Washington Post*, *The New Republic*, and *Reader's Digest*. One year on from the first extensive public allegations of Soviet cheating, clarifying details, let alone direct and specific explanations, have yet to be provided by American officials.

At least twelve separate charges of Soviet cheating have been framed by American commentators, but these writers have all been a little confused by their need to fall back on the argument that, even if the Soviets have not been violating the letter of SALT I, at least they have affronted its "spirit"—as *imputed by Americans*. This softness in the violations debate has somewhat discredited the charges. The debate is more than a little analogous to a gathering of tax lawyers, discussing the distinctions between tax evasion (illegal) and tax avoidance (legal). The technical detail of the alleged violations is important, if only because it is the currency of debate and the stuff of which headlines are made. But the confrontation of legalistic arguments tends to obscure the broader meaning of highly ambivalent Soviet strategic behavior.

The central problem with the charges of cheating is

not with respect to *the facts* of the case. It is true that the relevant *facts* have been very closely held within the American intelligence community. But it is also true that bigger and better "leaks" cannot resolve, in the public mind, the validity or otherwise of the violations charges. The scope for discussion and disagreement is inherent in ambiguous treaty language and in deliberate gaps in that language. Because of the fuzzy language and omissions of SALT I, the Soviets have been able to reply adequately (if not fully satisfactorily) to every expression of American concern over treaty compliance—or, on those matters where plausible legalistic argument could not easily be provided, the American will to press for an explanation has been so weak that it could be ignored.

Only in one area has expressed American concern apparently affected Soviet behavior—that is, over the testing of upgraded SA-5 radars "in an ABM mode." However, since at least sixty tests were conducted against reentry vehicles prior to the cessation of this activity, the Soviets were, in all probability, quite ready to desist, on the excellent technical ground that the tests were complete! Even in this instance, the Soviets would not acknowledge any value in the expressions of American concern.

THE POLITICAL AND STRATEGIC CONTEXT

Before discussing the legal merit of the separate violations charges, it is necessary to set the detail in a political and strategic context. It is not possible to devise SALT treaties and agreements that would be innocent of all potential for rival interpretations over technical detail. Therefore, the ambivalent evidence of some apparent violations is really only to be expected. Similarly, every treaty and agreement has its opponents—or strong skeptics—hence, strong allegations of cheating are, again,

only to be expected. What is important is whether the range and scale of alleged violations are such that possibly disturbing political and strategic attitudes are thereby revealed. Whether or not legalistic defenses can be offered for every alleged Soviet SALT violation is not the point. What is very much to the point is that responsible officials, as well as apologists for the Soviet Union, are compelled to resort to legalisms on a dozen or more issues.

Readers must draw their own conclusions as to whether or not the Soviets have cheated on the terms of SALT I in a legal sense. But, whatever their judgment may be, they must frame them with a mind to the Soviet approach to SALT. Save when it suits them, the Soviets do not endorse the notion that arms-control treaties have a "spirit." The only spirit with which the Soviets approach SALT is that spirit of relentless competition with which they approach *all* international political issues. Those critical technical details that were not susceptible to common definition in the course of SALT I were left unresolved for a very good reason—the Soviet Union would not tie her hands for the future.

It should be recalled that the formal SALT I documents were accompanied by seven American "Unilateral Statements." As a means for placing on the public record what Americans would consider to be behavior compliant and noncompliant with SALT I, this tactic had much to recommend it. At the very least, it should have provided a yardstick of the Soviet willingness to behave in a cooperative manner. Unfortunately, some senior officials, and not a few commentators, spoke in 1972 as though the "Unilateral Statements" rested on a good measure of tacit Soviet acquiescence. Nothing could have been further from the truth. It was no accident of the negotiating process, nor lack of Soviet understanding, that produced a lack of Soviet cooperation in specifying just what was meant by a "heavy" ICBM or tested "in an ABM mode." Soviet interests, in the form of systems under development and soon to be tested, required that these highly technical subjects be covered only by very general language indeed. Administration witnesses before Congress in 1972 did not stress the unilateral character of the crucial "Unilateral Statements."

US AND SOVIET STYLE AND OBJECTIVES

The Soviets have indeed been breaking, or ignoring, the "spirit" of SALT I—but that "spirit" is solely American in origin. The violations debate shows up the basic naïveté of most American arms-control advocates, rather than the evil practices of the Soviets. It was inevitable that Soviet behavior under SALT I would disappoint American arms controllers, because they and the Soviets were never in agreement as to what SALT was all about. The Soviets have been pressing ABM and ICBM development to the limits of their technical capacity and the perimeter of fine legalistic interpretation of SALT I—as should have been expected. The Soviets did not sign a piece of paper that specified the improvement of ABM defenses and the vast enhancement of hard-target counterforce capability as being incompatible with the "spirit" of SALT I. Such a "spirit" is solely a Western invention. Whether or not one endorses this invention

is beside the point: The important recognition is that the Soviets do not. With or without SALT, they are determined to improve their prospective military performance in war and to secure whatever political benefits may accrue as a result of a more favorable balance of strategic power. SALT is necessary as the centerpiece of the general détente line in foreign policy, but that détente in no way permits the Soviet leaders to relax their strategic competitive efforts.

Admittedly, SALT has great symbolic importance, but, as I explained in the August issue of AIR FORCE Magazine, the commitment to compete is far too strong for any very substantive measures of arms control to be negotiable (that *both* sides would find attractive).

As of late 1975, it should be unnecessary to have to state the above argument: The record of the period 1969–75 really does speak for itself. However, the violations debate is all too often conducted out of context—as though it were simply a matter of making legal judgments on very narrow technical matters of treaty interpretation. The essential background to the allegations of cheating comprises the following:

- The Soviets have behaved in, and relating to, the SALT negotiations in a fairly crudely combative way. Paul Nitze, the senior Defense Department representative on the US SALT Delegation from 1969 until the summer of 1974, has offered detailed evidence of their rough and cynical practices.

- To the Soviets, SALT, and strategic behavior bearing upon SALT, are forms of political struggle. Hence, for the Soviets to secure SALT agreements of benefit to their general line in foreign policy, yet at the same time to have drafted those agreements so that weapon development and testing can proceed almost as before, demonstrates how *responsible* the Soviet leaders have been. The Soviets know that they are able to sail much closer to the legal wind than can the Americans. If a list of a dozen or so plausible-sounding allegations of American SALT violations were to be publicized, the arms-control community and its allies would, reasonably enough, raise hell. Arms-control agreements are almost excessively self-enforcing on the Western side. This is an important asymmetry that the Soviets can and do exploit. It is a price that must be paid for an open society.

- To the Soviets, secrecy (and secretiveness) is a strategic asset, a political habit and, really, a cultural trait. Notwithstanding the very porous language of SALT I, to conceal, to camouflage, and to mislead is fundamental to "the Soviet way" of conducting business. It is just possible that some of the Soviet strategic practices noted and promoting concern in Washington may be unknown to senior Soviet political figures. This is a consideration to be registered only with extreme caution. It is far too easy an alibi for deployment by apologists for possible Soviet misbehavior. Nonetheless, it may have a very limited degree of merit.

AREAS OF ALLEGED VIOLATIONS

The specific charges that American commentators have leveled at the Soviet Union break down into three areas. These relate to the ABM Treaty, to a range of concealment issues bearing upon the Interim Agreement

For at least eighteen months . . . the Soviets were clearly testing SA-5 missiles and radars "in an ABM mode."

on Strategic Offensive Arms, and to the deployment of a follow-on generation of "light" ICBMs.

1. The ABM Treaty

The Soviets have been charged with six violations of the ABM Treaty. These are:

- Testing the SA-2 "Guideline" and SA-5 "Griffon" "in an ABM mode" (at altitudes in excess of 100,000 feet);
- Testing air defense radars "in an ABM mode";
- Development and testing mobile ABM radars;
- Netting mobile ABM radars;
- Testing a mobile ABM radar at a power aperture product ("the product of mean emitted power in watts and antenna area in square meters") in excess of three million;
- Jamming US electronic monitoring of ABM radar tests.

Article VI (a) of the ABM Treaty was intended to cope with the long-standing "SAM-upgrade" problem. It was agreed "not to give missiles, launchers, or radars, other than ABM interceptor missiles, ABM launchers, or ABM radars, capabilities to counter strategic ballistic missiles or their elements in flight trajectory, and not to test them in an ABM mode." For at least eighteen months in 1973 and 1974, the Soviets were clearly testing SA-5 missiles and radars "in an ABM mode." But, the Soviets did not commit themselves on the precise meaning of "in an ABM mode."

American Unilateral Statement E (April 7, 1972) offered a detailed definition. Specifically, the United States said that a test would be "in an ABM mode" if "an interceptor missile . . . is flight tested to an altitude inconsistent with interception of targets against which air defenses are deployed." The Soviets have denied that their high-altitude SA-2 and SA-5 tests were "in an ABM mode," and they have reminded American officials that non-ABM radars may be used for "range safety or instrumentation," off and (by inference) on the agreed ABM test ranges (Common Understanding C, Soviet response of May 5, 1972). It is worth noting that whereas the US specified that the employment of nonphased-array radars for "range safety or instrumentation" may be located at sites apart from the regular ABM test

ranges (Sary Shagan, Kwajalein Atoll, and White Sands); the Soviets, in their response, were silent on the question of the use of phased- or nonphased-array technologies. And this was advertised as a Common Understanding!

Charges 3, 4, and 5 point to near-classic examples of how an apparently unambiguous treaty provision may be avoided without (illegal) evasion. Article V (1) of the ABM Treaty states that "each Party undertakes not to develop, test, or deploy ABM systems or components which are sea-based, air-based, space-based, or mobile land-based." The meaning of this Article could hardly be more clear. But, given the small, though real, margin of uncertainty that could attend attempts to define *mobile* systems, the US, on January 28, 1972, stated "its view" that "a prohibition on deployment of mobile ABM systems and components would rule out the deployment of ABM launchers and radars which were not *permanent fixed types*." On April 13, 1972, the Soviets indicated that "there is a *general* common understanding on this matter." (Common Understanding D.) In other words, if, as alleged, the Soviets have been testing ABM radars that are not "permanent fixed types," they could argue that they never agreed to such a definition of "mobile." The new, or upgraded, radars in question are transportable rather than truly mobile.

Charge number 5—that mobile ABM radars have been tested at a power aperture product in excess of three million—even if true, is not legally a treaty violation (provided the "mobile" charge cannot be sustained). The specification of this product occurs in Agreed Interpretation D. This initialed statement refers only to deployment; it is silent on the subject of testing. Moreover, Article IV of the ABM Treaty would appear to permit radar *testing*, on the agreed test ranges, at any power aperture product allowed by technology.

Finally, the Soviets are alleged to have jammed US electronic monitoring of ABM (and upgraded-SAM) missile and radar tests. To add insult to injury, the Soviet capacity to do this has apparently been much enhanced as a result of the spinoff of technical knowledge gained by the Soviets in the course of SALT. If this charge is correct, then the US does have some basis for a charge of treaty violation. Article XII (2) of the ABM Treaty states: "Each Party undertakes not to interfere with the national technical means of verification of the other Party operating in accordance with paragraph 1 of this Article." The paragraph 1, referred to, endorses the use of "national technical means of verification . . . in a manner consistent with generally recognized principles of international law."

The Soviets may claim that much of the "ABM" activity to be monitored was, in fact, SAM activity and hence was not covered by any provisions of the ABM Treaty. A reasonable man might argue that the US requires, and the Treaty could be held to imply the need for, verification that SAM technology was not being upgraded. But the Soviets have never been very forthcoming when presented with this logic. "Take our word for it" expresses the sense of (as opposed to *in*) the Soviet response. Also, if really pressed, the Soviets might argue that those unspecified "generally recognized principles of international law" do not include the right

to spy electronically on innocent Soviet activity. Notwithstanding these apologetics, the jamming of American surveillance radars—if it has happened—is very difficult to square plausibly with Article XII of the ABM Treaty.

2. Covered Facilities and Concealment

Five charges pertain to concealment issues. These are:

- Construction of new and illegal ICBM silos;
- Construction of command and control centers (if such they be) in such a way that they could readily be converted into operational ICBM silos (the highest number mentioned has been 200);
- Placing large canvas covers over mobile ICBM launchers, over silo doors and other facilities;
- Placing large canvas covers over SSBN construction and refit facilities at Severomorsk;
- Testing decoy submarines.

The Soviets have not denied that they have been digging new holes in their ICBM fields, but they have denied that these are intended to house operational ICBMs. The holes, possibly 150 in number, are explained as being new hardened ICBM launch control facilities and silos for ICBMs to be employed for test and training purposes (such launchers "may be constructed at operational sites": Letter of Submittal accompanying the ABM Treaty, US Secretary of State to the President, June 10, 1972). It does just so happen that these facilities are cylindrical, have ICBM launcher-type suspension equipment and "blow-away" silo-type doors!

Apart from the suspicious degree of similarity between the new command and control holes and ICBM silos, it would appear that the former command and control facilities have not been dismantled. It is inherently implausible that the Soviets would risk the illegal installation of 150–200 ICBMs. The legally minded might debate the difference between mobile and transportable systems, but 150 ICBMs would brook no legal or legalistic argument. Furthermore, it seems very unlikely that the Soviets could hope to install such missiles without detection.

Charge number 2, that these facilities could be virtually dual capable, on short notice, is more a cause for concern than an allegation. At the very least, such an allegation would be premature; the crime must first be committed.

Placing covers over what are believed to be mobile ICBM launchers (the SS-X-16, not yet deployed) has disturbed Americans on two counts. First, the practice could be held to be in violation of Article V of the Interim Agreement. Paragraph 3 of that Article states that "Each Party undertakes not to use deliberate con-

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cealment measures which impede verification by national technical means of compliance with the provisions of this Interim Agreement." Second, the US issued a Unilateral Statement on May 20, 1972, to the effect that although the subject of land-mobile ICBMs was deferred "to the subsequent negotiations . . . the US would consider the deployment of operational land-mobile ICBM launchers during the period of the Interim Agreement [1972–1977] as inconsistent with the objectives of that Agreement." Hence, although American thinking on the desirability of purchasing a land-mobile option has evolved quite rapidly since 1972, the Soviets are on the most explicit of notice that land-mobile ICBMs are systems of particular sensitivity in American perceptions.

As a marginal point, American officials—until the Vladivostok Accord of November 23–24, 1974, at least—were concerned lest land-mobiles be pursued by the Soviets as an option that would circumvent the terms of the Interim Agreement of SALT I (much as might occur should the US not succeed in constraining the deployment of Backfire B within the common aggregate of SALT II).

The Soviet case with respect to the land-mobile issue is legally quite impenetrable. Above all else, the Soviets signed or initialed no provisions in SALT I bearing upon such systems. Therefore, so the argument goes, what they do in the field of land-mobile development and testing is of no legal concern to the US. But the language of the American Unilateral Statement B referred only to the "deployment of mobile land-based ICBM launchers." Hence, even if this statement were binding on the Soviet Union, which it is not, they are innocent of wrong-doing. The Soviet land-mobile ICBM option, one modification of the SS-X-16, is still in its testing phase. Although the argument thus far is not controversial, one cannot dismiss official American disquiet at the Soviets' placing canvas covers (of roughly eighty by thirty feet) as an example of undue suspicion. Deliberate concealment is deliberate concealment, and the burden of proof that only (legally) innocent developments are concealed must be held to rest upon the concealer. Under the terms of SALT I, the United States has no right to monitor Soviet land-mobile system development, but she does have every right to verify that the activities in certain areas are not beyond the pale of SALT I terms.

The charge that the Soviets have illegally placed canvas covers over large areas of their construction and refit facilities for ballistic missile submarines (for the *Delta* class in particular) at Severomorsk on the Kola inlet, highlights a major ambiguity in the language of SALT I. As noted above, Article V (3) of the Interim Agreement expressly prohibits "deliberate concealment measures which impede verification by national technical means. . . ." But the very next sentence reads: "This obligation shall not require changes in current construction, assembly, conversion, or overhaul practices." The Soviets claim that the covering of some work areas in the SSBN yards is a practice that long predated the signing of SALT I and hence is perfectly legal. Given the weather conditions of the Kola inlet, this practice is as reasonable as it is strategically convenient. That

... without breaking the terms of SALT I, the Soviet Union has succeeded in rendering almost worthless its central provisions on verification.

sentence in Article V (3) which qualifies the prohibition on deliberate concealment is virtually an open invitation to treaty avoidance.

It is quite apparent the Soviets have elected to interpret Article V (3) in a way directly contrary to the American aspirations of 1972. That is *not* to say that the Soviet Union has violated the Interim Agreement. On May 20, 1972, the US SALT Delegation issued the following Unilateral Statement: "I wish to emphasize the importance that the United States attaches to the provisions of Article V, including in particular their application to fitting out or berthing submarines." In other words, without breaking the terms of SALT I, the Soviet Union has succeeded in rendering almost worthless its central provisions on verification.

The question of just what were those "current construction, assembly, conversion, or overhaul practices" mentioned in Article V (3) has arisen also over the covering of *possible* ICBM launch facilities. Both the US and the Soviet Union have placed covers over silo construction work. In principle, there is nothing sinister about this practice. The aluminum shelters (forty-four by fifty-six by 1.5 feet) parked over Minuteman III silos for periods as long as several weeks are needed to provide protection from temperature change so that the concrete and boron can be bonded to the existing silo doors. The question remains whether or not Soviet covering practices are likewise to be explained as standard construction and conversion practices.

Finally, in a lighter vein, it has been reported that the Soviets have tested two "decoy" SSBNs—one made of plastic and the other of nonrigid construction sustained by air pressure. The former is said to have broken up and the latter seemed to suffer a puncture. These are mentioned not as serious candidates for a list of plausible SALT violations, but rather as illustrations of a Soviet attitude toward verification, concealment, and treaty avoidance, which bodes ill for those among us who believe that SALT is, in part, *really about* the building of mutual confidence.

3. "Light" and "Heavy" ICBMs

Under the terms of the Interim Agreement of SALT

I, the Soviets were permitted the deployment of 313 (an American figure) so-called "heavy" ICBMs, while neither side was "to convert land-based launchers for light ICBMs or for ICBMs of older types deployed prior to 1964, into land-based launchers for heavy ICBMs of types deployed after that time." (Article II.) The Head of the Soviet SALT Delegation initiated an Agreed Interpretation (J) which stated that "in the process of modernization and replacement *the dimensions of land-based ICBM silo launchers will not be significantly increased.*" To reduce somewhat the obscurity of this wording, a Common Understanding (A) was issued on May 26, 1972, which proclaimed that "The Parties agree that the term 'significantly increased' means that an increase will not be greater than 10-15 percent of the present *dimensions* of land-based ICBM silo launchers." That is the outer limit of Soviet-American agreement on the principles that should govern what is and what is not permissible by way of deploying replacement systems for existing "light" ICBMs. What had been *agreed*, as opposed to asserted unilaterally by the United States, was the following: There were "heavy" and "light" ICBMs (both categories undefined); "light" ICBMs could not be replaced by "heavy" missiles (still undefined); and the *dimensions* (undefined) of ICBM silo launchers could not be increased by more than "10-15 percent."

The Soviet Union has been accused of violating the Interim Agreement because she has begun to replace the SS-11 with the SS-19. As a matter of public record there was no formal agreement between the Superpowers on the permitted volume of ICBMs themselves: The Interim Agreement, the Agreed Interpretation, and the Common Understanding refer to launchers and to silo-launchers—not to missiles. As history was to prove, it would be difficult to establish Soviet compliance or noncompliance with an agreement that establishes "light" and "heavy" ICBM categories, when those categories are accorded no agreed quantitative meaning.

The US sought to remedy the deficiency by issuing a Unilateral Statement (D) on May 26, 1972. For the record, it was stated that "The US Delegation regrets that the Soviet Delegation has not been willing to agree on a common definition of a heavy missile. . . . The United States would consider any ICBM having a volume significantly greater than that of the largest light ICBM now operational on either side [which was the Soviet SS-11] to be a heavy ICBM. The US proceeds on the premise that the Soviet side will give due account to this consideration."

It has since been revealed that the United States placed the Soviet Union on notice that a "heavy" ICBM would be any ICBM with a volume in excess of seventy cubic meters (the volume of the SS-11 was sixty-nine cubic meters). Beginning in late 1974 or very early 1975, the Soviets began to deploy the SS-19 as one of the replacement systems for the SS-11. The SS-19 has a volume of close to 100 cubic meters. But the Soviets have not increased the *dimensions* of their silo launchers in excess of the ten to fifteen percent specified in the Common Understanding.

A ten to fifteen percent increase may sound modest

in silo dimensions, but translated into the volume of a cylinder (silo) the permitted expansion is close to thirty percent for one dimension (length or diameter), or fifty-two percent if a fifteen percent increase is registered in length and diameter. When pressed by Senator Jackson in the Senate Armed Services hearings on SALT I in the summer of 1972, Administration witnesses stated that they understood the Interim Agreement to permit an increase in only one dimension of an ICBM silo. However, none of the public documents of SALT I makes this explicit.

The ineptitude of US SALT negotiators is illustrated by reference to the testimony of Secretary of Defense Melvin Laird before the Senate Armed Services Committee on July 24, 1972. Having just stated that a ten to fifteen percent increase in more than one dimension of a silo would be considered by the United States to be "a violation of the agreement," he proceeded to claim that "in no case would it be possible for the Soviet Union to retrofit their SS-11 silos with a new significantly larger missile. . . ." He was wrong, and, given the language of SALT I, no violation has occurred.

The permitted increase in silo volume, thirty to fifty-two percent according to varying interpretations, in tandem with the technology of the cold launch, which allows ICBMs to be expelled from silos by means of compressed air (meaning that the usable diameter of a silo is increased by up to fifty percent), amounts to an absence of any meaningful restraint upon the size of "light" ICBMs. All that the Soviets are violating with the deployment of the SS-19 (which is hot-launched in the conventional manner) is a unilateral American understanding of what is and what is not a "light" ICBM. As of this writing, the Administration does not appear to be willing to endanger the SALT II negotiations, which are in enough trouble on other grounds, by challenging the "light" status of the SS-19 in any serious way.

As a statement of fact, the Soviets have succeeded totally in thwarting the American intention that lay behind drawing the distinction between "light" and "heavy" ICBMs. The negotiated means were woefully inadequate to accomplish the desired ends. By specifying constraints upon the size of the replacement of "light" ICBMs, and by restricting the increase in the size of ICBM silos, the United States believed that it had eased—or at least deferred—its future counterforce problems. The volume and hence the throw weight and the payload of Soviet ICBMs would be subject to some arms-control discipline. Therefore, the theoretical threat to Minuteman should be set back by a number of years. Within one to two years of signing the Interim Agreement, Soviet avoiding actions, in the guise of new ICBMs which affronted the (American-defined) spirit of SALT but not its letter, demonstrated just how incompetent the American negotiators had been.

LEARNING FROM THE PAST

The detailed record laid out here does not indicate the wickedness of the Soviet Union: She has behaved in a legally correct manner, very much as should have been predicted by anyone familiar with "the Soviet way"

in arms control and strategy. But the article does suggest, by implication, that more astute American negotiators could have secured a better package of agreements in SALT I. This article offers two noncomplementary indictments of American SALT negotiators.

First, on the evidence of their own words in support of SALT I in 1972, they manifestly did not appreciate just how leaky was the vessel they had launched. Innocence is attractive in children, but it should be grounds for instant dismissal when it appears at the level of state-to-state negotiations.

Second, if my charge of innocence is rejected, American negotiators who could not secure treaty language more specific than was achieved in SALT I should not endorse such a package of agreements.

The following lessons seem inexorably to flow from the above discussion:

(1) The Soviets are willing to exploit any and every loophole in arms control treaty language. They are not deterred by American Unilateral Statements, nor by vague American notions of what is and what is not consistent with some *spirit* of SALT.

(2) On balance, Unilateral Statements of American interpretation are worse than useless. They do not have the force of law, but their existence encourages Americans to believe that the Soviets, somehow and to an uncertain degree, will abide by them. Experience of the past three years demonstrates that detailed Unilateral Statements encourage ill-founded charges of Soviet treaty violation.

(3) The Soviets take treaty drafting very seriously. If they insist upon vague language, or decline to be associated with particular interpretations, there are probably good reasons of Soviet national interest why that is so. Soviet silence does *not* imply consent.

(4) Agreements so leaky (from the American standpoint) that the strategic purposes impelling the negotiations are extremely unlikely to be achieved should not be signed. Far from being the case that "détente requires a SALT agreement," it is more accurate to assert that "détente can only be forwarded by means of sound SALT agreements." SALT I was not a sound set of agreements, as the violations debate demonstrates beyond reasonable doubt.

(5) If a leaky SALT agreement is the only agreement that is negotiable (which is almost certain to prove the case), the United States might just be able to tolerate such an agreement provided that her senior officials do not invent a spurious (because unilateral) *spirit* that is relied upon to discipline Soviet behavior (where treaty language is deemed inadequate). The United States must work on the premise that the Soviets will feel free to do anything that is not, in detail, expressly forbidden by treaty.

(6) Finally, Westerners tend, reasonably enough, to look at arms-control arrangements as serving a confidence-building function. The Americans should consider whether Soviet avoidance or evasion of the terms of SALT I, and Soviet strategic behavior, are so inimical to that function that SALT is not worth pursuing. Knee-jerk instant judgments to the effect that "SALT is a good thing" have by now been discredited definitively. ■

US Navy— 1975

BY L. EDGAR PRINA

In this third entry in a series of articles about our sister services, the author diagnoses the reasons for the dwindling strength of the US Navy in the face of an ominous surge in Soviet seapower. With its 200th birthday now behind it, the Navy is gaining confidence that it can counter the threat and continue in its traditional role as guardian of the nation's lifelines.

THE United States Navy, on the thirteenth of October, celebrated its 200th birthday, and there was an element of uncertainty mixed with joy in the ranks.

The key question being asked about the Navy today, within and outside it, is this: Can the fleet, which has plummeted to its lowest numerical strength since before Pearl Harbor, carry out its major missions in the face of an increasingly potent Soviet threat on the world's oceans?

No one is certain of the answer. But the cocky confidence of yesterday is gone as the USN faces perhaps its greatest challenge from a potential enemy since the War of 1812.

Adm. James L. Holloway, III, Chief of Naval Operations, believes the Navy has a *marginal* capability to prevail, but he would not be worth his salt if he publicly expressed serious doubts about it. Adm. Elmo R. Zumwalt, Jr., his retired predecessor, is more pessimistic.

The Navy's primary mission for its general-purpose forces is to gain and maintain control of the seas and

to utilize that control in support of national policy.

Without such control or free use of the seas, the United States would be unable to sustain armed forces in war beyond its own borders. Without adequate naval power to support them, the Army, Air Force, and Marine Corps would have to stay home.

The Navy has several other major missions. First and foremost, but separate from the rest, is the strategic nuclear mission in which its fleet ballistic missile (FBM) submarines join with Air Force bombers and intercontinental ballistic missiles (ICBMs) to form the US Triad of deterrence.

There is also the mission of projecting military forces ashore by employment of carrier-borne tactical aircraft, naval gunfire/missile fire from cruisers, frigates, and destroyers, and amphibious assault in joint operations with the Marine Corps and/or Army.

Finally, the Navy has a peacetime presence role to play, a role that is tied closely to the conduct of foreign policy. Here, US warships give visible evidence overseas of our commitments to our allies and act as a deterrent to potential enemies or troublemakers.

As far as the strategic mission is concerned, the Navy remains fully confident it can carry out the approved war plans successfully.

Today, there are forty-one FBM submarines, each with sixteen launching tubes. Included in this number are twenty-three Poseidon and ten Polaris submarines, either on patrol or available on short notice. Eight more Polaris ships are undergoing conversion to enable them to carry the 2,500-nautical-mile Poseidon

submarine-launched ballistic missile (SLBM), with its ten multiple independently targetable reentry vehicles (MIRVs) or warheads. By 1977, all will have rejoined the fleet.

Meanwhile, the Navy is building a new class of FBM submarine—the world's largest at more than 18,000 tons—to carry the 4,000-nm MIRVed Trident missile. Under current plans, ten Trident subs, each with twenty-four launching tubes, will be built, with the first scheduled for delivery in 1979.

After more than fifteen years of operational experience, the Navy attests to the relative invulnerability of its FBM submarines. Never has one been successfully trailed by a Soviet submarine, to the Navy's knowledge.

Despite the fact that land-based ICBMs are becoming increasingly vulnerable as enemy missile accuracies improve, the Navy has not advocated phasing them out. It supports the Triad concept. (The Soviets also appear to be moving toward Triad, with their new Backfire jet bomber joining large ICBM and SLBM forces.)

Decline of the Fleet

The cause for concern and uncertainty as to the vital sea control mission may be seen in the picture of what has happened to the US fleet in the ten years since the start of America's serious involvement in the Vietnam War.

In 1964, the Navy had 917 ships in commission, including twenty-four aircraft carriers, 5,014 operating aircraft, and 667,600 personnel. In 1968, at the peak of the Vietnam

War, the totals were 976 ships (twenty-three carriers), 5,091 operating aircraft, and 764,300 personnel. Today, only 484 ships are in commission (fifteen carriers), about 4,100 operating aircraft, and 537,000 personnel.

How did the Navy get that way? The problem is easier to explain than to solve.

Five or six years ago, the Navy made a command decision to accelerate the laying up of aging, expensive-to-operate ships so it could apply additional funds to its grand plan for fleet modernization. There was an inherent gamble involved, as the older ships would be decommissioned faster than new ones could be built and, while numbers aren't everything, they are something, particularly when American commitments girdle the globe. It is trite, but true—one ship can only be in one place at one time, no matter how big or powerful it might be.

Even though a one-for-one replacement was never contemplated, because the new ships were generally bigger, more capable, and much more expensive, the Navy never got the minimum funds it felt were needed for an adequate construction program.

In the last several years, Congress has been somewhat more generous than previously, but inflation has eaten up much of the additional appropriations.



The nuclear-powered attack aircraft carrier USS Nimitz, shown here during recent sea trials, is one of fifteen carriers in commission.

It was recognized that the total number of ships in commission would drop dramatically. It did, dramatically and drastically. But the hope that there would be a quick upward rebound was not realized.

The bottom was reached last August, with 482 ships in commission. By the end of Fiscal 1976, the gradual upswing will bring the total to 490.

Admiral Holloway says a minimum of 600 ships will be needed by the mid-1980s if the Navy is to have a realistic chance to meet its commitments. But are 600 ships, including a projected force of only twelve aircraft carriers, enough? Remember, at least forty-one and perhaps fifty-one of these ships will be FBM subs, rigidly tied to the all-out nuclear war mission.

Many defense and naval leaders think that more than 600 may be needed. For the USN, the world has recently gotten larger. The British have almost completely withdrawn from east of Suez, and the Soviets have been quick to move into the vacuum with a permanent Indian Ocean force of surface warships and submarines.

The US is the only free world seapower capable of contesting this Soviet challenge, which could, in the event of war or serious crisis, jeopardize the oil lifeline from the Persian Gulf to Europe, Japan, and the US.

A Navy of adequate size will be even more important in the future because of the constant erosion of our overseas base structure. The loss of American bases in South Vietnam and Thailand, the threat to the airfields on Portugal's Azores islands,

and the newly developing uncertainty over our bases in the Philippines, Taiwan, Greece, Turkey, Spain, and even Japan underscore the point.

On the other hand, to meet the new situation in the Indian Ocean and to discount the future loss of bases in the Western Pacific, the US is planning to expand the austere facilities it now has on Diego Garcia island, 1,100 miles southwest of Sri Lanka (Ceylon), and to build a new air-sea complex on Tinian, now that people of the Mariana Islands have voted to become an American commonwealth.

It might also be mentioned here that the Sultan of Oman has agreed to permit US aircraft to use the RAF airfield on the Omani island of Mesi-rat in the Persian Gulf area.

To be able to build back to a fleet of 600 ships, and then sustain that size, would require construction of between thirty and thirty-five ships each year. Only twenty-two are likely to be started in FY '76. Since 1968, the Navy has averaged a mere thirteen new ships annually. Only five were started in 1969.

For FY '77, the Navy is expected to request approximately \$4.6 billion for thirty new ships. Whether or not Congress will provide all the funds is, however, a matter of some doubt. The voices for a minimal defense, those who would bring about a Fortress America despite their disclaimers of neo-isolationism, are still loud and persistent.

What is more, the double-trouble twins, inflation and recession, are still giving America "the old one-two." This has led both fiscal conservatives and "womb-to-tomb" welfare liberals to cast critical eyes on the defense budget.

One member of the House Armed Services Committee has suggested that, because of the very high cost of building quality warships, the only way the Navy could get back to a 600-ship fleet would be for it to buy a lot of PT boats.

As a matter of fact, although Admiral Holloway is pushing for more nuclear carriers, nuclear strike cruisers armed with a new long-range cruise missile, and V/STOL support ships, he sees the Navy spending the larger part of its ship

construction budget on minor combatants, such as hydrofoil missile boats and lower-cost frigates, in the next few years.

Clearly, some kind of balance between quality and quantity, cost and effectiveness, will have to be struck soon if the desired numbers are to be attained. The congressional mandate that all major combatants must be nuclear-powered doubtless will be modified because of the much greater front-end costs of such propulsion. Still, in war there are no prizes—indeed, there is no future—

Two more such 95,000-ton ships are under construction. By next June 30, however, the force will have been reduced to thirteen, with the decommissioning of the last two World War II flattops.

- Sixty-five nuclear attack submarines, including the first of the speedy, deep-diving SSN 688 class, the *USS Los Angeles*. The Navy's goal is ninety SSNs. It believes more are needed, but that fiscal constraints will not allow it to go beyond that number.

- Twenty-seven missile cruisers,



The drop in the number of the Navy's commissioned ships has been precipitous—from more than 900 to fewer than 500 in ten years. Above: the nuclear-powered frigate USS California. Right: the SSBN USS Alexander Hamilton.

for the second best, and the current willingness to sacrifice quality in order to "save" dollars could be disastrous.

General-Purpose Forces: What and Where?

How does the Navy shape up today in terms of major ships in its general-purpose forces? Here is the rundown:

- Fifteen attack aircraft carriers, the main striking arm of the fleet. Two of them, *USS Enterprise* and *USS Nimitz*, are nuclear-powered.



including the nuclear-powered USS *Long Beach*, whose Talos missiles in the late 1960s knocked down two North Vietnamese MiG jet fighters from distances of more than seventy miles. The total also includes five nuclear-powered frigates, which were reclassified as cruisers last July 1.

• Seventy-one destroyers, thirty-nine armed with missiles and thirty-two with guns. Among them is the first of thirty new 7,500-ton DD 963 class ships, the gas-turbine powered USS *Spruance*, commissioned in October.

muscle for the naval warfare effort against the enemy in the Vietnam War. The home port for the flagship and staff is Yokosuka, Japan.

• The Third Fleet (formerly First Fleet), off the West Coast of the US and Hawaii, where its staff and flagship are located.

• The Sixth Fleet in the Mediterranean. The home port for the commander's staff and flagship is Gaeta, Italy, about fifty miles north of Naples. Spearheaded by two attack carriers, it has faced numerous crises during its more than quarter-century

the world's oceans. And it is growing more powerful and more professional year by year. In the 1964-74 decade, the USSR spent fifty percent more than the United States on naval ship construction, according to a new estimate by the Central Intelligence Agency.

All kinds of scenarios for battles between the US and Soviet navies have been written. Certainly, few American naval officers would assert that the US Navy would prevail under any and all probable circumstances. In any particular battle, the side that got off the first shots could win.

In an absolute sense, the US Navy is much more powerful today than it was seven years ago, at the peak of the Vietnam War. It now has faster, more versatile aircraft, with greatly improved electronics and weapons systems; many more nuclear submarines; several more nuclear surface ships, including *Nimitz*; and thousands of combat-experienced personnel.

But relative to the Soviet Navy it is not nearly as strong. In 1968, the Soviet Navy was primarily a defense-oriented, coastal-waters force, except for its huge fleet of diesel-powered submarines. Today, with more than four times the number of ships and smaller craft, it threatens US supremacy at sea. (See table.)

Earlier this year, in the global naval exercise OKEAN '75, the Soviet Navy demonstrated a high state of combat readiness and a keen interest in the Indian Ocean/Persian Gulf. Within one week of its start, deployments for what has been called the biggest exercise of its kind in history went from 130 to more than 220 ships, a "surge" capability that impressed American naval experts.

There is divided opinion in the Pentagon as to whether the US Navy could maintain sea lines of communication to our land and air forces in Europe, and to our NATO allies, in the event of all-out submarine warfare by the Russians.

There is no disagreement, however, over the prediction that American and allied shipping, and probably naval forces, would suffer severe losses before the situation could be brought under control—if, indeed, it could be.

US AND SOVIET SHIP STRENGTHS

	US	SOVIET
SUBMARINES, NUCLEAR-POWERED		
Ballistic missile	41	45
Cruise missile	0	40
Attack/fleet	65	35
SUBMARINES, DIESEL		
Ballistic missile	0	30
Cruise missile	0	25
Attack/fleet	10	about 150
AIRCRAFT CARRIERS	15	0
TRAINING AIRCRAFT CARRIERS	1	0
HELICOPTER CARRIERS	7	2
CRUISERS		
Missile	27	19
Gun	0	10
DESTROYERS		
Missile	39	45
Gun	32	36
ESCORT SHIPS/FRIGATES	64	105
MISSILE CRAFT	0	135
PATROL TORPEDO CRAFT	8	450
MINESWEEPERS	3	255
AMPHIBIOUS SHIPS	55	85
AUXILIARY SHIPS	117	760
TOTALS	484	2,227

• Sixty-four frigates, including ships formerly designated as destroyer escorts.

In addition, the Navy has sixty-two amphibious ships (including seven helicopter carriers), ten diesel subs, three mine-warfare vessels, and 126 auxiliaries and other vessels in the active fleet.

The Navy's ships are assigned to four major combat organizations; two are part of the Pacific Fleet and two of the Atlantic Fleet:

• The Seventh Fleet in the Western Pacific and, occasionally, in the Indian Ocean. It provided the

on station. For the last eight years, it has been confronted by expanding Soviet naval forces in the area.

• The Second Fleet, with headquarters in Norfolk, Va. It looks after the North Atlantic and Caribbean.

Soviet Naval Competition

One cannot talk meaningfully about the adequacy of the US fleet without considering the potential adversary's naval order of battle.

The Soviet Navy today presents a formidable threat to America's post-World War II domination of

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German submarines almost won the Battle of the Atlantic in World War II, although Hitler started it all with only fifty-seven U-boats in commission. Today, the Soviets have more than 300, some seventy-five of them nuclear-powered and all of them larger and more deadly than the Nazi submersibles of thirty to thirty-five years ago.

Included in the Soviet inventory are the only nuclear-powered submarines in the world that can, while submerged, fire air-breathing, antiship (cruise) missiles. They have a range of twenty-five to thirty nautical miles and good accuracy. These Charlie-class ships are regarded as the greatest threat to the US surface fleet, particularly to the high-value aircraft carriers.

Other Soviet submarines can fire, while surfaced (and, therefore, while more vulnerable), somewhat less-accurate antiship missiles, with a range of 350 to 400 miles.

Nor is that all. More than 300 multiengine Soviet patrol reconnaissance planes are equipped with antiship missiles of varying ranges, as are dozens of comparatively new surface warships, such as the *Kara* and *Kresta II* cruisers and *Krivak* destroyers.

The Russians are far ahead of the United States in antiship missiles, with about twenty variants. The USN does not have a single submarine armed with such a weapon. It does have a number of surface ships equipped with surface-to-air missiles that can be fired short distances at surface targets.

Not even the sinking of the Israeli destroyer *Eilat* in 1967 by an obsolescent Soviet-manufactured Styx missile (fired by an Egyptian patrol boat) was enough to jolt the USN high command into any immediate high-priority surface-to-surface missile (SSM) program, or even one for

a defense against such weapons. It cannot be very proud of that record.

Of course, for the last four or five years the problem has gotten No. 1 priority attention. As a result, the Harpoon SSM (range about sixty nautical miles) is expected to be ready for deployment next year. The search for one or more reliable defensive weapons also has a high priority.

Naval aviators like to say (much to the dismay of many a surface ship sailor) that an airplane is the best weapon against an antiship missile and is, itself, the best antiship missile. But airplanes are not always going to be in the air nearby precisely when they are needed to defend surface ships.

The USN believes it has found an effective ship-based defense in the Aegis SAM system. It is still several years away from operational readiness. So, too, is the exotic candidate for the close-in defense job, a laser-beam weapon, although it appears to be coming along faster than some experts had originally estimated.

The need for added defense against antiship missiles was dramatized during the Arab-Israeli (Yom Kippur) war of October 1973.

According to Vice Adm. Daniel Murphy, then Commander of the Sixth Fleet, the Russians had forty cruise missile tubes and a half-dozen submarines positioned around his ships. Each of three aircraft carriers was targeted by Soviet missile shooters.

One of the major lessons learned by USN leaders from those dangerous days was that the best electronic countermeasures (ECM) aircraft in the inventory must be attached to all carriers, with priority for those deployed in the Mediterranean, unless there is a war going on somewhere else.

Strange as it seems, Admiral Murphy did not have a single EA-6B ECM aircraft aboard any of his carriers during the Yom Kippur war. Nicknamed "Prowler," these planes are the most effective of their kind in the free world. They played a key role in holding down B-52 and other aircraft losses during the American Linebacker II strikes against North Vietnam in December 1972, by jamming enemy missile radars.

While the US Air Force already has ocean surveillance as a collateral mission, it may be working more closely with the Navy in this effort in the future. A program is under way to set the stage for arming a number of B-52 bombers with Harpoon.

Flying Fleet of the Future

Ever since World War II, the cutting edge of the US Navy's general-purpose forces has been the carrier and its aircraft. By the early 1980s, the Navy is planning for what truly might be called a "flying fleet," with the carrier still preeminent.

"Naval aviation is no longer restricted to aircraft carriers and land-based patrol planes," Vice Adm. William D. Houser, Deputy Chief of Naval Operations (Air Warfare), said in an interview. "It's really infused throughout the fleet.

"More than 400 ships in the fleet of the 1980s will have the capability to operate helicopters, and more than 100 will be able to operate V/STOL jet fighters or larger aircraft."

This means that all but seventy to eighty surface ships will be air-capable when (and if) the 600-ship fleet becomes a reality in the next decade. That fleet will have either 121 or 131 submarines, depending upon what decision is made on the future of the ten older Polaris submarines.

It might be noted here that specially equipped helicopters have given a new dimension to the forces that must handle the sticky business of sweeping mines.

In the last two years, Navy/Marine Corps choppers have successfully swept Hanoi harbor and the Suez Canal, proving that aerial sweeps are faster and safer than those made by surface ships.

But while naval aviation is spreading throughout the fleet, the latter, as noted above, has been shrinking fast.

Whereas ten years ago, there were twenty-four aircraft carriers, including nine antisubmarine warfare (ASW) types, today there are fifteen, and by next June there will only be thirteen. The plan is to go, eventually, to twelve. All the ASW carriers, incidentally, have been decommissioned. Each of the remain-



The S-3A Viking is a new antisubmarine aircraft, here shown performing touch-and-go carrier landings.



Above: F-14 Tomcat, equipped with long-range Phoenix air-to-air missiles, can attack six targets—aircraft or cruise missiles—simultaneously. Left: The P-3 Orion, shown carrying a new Harpoon air-to-surface antishipping missile.



ing flattops will carry its own ASW aircraft.

Not only are numbers being cut, but the Defense Department has decreed that no more giant nuclear carriers of the 95,000-ton *Nimitz* class are to be constructed. Instead, the Navy has been directed to plan a new nuclear carrier of "about" 50,000 tons standard displacement.

There will be funds in next year's budget to get the first of these new "mediums" started. The plan is to build eight to replace the larger, oil-fired *Forrestal*-class carriers on a

one-for-one basis. A 50,000-ton standard could mean a ship of between 60,000 and 65,000 tons fully loaded—about the size of the World War II-designed *Midway*-class ships still in commission. They displace 64,000 tons loaded.

New Muscle for Naval Aviation

The new aircraft coming into the Navy's inventory are much more capable than those they are replacing, but they are adjudged too expensive to order on a one-for-one replacement basis.

"We cannot buy enough airplanes to sustain our inventory, that is, to replace all those lost through operational attrition or worn out after long years of service," Admiral

Houser said. "So we are modernizing older aircraft like the F-4 Phantom, A-6 Intruder, and A-7 Corsair II, in order to extend their lives. For one-fifth to one-fourth the expenditure, we expect to get one-half the service life of a new airplane."

These modernized aircraft are considered to be on the low side of the currently fashionable "high-low mix" concept, which has the Pentagon's system analysts and budgeteers so enthralled.

The F-14 Tomcat is the "top gun" for the "high" side. It is a fighter-interceptor, but it could be adapted for reconnaissance and other missions.

For its future "low" side of the tactical aircraft mix, the Navy has chosen the F-18, a derivative of the Air Force twin-engine YF-17, which lost out to the YF-16 in the competition for that service's new air combat fighter. Congress has not been fully convinced as of this date, however, that the F-18 will be less expensive in the long run than the more capable F-14.

The F-18 is one of Defense Secretary James R. Schlesinger's first two major aircraft programs, the other being the F-16, and he doesn't want it shot down before it gets off the ground. He and the Navy are talking about building 800 of them—400 in the fighter version and 400 as an attack plane (A-18) to replace the A-7.

Many naval aviation experts, including Adm. Thomas H. Moorer, former Chairman of the Joint Chiefs of Staff, and George A. Spangenberg, a retired top career aeronautical engineer for the Naval Air Systems Command, believe the Navy would get more combat capability and get it for perhaps even less money if it were permitted to buy more F-14s and A-7s instead of F-18s.

Admirals Holloway and Houser contend, however, that the lower estimated operation and maintenance costs of the F-18 will make it less expensive on a lifetime basis despite an expenditure of \$1.4 billion for research and development for the new aircraft. (The R&D for the F-14 and A-7 have, of course, already been paid for.)

The Navy has recently introduced

two new aircraft into the fleet, the F-14 and S-3A Viking, an ASW plane. The E-2C, "the Navy's AWACS," also became operational this year. This big, five-man plane is used for airborne early warning, strike control, and as an interceptor. It completed its first cruise last February, aboard the carrier USS *Saratoga*.

As for naval aircraft armament, the long-range Phoenix air-to-air missile, the chief weapon carried by the F-14, has had an "unequalled performance" in its high percentage of successful firings, according to Admiral Houser. The Phoenix AWG-9 system can track twenty-four targets (aircraft or missiles) and attack six of them simultaneously.

Admiral Houser is also lavish in his praise of the Condor long-range standoff air-to-surface missile, which the Air Force now seems interested in, for providing greater accuracy than ever before attainable. It is particularly valuable for use against heavily defended targets, because once the pilot launches it, he can turn his aircraft around and head for home.

The Harpoon, the first "keel up" US antiship missile, will be carried by the P-3C patrol plane, S-3A, A-6, and, eventually perhaps, the B-52, as well as by surface ships and submarines.

The Navy and Air Force have not seen eye-to-eye on the matter of control of the air in a combat theater when aircraft of both services are involved. There was one hassle over the control of Marine planes by the Air Force in Vietnam.

The Navy insists on total control of its air assets and its task forces at sea, but it is willing to put carrier planes under the tactical control of the Air Force when they are operating over land. The Navy does not want to guarantee any specific number of on-call strikes against land targets. It is willing to provide an X-number of sorties per day or week.

When the Air Force acquires its big AWACS aircraft, it is expected to make a stronger effort within the Joint Chiefs to win control of the entire American tactical air effort in any future major conflict.

Diminishing Personnel Problems

The Navy, of course, is made up of much more than ships and planes and, as is true with the other services, its people are its greatest asset and strength.

Nevertheless, personnel problems that have beset the Navy since Vietnam War days have not yet been fully solved. They have had an adverse effect on fleet readiness, morale, and discipline.

Three years ago, the Navy was rocked by mutinous conduct aboard two carriers, largely by blacks who felt aggrieved and frustrated. The carrier commanding officers, although they considered the rioters' charges of bias to be groundless and inexcusable, apparently did not feel they would be supported by higher authority if they took firm action. In any event, matters were quickly taken out of their hands by Washington headquarters, and all the shots were called from there. A congressional investigation resulted, and Admiral Zumwalt, then Chief of Naval Operations, was sharply criticized for what the lawmakers found to be rampant "permissiveness" and a breakdown in discipline.

The Navy has since tried to purge its ranks of the troublemakers and incompetents it acquired in seeking too rapidly an arbitrary increase in the percentage of minority group personnel.

It has made progress here, but, as Admiral Holloway points out, it is almost impossible to measure discipline by looking at statistics. "When we started tightening up, we immediately saw an increase in cases," he said.

"On the racial side, I am encouraged by the progress that has been made, but I am disappointed in some areas that are lagging. I need to demand more command emphasis."

For the first year or so of the all-volunteer armed force, the Navy had recruiting problems, both in terms of quantity and quality. In FY '75, however, it exceeded its quota for recruits (109,036) by enlisting 110,030.

Even better, seventy-five percent of the enlistees were high school graduates and eighty-two percent were eligible for Navy schools. Four-

teen percent were from minority groups, 10.1 percent black. The quota for pilot-candidates was also exceeded in FY '75.

Retention has been improving, despite the special handicap Navy personnel face—the long separations from their families when they go to sea. In calendar 1974, first-term eligibles reenlisted at a rate of almost forty percent, a 400 percent improvement since 1970.

There are, however, serious shortages in certain job categories, including electricians, structural mechanics, and ordnancemen in aviation; communications technicians; electronic warfare technicians; radarmen; gunner's mates; sonar technicians; and even mess management specialists (stewards and commissarymen).

Navy leaders are optimistic, generally, over the personnel outlook. With the Vietnam War receding into the increasingly dim past and no Americans currently getting shot at anywhere, with a tight civilian job market and a continued high rate of unemployment, and with the new attitude toward women in the services opening up a whole new pool of potential officers and enlisted personnel, quantity, at least, should be no problem for the immediate future. The Navy FY '76 goal for women is 3,803 officers and 20,861 enlisted.

Getting the ever-better quality that is needed will always be a problem, however. But even here the prospects have brightened. After all, the Navy's total personnel has dropped by 130,000 in the last seven years while the population of the United States has increased by 14,000,000 in the same period. The Navy has a larger potential supply to draw from for the lesser number of personnel it needs.

So, there you have the United States Navy, warts and all, circa 1975. It has major problems, but it has made progress in solving them. New and more capable ships, planes, and missiles are in development to make the fleet stronger and the service a more exciting option for career-minded young Americans.

With a little care—and it doesn't have to be tender or loving—the Navy ought to be around for another two hundred years. ■

At one end of the Mediterranean, the US has managed to alienate both the Greeks and the Turks. At the other end, our bases in Spain are in trouble. Between the two lies imminent danger from . . .

NATO's Collapsing Southern Flank

By Gen. T. R. Milton, USAF (Ret.)

The agreement between Egypt and Israel, involving as it does a US monitoring role, comes at a bleak time for the NATO Alliance in the Mediterranean. Each day brings further evidence of the impending collapse of NATO's Southern Flank. While the facade, in the form of headquarters and the always reassuring display of Allied flags, will stay in place perhaps indefinitely, the viability of this Southern Flank is already in question.

The United States is the principal power in the Southern Command of NATO, and has, moreover, always been the cohesive force in that unlikely grouping. It is bad luck that our increased influence and responsibilities in the Mideast should coincide with a declining influence in the rest of the Mediterranean.

The Turkish-Greek problem becomes increasingly difficult to solve as time passes and positions harden. Even in the best of times the relationship between these old enemies was a strained one, with memories still fresh of savage fighting and massacres on either side. It was, after all, only a little over fifty years ago that Ataturk, the founder of modern Turkey, drove the Greeks out of Anatolia in a ruthless, no quarter, campaign. And it was in that same period that the Greeks, equally merciless, established their hold on northern Thrace, including Thessalonica, the birthplace of Ataturk.

The hostility, then, runs very deep between these two. Nonetheless, they did come to an accommodation over the years in the greater interest of the Alliance. It was an

uneasy accommodation and one that took a lot of careful walking on eggs, but it resulted in the appearance of a united front. For its success, it depended entirely on the fact that the United States sponsored, and essentially ran, this apparatus.

The Southern Command has, from its inception, been commanded by a United States admiral, presently Adm. Stansfield Turner. He wears only a NATO hat, that of Commander in Chief, South, and reports to the United States general serving as SACEUR, in this instance Gen. Alexander Haig. Under CINCSOUTH are several subordinate Allied headquarters that are designed to unify the efforts of the four NATO Mediterranean nations—Greece, Turkey, Italy, and the United States.

The two headquarters in Izmir, Turkey—Land Forces Southeast and 6th Allied Tactical Air Force—are both commanded by Americans. They are a device to bring together, under friendly and trusted US leadership, the forces of Greece and Turkey. Over the years it has worked fairly well. There have been occasional withdrawals, by one side or the other, from these headquarters, but, until now, the two old enemies have always drifted back into the fold. It has been a fragile arrangement, but it has, after a fashion, worked.

The bitter aftermath of the Cyprus affair would, under the best of circumstances, make a reconciliation in the interests of NATO a very difficult proposition, and these are clearly not the best of circumstances. The United States, by

easily managing the seemingly difficult task of alienating both the Greeks and the Turks, is no longer the obvious broker to bring the two together. And if the two, the Greeks and the Turks, refuse to man the NATO staffs in Naples and Izmir, then the Southern Flank of NATO becomes essentially meaningless, for NATO exists, in peacetime, simply in the form of headquarters and planning staffs.

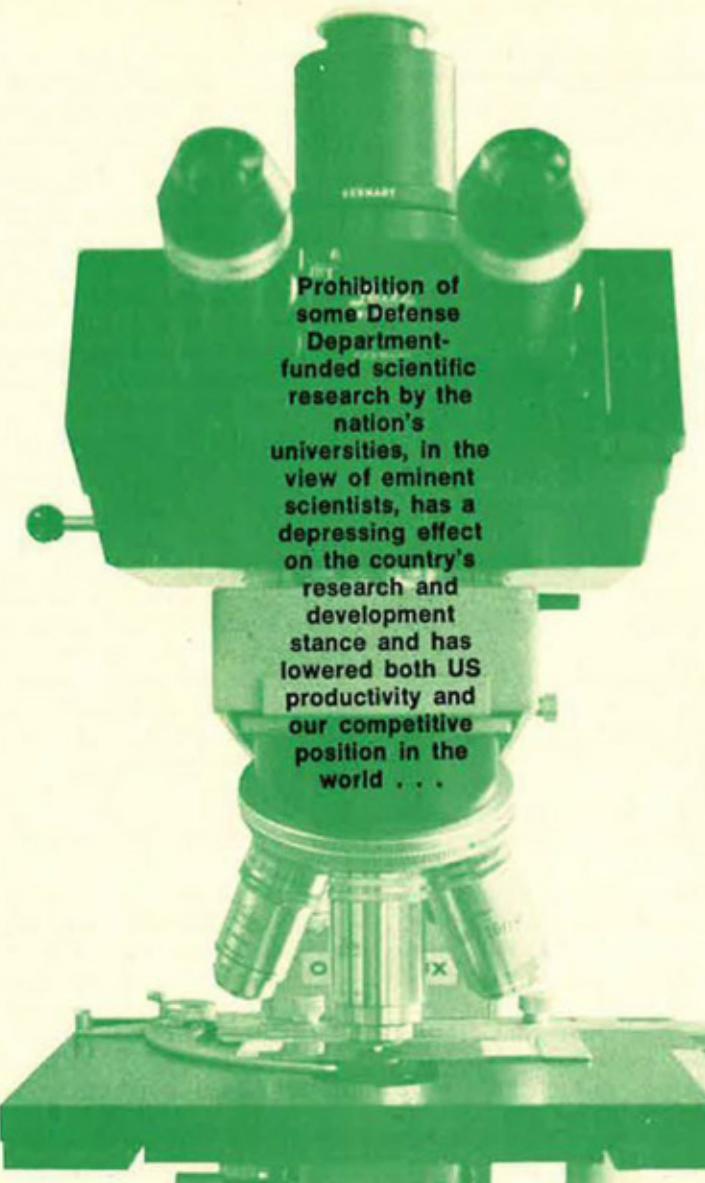
At the other end of the Mediterranean, the Spanish bases appear to be in trouble. If the base negotiations fail, whether because the Spanish terms are too tough or for other reasons, and our base structure in Spain is eliminated or severely restricted, it will be one more signal that our Mediterranean influence is on a downhill run.

The psychological disarray in the United States, evidenced by a totally uninhibited exposé of our intelligence organizations, has not made the US job in NATO any easier. Possibly this has been a factor in our eroding image in the Med.

Whatever the reasons, the situation for NATO, and for us, is not a good one. For while it is important to have Greece back in the military alliance, Turkey is the key to an Allied posture in the Eastern Med. If Turkey, feeling itself increasingly provoked by the US arms embargo, decides on a move toward neutrality, NATO will have to pull in its horns in the Mediterranean. Already, the loss of our Turkish-based intelligence apparatus is a crippling blow.

In the Yom Kippur war, our NATO Allies, with the exception of Portugal, were admittedly not much help. Still, Turkish and Spanish bases were operating, and thus we were able to help ourselves. Now we cannot count for sure even on Portuguese cooperation.

It would be nice to think that the Middle East will now be tranquil for a good long while. Nice, but not necessarily so. If, in spite of all the efforts of the Secretary of State, things come apart again, we will presumably have, at the very least, some logistic responsibilities. A friendly Mediterranean, and a NATO Southern Command as a going concern, would make any support of Israel a great deal easier, even if our Allies simply sit in the bleachers and watch. The USSR is, as always, the real competition. It is a situation where we could use a few friends. ■



Prohibition of some Defense Department-funded scientific research by the nation's universities, in the view of eminent scientists, has a depressing effect on the country's research and development stance and has lowered both US productivity and our competitive position in the world . . .

A COSTLY ABERRATION IN US SCIENCE POLICY

BY EDGAR ULSAMER
SENIOR EDITOR

MILITARY research and development, because of its invigorating effects on the nation's science and technology, is attracting new and unexpected support from the top echelon of the US scientific community. Underlying this upswing in the status of defense-oriented R&D is the overall decline in federal sponsorship of scientific research, and the resultant negative effects on the nation's economy and productivity.

The point was made well by Sen. Lloyd Bentsen (D-Tex.) in recent hearings before his Economic Growth Subcommittee: "We have dismantled our cold war research apparatus and have failed to replace it with one directed toward our new national needs," such as economic growth, export competitiveness, and maintenance of a high standard of living.

Dr. Jerome B. Wiesner, President of the Massachusetts Institute of Technology and a former Presidential science adviser, testified before the subcommittee that the Defense Department's reduced support of university research "has had a very negative effect on both basic and applied research activities in our country. [The Defense Department] was an effective sponsor of research. Its program managers generally could relate their efforts to long-term needs, and they were permitted to focus their programs in a limited number of locations so that what they did sponsor was more or less adequately supported."

Dr. Wiesner, usually more at home in the role of a critic rather than an advocate of defense-oriented R&D, testified that the long-term interest of the Defense Department's R&D managers "in high technology in most fields, for example, electronics, aeronautics and astronautics, ships, communications, materials, fuels, etc., provided them with the insights needed to judge the quality and appropriateness of applied research activities. They had the ability to respond quickly, and they understood the value of groups of scientists working together on related problems. The DoD research directors had a degree of venturesomeness that was extremely valuable to the health and progress of US science and technology. Equally valuable was the multiplicity of decision-making based upon independent judgments that resulted from having several potential sponsors for a given field."

But passage of the 1971 Mansfield amendment—named for Senate Majority Leader Mike Mansfield (D-Mont.)—which curtails exploratory (as opposed to applied) research by DoD and the military services—ended these advantages. "Senator Mansfield, who perhaps didn't understand the positive side of the picture, believed that the Pentagon had too much influence on American university campuses," Dr. Wiesner testified. Refuting Senator Mansfield's contention, Dr. Wiesner asserted that "both the national defense effort and the US research

effort have been hurt by the Mansfield amendment, and Congress would do well to examine this matter."

In Dr. Wiesner's view, the emphasis on specific goals that confines most scientific work in the US to applied research has "tended to turn off imaginative projects where the risks of negative results are large, even though the consequences of success should make such under-



Sen. Lloyd Bentsen is concerned about the decline of government-funded R&D in the US.

takings extraordinarily attractive." He added that "it is becoming almost impossible to get support to explore a radical, offbeat idea. It is also extremely difficult for a young, just-emerging scientist, not comfortably fitted into an establishment laboratory, to get support to pursue his own ideas."

Dr. Edward E. David, Jr., another former Presidential science adviser, told Senator Bentsen's subcommittee that the Defense Department, the "most experienced federal agency in sponsored R&D . . . has taken the enlightened step of recognizing R&D on future products as a legitimate cost of doing business. This recognition takes the form of independent research and development [IR&D] funding as part of allowed overhead. This allowance should be broadened to all federal agencies, since it is a way of hitching the company's commercial interest to government programs."

The Case for "On-the-Shelf" Options

Added kudos for military R&D management came from Princeton University Professor Robert Gilpin, who told the subcommittee that the Defense Department's policy of supporting applied research and exploratory development to create a rapidly deployable "on-the-shelf"

reserve of production options should be emulated by other federal departments:

"Only sporadically has the United States, outside the military area, followed this concept of 'on-the-shelf' capabilities. . . . Lacking this . . . concept in the area of civilian technology, on at least two occasions the United States has found itself dangerously deficient in basic capabilities. The first was after the launching of the Soviet Sputnik, when the United States discovered it lacked the applied mathematics, high heat-resistant materials, and propulsion technology to launch its own space program. The other occasion is the present situation with respect to energy."



Dr. Jerome B. Wiesner urges congressional review of prohibitions against DoD conducting basic research.

Professor Gilpin added that "the likelihood of other surprises comparable to Sputnik or the energy crisis are fairly great," in the years ahead, thus making it advisable to apply the DoD concept of "on-the-shelf" technology options across a broad spectrum of science and technology. Yet, he and other witnesses were not sanguine about the chances of reversing the continuing deterioration of the US technological and scientific position. Inadequate federal funding and flawed policies were named the primal causes behind the relative decline in US science and technology.

Government-sponsored R&D, Senator Bentsen said, accounts for "more than half" of the total US effort. Measured in constant dollars, federal funding of science and technology has declined at an annual rate of three percent since 1967: "In 1967, the federal government spent \$14.4 billion on research and development, com-

pared with \$11.3 billion in 1967 dollars this year. This [1975 figure reflects] a 21.5 percent decline [over an eight-year period], and the amount is smaller than for any year since 1963."

The phenomenal growth of the American economy during the past century, Senator Bentsen said, was fueled in the main by "the innovativeness of American industry and willingness of American industry to take new knowledge and translate it into marketable products." But the recent rebirth of Western European and Japanese technology presages a competitive showdown in the international marketplace whose outcome "can determine the strength and progress of the American economy for years to come."

Indexes of Relative Decline

Dr. George H. Heilmeier, Director of the Defense Department's Advanced Research Projects Agency (ARPA), in recent congressional testimony and public speeches, pointed out key areas that serve as bellwethers for future US technological productivity. In the field of technical manpower, the US growth rate from 1965 to 1970 was less than half that of the USSR and France. The Soviet Union, according to Dr. Heilmeier, is graduating twice as many scientists and engineers as the US and now has more of these professionals than this country. In addition, this year's enrollment of US freshmen in these fields is thirty-five percent below the level in 1967, he said. Further, "the defense industry's inability to attract and retain young engineers is particularly serious and has dangerous long-range consequences. The average age of technical personnel in the seventeen aerospace companies surveyed last year was forty-three," according to Dr. Heilmeier.

The US also scores low in another category that affects industrial productivity—the plow-back of profits into industrial tools, machinery, and production equipment. Of the eight leading manufacturing nations, the US is reinvesting the smallest percentage of its Gross National Product in these future capabilities, according to Dr. Heilmeier. (A recent *Time Magazine* study concluded that the US lagged behind other major industrial nations in terms of another important productivity index—growth in output per man-hour since 1967. Japan recorded a

sixty-seven percent gain, France registered a thirty-seven percent increase, and Germany achieved a thirty-two percent boost, while the US, along with Great Britain, ranked at the bottom, with only twenty percent gains.)

The ARPA Director cited a third barometer that provides clues about future US industrial competitiveness. In 1965, US patents issued to foreigners were only twenty-five percent of those issued to US citizens; by 1972, the share of patents issued to foreigners had increased to forty-five percent. The greatest growth in foreign patents, he pointed out, occurred in such key areas as metallurgy, electronics, and chemicals. Equally disturbing, he said, is the accelerating export of US technology as expressed in US receipts from foreign countries for royalties and licenses that increased by some sixteen percent from 1965 to 1972. If these trends continue, "it seems plain that the US will fall behind in innovation, in trade, and in economic growth."

Relating the US R&D level to that of the Soviet Union, the ARPA Director said this country's effort "is about equal to the USSR, but sixty percent of theirs is devoted to military, space, and atomic energy vs. forty-five percent in the US."

The Soviet Union, according to Dr. Heilmeier, is "strongly emphasizing military R&D all the way from the education of engineers and scientists through the construction of specialized facilities and, finally, to the production of sophisticated weapons. Their total annual commitment of resources now exceeds ours and rises with each year.

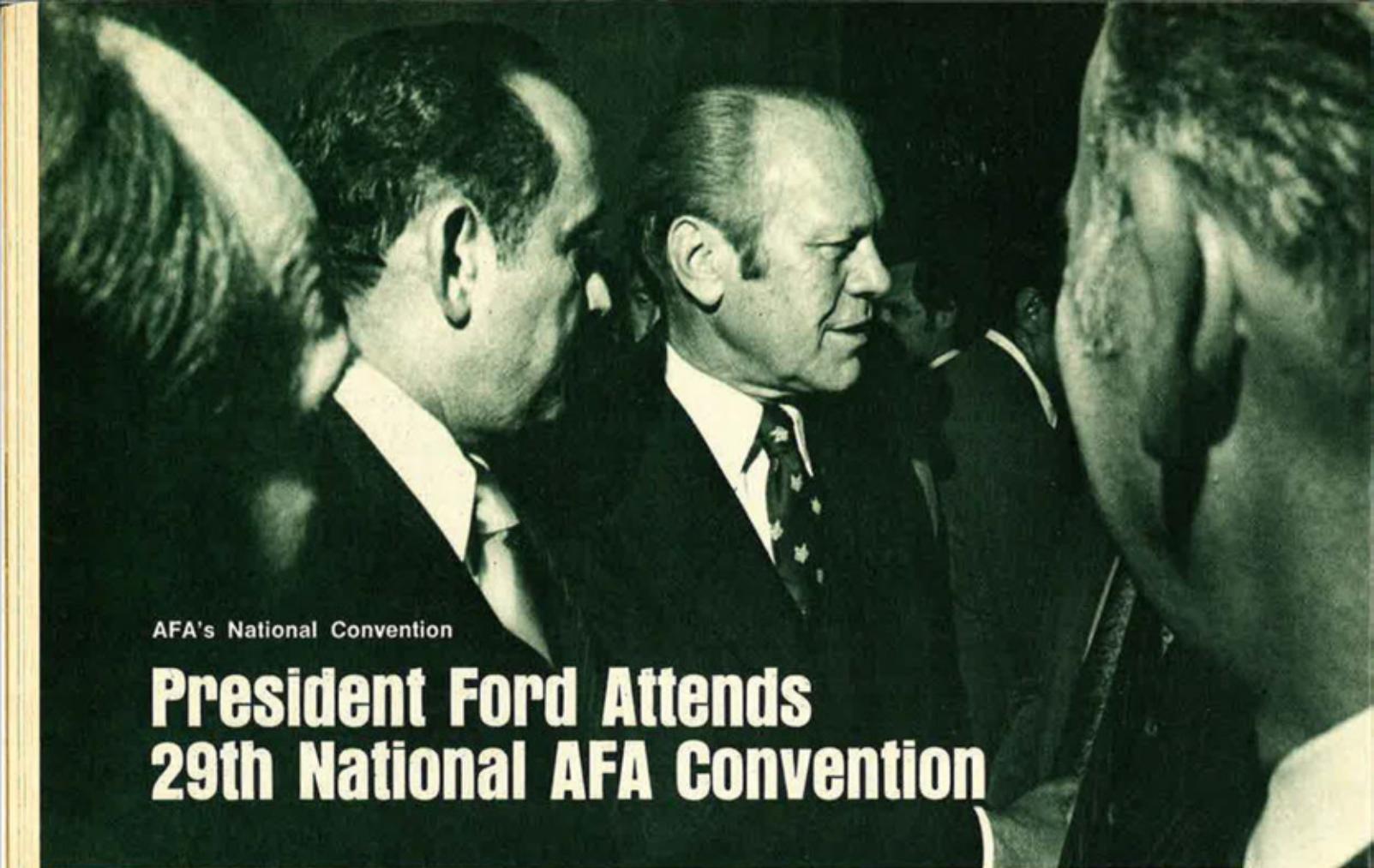
"I am not worried about our position as the world's technological superpower *today*," Dr. Heilmeier added, "but I am concerned about the future if present trends continue. . . . The closed nature of the Soviet society makes it possible for them to pursue developments in secret. This fact makes it doubly important for us to maintain the scientific lead to enable us to assess their developments from the fragmentary evidence which seeps through the wall of secrecy."

The hearings by Senator Bentsen's subcommittee brought out persuasive evidence of the catalytic effect of defense R&D on the nation's industrial base and thus could sway the Congress and the nation toward a more realistic attitude toward technological requirements. ■

INDUSTRIAL ASSOCIATES OF THE AIR FORCE ASSOCIATION

Listed below are the Industrial Associates of the Air Force Association. Through this affiliation, these companies have tangibly indicated their readiness to participate as "Partners in Aerospace Power," in the interest of national security.

AIL, Div. of Cutler-Hammer	General Dynamics, Electronics Div.	MITRE Corp.
Aerojet ElectroSystems Co.	General Dynamics, Fort Worth Div.	Moog, Inc.
Aerojet-General Corp.	General Electric Co.	Motorola, Inc.
Aeronca, Inc.	GE Aircraft Engine Group	Northrop Corp.
Aeronutronic Ford Corp.	General Motors Corp.	OEA, Inc.
Aerospace Corp.	GMC, Allison Div.	O. Miller Associates
Allegheny Ludlum Industries, Inc.	GMC, Delco Electronics Div.	Overseas National Airways, Inc.
American Telephone & Telegraph Co.	GMC, Harrison Radiator Div.	Pacific Corp.
AT&T Long Lines Department	GMC, Packard Electric Div.	Page Communications Engineers, Inc.
Applied Technology, Div. of Itek Corp.	General Research Corp.	Pan American World Airways, Inc.
AVCO Corp.	General Time Corp.	Products Research & Chemical Corp.
BDM Corp., The	Goodyear Aerospace Corp.	RCA
Battelle Memorial Institute	Goodyear Tire & Rubber Co.	Rand Corp.
Beech Aircraft Corp.	Grimes Manufacturing Co.	Raytheon Co.
Bell Aerospace Co.	Grumman Corp.	Redifon Flight Simulation Ltd.
Bell Helicopter Co.	Harris Corp.	Rockwell International
Bell & Howell Co.	Hayes International Corp.	Rockwell Int'l, Autonetics Div.
Bendix Corp.	Hazeltine Corp.	Rockwell Int'l, Los Angeles Div.
Benham-Blair & Affiliates, Inc.	Hermes Electronics Ltd.	Sanders Associates, Inc.
Boeing Co.	Hi-Shear Corp.	Singer Co.
Brush Wellman, Inc.	Hoffman Electronics Corp.	Space Corp.
Burroughs Corp.	Honeywell, Inc.	Sperry Rand Corp.
CAI, Div. of Bourns, Inc.	Howell Instruments, Inc.	Sundstrand Corp.
Canadian Marconi Co.	Hudson Tool & Die Co., Inc.	Sverdrup & Parcel & Associates, Inc.
Carborundum Co.	Hughes Aircraft Co.	System Development Corp.
Celesco Industries, Inc.	Hughes Helicopters	TRW Systems, Inc.
Cessna Aircraft Co.	IBM Corp.	Teledyne, Inc.
Chromalloy American Corp.	ITT Aerospace, Electronics,	Teledyne CAE
Collins Radio Group, Rockwell Int'l	Components & Energy Group	Teledyne Ryan, Aeronautical Div.
Colt Industries, Inc.	ITT Defense Communications Group	Texas Instruments, Inc.
Computer Sciences Corp.	International Harvester Co.	Thiokol Corp.
Conrac Corp.	Interstate Electronics Corp.	Tracor, Inc.
Control Data Corp.	Kaman Corp.	Union Carbide Corp.
Day & Zimmermann, Inc.	Kaynar Mfg. Co., Inc.	United Technologies Corp.
Dayton T. Brown, Inc.	Kelsey-Hayes Co.	UTC, Chemical Systems Div.
Decca Navigation Systems, Inc.	LTV Aerospace Corp.	UTC, Hamilton Standard Div.
DeHavilland Aircraft of Canada Ltd.	Lear Siegler, Inc.	UTC, Norden Div.
Dynalectron Corp.	Leigh Instruments Ltd.	UTC, Pratt & Whitney Aircraft Div.
E. I. Du Pont de Nemours & Co.	Lewis Engineering Co., The	UTC, Research Center
E-A Industrial Corp.	Libbey-Owens-Ford Co.	UTC, Sikorsky Aircraft Div.
E-Systems, Inc.	Littton Industries, Inc.	Western Air Lines, Inc.
Eastman Kodak Co.	Littton Industries	Western Gear Corp.
Electronic Communications, Inc.	Guidance & Control Systems Div.	Western Union Telegraph Co.
Emerson Electric Co.	Lockheed Aircraft Corp.	Government Systems Div.
Engine & Equipment Products Co.	Lockheed Aircraft Service Co.	Westinghouse Electric Corp.
Fairchild Industries, Inc.	Lockheed California Co.	Westinghouse Electronic Systems
Federal Electric Corp., ITT	Lockheed Electronics Co.	Support Div.
Firestone Tire & Rubber Co.	Lockheed Georgia Co.	World Airways, Inc.
GAF Corp.	Lockheed Missiles & Space Co.	Wyman-Gordon Co.
GTE Sylvania, Inc.	Logicon, Inc.	Xonics, Inc.
Garrett Corp.	Magnavox Co.	
General Dynamics Corp.	Martin Marietta Aerospace Co.	
	Martin Marietta, Denver Div.	
	Martin Marietta, Orlando Div.	
	McDonnell Douglas Corp.	



AFA's National Convention

President Ford Attends 29th National AFA Convention

A host of luminaries including President Ford, Defense Secretary Schlesinger, and Israel's Defense Minister Shimon Peres attended the Air Force Association's 1975 National Convention in Washington, D. C., September 14-18. The meeting served as a forum for important speeches by national leaders.

BY EDGAR ULSAMER
SENIOR EDITOR

WE MUST be strong enough—and we will be strong enough—to make certain that the United States is second to none. Period. That is, in my opinion, the best way to ensure that we keep the peace, now and in the future." This assertion by President Ford captured the theme and purpose of the 1975 National Convention of the Air Force Association. The President addressed the Convention's "Salute to Congress" reception and spent almost an hour mingling with Air Force, aerospace industry, and AFA leaders. Also present were more than 100 members of Congress, led by Speaker of the House Carl Albert.

President Ford declared, "I read with interest and admiration what the Air Force Association has done in some of the resolutions that you passed and some of the recommendations you made." Singling out the Association's Policy Resolution urging revision of the congressional arms embargo against Turkey, President Ford termed this a "forthright and, I think, commendable action. . . . If we don't do it [lift the embargo], we are going to weaken NATO; if we don't do it, we are going to injure very seriously our intelligence-gathering capabilities; if we don't do it, we will have no influence in trying to get an equitable settlement in Cyprus." (See p. 7 for the text of AFA's Policy Resolution referred to by President Ford. Subsequent congressional action repaired, in part, US-Turkish relations.)

Reiterating that "we can't afford to be number two" in strategic strength, President Ford warned, however, that "we will be"—if Congress fails to authorize and appropriate adequate funding of the Defense Department: "We have a crunch coming up in the near future

[concerning US ability] to convince the Soviet Union that we are going to negotiate from strength if the Congress doesn't give us enough money to have adequate Army, Navy, Air Force, and Marine Corps programs. It's just that black and white. We have to be strong enough to convince [the Soviets] that it is in our mutual interest to have a SALT II agreement."

President Ford, who is an AFA Life Member, explained that "under my oath of office" he would have to request that the Congress "appropriate substantially more funds" to increase US strategic deterrent capabilities if current negotiations regarding SALT II fail. (AFA's new Statement of Policy, adopted unanimously by the delegates to the National Convention on the day before President Ford's visit, makes a similar point: "The President should request and the Congress approve a supplemental budget authorization, to become effective immediately should the SALT talks break down, an authorization large enough to make up for the destabilizing Soviet lead in strategic arms development

President Ford, accompanied by AFA's new Chairman of the Board, Joe L. Shosid, mingled with the "Salute to Congress" audience.

Speaker of the House
Carl Albert was among the more than a hundred guests from Capitol Hill.

and deployment. But if SALT achieves mutually acceptable arms limits, the Department of Defense must undertake all essential steps to assure that *qualitative* parity within SALT ceilings is maintained over the long term.")

The President said that "we need more help in the Congress, even for a SALT agreement. We will need a lot more help in the Congress if we don't get" such an accord with the Soviets, adding that "I would be less than honest if I didn't say that we are having trouble in Congress in getting enough money to keep us as strong as we ought to be." US military strength, the President told the AFA Convention, "gave us the very important opportunity to participate in and keep the momentum going of the negotiations regarding the Middle East. Not that we negotiated the settlement . . . the parties did that themselves, but the fact that the United States was respected, the fact that the United States had a major role in international affairs, gave us the opportunity to be helpful."

House Speaker Albert also stressed the importance of maintaining adequate military power.

Second to None

The will and the need to be second to none stressed by the President represented the general tenor of the 29th National Convention,



held in the Nation's Capital, September 14-18, 1975. It was reflected in the Association's Policy Statement, which concluded that "peace is crucial, but freedom must come first," as well as in the range of policy resolutions that singled out specific actions required to keep US aerospace strength second to none in terms of strategic and general-purpose capabilities.

The specific commitment to keep the United States Air Force second to none was reflected in the two formal luncheon programs of the Convention and the Opening Ceremony. The latter was themed to the fall of Southeast Asia to Communist forces, with outgoing AFA President Joe L. Shosid asserting that in the view of the Air Force Association the Vietnam War "was not a wrong war . . . it was, however, a war fought the wrong way, with wrong objectives, and wrong restraints. And the fact that it was lost in no way

reflects on the valor, competence, and dedication of the American servicemen who fought there."

Gen. David C. Jones, Air Force Chief of Staff, said at the Convention luncheon in his honor, "USAF is the best Air Force in the world. We are still second to none, and we are getting better every day." Addressing the aerospace industry in particular, General Jones said the US lead in aerospace technology "gives us a good margin over anyone else in the world. We build the finest aircraft and associated equipment of any nation in the world. . . . We have a wide advantage today, and the gap is growing all the time." But the Chief of Staff also admonished the aerospace industry to maintain, like the Air Force in general, long-term credibility by disclosing the "good as well as the bad" and to avoid "brochuresmanship." He added, "We recognize that people in business must be salesmen, and I am not saying that anybody is deliberately misleading us," but industry must "be very careful" to avoid unwarranted expectations on the part of the buyer, *i.e.*, the Air Force, such as the assumption that a given system "will accomplish something that it really won't quite do." Echoing President Ford's complaint about overregulation by government, Gen-



USAF Chief of Staff Gen. David C. Jones announced a new agreement with the US Navy, covering the Air Force's sea control mission.



Secretary of Defense James R. Schlesinger accepts AFA's highest tribute, the H. H. Arnold Award, from AFA President Shosid.

eral Jones promised industry "to make it less of a chore to work with us in the Air Force. We want to do this in such a way that we provide the incentives and the awards [so that] the entire program works in the best interest of the country." Toward this end, he said, the Air Force has declared war on excessive restrictions and "needless paperwork."

Recent advances in aerospace technology, General Jones said, enhance the capabilities of the Air Force, including the intrinsic ability of land-based air to assist the US Navy in meeting the threat of a rapidly growing Soviet fleet. The Chief of Staff announced that the Air Force and the Navy "last week signed a memorandum of agreement that provides for training the Air Force in the sea control mission and establishes the procedures so that this force can be used when and if needed." He stressed that the senior leadership of the Navy "supports us in this collateral responsibility of the Air Force," and pointed out that this cooperation was typical of a harmonious relationship among the services "that has never been better."

General Jones stressed the need for committed, high-quality people: "We don't have a place in the Air Force for halfway people. They are either all the way in or all the way

out of the Air Force." Two attributes ranked paramount in his definition of high-quality—selflessness and discipline of the mind. The overriding requirement, he said, "is to be selfless, to be interested more in your country than yourself, to have broad vision, [and to be primarily concerned with] doing the job right and not so much with what the boss is thinking."

The Secretary's Luncheon

Two key requirements of national defense, Air Force Secretary John L. McLucas told a capacity crowd at a luncheon in his honor, are "first, not to heat up the arms race; but second, and perhaps more important, to make sure that we don't fall be-

hind." The fundamental need, he explained, is to have adequate nuclear forces. Beyond that, DoD and the Air Force are concerned with deterring conventional war, which means "keeping our reserves as well as our active forces in good shape; and this requires adequate training, equipment, and modernization."

US military forces, Secretary McLucas said, derive an important advantage from a high state of readiness, with most of the personnel being battle-tested, a reservoir of "experience that is not duplicated anywhere else in the world." Dr. McLucas said the Air Force is gaining also from simultaneous technological advances in weapon systems as well as ordnance that "will allow us to do our job much better." USAF's declining manpower strength is being offset by the development of new systems requiring less maintenance and personnel and by training high-quality people. Stressing that "we do have higher-quality people," Secretary McLucas said, "our standards are higher; our accessions are better; and, all in all, I think we have a fine force that is in a good state of morale."

Emphasizing the Air Force's commitment to the total force concept, in the narrow sense of intraservice cohesion and in broad interservice and interallied cooperation, the Secretary said, "Some people question whether we mean it. I mean it. The Chief means it. I hope that all of our people mean it, and if there is anyone who doesn't mean it, we hope to get the word to him or her."



Israel's Minister of Defense, Shimon Peres, center, accompanied by AFA National Director John R. Alison, right, took a comprehensive tour of AFA's aerospace industry exhibits. Minister Peres is shown here at Fairchild's A-10 exhibit.



Left: AFA's new National President George M. Douglas, left, chats with Dr. Schlesinger during the Air Force Anniversary program. Below: Col. Arnald Gabriel, left, directed a Bicentennial Salute, entitled "America in Motion," involving a narration by TV personality Peter Graves, at right.

DEFENSE SECRETARY SCHLESINGER WINS H. H. ARNOLD AWARD

Capping the 29th National Convention was a gala black-tie dinner dance commemorating the founding in September 1947 of the Air Force as an autonomous service. The affair was attended by more than 2,300 people. Highlight of the program was the presentation of the Air Force Association's highest tribute, the H. H. Arnold Award, to Secretary of Defense James R. Schlesinger for his "intellectual appreciation of the benefits and limitations of military power . . . superb leadership . . . steadfast commitment to the pursuit of peace through a flexible but unequivocal" deterrence posture, and "his singularly effective articulation of vital defense needs to the Congress and the American people."

In accepting the AFA award "for having spoken out persistently in defense of a strong national security strength for our nation, including notably strength in the air," Secretary Schlesinger stressed the "need to be right both in conceptual design and the larger issues. The question of conceptual design for the Air Force was well stated by General Arnold many years ago when he said any Air Force that doesn't keep its doctrine ahead of its equipment, and its vision far into the future, can only delude the nation into a false sense of security. He was right. But we must also be right in the large. Perhaps we spend too much time on the performance characteristics of the F-16 or the avionics suit of the B-1 as if that were agreed to be the national issue."

The erstwhile national consensus about foreign and defense policy, lost "largely due to the Vietnam War," he said, can be restored only through a "sense of history [that] provides a sense of national purpose and national destiny that inspires unity. Until we can restore that sense of national purpose we shall have our difficulties in budget matters and in larger issues. Perhaps in this Bicentennial year we shall recover in part that sense of history that so well defines us. But until then we shall all have to strive to provide that vision that indeed does inspire national unity and explain to our entire public why we must seek the means to defend ourselves."

Rounding out the evening was a Bicentennial salute, "America in Motion," written especially for the Air Force Anniversary Dinner Dance by CMSgt. Floyd E. Werle. The program featured the USAF Concert Band and the Singing Sergeants under the baton of Col. Arnald Gabriel. TV personality Peter Graves served as narrator.



The Air Force, he said, plans to bring the Reserve Forces to a higher state of readiness through better equipment and "by raising the standards by which we judge them." Total force denotes also equality in terms of Air Force men and women and "black and white [and it] is working . . . opportunity exists, irrespective of your background or ethnic origin," he pointed out.

Two other facets of the USAF's total force policy involve the relationship between officers and airmen, and military and civilian personnel,



Top award for science and engineering went to the AWACS Air Force-Industry team, represented by, from left to right, Maj. Gen. Kendall Russell, Brig. Gen. Lawrence A. Skantze, and Boeing's Mark K. Miller. Senator Goldwater looks on.

Secretary McLucas said: "Typically, our officers get lots of recognition; our airmen do not get enough. In our total force atmosphere, I would like to see them get more. [Also,] we have a lot of civilians in the Air Force, and, I think, that is an area that requires more emphasis if we are going to get the increased productivity out of the Air Force that we would like to have. Typically, we stress ways to get more out of the military people. That same amount of effort devoted to the civilian side, I believe, could produce equally good results."

The Secretary of the Air Force luncheon served as the forum for the introduction of AFA's new National President, George M. Douglas, of Denver, Colo., who was elected unanimously by the Convention delegates. Asserting that "these are very trying times, when all the qualities of constructive leadership are put to severe tests," Mr. Douglas expressed confidence that with the help of the membership and the assistance and guidance of the Air Force leadership, "AFA will move forward," in the coming year.

Quantity Down, Quality Up

The Outstanding Airmen Dinner (*see also p. 54*) stood out as the Convention's highlight in terms of easy informality and human appeal.

Honoring USAF's top twelve airmen of 1975 and, thereby symbolically, all enlisted personnel, the festive event featured USAF's Vice Chief of Staff Gen. William V. McBride, who stressed that both in terms of Air

Force people and hardware, the trend is: "Quantity down—quality up."

"The young men and women who come to us today are highly motivated—quality people—not society's losers as some predicted the all-volunteer force would attract. We don't let them be. We are handpicking those coming in—we are raising the standards—twice in the last thirteen months—and we are able to reject those we don't think will do the job to assure a quality force. Currently, we enlist only one in every five seriously interested applicants. And we are careful about the ones we keep in—making it tougher to reenlist if they don't have a good record and if they don't have the skills we need. It's a new force—selectively acquired and continually culled to guarantee that the people we have are the very best."

Held concurrently with the Convention activities, AFA's Aerospace Development Briefings and Displays involved more participants and provided a broader panorama of defense technology than ever before, to inform visitors from the Congress, the Administration, the military, and

AIR FORCE AND NAVY GET TOGETHER ON SEA CONTROL

A formal agreement between the Air Force and the Navy on USAF's collateral mission with regard to sea control, disclosed by Chief of Staff Gen. David C. Jones, at the 1975 AFA Convention, was concluded on September 2, 1975. Principal emphasis is on training Air Force units in this collateral function to meet "operational requirements set forth by the unified commanders." Training programs and training rules of engagement will be formulated through "direct liaison . . . between the Major Air Commanders and the Fleet Commanders in Chief," but Air Force forces will "remain under the operational control of the appropriate Air Force commander and operate in support of the naval commander."

The agreement appears to avoid meticulously even the appearance of poaching by one service in the other's roles and mission areas. It stipulates that USAF will be responsible both for training its people in these collateral functions and for all associated funding aspects, from the cost of training to logistic support.

The agreement spells out confines within which USAF is to support maritime requirements, with the Air Force "limited to those aspects of sea control which are within the intrinsic capabilities of [USAF]." The agreement includes this caveat: ". . . Since primary functions may necessarily preempt the availability of Air Force resources, it is recognized that a primary organic Navy capability must be maintained." The following tasks were cited as falling within intrinsic Air Force capabilities: search and identification; electronic warfare; tactical deception; attack against surface and air units; and aerial mine laying.



Above: Gen. Paul K. Carlton, Commander of the Military Airlift Command, views a model of a proposed military version of Boeing's 747. Left: Sen. Barry Goldwater, newly elected Chairman of the Board of AFA's Aerospace Education Foundation, and Gen. David C. Jones during a Convention function.



foreign military attachés about recent advances in aerospace technology. Among the attendants were Israeli Defense Minister Shimon Peres and Israeli Air Force Chief of Staff Gen. Benjamin Peled, who viewed the US exhibits as well as that of Israel Aircraft Industries.

Within the span of Convention activities was an Air Force Reserve Medical Conference as well as meetings of the AFJROTC Instructors, AFA's Airmen Council, Junior Officer Advisory Council (see p. 62), the Arnold Air Society's and Angel Flight's Executive Boards, the Aerospace Education Foundation, and the Air Force Historical Society. ■

AWARDS AT THE 1975 AIR FORCE ASSOCIATION

AFA'S AEROSPACE AWARDS

The H. H. Arnold Award ("National Security Man of the Year")—To Secretary of Defense James R. Schlesinger, for his intellectual appreciation of the benefits and limitations of military power in support of national interests; for his singularly effective articulation of vital defense needs to the Congress and the American people; for his steadfast commitment to the pursuit of peace through a flexible but unequivocal deterrent military posture, while providing superb leadership as Secretary of Defense.

The David C. Schilling Award ("The most outstanding contribution in the field of Flight")—To Maj. George B. Stokes, 41st Recon Weather Rescue Wing, McClellan AFB, Calif., for superior leadership and airmanship while commanding a record helicopter flight over 1,500 miles of open sea, involving five aerial refuellings and hazardous conditions, to hoist-rescue two critically injured seamen.

The Theodore von Kármán Award ("The most outstanding contribution in the field of Science and Engineering")—To the USAF/industry team represented by original System Program Director Maj. Gen. Kendall Russell; current System Program Director Brig. Gen. Lawrence A. Skantze; and Boeing Aerospace Co.'s Mark K. Miller, for the brilliant application and integration of advanced technology in creating the Airborne Warning and Control System (AWACS).

The Gill Robb Wilson Award ("The most outstanding contribution in the field of Arts and Letters")—To Maxine McCaffrey, La Canada, Calif., for documenting, as has no other artist, the saga of the MIA/POWs of Vietnam through paintings contributed to the Air Force Art Program.

The Hoyt S. Vandenberg Award ("The most outstanding contribution in the field of Aerospace Education")—To the Aerospace Audiovisual Service, Norton AFB, Calif., for highly professional production of materials vital to advanced USAF training, and for worldwide coverage of Air Force events (accepted by Col. T. N. Mace, Commander).

The Thomas P. Gerry Award ("The most outstanding contribution in the field of Systems and Logistics")—To Lt. Gen. Charles E. Buckingham, Comptroller of the Air Force, for creating a new awareness of the logistics requirement in weapon system design for maximum cost control, while serving as Deputy Chief of Staff for Acquisition Logistics and Chief of Staff, Hq. AFLC.

AIR FORCE ASSOCIATION CITATIONS OF HONOR

The Arnold Engineering Development Center, Arnold AFS, Tenn., for outstanding managerial ability and technical competence in utilizing the free world's largest and most complete aerospace simulation complex to support USAF development (accepted by Col. Oliver H. Tallman II, Commander).

TSgt. James P. Chism, Officers' Training School Open Mess, Lackland AFB, Tex., for achievements as Open Mess Manager, Airmen's Open Mess, Clark AB, Philippines, designating him as "Air Force Club Manager of the Year."

Special Agent John L. Elsler, AFOSI District 19, Travis AFB, Calif., for developing and presenting to military units, youth groups, and community organizations in the US and

in Europe a highly professional drug education program. **Tennessee Ernie Ford**, Portola Valley, Calif., as a distinguished Air Force Family member and World War II bomber crewman who has devoted his entertaining talents to numerous AFA events (awarded June 4 in Omaha, Neb.).

Mario Grasso, Sacramento/ALC/CC, McClellan AFB, Calif., for outstanding service as Procurement Contracting Officer, F-111 Section, Sacramento Air Logistics Center, designating him as "Air Force Civilian of the Year."

Lt. Col. Robert N. Hood, Hq. USAF Security Service, Kelly AFB, Tex., for outstanding performance as Chief, Consolidated Base Personnel Office, Kadena AB, Okinawa, Japan, designating him as "Air Force Personnel Manager of the Year."

International Business Machines Corp., Federal Systems Division, for enhancing the stature of USAF enlisted personnel through its annual sponsorship of AFA's Outstanding Airmen Program, now in its twentieth anniversary year (accepted by John B. Jackson, Vice President).

Dr. Thomas W. McKnew, Advisory Chairman of the Board, National Geographic Society, Washington, D. C., for more than forty years of civilian scientific service to the cause of airpower (to be presented at an AFA function in Washington, D. C., in 1975).

MSgt. David E. Milsten, 67th Aerospace Rescue and Recovery Squadron, for outstanding achievement as the leader of a pararescue team that dropped into rough seas off Iceland, boarded a disabled vessel, and saved two lives while giving medical aid to fifteen injured seamen.

Capt. Richard J. Mosbach, Air Force Satellite Control Facility, Sunnyvale AFS, Calif., for designing and implementing new and revolutionary concepts that have enhanced the space program and the defense posture of the United States.

Gale E. Myers, Dayton, Ohio, for distinguished service as an authority on management control of weapon systems, contributing to the efficiency and economy of Air Force operations (to be presented at an AFA function in Ohio in 1975).

Lt. Gen. Robert A. Patterson, Washington, D. C., for innovative and dynamic leadership as Surgeon General, USAF, during a period of critical medical requirements and austere funding, thus contributing to USAF's preeminence in military medical care (presented in Washington, D. C., on March 1, 1975).

Gen. Samuel C. Phillips, Andrews AFB, Md., for significantly advancing national security objectives through innovative management of R&D and acquisition of weapon systems while Commander, Air Force Systems Command.

Barry L. Rhine, Bellevue, Neb., for expertise, dedication, and aggressiveness as a new second lieutenant in earning the role as prime designer of a new system to provide SAC's Command Post with warning data.

Edward A. Stearn, National Director, AFA, San Bernardino, Calif., for exceptional service to AFA over the past decade in organization, membership, programming, public relations, and community service.

Perry C. Stewart, Hq. AFLC/AQM, Wright-Patterson AFB, Ohio, for exceptional technical ability, leadership, and resourcefulness that have resulted in USAF being in the forefront of DoD's Life Cycle Costing Program (to be presented at an AFA function in Ohio in 1975).

SSgt. Phillip M. Tso, Offutt AFB, Neb., for demonstrating outstanding talent and reliability in maintaining Administrative Command and Control Communications Systems vital to USAF's mission.

NATIONAL CONVENTION

1840th Civil Engineering Squadron, Richards-Gebaur AFB, Mo., for unusual community service in helping civilian firemen combat fires and in assisting in their training in advanced fire-fighting techniques (accepted by Lt. Col. A. R. Trautmann, Commander).

AIR NATIONAL GUARD AND AIR FORCE RESERVE AWARDS

Earl T. Ricks Memorial Award (not presented this year).

The Air National Guard Outstanding Unit Award for 1975—To the 120th Fighter Interceptor Group, Montana ANG, International Airport, Great Falls, Mont. (accepted by Col. Emmett J. Whalen, Commander).

The Air Force Reserve Outstanding Unit Award for 1975—To the 349th Military Airlift Wing (Associate), Travis AFB, Calif. (accepted by Brig. Gen. James L. Wade, Commander).

The President's Award for the Air Force Reserve—To the 758th Tactical Airlift Squadron, Greater Pittsburgh International Airport, Pa. (accepted by Capt. Anthony L. Liguori, Aircraft Commander). The award recognizes the year's outstanding Air Reserve flight crew.

AFA-AFSC MANAGEMENT AWARDS

AFA-AFSC Distinguished Award for Management—To Maj. Gen. Abner B. Martin, Wright-Patterson AFB, Ohio, for exceptional management ability as Program Director, Deputy for B-1, during 1974. His leadership resulted in meeting all goals, including the aircraft's first flight in December 1974.

AFA-AFSC Meritorious Award for Program Management—To James W. Morris, Dayton, Ohio, for outstanding service as Program Manager of the Survivable Flight Control System Program, which improved aircraft combat survivability and established and validated the technology base in fly-by-wire flight control.

AFA-AFSC Meritorious Award for Support Management—To Col. Myron B. Goers, Fairborn, Ohio, for exceptionally meritorious service as Deputy for Procurement and Production, ASD, resulting in unique and significant improvements in those areas, including development of the "Spares Acquisition Improvement Program," a breakthrough in logistics approved for Air Force-wide implementation.

AFA-AFLC MANAGEMENT AWARDS

AFA-AFLC Executive Management Award—To Col. Edward G. Bishop, San Antonio ALC/MM, Kelly AFB, Tex., for outstanding performance as Director of Materiel Management, SAALC, resulting in timely logistics support to Air Force programs of national and international significance.

AFA-AFLC Middle Management Award—To Leroy Verbillon, Hq. AFLC, Wright-Patterson AFB, Ohio, for outstanding managerial and technical skills as Chief, Funds Utilization Division, resulting in development of a viable facilities project program contributing significantly to managing AFLC's engineering financial resources.

AFA-AFLC Junior Management Award—To Capt. Graden J. Casto, USAF Medical Center, Wright-Patterson AFB, Ohio, for outstanding service as Chief, Medical Materiel Services, which contributed greatly to the logistics support of the USAF medical program and established this officer as a leading technician in the field of medical services.



AFA's Martin Ostrow congratulates Maj. George B. Stokes on presentation of the Schilling Award for the officer's superior leadership and airmanship during a hazardous mission.



Maxine McCaffrey, whose paintings depicting the Vietnam MIA/POW saga won her AFA's Gill Robb Wilson Award, accepts her plaque from Mr. Ostrow.



AFA President Joe L. Shosid presents a Citation of Honor to MSgt. David E. Milsten, the result of the NCO's leadership during a dangerous pararescue mission (see facing page).

"It's organizations and people like yourselves that make my job much easier." So said President Gerald R. Ford during the Convention at . . .

AFAS SALUTE TO

PRESIDENT Ford joined some 600 leaders from government agencies, the Air Force, AFA, and industry in the Air Force Association Convention's "Salute to Congress" reception, attended by more than a hundred members of the Congress. Among the special guests were Speaker of the House Carl Albert, Air Force Secretary John L. Lucas, DoD's Director of Defense Research and Engineering Malcolm R. Currie, and Air Force Chief of Staff Gen. David C. Jones.

In his informal remarks (see also p. 46), the President thanked AFA's leaders for having made "an ex-Navy [man] a Life Member of the Air Force Association. . . . I am most appreciative. I am also grateful for the opportunity to spend some time shaking hands with some people I hadn't met and get acquainted with you . . . and to get reacquainted with those I have known for a good many years."

President Ford added, "I would be less than honest if I didn't say that we are having trouble in the Congress in getting enough money to keep us as strong as we ought to be. . . . I think without a question of a doubt the actions taken by Congress so far are not good."

The President concluded his one-hour visit by saying that "it's organizations and people like yourselves that make my job much easier. . . . It is my judgment that America, both at home and abroad, has a great opportunity to have better and better days. Your help will be significantly beneficial in achieving these results."

President Ford's remarks drew frequent and prolonged applause from the audience. ■



—OFFICIAL USAF PHOTO BY RON HALL, AAFS

President Ford, accompanied by AFA's Board Chairman, Joe L. Shosid, works his way through the Convention audience of military, industry, and AFA leaders.



—OFFICIAL WHITE HOUSE PHOTO

President Ford and AFA Executive Director James H. Straubel chat with attendees of the Convention's "Salute to Congress" reception. More than a hundred Senators and Representatives came as guests of individual AFA state and chapter leaders.

CONGRESS



President Ford spoke for about ten minutes, stressing that "we can't afford to be number two" in strategic strength.



New York AFA members (from left), William Rapp, Past State President; John F. Homin, President, Hudson Valley Chapter; and National Director Gerald V. Hasler with Rep. Benjamin A. Gilman (R-N. Y.), second from right.



Dr. Dan Callahan, AFA National Director, his wife Jeannette (right), and Don Allen (left), Past President, Middle Georgia Chapter, accompanied Rep. Jack Brinkley (D-Ga.).



Speaker of the House Carl Albert (D-Okla.) with Rockwell International Senior Vice President John J. Henry and General Jones.

AFA's South Central Region Vice President Jack Haire (seated) with (from left) Rep. G. V. (Sonny) Montgomery (D-Miss.); Jesse Elkin, VP, Golden Triangle Chapter, Columbus, Miss.; Billy A. McLeod, Pres., Miss. AFA; Rep. David R. Bowen (D-Miss.); Brig. Gen. R. B. Tanguy, USAF Deputy Director of L&L; Frank Barber, Asst. to Sen. James O. Eastland (D-Miss.); Jack Vance, Admin. Asst. to Rep. Montgomery; and Marion F. Bishop, Admin. Asst. to Rep. Jamie L. Whitten (D-Miss.).

The twelve Outstanding Airmen for 1975 had beaten odds of nearly 50,000 to one to be selected as one of the . . .

BEST OF THE BEST

BY CAPT. ROBERT CARROLL, USAF
CONTRIBUTING EDITOR



SMSgt. Kenneth A. Black of AU's Senior NCO Academy.

AS THE lights dimmed, the spot-light focused on "stage left." In rapid succession, eleven men and one woman took their places at the head table. Their gleaming white Air Force mess jackets stood out in the darkened red, white, and blue-draped room. All twelve had beaten big odds, nearly 50,000 to one, to be there. There were differences in age, rank, and job description, but all had one thing in common.

They were all professionals, professional airmen, and this was their night. They were being honored by the Air Force Association for accomplishing what only 330 airmen had achieved in previous years. They were the Air Force's Outstanding Airmen for 1975.

The scene was the plush Regency Ballroom of the Shoreham Hotel in Washington, D. C. Each year since 1956, the Air Force Association has



Facing camera, MSgt. Stanley E. Brown.



Airman Bailey with General McBride.



Sergeant Nettles: booking Presidential flights.



THE OUTSTANDING AIRMEN OF 1975

A1C Algene Bailey, Jr.
90th Strategic Missile Wing (SAC)
Francis E. Warren AFB, Wyo.

SMSgt. Julius P. Baird
2066th Communications Sqdn.
(AFCS)
Myrtle Beach AFB, S. C.

SMSgt. Kenneth A. Black
USAF Senior NCO Academy (AU)
Gunter AFS, Ala.

MSgt. Stanley E. Brown
162d Tactical Fighter Training Gp.
Air National Guard (TAC)
Tucson, Ariz.

CMSgt. Mearl T. Clemons
Hg., 1st Composite Wing
(HQ COMD)
Andrews AFB, Md.

TSgt. Robert G. Cote
AFOSI District 45 (AFOSI)
Seoul, Korea

CMSgt. Thomas J. Echols
Hq. USAF Security Service
Kelly AFB, Tex.

A1C Cheryl L. Gillen
35th Field Maintenance Sqdn.
(TAC)
George AFB, Calif.

SMSgt. John J. Nettles
Special Air Missions (HQ COMD)
Office, Vice Chief of Staff, USAF
Washington, D. C.

Sgt. Dennis W. Regan
449th Bomb Wing (SAC)
Kincheloe AFB, Mich.

Sgt. Donald E. Ryan, Jr.
47th Flying Training Wing (ATC)
Laughlin AFB, Tex.

SSgt. Thomas A. Siefring, Jr.
7500th Air Base Sqdn. (USAFE)
RAF, West Ruislip, England

honored a similar group of Outstanding Airmen. Some 540 persons, including the Secretary and an Assistant Secretary of the Air Force and fifty-one general officers, had gathered to honor these professionals.

Chief Master Sergeant of the Air Force Thomas N. Barnes, master of ceremonies for the night, said, "Each has served with excellence and dedication. Each [has] elevated the term 'professional' to new heights."

Their common will and desire to serve the Air Force with excellence is a fact, said Gen. William V. McBride, Air Force Vice Chief of Staff, and featured speaker, "that we in the Air Force are grateful for."

The 1975 Outstanding Airmen ranged in rank from Airman First Class to Chief Master Sergeant. Their average age was thirty-two, the youngest only twenty-one, the



Air Traffic Controller Baird manning scope.



USAF Security Service's Sergeant Echols.



Actor Peter Graves and Airman Gillen.



At the podium, Sergeant Siefring.

oldest forty-four. Selected by the Air Force from fifty-two finalists, these twelve represented a cross-section of Air Force units from the Strategic Air Command, Tactical Air Command, USAFE, Office of Special Investigations, Air Force Security Service, Headquarters Command, Air Training Command, Air Force Communications Service, Air University, and the Air National Guard.

Their accomplishments help explain why they made the grade. One received an Airman Medal for extraordinary heroism in rescuing a child; another saved the Air Force money through his suggestions. The group included a lay minister and a Sunday School teacher; one had been selected for a special undergraduate research program; another works on the National Airborne Command post; another schedules and coordinates flights of the President.

There was a female jet engine mechanic who is learning to fly;

another is faculty adviser at the Air Force Senior NCO Academy, who lectures at the Air War College; one developed an off-duty education program; there is a soul rock music group leader, and an OSI detachment commander. All have attended college; two have degrees, one a master's.

In honoring the Airmen for these and other accomplishments, the Air Force Association presented them with bronze plaques naming each as an "Outstanding Airman for 1975." In addition, each is authorized by the Air Force to wear the Outstanding Airman ribbon.

In his remarks, General McBride praised the accomplishments of these airmen many times and singled out a group that had helped most of them beat the odds—the Air Force wife—saying, "Spouses aren't counted in the official strength numbers—so they aren't officially reflected in the 'so few'—but, be-

lieve me, they are as much a part of the Air Force as we in the blue suits are."

Joe L. Shosid, outgoing AFA President and newly elected Chairman of the Board of Directors, presented one of the Association's highest awards, the Citation of Honor, to John B. Jackson, IBM Corporate Vice President, for his company's enhancing the stature of the enlisted personnel of the Air Force through annual sponsorship of AFA's Outstanding Airmen Program.

The evening's entertainment was provided by the US Air Force Band's Strolling Strings and the Singing Sergeants.

In addition to the banquet, the Airmen and their families were honored guests at all Convention activities. While in Washington, they also toured, as VIPs, the White House, the Pentagon, and the Kennedy Center for the Performing Arts. ■



Communications expert CMSgt. Mearl T. Clemons.



TSgt. Robert G. Cote, Special Agent.



Sgt. Donald E. Ryan, Jr.: Management Engineer.



Sergeant Regan with wife Patti.

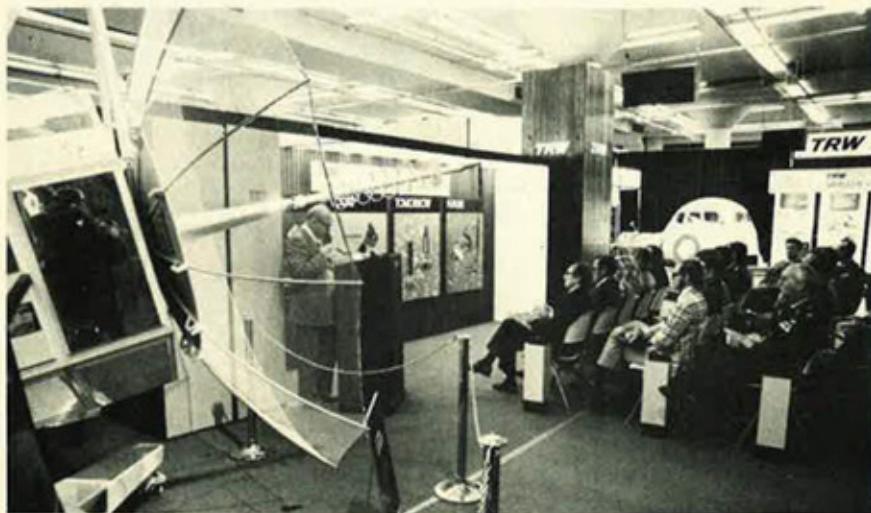
For the first time, the US aerospace industry was joined by foreign exhibitors at . . .

AFA's 1975 Aerospace Development Briefings and Equipment Displays

BY CAPT. ROBERT CARROLL, USAF
CONTRIBUTING EDITOR



Air Force Secretary John L. McLucas looks over a model of the USAF Air-Launched Cruise Missile at Boeing's Display Center.



A TRW briefer simplifies the intricacies of advanced hardware for an attentive audience.

WHERE could one go to learn as much about the latest aerospace technology in one day as he could by traveling from the Atlantic to the Pacific and from Europe to the Middle East, with many stops in between?

For some 6,000 civilian and military personnel, from Congress, the Department of Defense, Federal Aviation Administration, National Aeronautical and Space Administration, Department of Transportation, and assorted governmental agencies, the answer was the Air Force Association's 1975 Aerospace Development Briefings and Equipment Displays. Fifty-four exhibitors, the majority American but including, for the first time, aerospace companies based in England, France, Sweden, and Israel, filled the 30,000-square-foot Sheraton-Park Hotel exhibit hall in Washington, D. C., with their latest programs and products. More than half of them presented briefings on the products they exhibited.



Israeli Defense Minister Shimon Peres, center, examines a model of the F-15. He was one of a number of distinguished foreign visitors.



A group at the Westinghouse display. Overall briefing attendance was up sharply from last year.

The briefings were cited by a majority of the 6,000 visitors as the major factor that makes the Air Force Association's program unique.

With few exceptions, all surveyed indicated the briefings and displays broadened their basic perception of the aerospace industry. In addition,

Sen. Strom Thurmond inspects the cockpit of USAF's new F-16.



Topic of discussion: advances in Israeli aviation. Among the fifty-four exhibitors were aerospace companies from England, France, and Sweden, participating for the first time.



Talking it over with, center, Gen. George S. Brown, Chairman of the Joint Chiefs of Staff, and, left, TAC Commander Gen. Robert J. Dixon.

they felt the briefings provided a basic knowledge and understanding of advanced aerospace technology that would help them in their day-by-day duties.

Attendance figures were up seven percent over 1974, an increase that can be directly attributed to the quality of the briefings and exhibits as well as to reductions in governmental travel brought on by the worldwide energy crisis.

Senior Defense officials from the United States and foreign governments also visited the exhibits, including DoD's Director of Research and Engineering, Malcolm R. Currie. Secretary of the Air Force John L. Lucas and Gen. David C. Jones, USAF Chief of Staff, were visibly impressed by the wide variety of new products on display.

Foreign visitors included the Israeli Minister of Defense, Shimon Peres; Simcha Dinitz, Israeli Ambassador to the United States; Gen. Benjamin Peled, Israeli Air Force Chief of Staff; members of the Inter-American Defense College; and a sizable group of foreign military attachés.

The exhibitors and briefers were enthusiastic about the increased attendance and only wished they had had more chairs and space for their visitors.

Air Force Association officials have indicated they are already trying to find more space to accommodate the many requests for participation in next year's program. ■

Aerospace Industry Roll of Honor

Companies Represented at the 1975 AFA Aerospace Development Briefings and Displays

Avco Systems Div.
'55 to '75 Missiles, Memories and Milestones

Bell System
Communication Developments from The Bell System

Bendix Corp.
Advanced Aerospace Products

Boeing Aerospace Co.
Air-Launched Cruise Missile Development

Emerson Electric Co.
Low-Cost Radar Family/F-15; Intermediate, Depot ATE

Fairchild Industries, Inc.
A-10 Close Air Support Aircraft

GTE Sylvania
Minuteman Weapon System
Ground Electronics System Demonstration

General Dynamics Corp.
Multi Mission F-16

General Electric Co.
Aircraft Engine Group
G.E. Engines—Power for Advanced USAF Programs

Aircraft Equipment Div.
Automatic Ammunition Loading Systems for USAF

Space Div.
Update on Visual Simulation (CGI and DRLMS)

Hughes Aircraft Co.
The Eyes of the Eagle Revisited

IBM Federal Systems Div.
Advanced Avionics Technology

Israel Aircraft Industries
Products and Services of Israel Aircraft Industries

Kaiser Aerospace and Electronics
Head-Up Display Video Viewing System

LTV Aerospace Corp.
Improvements on A-7D in the Air Force

Lear Siegler, Inc., Astronics Div./Instrument Div.
RPV Modular Core Avionics/LORAN and Strapdown Guidance Systems

Litton Systems, Inc., Guidance and Control Systems
LN-33 INS Proves Adaptability to Specific Applications

Lockheed Aircraft Co.
Lockheed-Georgia Co.
Airlift Enhancement

Lockheed Missiles and Space Co., Inc.
Record Setting SR-71

Marconi-Elliott Avionics Systems Ltd.
F-16 Head-Up Display Gunsight Development

Martin Marietta Aerospace
Pave Penny
Single Seat Strike

McDonnell Douglas Corp.
Douglas Aircraft Co.
YC/C-15 Advanced Medium STOL Transport (AMST)

McDonnell Douglas Aircraft Co.
The Threat and the Answer

McDonnell Douglas Astronautics Co.
Advanced Instructional System (AIS)

Northrop Corp., Aircraft Div.
Northrop Fighter Family Aircraft

PPG Industries, Inc.
Aircraft Windshields—Design to Performance

Raytheon Co.
Sparrow AIM-7F—Its Role in Today's Air Combat Environment
Cobra Dane—A Status Report

Redifon
Total Capability Flight Simulation from Redifon

Rockwell International B-1 Div.
B-1 Operational Readiness Flight Test Progress

Collins Radio Group
AFSCS SATCOM Terminal

Space Div.
Space Shuttle and NAVSTAR/GPS

Strategic Systems Div.
Navigation . . . Today and in the Future

Rolls-Royce (1971) Ltd.
Rolls-Royce Aero Engines, Inc.
Engine Development Progress Report from Rolls-Royce

Sperry Flight Systems
Sperry: Meeting the Challenge of the Seventies

TRW Systems
Space Shuttle Subsystems and Payloads

United Technologies Corp.
Pratt & Whitney Aircraft Div.
The Operational F100

Westinghouse Defense and Electronic Systems Center
The Age of Affordable Avionics

The following companies displayed products, but did not hold briefings:

AGA Corp.
Infrared Image System

Alkan U.S.A. Inc.
Advanced Suspension and Ejection Release Mechanisms for Helicopters and Fixed-Wing Aircraft

Applied Technology, Div. of Itek Corp.
Operational Radar Warning Systems

Armed Forces Cooperative Insuring Association
Offering many forms of liability insurance for military personnel

Beech Aircraft Corp.
Missiles, Targets, and Aircraft Supporting USAF

Bell and Howell-Datatape Div.
Magnetic Tape Recorders

Bell Helicopter Co.
Helicopter and VTOL Developments Applicable to Current and Future USAF Missions

Boeing Computer Services, Inc., SAMA Div.
CLARA and SARA; Computer

Capacity Management Systems in use by the Air Force

Dayton T. Brown, Inc., Test Laboratory and Engineering Services Div.
Engineering Support and Test Services Available to Government and Industry

DeHavilland Aircraft of Canada, Ltd.
DHC-5D "Buffalo" and DHC-6 "Twin Otter" and DASH 7R

E-Systems
Air-Launched Cruise Missile (ACLM) Guidance Package
Featuring TERCOM System

Encyclopaedia Britannica III
New 30 Volume Encyclopaedia Britannica

Grumman Aerospace Corp.
Emergency Procedures Trainer

Hoffman Electronics Corp.
Advanced Navigation and Communications for Military Applications

Jane's U.S.A.
The internationally renowned series of "Jane's" reference books

McDonnell Douglas Electronics Co.
VITAL III Simulation Slide Unit, Digital Pressure Controller, Airborne Data Annotation System

Sanders Associates, Inc.
Static Display of Sanders Capabilities of ECM and IRCM

Sierra Research Corp.
Advanced Electronics Systems for Applications in both Government and Industry

Singer Co., Kearfott Div.
Advanced Modular Inertial Navigation System being supplied to the F-16

Sundstrand Corp.
Aircraft Components supplied to the B-1, F-15, and F-16

Teledyne CAE
Candidate Gas Turbine Engines for Strike RPV Weapons Systems

Teledyne Ryan Aeronautical
AN/APN-213 Doppler Velocity Sensor



Above: Brig. Gen. Chris Mann, Deputy Director Personnel Plans for HRD, discusses the directorate at JOAC/AC session.

Left: Maj. Gen. Bennie Davis, USAF Director of Personnel Plans and JOAC adviser, discusses personnel policy during the Junior Officer Conference opening session.



SMSgt. John E. Schmidt, USAF Southern Command, listens to one of many briefings by Senior Air Force and AFA officials.



SSgt. Patsy L. Pearl (left), USAFA Airmen Council representative, works on project with SMSgt. Paul M. Cleary of Military Airlift Command.



JOAC members, Capt. Dennis Walling (center) and Capt. Ronald Morey (center left), review personnel programs with other JOAC members during one of many work sessions.

At the Convention, AFA's Junior Officer Advisory Council and Airmen Council reviewed and catalogued more than 160 programs, and developed new ideas that will help Air Force human resources planners in . . .

Making a Good Air Force Better

BY CAPT. ROBERT CARROLL, USAF
CONTRIBUTING EDITOR

GENERAL, what about the new OER system? Is it working? How's the Air Force going to handle the reductions in force this year? Is the Human Resources Development concept really going to work?"

These questions and many others came up at the opening session of the AFA-sponsored Sixth Worldwide Junior Officer Conference, held in conjunction with AFA's 1975 Convention at the Sheraton-Park Hotel, Washington, D. C. The questioners were thirty-three junior officers who met with Maj. Gen. Bennie Davis, Director of Personnel Plans, USAF, and newly appointed adviser to AFA's Junior Officer Advisory Council (JOAC). The JOAC served as the steering committee for the Worldwide Conference.

At the same time, in a nearby room, Chief Master Sergeant of the Air Force Thomas N. Barnes, adviser to AFA's Airmen Council, was undergoing the same kind of questioning from the members of the Airmen Council (AC) as it began its deliberations. That Council served as the nucleus for this year's Second Worldwide Airmen Conference.

The objective of the Councils is to advise AFA on matters of particular concern to junior officers and airmen and also to involve themselves in projects of Air Force-wide significance. Each Council is composed of one representative from every major command and separate operating agency, selected by the commander.

Last year, the two Councils developed, as a joint project, a slide briefing aimed at civilian audiences, which told about life in the Air

Force. Today, some 200 of these briefing kits have been distributed to Air Force bases. Both junior officers and airmen use the briefing for presentations to local civic and high school groups.

So successful have this and earlier JOAC projects been that Air Force planners now come to the Air Force Association to ask these Councils for suggestions on current Air Force problems that directly or indirectly relate to the junior officer or airman.

Both Councils were asked this year to provide inputs to the newly formed Human Resources Development (HRD) Directorate. Their goal was to identify and record those management ideas that might have proved successful at a given base or command, but which had not received wider recognition or use.

The Councils were to evaluate the local programs for possible use by other commands and bases. In addition, a secondary goal was to develop new ideas and initiatives concerning human resource developments for possible Air Force consideration.

Human Resources

The Human Resources Development Directorate is an outgrowth of a study group called Air Force Management Improvement Group (AFMIG), established by the Chief of Staff in early 1975. Headed by then Maj. Gen. Kenneth L. Tallman, AFMIG looked into ways that a good Air Force life could be made even better and more productive for everyone.

Now USAF's Deputy Chief of Staff for Personnel and wearing three stars, General Tallman, in a lun-

cheon presentation to the JOAC and AC (along with Arnold Air Society, Angel Flight, Senior Enlisted Advisers, and ROTC groups) said that Air Force planners, facing shrinking budgets and an all-volunteer force, must get maximum return on personnel investments by enhancing productivity. The Air Force "must balance mission needs with feelings of people in the service," General Tallman said. HRD is designed to do that and to continue AFMIG's efforts to improve the quality of life in the Air Force.

HRD is headed by Brig. Gen. Chris C. Mann. She told the Councils: ". . . HRD will look at people as individuals and undertake efforts to enhance their quality, ability, and motivation—their initiative and productivity. HRD is designed to maintain the appropriate balance between discipline and human relations. Also, there are efforts to improve the quality of life of every Air Force member both on and off the job."

Working Sessions

The briefings by General Mann and a panel of HRD experts, coupled with earlier discussions with General Davis and Chief Master Sergeant Barnes, established the tone for the Councils during their five days and evenings of concentrated work.

When the last briefcase was packed and the lights finally switched off, more than 160 ideas and programs had been catalogued, analyzed, and reanalyzed. Written comments on each had been prepared, along with suggestions for potential use.

The ideas grouped into a variety of areas: standards, discipline, and



Junior Officer and Airmen Council members had an opportunity to question a panel of Human Resources Development staff members.

Lt. Gen. Kenneth Tallman (right), USAF DCS Personnel, here with Capt. Richard Farkas (left), JOAC Chairman, and CMSgt. Harry Lund (center), Chairman, Airmen Council.



human-relations matters; sponsorship and orientation; recognition programs; professional development; career development; civilian community involvement programs; community-assistance methods; and other command tools and inputs for functional staff agencies.

The programs and ideas were themselves as varied and innovative as the men and women of the two Councils. The Alaskan Air Command representative, for example, recommended a program that AAC is using to help airmen get rapid legal advice by having an officer from the base Judge Advocate's Office available in the airmen's dining hall each day. Not only has this approach cut down the workload in the base JAG's office, but also has shown the airmen that someone cares.

Another program the Councils endorsed was compiling for each base a guide to state and local laws

for newly assigned personnel. This program is already moving into the planning stage and should see full-scale implementation soon.

The Air Training Command's representative submitted a program called "Lieutenant Colonel Town Sponsorship." Each lieutenant colonel on an ATC base is assigned as sponsor for a local town or community. He or she meets with community leaders and makes local government agencies aware of the base's mission and such programs as open house and the speakers' bureau. The result is better communication and mutual understanding between the base and its surrounding communities.

These three examples typify the constructive nature of the many programs found throughout the commands and reviewed by the Councils. Some have Air Force-wide application; others can be offered to specific bases for local application. All the

suggestions, together with comments on the current programs, presently are being compiled by the Councils.

Secondary Goal

Once this primary goal had been accomplished, the Councils turned to the secondary one—compiling a list of new ideas and programs that might be used by HRD.

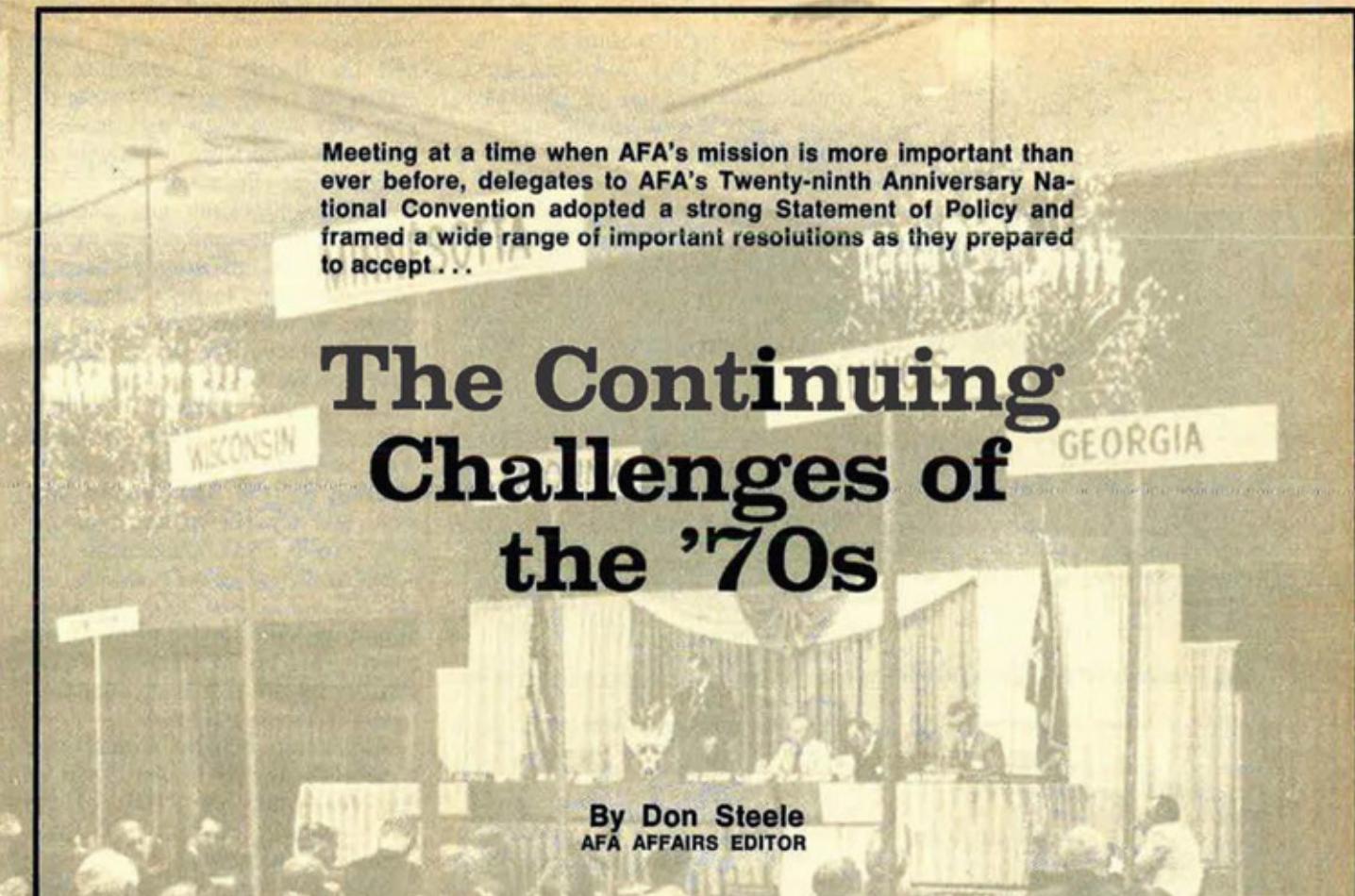
Stimulated by the frankness of those who made presentations during the conferences, these sessions, in the eyes of many members, were the best in which they had ever participated. The payoff was extensive feedback to the HRD staff of personal opinions, programs, and suggestions.

It covered, in general terms, such areas as recognition of achievement as command/supervisor responsibility; the new OER system and its effects on the morale and careers of junior officers; military unionization; discipline and integrity; and the optimum use of human resources.

It was the last two areas that evoked the most emotional comments from the junior officers and enlisted people. Often critical of the many "look good" practices in the Air Force today, they all felt that strengthening disciplinary standards without first correcting the underlying causes of disciplinary problems could only result in loss of morale within the ranks.

In addition to working on this year's project, the Councils received briefings from Maj. Gen. Guy E. Hairston, Jr., Air Force Director of Information; Michael J. Nisos, Managing Director of AFA's Aerospace Education Foundation; and Maj. Gen. Ralph J. Maglione, Air Force Director of Legislative Liaison. Also speaking to the groups were Joe L. Shosid, then President, now Chairman of the Board, of AFA; and John O. Gray, AFA Assistant Executive Director and Director of Legislative Affairs.

With the week's hard work at an end, two things had become clear to the members of the Councils. One was that General Mann and her HRD staff were going to get a rich harvest of program ideas and suggestions from the two Councils; the other, that senior Air Force officials listen to junior officers and airmen as well as talk to them. ■



Meeting at a time when AFA's mission is more important than ever before, delegates to AFA's Twenty-ninth Anniversary National Convention adopted a strong Statement of Policy and framed a wide range of important resolutions as they prepared to accept...

The Continuing Challenges of the '70s

By **Don Steele**
AFA AFFAIRS EDITOR

AFA's Twenty-ninth Anniversary National Convention opened with the presentation of the colors by the USAF Color Guard, supported by the USAF Ceremonial Band, both from Bolling AFB, D. C.

In his opening remarks, AFA National President Joe L. Shosid paid tribute to the valor, competence, and dedication of the American servicemen who fought in Southeast Asia by quoting from the message to the armed forces issued by Defense Secretary James R. Schlesinger at the time of the fall of Southeast Asia to the Communists. (See June '75 issue, p. 7, for this text.)

AFA National Chaplain Roy M. Terry then conducted a short memorial tribute to the Air Force and AFA leaders and supporters who had died since the 1974 Convention, namely:

Florence L. Barnes, Henry Berard, Walter Bonney, retired Maj. Gen. Roger J. Browne, Lester J. Charnock, Leo K. Crapo, retired Lt. Col. J. M. DesIslets, A. Paul Fonda, C. Towner French, retired Lt. Col. Dean Stevens Gausche, retired Col. Joseph F. Goetz, retired Lt. Gen. Clarence S. Irvine, Margaret R.

Loosbroek, Charles L. Marburg, retired Maj. Gen. Tom E. Marchbanks, Col. Mauro E. Maresca, retired Gen. James McCormack, retired Maj. Gen. Gilbert L. Meyers, A. P. Phillips, Dr. Wayne O. Reed, Rudolph Senkowski, Dr. James Shelburne, Lloyd C. Stearman, Joe D. Thompkins, I. P. Wheaton, William J. Wallace, and retired Col. Ben Wilkins.

In his memorial tribute, Chaplain Terry said, "At the outset of another Air Force Association Convention, nothing can be more fitting and appropriate than to pause and pay homage to those who have 'flown on past the lonely lanes of air.' To allow remembrance to recapture deeds and faces on the scope of our memory.

"This morning we honor those whose names have been read and countless others whose names have not been known to us but who have given great portions of their time and lives to the gathering of airmen and airpower.

"We are now walking into the hallways of the Bicentennial celebration of our great nation. We are inspired by that theme, probably

well known to you now, 'A Past to Remember . . . A Future to Mold.'

"In these opening moments, we shall remember the past; in the days and hours ahead at this convention we shall do our part in molding a future of peace and security through national defense. . . .

"Freedom isn't free. It must be bought and paid for by each generation of men and women dedicated to the high principles upon which our nation was founded—every one of you sitting here this morning and throughout the national outreach of this great Association.

"It requires of each of us: a rededicated patriotism . . . a continuing discipline . . . an example that exemplifies the heritage given us by the host of those brave men and women we honor this morning . . . a reaffirmation that patriotism never has been and never will be a dirty word . . . that love of country is not an outmoded custom of the past, but a national necessity today.

"The challenge is here now . . . yours and mine, for without us they whom we honor cannot be made perfect.

"We are today's runners in the relay race of truth and freedom. I would challenge you to grab that baton and rise to fulfill our responsibilities."

Air Force Association Units and Individuals Honored at the Convention

THE AFA PRESIDENT'S AWARDS

To **Martin M. Ostrow**, California, designated AFA's "Man of the Year." To the **Alamo Chapter**, Texas, and the **San Bernardino Area Chapter**, California, designated AFA "Units of the Year."

AFA PRESIDENTIAL CITATIONS

CMSAF Thomas N. Barnes, USAF, Virginia
Stanley L. Campbell, Texas
George M. Douglas, Colorado
John H. Haire, Alabama
Maj. Gen. Guy E. Hairston, Jr., USAF, Virginia
Naomi "Tillie" Henion, California
Jess Larson, Washington, D. C.
Kenneth A. Rowe, Virginia
Herman F. Stute, Jr., Texas
Lt. Gen. Kenneth L. Tallman, USAF, Virginia
Herbert M. West, Jr., Florida

SPECIAL AFA CITATIONS

Maj. Gen. Edmund A. Rafalko, USAF, Utah
Col. Harry W. Taylor, Jr., USAF, Texas
Frank E. Wall, Jr., Maryland
Bell Aerospace Co., New York
General Dynamics, Fort Worth Div., Texas
LTV Aerospace Corp., Texas
TRW Systems, California
United Technologies Corp., Pratt & Whitney Aircraft Div., Connecticut

AFA UNIT EXCEPTIONAL SERVICE AWARDS

Colorado State Air Force Association (Aerospace Education)
Scott Memorial Chapter, Illinois (Community Relations)
Nation's Capital Chapter, Washington, D. C. (Unit Programming)
Ak-Sar-Ben Chapter, Nebraska (Best Single Program)

AFA INDIVIDUAL EXCEPTIONAL SERVICE AWARDS

J. William Bailey, New York
Earl D. Clark, Jr., Kansas
Capt. Richard L. Farkas, USAF, Nebraska
James P. Grazioso, New Jersey
Lt. Col. John T. Halbert, USAF, W. Germany
Gerald V. Hasler, New York
Robert L. Hunter, Ohio
Frank W. Kauffman, Nebraska
V. R. Kregel, Texas
CMSgt. Harry F. Lund, USAF, Washington, D. C.
J. Gilbert Nettleton, Jr., New York
William C. Rapp, New York
J. Deane Sterrett, Pennsylvania
George G. Troutman, Washington, D. C.
Joe Wilson, Illinois

AFA MEDALS OF MERIT

Felix Ankele, Texas
Thomas W. Anthony, Maryland
David L. Blankenship, Oklahoma
Lt. Col. Louis W. Cantelou, USAF, New York
Shirley J. Cleland, Colorado
Robert W. Cochran, California
Augustine L. DeCamillis, Connecticut
John H. deRussy, Florida
E. F. Faust, Texas
Wyverne L. Flatt, Texas
Capt. Lawrence Gill, USAF, Colorado
C. Jay Golding, California
Maj. John T. Gura, USAF, Illinois
James E. Hampton, California
Bessie Hazel, Louisiana
Marie F. Henry, California
John F. Homin, New York
Leigh H. Hunt, Utah
Maj. Robert W. Hunter, USAF, Virginia
Jeanetta K. Johnson, California
William S. Jones, Oklahoma
Lt. Col. C. B. Kelly, USAF, California
Ralph Knight, Texas
Grace B. Kyle, Utah
Margaret E. McEnerney, Connecticut
Tillie Metzger, Pennsylvania
Thomas H. O'Brien, New York
Gwynn H. Robinson, California
A. G. Sinclair, Jr., Texas

Delegates from thirty-eight states and the District of Columbia accepted the challenge, and during the next two days they analyzed and evaluated many crucial national security issues—including both vexing manpower problems and pressing hardware needs—and offered recommendations to the nation's leaders in government and in the Congress on specific action designed to provide the US adequate power to mold a future of peace and security.

During the awards ceremony, some sixty-six individuals and units were recognized for their work in carrying out the Association's mission, and for outstanding management in Air Force assignments (*see complete list of award recipients on pp. 52 and at the left*). President Shosid presided and presented the awards. Martin M. Ostrow, Chairman of AFA's Board of Directors, read the award citations.

AFA's top activity awards—the President's awards to the "Man of the Year" and the "Unit of the Year"—were presented at the two Convention luncheons.

This year, two AFA units were so closely matched that the AFA Awards Committee could not select between the two and, therefore, named the Alamo Chapter of San Antonio, Tex., and the San Bernardino Area Chapter, Calif., as co-recipients of the "Unit of the Year" award. During the luncheon honoring the Air Force Chief of Staff, Frank Manupelli, immediate Past President of the Alamo Chapter, and C. Jay Golding, President of the San Bernardino Area Chapter, accepted their units' awards from Board Chairman Ostrow, the master of ceremonies at that luncheon. The awards were presented "for overall excellence in support of the Air Force mission," with the Alamo Chapter cited for particular excellence in the areas of membership activity, military relations, and civic affairs, and the San Bernardino Area Chapter cited for particular excellence in the areas of civic affairs, military relations, and charity events.

AFA Man of the Year

For major contributions to the success of AFA programs at all

levels, for accomplishing critical assignments for AFA, and for tireless and diligent efforts in behalf of the Association over an extended period of time, Martin M. Ostrow of Beverly Hills, Calif., the Chairman of AFA's Board of Directors and a Past AFA National President, received the AFA President's award designating him AFA's "Man of the Year." This award was presented by President Shosid at the luncheon honoring the Secretary of the Air Force.

Two surprise awards were presented by the Hon. John L. McLucas, Secretary of the Air Force. President Shosid and AFA National Treasurer Jack B. Gross each was awarded the US Air Force Exceptional Service Award for meritorious service to the Air Force during their tenures as AFA National Officers.

In addition, an AFA Citation of Honor was awarded to Edward A. Stearn, an AFA National Director from San Bernardino, Calif., "for exceptional service to the Air Force Association over the past decade in the fields of organization, membership, programming, public relations, and community service, all in support of the Air Force mission."

Six Industrial Associates of AFA were cited during the convention—one at the Outstanding Airmen Dinner and five at the Chief Executives' Buffet and Salute to Congress. The International Business Machines Corp., Federal Systems Div., received a Citation of Honor "for enhancing the stature of the enlisted personnel of the United States Air Force through its annual sponsorship of AFA's innovative and impressive Outstanding Airmen Program, now in its twentieth anniversary year." The following each received a special citation for continued support of AFA at all levels, exemplified by significant contributions to specific local AFA units: United Technologies Corp., Pratt & Whitney Aircraft Div.; LTV Aerospace Corp.; TRW Systems; Bell Aerospace Co.; and General Dynamics, Fort Worth Div.

At the three business sessions, official delegates adopted the annual Statement of Policy (see p. 4); twenty-three policy resolutions, thir-



Top: During the luncheon in his honor, the Hon. John L. McLucas, left, Secretary of the Air Force, presents the US Air Force Exceptional Service Award to Jack B. Gross, AFA's National Treasurer. Above: Secretary McLucas, left, congratulates AFA President Shosid after presenting him the US Air Force Exceptional Service Award.

teen of which are continuing resolutions (see pp. 7 and 9); fifty-six general resolutions that are summarized below, twenty-five of which are continuing resolutions; and three amendments to AFA's National Constitution and By-Laws.

AFA Resolutions

The general resolutions are that the Air Force Association:

- Strongly support maintaining the commissary subsidy as presently constituted; urge the Administration to reconsider and withdraw its proposal for the phased elimination of the commissary subsidy; and



Above: During the luncheon honoring the Air Force Chief of Staff, a 1975 AFA "Unit of the Year" Award went to San Antonio's Alamo Chapter. Here, AFA Board Chairman Ostrow, left, makes the presentation to Frank Manupelli, immediate Past President of the Chapter. At right: AFA President Shosid, right, presents Martin M. Ostrow, AFA's outgoing Board Chairman, the AFA President's Award. The award, naming Mr. Ostrow AFA's "Man of the Year," was presented at the luncheon honoring the Secretary of the Air Force.



urge the Congress to enact legislation that would assure the continuance of this commissary subsidy.

• Urge the Department of Defense and the Congress to reassess established low defense manpower ceilings for the military services, with a view to raising these ceilings

in light of increasingly demanding mission and support requirements of the armed forces.

• Urge the Congress to reinstate the Airman Education and Commissioning Program at the level recommended by the Department of Defense (600-plus student-man-years).

• Urge the Department of Defense to expedite action to authorize full travel and transportation entitlements for junior enlisted members of the armed forces.

• Urge the Congress to enact legislation that would amend Title 10, US Code, and permit military enlisted band members the opportunity for off-duty employment as musicians.

• Urge the Department of Defense to support and the Congress to enact legislation to establish a dental care program for dependents, under a cost-sharing formula similar to that now used for the CHAMPUS program.

• Urge the Secretary of Defense to permit overseas dependents' education programs to continue to be operated and managed by the separate services under policy guidance of the Assistant Secretary of Defense (Manpower and Reserve Affairs).

• Urge the Congress to approve the level of fully funded graduate education for Air Force officers submitted for Fiscal Year '76 by the Department of Defense (1,300-plus student-man-years), and support a stable program at this level for the foreseeable future.

• Support the current method of overseas rotation policy as it applies to Air Force members and their families (PCS for a predetermined time and allow families to accompany).

• Urge the Secretary of Defense to approve the Air Force proposal to extend the Basic Allowance for Subsistence to all enlisted members on weekends in FY '77.

• Urge the Department of Defense and the Congress to carefully consider future blanket reductions in DoD training resources in view of the fact that across-the-board cuts would most seriously harm Air Force mission capabilities.

• Urge the Secretary of the Air Force to study the possibility of

granting direct commissions in the ranks of captain and major to certain NCOs who possess demonstrated experience and skill, plus the required education and ability to fill specified Air Force vacancies.

- Command and strongly support the United Services Organization's work as a voluntary expression of the enduring concern of the American people for those serving in the armed forces of the United States; and firmly commit to the continuance of the work of the USO.

- Urge the Department of Defense to support and the Congress to enact legislation that would provide survivors (as designated under the current Survivor's Benefit Plan) of Guardsmen and Reservists who die before reaching the established retirement age of sixty, and who have reached the minimum number of creditable years for retirement, a fair but proportionate amount of the Guardsman's or Reservist's retirement annuity that he would have received had he lived to age sixty.

- Support proposed legislation that would (1) provide full retirement pay and benefits at age fifty-five to Guardsmen and Reservists who have earned the necessary creditable years for retirement, and (2) provide retirement pay on a reduced annuity basis for those Guardsmen and Reservists who have earned the necessary creditable years for retirement, but who have not reached age fifty-five and who are no younger than age fifty.

- Support measures now being given consideration by the Department of Defense and the Congress that (1) would provide for enlistment and reenlistment bonuses for specified enlisted members of the Guard and Reserve; (2) would provide for specified tuitional assistance in civilian schools; and (3) would increase the authorization of creditable training points toward retirement beyond the current limit of sixty per annum—when such points are earned through required additional training periods.

- Urge the Department of Defense to support and the Congress to enact legislation to authorize and properly fund overseas training for Air National Guard and Air Force Reserve units, providing that such

1975 Membership Achievement Awards

STATE WINNERS

Arkansas
Delaware
***Georgia
**Illinois
**Oklahoma
Tennessee

PRESIDENTS

Robert M. Tirman
George H. Chabbott
Dr. Dan Callahan
Charles Oelrich
David L. Blankenship
James W. Carter

CHAPTER WINNERS

Alamo
Altus
*Blytheville
Chautauqua
Chicagoland
Chuck Yeager
Col. Stuart E. Kane, Jr.
Concho
Corpus Christi
David J. Price
*Delaware Galaxy
Everett R. Cook
Gen. Joe C. Moffitt
*Gen. Thomas P. Gerrity
Greater Los Angeles
Airpower
*Grissom Memorial
H. H. Arnold
Knoxville
*Lawrence D. Bell
Leigh Wade
Long's Peak
***Middle Georgia
Mid-Ohio
**Minot
N. J. AFA Information
Robert F. Travis
Rocky Mountain
Salt Lake City
*Scott Memorial
*Selma
**Silver & Gold
*Spudland
**Steel Valley (Pa.)
*Teterboro-Bendix
Wasatch

PRESIDENTS

Frank Manupelli
Aaron C. Burleson
Donald E. Prevallet
John H. Householder
Alexander C. Field, Jr.
Evelyn E. Richards
James M. Herron
William C. Plott
Jack T. DeForrest
Gavin Mandery
Herman T. Meinersmann
Frank Donofrio
Charles T. Lopez
Ivan H. Nelson
George Harter

William H. Pfarrer
Raymond J. Uhrich
Jack Westbrook
G. Wayne Hawk
Arlie G. Andrews
Jerry Purcell
Donald F. Allen
T. D. Grilley
Warren Sands
John P. Kruse
Arthur L. Littman
Grace B. Kyle
Leigh H. Hunt
Hugh L. Enyart
Donald B. Cunningham
John J. Wehman
Alban E. Cyr
Patrick J. Logan
Leonard Schiff
Russel L. Summy

*Award winner for 2 consecutive years

**Award winner for 3 consecutive years

***Award winner for 6 consecutive years

training is confined to exercises that are justified by mission requirements.

- Call on the Department of Defense to support, and the Congress to enact, legislation to amend Public Law 93-289 by eliminating the word "scheduled" when referring to inactive-duty training periods, thereby

clarifying the eligibility of Category "H" Reservists to obtain Veterans' Special Life Insurance.

- Support passage of legislation to broaden the base of supply and ease the financial burden on the Civil Air Patrol, thereby enhancing the CAP's capability to better serve the US Air Force and its mission requirements.

- Establish a liaison effort with the Civil Air Patrol to review and study aerospace education common goals, factors, and resources that could strengthen the US Air Force aerospace power image.

- Urge the Air Force to include a "Third Lieutenant" program on a voluntary and competitive basis for a maximum feasible number of AFROTC Professional Officer Corps Cadets within the training portion of the curriculum.

- Encourage the Air Force to establish a policy of enlisting distinguished graduates of AFROTC in the grade of E-2 and of awarding them E-3 upon successful completion of basic training.

- Urge the Air Force to authorize the obtaining and use of demilitarized surplus rifles by AFROTC drill units desiring same, and encourage appropriate supply agencies to issue such rifles.

- Urge the Department of Defense to support and the Congress to enact legislation to relieve the armed services of arbitrary ceilings on the number of federal employees who can be employed by the military services at the end of a fiscal year.

- Urge the Congress to amend the current law to permit federal employees to contribute to Federal Employees Group Life Insurance after their retirement, with continued full coverage.

- Urge the Department of Defense to support and the Congress to enact legislation to amend the

tax law providing for federal civilian employees who sell their homes concurrent with overseas duty the option to defer capital gains tax from one year to the duration of the overseas duty, not to exceed five years, which is the same tax advantage given to military personnel.

- Call on the Secretary of Health, Education and Welfare and the Congress to reassess its action preventing vending machine income from being shared by those resale activities operated for the servicemen, and amend such legislation to provide exemptions to both military and civilian welfare funds that obtain their revenues through vending facilities and use said revenues for the morale and welfare of our dedicated Air Force personnel.

- Urge the Department of Defense to support and the Congress to enact legislation to provide for an immediate adjustment in Executive Scheduled pay rates (civilian and military) that are comparable with non-federal executives, and to provide a permanent system that will ensure timely and adequate adjustments in executive pay rates in the future.

- Urge the Congress to support the need for the continued existence of a viable standby Selective Service System.

- Support model aviation, continue to assist model aviators by promoting their activities, and encourage AFA State Organizations

and Chapters to involve themselves in and support model aviation.

- Commend the Chief of Staff of the Air Force for his diligent pursuit of professional excellence and high standards of personal conduct on the part of all Air Force personnel and pledge its full support in this endeavor.

The amendment to the AFA Constitution limits the tenure of the National Secretary to no more than three consecutive terms, but does not affect the incumbent. The amendments to the By-Laws provide for (1) the priority of Officers to chair meetings of the Board of Directors, and (2) the succession to the chair of the Executive Committee in the absence of the chairman.

Continuing Resolutions

The delegates continued the resolutions that pertain to:

- Legislation to eliminate the gross inequity that exists in the treatment of retired Regular officers employed in the federal Civil Service.

- Amending Title 5, US Code, to give full credit for service performed prior to the 1968 National Guard Technicians Act (PL 90-486).

- Legislation that will authorize recomputation of retired pay to be computed on the basis of pay scales in effect on January 1, 1972.

- Legislation to amend the Joint Travel Regulations to authorize total reimbursement for trailer



A 1975 AFA "Unit of the Year"

Award went to the San Bernardino Area Chapter, one of two AFA Chapters to receive the award this year. Here, AFA Board Chairman Ostrow, left, makes the presentation to Chapter President C. Jay Golding during the luncheon honoring the Air Force Chief of Staff.

moves and dislocation allowances for military personnel.

- Action by appropriate authorities to include the Chief Master Sergeant of the Air Force as a member of the Board of Trustees of the Air Force Aid Society.

- Support of the efforts of the National Committee for Employer Support of the Guard and Reserve.

- Support of legislative actions to change eligibility for earlier retirement for civilian employees.

- Support of legislation permitting the Air Force Enlisted Widow's Home Foundation to purchase land on Eglin AFB, Fla., and support of the Foundation's fund-raising program by AFA State Organizations and Chapters.

- Legislation that would amend CHAMPUS to provide for lifetime coverage under CHAMPUS for the military retiree and his dependents.

- Legislation amending and improving the Military Survivors' Benefit Program.

- Legislation to eliminate the Performance Rating Act and substitute legislation covering all performance evaluation objectives.

- Legislation that will enable civilian employees who have participated in mobility programs for the convenience of the government to return, at government expense, to the home of record from which they originally left.

- Legislation to provide lump-sum payment immediately upon re-

tirement to those civilian employees retiring under disability retirement.

- Legislation to authorize moving costs of statutory appointees, and the return to their home of record.

- Support of the proposed changes to the ROTC Vitalization Act of 1964.

- Formal recognition of the vital role of the Air Force Medical Service and the other military medical services in maintaining the defense posture of the United States, and funding to maintain an effective and viable worldwide military medical health care system.

- Support of the medical services available through CHAMPUS.

- Legislation to preclude a military member from receiving less retired pay by continued active service.

- Proposed new military non-disability retirement plan.

- Adoption of the Defense Officer Personnel Management Act.

- Authorization for a Cost-of-Living Allowance for metropolitan areas similar to that currently in effect for assignment to foreign countries.

- Legislation to eliminate the payment of taxes on moving expenses reimbursements in connection with PCS moves by military members.

- AFJROTC funds for Curriculum-in-Action trips.

- Establishment of a separate competitive category for appoint-

ment of CAP Cadets to the Air Force Academy.

- Support of the concept of the Community College of the Air Force.

Election of Officers

The delegates unanimously elected George M. Douglas as President and Joe L. Shosid as Chairman of the Board. Incumbents Martin H. Harris and Jack B. Gross were unanimously reelected Secretary and Treasurer, respectively.

Mr. Douglas, of Denver, Colo., is Assistant Vice President—Marketing, at Mountain Bell. During World War II, he served with the Army in the Pacific Theater. Currently, he is an Air Force Reserve brigadier general with an assignment in Hq. Aerospace Defense Command.

Mr. Douglas has served AFA as an elected National Director; as a member of the Executive, Finance, Resolutions, and Membership Committees; and as a State and Chapter President. He is a Life Member of AFA, and a member of the Board of Trustees of the Aerospace Education Foundation, an AFA affiliate.

Mr. Shosid, of Fort Worth, Tex., is President of Advertising Unlimited, Inc., a Fort Worth public-relations and advertising agency, and a well-known football and basketball official in the Missouri Valley, Southwest, and Southeastern Athletic Conferences. He also serves as an assistant to Rep. Jim Wright of Texas. An enlisted veteran of World War II, Mr. Shosid is an Air Force Reserve officer.

Mr. Shosid has served AFA as Chairman of the Board of Directors, National President, an elected National Director, a Vice President (Southwest Region), Chairman of its Executive and Convention Site Committees, a member of its Finance and Resolutions Committees, Chairman of the Organizational Advisory Council, a member of the Air Re-



After their election, AFA's four highest elected officers posed for this photo. They are, from left, George M. Douglas, President; Martin H. Harris, Secretary; Jack B. Gross, Treasurer; and Joe L. Shosid, Chairman of the Board.

serve Council, a State and Chapter officer, and as Chairman of AFA's Fort Worth Airpower Council. He is a member of the Board of Trustees of the Aerospace Education Foundation. In 1963, he was named AFA's "Man of the Year." He is a Life Member of AFA.

Mr. Harris, of Winter Park, Fla., a senior member of the Martin Marietta Corp.'s professional staff, was elected to his fourth consecutive term as Secretary. He has served as Chairman of the Resolutions Committee, a member of the Executive and Finance Committees, a member of the Organizational Advisory Council, an elected National Director, a Vice President (Southeast Region), and as a State and Chapter President. He is an Air Force Reserve officer, and a member of the Aerospace Education Foundation's Board of Trustees. In 1972, he was named AFA's "Man of the Year."

Mr. Gross, of Hershey, Pa., a prominent civic leader and businessman, was elected to an unprecedented fifteenth term as Treasurer. He has also served AFA as Chairman of the Board of Directors; an elected National Director; Chairman of the Finance Committee; a member of the Executive, Resolutions, and Convention Site Committees; and as a State and Chapter President. He is a permanent member of AFA's Board of Directors and a member of the Aerospace Education Foundation's Board of Trustees. Mr. Gross is a retired Air Force Reserve officer. He was named AFA's "Man of the Year" in 1958, and in 1964 he received AFA's Gold Life Member Card No. 5.

Four new Vice Presidents were elected to head AFA activities in as many Regions, joining eight re-elected incumbents. The new Vice Presidents are: William P. Chandler, Tucson, Ariz. (Far West Region); Francis E. Nowicki, Wayne, Pa. (Northeast Region); Lyle O. Remde, Omaha, Neb. (Midwest Region); and Jack Withers, Dayton, Ohio (Great Lakes Region). (See also p. 75.)

Three new Directors were elected to the Board: Earl D. Clark, Jr., Kansas City, Kan.; James P. Grazioso, West New York, N. J.; and

Robert C. Vaughan, San Carlos, Calif. The three newly elected Directors join fifteen incumbent Directors who were reelected for another year, as well as all the Past National Presidents and Board Chairmen, other permanent Directors, National Officers, the National Chaplain, the National Commander of the Arnold Air Society, and the Chairmen of AFA's Junior Officer Advisory and Airmen Councils, to form a Board of sixty-eight. (*The full Board membership appears in "This Is AFA," on p. 75.*)

In addition to the Opening and Awards Ceremonies, three business sessions, and the luncheons honoring the Secretary and Chief of Staff of the Air Force, the program also included a President's Reception for AFA Officers and Official Delegates; a banquet honoring the Air Force's twelve Outstanding Airmen (see p. 54); the annual Anniversary Reception in the Exhibit Halls; a Chief Executives' Buffet and Salute to Congress (see p. 56); and the highlight and climax of another most enjoyable and productive Convention,



Top: Jess Larson, left, a Past AFA National President and Board Chairman, receives an AFA Presidential Citation from President Shosid. Mr. Larson was cited for exceptional service to the cause of aerospace power and outstanding support of the mission and objectives of the Air Force Association. AFA Board Chairman Ostrow is at the podium. Above: Shown at a Welcome Reception for participants in independent conferences meeting during the convention are, from left, Marti Taylor, the Arnold Air Society's "Little General"; Fritz Baumgarten, Angel Flight Area H-1 Commander; AFA National Director Carl J. Long; Patje Henneke, Angel Flight National Commander; AFA National Director Judge John G. Brosky; and Pam Miller, Angel Flight National Executive Officer.



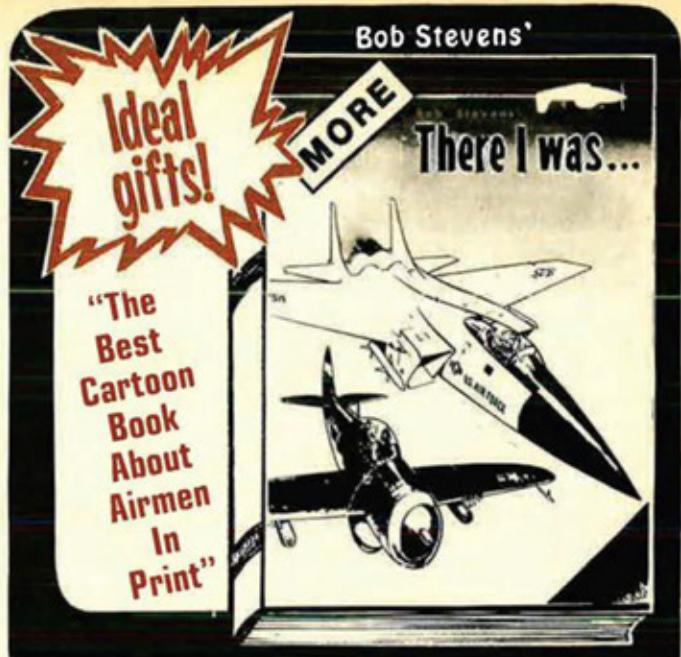
AFA President Shosid, left, presents an AFA Special Citation to Maj. Gen. Edmund A. Rafalko, Commander, Ogden Air Logistics Center. General Rafalko was cited for outstanding leadership in implementing the DoD's societal responsibilities to the American people, and magnificent support of AFA activities.



During the Awards Ceremony, President Shosid, left, presents Lt. Col. John T. Halbert, center, Deputy Director of Information, USAFE, AFA's Exceptional Service Award as Maj. Gen. Guy E. Hairston, Jr., Director of Air Force Information, applauds the presentation. General Hairston received the AFA Presidential Citation later in the program.



After the Awards Ceremony, AFA President Shosid, center, poses with two award recipients. They are Hugh Enyart, left, who accepted AFA's Exceptional Service Award in the field of Community Relations for the Scott Memorial Chapter as its President; and Joe Wilson, right, a member of AFA's Membership Committee and recipient of an AFA Exceptional Service Award.



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the annual Air Force Anniversary Reception and Dinner Dance.

Acknowledgments

AFA National Director Gerald V. Hasler, a member of AFA's Executive Committee and Treasurer of the Aerospace Education Foundation, served as Parliamentarian. The Credentials Committee included Roy A. Haug, Chairman, Robert L. Carr, and Richard C. Emrich, Vice Presidents for AFA's Rocky Mountain, Northeast, and Central East Regions, respectively.

Inspectors of Election were Cecil Brendle, Chairman, immediate Past President of the Alabama State

AFA; Kenneth Banks, Ohio AFA Treasurer; and James Hall, Colorado State AFA President.

With deep gratitude, AFA acknowledges the support of the following: A. B. Dick, Federal Government Sales Office, for Model 675 copiers; International Business Machines Corp., Federal Systems Div., for sponsoring the Outstanding Airmen Program; LTV Aerospace Corp., for sponsoring the Press Lounge and for publishing the daily *AFA Profile* newspaper; and Boeing Co.; G. E. Aircraft Engine Group; Hughes Aircraft Co.; Martin Marietta Corp.; United Technologies, Pratt & Whitney Aircraft Div.; Ray-

theon Co.; Rockwell International Corp.; Singer Co., Kearfott Div.; Sperry-Univac; and Teledyne CAE for cosponsoring the Ladies Hospitality Lounge and activities.

AFA also gratefully acknowledges the contributions made to its program by personnel of the United States Air Force—too many to list here, but represented by our Military Host, Maj. Gen. William C. Norris, Commander, Headquarters Command, Bolling AFB; and by the following individuals: Brig. Gen. William E. Brown, Commander, 1st Composite Wing, Headquarters Command, Andrews AFB, Md.; Col. Donald D. Zurawski, Director of Information, Headquarters Command; and Col. Mark R. Richards, Capt. Fred Gebler, and Capt. Douglas L. Jacobsen, Hq. USAF.

To each of these—and to the many officers and airmen they represent—as well as to Barbara Arnold, Cecil Brendle, Evie Dunn, Judy Patterson, Mary Steele, Judy Knapp, and Maj. David Van Poznak, volunteers on their own time, the Air Force Association expresses its deep and enduring gratitude.

Appreciation also goes to the AFA leaders and delegates who attended the Convention and whose diligent efforts contributed much to making this Convention one of the most productive and enjoyable in the history of our Association, as well as the many AFA leaders in the field whose personal contributions of time, effort, and finances have made AFA the great organization it is today.

From the many congratulatory telephone calls and letters we have received, it is obvious that Maj. Gen. H. E. Humfeld, USAF (Ret.), the Vice President—Military Requirements for Howell Instruments, Inc., and a long-time AFA member and supporter, expressed the opinion of most everyone when he wrote, "For many years I have been saying 'this was the best AFA Annual Convention ever.' Well, it must be said again."

AFA's Thirtieth Anniversary Convention will be held in Washington, D. C., September 19–23, 1976. We urge each of you to mark the dates on your calendar and plan to attend. ■



Above: During the Air Force Anniversary Reception, AFA National Treasurer Jack B. Gross, left, visits with Gen. George S. Brown, right, Chairman of the Joint Chiefs of Staff, and Maj. Gen. Thomas P. Stafford, Deputy Director, Flight Operations, NASA. At right: AFA President Shosid, left, presents an AFA Medal of Merit award to Jeanetta Johnson, Secretary of the South Bay Chapter, Calif., in recognition of her very effective contributions to state and local AFA programs for many years.



This Is AFA

The Air Force Association is an independent, nonprofit, airpower organization with no personal, political, or commercial axes to grind; established January 26, 1946; incorporated February 4, 1946.

OBJECTIVES

The Association provides an organization through which free men may unite to fulfill the responsibilities imposed by the impact of aerospace technology on modern society; to support

armed strength adequate to maintain the security and peace of the United States and the free world; to educate themselves and the public at large in the development of adequate aerospace

power for the betterment of all mankind; and to help develop friendly relations among free nations, based on respect for the principle of freedom and equal rights to all mankind.



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MIA/POW Action Report

By William P. Schlitz

ASSISTANT MANAGING EDITOR

On Behalf of MIAs

In mid-September, the US House of Representatives voted overwhelmingly to establish a Select Committee on Missing in Action—a long-time goal of the League of Families.

League Director Col. Earl Hopper, USA (Ret.), whose son is among those still missing in SEA, offered heartfelt thanks to all those who helped bring about creation of the Select Committee, considered by League officials and members as a major victory in the battle to keep the MIA issue before the American public.

Ten House members have been named to the Committee, with Rep. G. V. "Sonny" Montgomery (D-Miss.) as Chairman. The Committee became operational early in October and is receiving testimony on the MIA situation. Those wishing to contact the Committee should write to it in care of the House of Representatives, Washington, D. C. 20515.

According to League officials, Secretary of State Henry Kissinger has assured the Committee that he will testify before it. In this matter,

and phone calls on November 11 (former date of Veterans Day observance, to which the nation will be returning subsequently).

The League cautions those so doing not to be offensive in communicating with the Vietnamese, but to inquire firmly why the pledges agreed to in the Paris accords regarding the American MIAs have not been observed.

Pertinent addresses follow:

Mr. Nguyen Van Luu
North Vietnam Permanent
Observer
20 Waterside Plaza
New York, N. Y. 10010
(212) 685-8001

Mr. Dinh Ba Thi
South Vietnam Permanent
Observer
20 Waterside Plaza
New York, N. Y. 10010
(212) 685-8002

A second League project entails a hoped-for massive mailgram campaign, also aimed at November 11, to remind Secretary Kissinger of the unresolved situation concerning

our missing and dead in Southeast Asia.

On Behalf of MIA/POW Children

Late in 1971, a New York businessman, J. Kevin Murphy, formed an organization known as the National POW/MIA Scholarship Committee. Under his leadership, the Committee worked closely with veterans groups and others to encourage state legislatures to provide free tuition for the children of MIA/POW servicemen at state-supported schools. Due to the Committee's efforts, forty-six states now provide such educational benefits.

Mr. Murphy, president of Purolator Services, Inc., in June 1975 announced that his company would sponsor an annual \$10,000, four-year scholarship for the offspring of the MIA/POWs to be awarded on the basis of college entrance tests.

Recently, Mr. Murphy's public service was recognized officially when he was awarded, at Pentagon ceremonies, the Secretary of Defense Medal for Outstanding Public Service, DoD's highest civilian honor. ■

Select Committee on MIAs

The ten members of the newly formed House Select Committee on Missing in Action follow:

G. V. "Sonny" Montgomery (D-Miss.), Chairman; Benjamin Gilman (R-N. Y.); Henry Gonzalez (D-Tex.); Tennyson Guyer (R-Ohio); Tom Harkin (D-Iowa); Jim Lloyd (D-Calif.); Paul McCloskey (R-Calif.); Joe Moakley (D-Mass.); Richard Ottinger (D-N. Y.); and Patricia Schroeder (D-Colo.).

the League is pressing for open hearings.

League Veterans Day Projects

The League is calling on its members and others to deluge the offices of the North and South Vietnam UN Permanent Observers in New York City with telegrams, mail,

Books by Vietnam POWs

Since their return from captivity early in 1973, a number of Vietnam POWs have written books about their experiences in enemy hands. Here is a list with titles, authors, and prices. The books can be ordered from a League of Families support organization, Support Our POW/MIAs, P. O. Box 611, Los Alamitos, Calif. 90720. All monies other than publishing expenses accrue to support the MIA/POW cause. Send check or money order (COD orders are also accepted) and add 50¢ per book for postage.

<i>Five Years to Freedom</i> , by Maj. James N. Rowe	\$8.95
<i>Seven Years in Hanoi</i> , by Capt. Larry Chesley	3.95
<i>With God in a POW Camp</i> , by Lt. Cmdr. Ralph Gaither	
Hard Cover	4.95
Paperback	1.95
<i>The Passing of the Night</i> , by Col. Robinson Risner	
Hard Cover	6.95
Paperback	1.50
<i>They Wouldn't Let Us Die</i> , by CBS Reporter Stephen Rowan	8.95
<i>The Valley of the Mekong</i> , by Father Matt Menger	5.50
<i>I'm No Hero</i> , by Lt. Cmdr. Joseph C. Plumb	6.95
<i>Code of Honor</i> , by Lt. Col. John A. Dumesi	7.95
<i>Six Years in Hell</i> , by Lt. Col. Jay R. Jensen	6.95
<i>Prisoner</i> , by Maj. Theodore W. Gostas	3.25

Support Our POW/MIAs also has Christmas cards available at \$3.00 per twenty cards and envelopes.

HIGHLIGHTS 1976

March AIR FORCE Magazine

Soviet Aerospace Almanac Issue—A comprehensive examination of Soviet aerospace forces, including organization, mission, and concepts...Key Personnel...Soviet R & D...Military Space Applications...Statistical data on Soviet aerospace forces and budgets. A "Jane's" prepared Gallery of Soviet Weapon Systems, plus many other exclusive articles and features...a must for military planners...a year-round reference issue.

May AIR FORCE Magazine

Annual Air Force Almanac Issue—Exclusive articles by the Secretary and Chief of Staff, USAF...in-depth reports on all major Commands...statistical data on budgets, forces, and personnel...complete Gallery of USAF Weapon Systems. Important reference issue throughout the year.

July AIR FORCE Magazine

"The Electronic Air Force"—Special editorial coverage on what is happening now and plans for the future. Must reading throughout the Air Force, particularly in AFSD, ASD, and the Labs as well as all user Commands.

September AIR FORCE Magazine

Annual Convention, Fall Briefings and Displays Issue—Bonus distribution at event, including all military and civilian executives attending by special invitation for briefings. Marketing plus...inclusion of advertisement in "Industry Salutes the Air Force" display at show.

November AIR FORCE Magazine

Convention Briefings and Displays Report Issue—Widely read for its comprehensive reports on seminars, industry briefings on latest technical developments, and addresses by key USAF leaders.

December AIR FORCE Magazine

"The Military Balance"—Exclusive U.S. presentation of the annual report from The International Institute for Strategic Studies, London, England, which documents, country-by-country, the world's military forces and equipment. A desktop reference sought after and referred to by military decision-makers in the U.S. Air Force, DoD, NASA, the Congress, and the other military services.

AIR FORCE
MAGAZINE

Airman's Bookshelf

Secret Well-Kept

The Chinese Secret Service, by Richard Deacon. Taplinger Publishing Co., Inc., New York, N. Y., 1974. 492 pages, supplementary notes, bibliography, and index. \$14.95.

If books sold by the pound, this work might be a bargain. Unfortunately, that's not the case. What the author seems to be attempting is some sort of general history of China in terms of secret services and their activities. The framework is inadequate. In some thirty-seven chapters, plus a postscript, the reader gets a treatment of Chinese espionage systems, techniques, and accomplishments that begins (naturally!) with Sun Tzu and carries through to events as recent as 1974.

The author (the name given is said to be a pseudonym) strains our credulity at times. Early on he says that he found it necessary to create his own "mini-intelligence organization." This group, code named "Jackdaw," consisted of some twenty-three people who operated over "the past few years." We do not learn whether these operatives were full or part time or who financed their activities. Perhaps Mr. Deacon is trying to tell us something by naming the group "Jackdaw." This bird, according to Webster's Second Edition, "nests about buildings and is noted for pilfering small articles. It is often tamed and may be taught to imitate the human voice." Whatever the group may have been, they must have worked for low wages!

In the sections dealing with earlier times, the book draws on the conventional range of available sources, searching out the espionage aspects of Chinese history. In too many cases we are given quotations and access to the thinking of actors that could not possibly be known. There is a heavy freight of detail that sometimes informs, sometimes confuses.

In a chapter called "The Opium War in Reverse," the Peking government is seen to be very active in fostering the international traffic in drugs. Unlike others in the business, China uses it "almost solely as a subversive weapon and for financ-

ing . . . a great many of their espionage operations." The case here seems plausible, but there is the recurring problem of imprecise attributions and conjectural evidence.

At times the reader is disturbed by the interpretations of the author. One conspicuous example. We are told that the Chinese have not only kept themselves informed on Russian China specialists in the US; they have kept the Americans in the picture as well, actually naming Viktor Krasheninnikov, a Russian diplomat in Washington, as head of the "Chinese Section" of Soviet intelligence in the USA. Mr. Krasheninnikov is a first secretary in the Soviet Embassy. His interest in and knowledge of Chinese affairs are widely known—so much so that he is often a speaker or panelist at open meetings on the subject. It would be odd indeed if diplomats did not seek and report information.

Our quarrel with Mr. Deacon is the breathless, "I know a secret," manner in which so much of the story is recounted—the mystification of the obvious, which seems to be an occupational characteristic of those who deal with espionage and intelligence. The coloration extends here to a wide range of subjects: the theft of nuclear secrets, Chinese activities abroad, and Hong Kong as a spy center (surprise!) are among many examples that could be cited and examined in detail.

There is neither time nor good reason for further fault-finding. Let it only be said that the book does not inspire confidence and, at \$14.95, is a ripoff.

—Reviewed by Col. Angus M. Fraser, USMC (Ret.).

Attack on Technocracy

The Newest Whore of Babylon: The Emergence of Technocracy, by John L. Reed. Branden Press, Boston, Mass., 1975. 181 pages plus notes and index. \$10.

Here is yet another of the many contemporary attacks on technocracy (defined by Reed as "government by experts in applied science"), but with a unique approach that is at once refreshing and exasperating. Reed's discussion is re-

freshing because it seeks to establish roots for modern technocracy in the great thinkers of the past where few would seek such connections (Augustine and Pelagius, for example); exasperating because the majority of his allusions to classical thinkers arrive too rapidly, in too great profusion, and the connections he sees are not likely to be seen by others or substantiated. The view that a linear theory of the historical progress of mankind toward Augustine's spiritual Kingdom of God is the forerunner for technocracy in the sense of social engineering is indeed farfetched; Reed has not established this case well.

The author is, however, on firm ground in Chapter 12 when he deals with B. F. Skinner and the harsh views of mankind put forth by Dostoyevski's Grand Inquisitor. The comparison of Skinner and the Grand Inquisitor is an apt one, well done, and directly relevant to the issue of technocracy's grip on human freedom. But Reed goes too far when he ties Chardin so firmly to the technocratic vehicle, just as he occasionally makes gigantic, logical leaps in his zeal to lash at the technocrats. For example, on p. 17 he cites McNamara's position regarding management, freedom, and reason and suggests that McNamara has equated management with freedom, which is certainly not the case in the passage cited.

Many readers will be in sympathy with Reed's critical analysis of behaviorism and the "scientific" foundation it could supply for technocracy. Many will agree with the author's great concern for the possible loss of spiritual ideologies which the reign of technocracy portends. Many will gain from the remarkable number of allusions to a seemingly unending stream of thinkers whose views Reed finds relevant to the issue and will be in awe of Reed's prolific and diverse reading habits as reflected by these allusions.

But many will be disappointed that he does not provide some concluding suggestions regarding the role of ideology or the preservation of moral values and human freedom and responsibility in the face of technocracy's advance.

And many will be exasperated by

the "too quick" style, which seems to stretch too far in seeking "causes" for technocracy. But exasperated or awed, few will remain neutral toward the style of attack or the thesis of *The Newest Whore of Babylon*. All can agree that neither the proponents nor opponents of technocracy yet understand its full implications.

—Reviewed by Col. Malham M. Wakin, Professor and Head, Dept. of Political Science and Philosophy, USAF Academy.

James Jones and War Art

WW II, by James Jones. Graphics direction by Art Weithas. Grosset & Dunlop, New York, N. Y., 1975. 272 pages with index. \$25.

This book—"A Chronicle of Soldiering"—explores the American experience of World War II from the footslogger's viewpoint.

The outsized book is illustrated, lavishly, with work of artists who have depicted the worldwide struggle in their own terms—from sensitive compassion for the common soldier's suffering to the sheer brutality of the modern war machine at its labor of mass destruction.

And while the selected art is by no means definitive, it is representative, to include every art form from the grim humor of such famed cartoonists as Bill Mauldin to idealized portraits rendered by German and Japanese artists.

The combination of the war art and Mr. Jones's text works well, and presents in a fresh and vigorous way what to many of us has become an oft-told tale, as the enormous implications of the war and its aftermath begin to recede into the realm of history. For the post-Vietnam generations, the book provides a graphic picture of what war means to the individuals caught up in it.

James Jones, author of *From Here to Eternity* and *The Thin Red Line*, was at Schofield Barracks during the attack on Pearl Harbor on December 7, 1941, and later fought in the Southwest Pacific as an infantryman. It is no drawback that the main influence on his writing here is his experience as a ground-pounder. When he describes the hellish jungle fighting, it is through his own eyes. Mr. Jones writes in an everyman style that nevertheless has a certain dramatic flair. Here, the succinct recollection of a scene from Guadalcanal: ". . . Almost immediately after, a

loaded barge coming in took a hit and seemed simply to disappear. A little rescue boat set out from shore at once, to pick up the few bobbing survivors. It seemed strange and curiously callous, then, to be watching and cheering this game in which men were dying.

"Later, after our first time up on the line, we would sit in our bivouac on the hills above Henderson Field and watch the pyrotechnic display of a naval battle off Savo Island with the same insouciance, and not feel callous at all. They took their chances and we took our chances."

Jones best demonstrates his writer's skill in commenting on the activities peripheral to combat that share a universal commonality among all soldiers: the waiting and the speculation. "Each time I came to town the faces had all changed. Except of course for the carrier pilots, if the carriers happened to be in. But then suddenly one day all the carrier faces disappeared at once. *Enterprise* and *Hornet* had pulled out. To where? Australia? Noumea, in New Caledonia? Nobody knew."

Jones was just one of millions of dogfaces caught up helplessly in a whirlwind and kept ignorant of events that were to shape—and perhaps destroy—their lives. As he tells it: "Then, equally suddenly, the rest of our training schedule was canceled, and we were loaded onto transports inside Pearl Harbor. The transports sailed out into the wastes of the trackless Pacific. We sat on the transports. . . . The rumor was still Australia." The destination, of course, was Guadalcanal.

Jones brings to his text certain philosophical points of view to which some readers might take exception. For example, it is Jones's contention that history is written by the upper classes for the upper classes. However, he speaks out strongly and to the point.

The art in *WW II* alone is worth the price; Jones's personalized commentary is a big bonus. The two halves make a historical whole.

—Reviewed by William P. Schlitz, Assistant Managing Editor.

New Books in Brief

Air War Over Korea, by Robert Jackson. Korea witnessed the sustained use of airpower and the first use of military jets as both sides threw their latest military aircraft into the conflict. Here is a chronicle of the courageous men who day after day flew against Russia's finest jet fighters. Appendices, bib-

liography, and list of abbreviations. Charles Scribner's Sons, New York, N. Y., 1975. 175 pages. \$9.95.

Arms Uncontrolled, by Frank Barnaby and Ronald Huisken. Geared to the general reader, the book explores the global arms race and the attempts to curb it, from World War II to Vladivostok. Tables, charts, diagrams, photographs, bibliography, index, and selected glossary of terms. Harvard University Press, Cambridge, Mass., 1975. 232 pages. \$12.50.

The Bruneval Raid, by George Miller. Here is the true story of a daring Allied raid to capture a German radar device located on the coast of German-occupied France. Based on documents and personal interviews with survivors, including Admiral Louis Mountbatten, originator of the plan. Doubleday & Co., New York, N. Y., 1975. 220 pages. \$7.95.

The Future of the US Space Program, by Arthur L. Levine. Whether the US space program has a civilian or military orientation depends on the nation's "space policy." The author examines how space policy is made, defining the roles the President, Congress, and interest groups play in the process, and the type of policy to be expected in the future. Well-documented study with budget tables, charts, diagrams, notes, and selected bibliography. Praeger Publishers, New York, N. Y., 1975. 198 pages. \$16.50.

Swastika at War, by Robert Hunt and Tom Hartman. Stunning color photos from Nazi Germany's propagandist publication, *Signal*, showing the progress of the war on land, sea, and in the air. The magazine was used by the Germans to try to convince European readers that Germany was culturally, economically, and racially the "natural master of Europe." Includes original captions with editorial notes as to their authenticity. Doubleday & Co., New York, N. Y., 1975. 150 pages. \$9.95.

The UFO Controversy in America, by David Michael Jacobs. History of the UFO controversy in America from the first wave of sightings in 1896 to the present. The book is based on documents, interviews, private correspondence, and published and unpublished materials. Indiana Univ. Press, Bloomington, Ind., 1975. 362 pages. \$12.50.

—Reviewed by Robin L. Whittle

The Bulletin Board

By John O. Gray
MILITARY AFFAIRS EDITOR

Discipline in Spotlight

The Air Force is underscoring discipline on several fronts. Chief of Staff Gen. David C. Jones used the occasion of an AFA Convention luncheon, at which he was the honored guest, to emphasize the issue. "I am insisting on discipline, and it will improve," he declared.

A week later, a discipline board headed by Brig. Gen. Chris Mann was formed within the Hq. USAF Directorate of the Deputy Chief of Staff for Personnel. An official said the board would publicize the Chief's thinking and desires on discipline throughout the service.

In his AFA address, General Jones also called for "better use of Air Force manpower." He said manpower formerly was "cheap," but USAF has far fewer members today, and they cost three times as much as a decade ago. USAF people must be "all the way in," he added in demanding that they be fully committed. Otherwise, they will be "all the way out," he warned.

The Chief also said USAF commanders must be selfless, exhibit basic integrity, and speak honestly to Congress. He said he is demanding mutual respect between all Air Force people and their supervisors.

In a related move, the Air Force ordered USAF members at the Pentagon and other Washington, D. C., buildings to wear their uniforms every workday, beginning October 1. For several years, the Air Force uniform at Headquarters was required wear only on Wednesdays.

The Defense Department made civilian clothes optional for Pentagon assignees back in 1956, as the Eisenhower Administration wanted to soften the military presence in the area.

20,000 Rate Food Stamps

The Air Force believes that about 20,000 enlisted families, or one-thirtieth of its entire force, may be eligible for food stamps. And it has laid on an assistance plan to get

them signed up. Value of the food stamps varies by size of family and net monthly income. A typical example: A four-person household with a net monthly income of \$200 (after deductions for rent, utilities, taxes, education, etc.), would pay \$53 for stamps worth \$162 when redeemed for food at the BX and grocery stores.

The question of food stamps for military families arose during last summer's congressional hearings on commissaries. Lawmakers asked the services how many people received them or were eligible, but no one knew. Accordingly, USAF's Management Improvement Group (recently dissolved) looked into the matter as part of its probe of enlisted family finances. While the study put the potential USAF eligible figure at 20,000, it estimated that "few members" actually participate due to unfamiliarity or reluctance to "use a benefit associated with welfare."

Bases in CONUS, Alaska, Hawaii, and Guam began publicizing the program in late September. Counseling of possible eligibles was to follow. Rules for determining exactly which families are eligible are

somewhat complex, but bases have the necessary instructions and were told to help families get the stamps due them.

USAF Women's Force Expands

First-term Air Force women are reenlisting at a spectacular 64.5 percent rate, far above the very healthy thirty-nine percent performance male airmen completing their first hitches chalked up recently. Among female careerists, re-ups are a sparkling 73.4 percent. Female officer retention, meantime, is rolling along at seventy-seven percent, compared to an eighty-five percent rate for career male officers.

These figures, covering FY 1975, take into consideration the fact that 1,083 enlisted and sixty-five female officers were separated for pregnancy during the same period (the figures were similar in FY 1974). Headquarters said the recent policy change allowing pregnant women to remain in service unless they request separation has created no problems and has not resulted in increased exits, even though the female force has increased.

USAF, at AIR FORCE Magazine's

HIGHER AFA INSURANCE BENEFITS ANNOUNCED

Significant increases in the coverage provided by AFA's Military Group Life Insurance program were announced at AFA's annual convention by Joe L. Shosid, President of AFA, and A. W. Randall, executive vice president of United Benefit Life Insurance Co. of Omaha, Neb., underwriter of the program. The benefit increases became automatically effective October 31, 1975, with no increase in premium, and policy amendments are being forwarded all currently insured members.

These improvements in the basic life insurance benefit will apply to all insured persons under fifty-five years of age, with the maximum increase being \$15,000. There are also substantial increases in the dependent benefit program.

In addition to increasing the insurance protection available to military families in a period of continuing inflation, the two officials said, the change also has the effect of reducing the net cost per thousand dollars of insurance to AFA members. These benefit increases do not preclude further reductions in net cost by payments of dividends. Although dividends are not guaranteed, insured members have received dividends in ten of the past thirteen years, the two most recent being ten percent in 1974 and fifteen percent in 1975.

According to the joint announcement, two major factors combined to permit the benefit increases, the second in three years. These factors were continued growth in membership participation in the program and favorable claims experience.

request, made available these and other heretofore undisclosed data about the rapidly expanding force of Air Force women. On July 1, 1975, their numbers had reached 1,565 line officers, 3,456 officers in the medical services, and 25,648 enlisted. The official projection calls for 34,077 (1,990 line officers, 3,413 medical, and 28,674 enlisted) by the end of this fiscal year, and more than 47,000 two years later.

The rapid expansion is linked with the national trend to bring women into more job fields. But economic considerations may also play a role, USAF saying that a recent "analysis" shows that "women cost the government slightly less than men." Among the reasons is that unlike servicemen, most Air Force women have no dependents, and this reduces outlays sharply for travel, transportation, and kin medical care. The analysis, USAF said, was based on retention rates, average number of dependents, and the marriage rate. However, it cautioned that lower expenditures for women could not be assured for the future.

The marital status of female USAF officers was not available, but officials said that sixty-one percent, or 15,617, of its enlisted women are not married. This compares with only 34.5 percent, or 164,969, of the male enlisted force. The statistical breakdown follows:

	Single	Married	Divorced	Widow	Legally Separated	Annulment
Male EM	152,160	312,975	12,366	393	15	35
Female EM	14,133	9,615	1,443	29	3	9

On related matters, USAF said:

- That as of August 31, 1975, sixty of the 104 WAF squadron sections have been eliminated and "manpower savings have resulted." The remainder will be erased by December 31. Earlier this year, the service discarded the term "WAF" which, with its dual meaning, had confused persons in and out of uniform for years.

- It was preparing a change for the Air Force Academy catalog containing information about cadetships for women. All categories of appointment to the Academy are open to women. Enlisted and civilians can secure information by writing the Candidate Advisory Service, USAF Academy, Colo. 80840.

- It will stick with the long-standing ban on women becoming military flyers, even in support flying positions.

Refugee Program Ended

The Air Force planned to close its SEA refugee information center at the Pentagon November 1. The action, following closure of the refugee center at Eglin AFB, Fla., in September, marks the end of USAF support of the government's resettlement program. The Army planned to maintain an information center at the Pentagon for all the services. Phone AC 202 697-5190 (Autovon 227-5190).

Some Ex-Officers Enlist

As the number of officers RIFed outright or exited for two promotion failures rises, so do enlistments from these groups. Statistics provided AIR FORCE Magazine reveal that in FY '75, the Air Force separated 1,960 officers involuntarily—the largest number so separated in years.

During the year, 260 former officers enlisted, but this doesn't appear to be causing turmoil within the career enlisted ranks. Complaints have been minimal, perhaps because only one enlisted as an E-8, while just two each returned in E-7 and E-6 slots. The rest received E-4 or E-5 stripes, except for twenty that USAF said were enlisted as E-2s and E-3s. So they aren't clogging promotion avenues. Asked how well ex-officers perform

as airmen, Air Force said it doesn't "track them."

During FY '74, USAF cut 914 officers in the two categories and enlisted only sixty-six. Three-year statistics, including the Regular-Reserve officer exit breakdown, follow:

	Reduction in Force		Promotion Failure		Total	Ex-Officer Enlistments
	Regulars	Reservists	Regulars	Reservists		
1973	0	0	80	95	175	91
1974	0	450	98	366	914	66
1975	0	1,115	259	586	1,960	260
	0	1,565	437	1,047	3,049	417

Most of the special enlistees have the ten or more years of officer service needed to retire (after a total of twenty years' service) in their permanent Reserve officer

grades. Without the magic ten, they retire as airmen, although after thirty years of combined active duty-retired list service they normally advance to the highest officer grade held.

To reduce infringement or promotion chances of career airmen, Headquarters recently prohibited award of 7-level AFSCs to former officers without experience in the applicable airman specialty.

One Passover and Out

It's official—officers acquiring their initial temporary promotion passover are now headed homeward. Heretofore, two consecutive failures have triggered separation. The new policy was invoked on captains up for major before the September 22 temporary O-4 panel.

Headquarters directed that non-Regulars passed over for the first time by that board will depart six months later, and collect the maximum \$15,000 readjustment pay. Those who don't want to leave then can request a waiver to remain for the next promotion try, and they can expect the waivers to be granted, USAF said. It would require a law change to let Regular officers leave with discharge pay after only one promotion failure.

Headquarters officials believe up to 250 officers will leave a year early this fiscal year under the new policy. The real inducer is receipt of \$15,000 a year earlier, thus enabling them to get a firm grip on establishing a new career. For USAF generally, these new exits will ease the overall RIF.

The Air Force, meantime, told AIR FORCE Magazine that in late September, 100 officers had been approved for separation under Palace Furlough and sixty-six other applications were awaiting board action. Officials said the application period might be extended a month to November 30. Under Furlough (see September "Bulletin Board"), rated

officers may leave service and return three or four years later. USAF figured that perhaps up to 650 would take the option, but the initial response has fallen short.

The Bulletin Board

"Total Force" Role Praised

The Defense Department has given the Air Force high marks in pursuing the "Total Force" policy, designed to make the Reserve components integral parts of the military establishment.

"Compared to the Army or Navy Reserve components," DoD said recently, "Air Reserve and [Air National] Guard forces are ready to deploy earlier, are more thoroughly integrated into a single command structure, and operate equipment that is more modern. Virtually complete modernization is in sight"

strengthen their Reserve units in other areas.

But since the "Air Reserve forces have high states of readiness, with two-thirds of the force considered deployable within ten days after mobilization, and some units deployable within three days," Defense said it had no new "program guidance" for the USAF. By FY 1980, Defense added, Air Force will have replaced eighty-two percent of its Reserve inventory with modern aircraft.

The Total Force exercise has also convinced the Pentagon that anyone entering service in the future must have a Ready Reserve obligation through age twenty-eight. This would change the present rule that lets Reservists transfer to the Standby Reserve after five years of service. This lengthening of the military obligation, Defense said, is necessary so the Army could, in

saddled with sixty active malpractice cases seeking damages totaling more than \$50 million. Fifteen claims exceeding \$13 million were being processed.

In addition, according to Lt. Col. Robert G. Douglass of the JAG's claims and tort section, fifty additional claims are being investigated in the field.

Writing in the USAF Medical Officers Digest, Colonel Douglass underscored the rapid rise of malpractice suits. He said just three claims alleging negligent medical treatment were filed with the Air Force, in FY '64. In FY '67, eight claims were filed, increasing to eighty in FY '73 and ninety the following year.

While military physicians lack full immunity from suits brought against them personally, Douglass said the government will represent any who are sued. If it loses the case, a private relief bill in Congress is a possible relief route.

Douglass told AIR FORCE Magazine he knew of no judgment having been rendered against an Air Force doctor. The House of Representatives recently passed a bill granting military physicians full immunity from malpractice suits. At press time, the measure awaited action by the Senate Armed Services Committee.

AWC Study Programs Shortened

Starting January 15, it will take participants in the Air War College's Correspondence and Seminar programs just one, instead of the present two years, to complete the course. The material is being revised and compressed into two volumes. For details contact Air War College Associate Programs (AWC/EDA), Maxwell AFB, Ala. 36112.



Sidney Wallach, right, Executive Secretary of the American Chess Foundation, presents the Thomas Emery Trophy to USAF Maj. Gen. Bennie L. Davis, Director of Personnel Plans, Hq. USAF, who accepts it on behalf of the Air Force Chess Team. USAF's Chess Team successfully defended its title in the 16th Annual Armed Forces Chess Championship Tournament, with a score of 54½ points. The Army was second, with 37 points, and Sea Service third, with 16½ points.

within the next five years, the Department added. Praise for one service at the expense of the others, in an official Defense Department announcement, is extremely rare.

The remarks accompanied release of a high-level study of the services' performances in advancing the Total Force objective. As a result of the probe, Defense Secretary James R. Schlesinger ordered the Army and Navy to speed up their deployment capabilities and

a national emergency, promptly mobilize 300,000 useful Reservists before new members could be trained. A legislative proposal is planned.

Malpractice Claims Rise

Malpractice cases against USAF and its physicians have soared, and authorities are concerned. A recent count showed the Office of the USAF Judge Advocate General

Civilian Job Corner

Air Force Civilian Personnel officials have reminded that military wives continue to enjoy priority consideration for jobs at US installations overseas. The procedure is to wait until arrival abroad with the sponsor, then apply with the local Civilian Personnel Office.

Wives working Stateside with Civil Service are given a ninety-day break (without pay) when they are transferred with their families, which usually enables them to land a comparable job in the same grade at the new base. On going overseas, an official at Air Force Civilian Personnel headquarters said, most such wives pick up posi-

The Durability of Dual Comp

Another year is nearing an end with no action in sight to correct what, to many military members, is the unkindest cut of all—the retired pay discrimination caused by the Dual Compensation Act.

A 1964 amendment to that law requires retired Regular officers who work for the federal government to surrender half their retired pay above an excluded amount. The exclusion, originally set at \$2,000, has risen to \$3,662, due to CPI raises.

The formula works out to a cut of about forty percent in such a person's retirement pay. For example, an officer entitled to \$18,000 annually in retired pay, must settle for about \$10,800 if he elects to work for Uncle Sam after he puts his uniform aside.

That's a stiff, \$7,200 lick. It helps to explain why few retired Regular officers seek federal jobs and why the government loses much talent and experience in middle and high executive posts (and why considerable pressure is applied in attempts to secure waivers of the pay surrender rule).

The most recent official head count showed that of the 77,000-plus military retirees working for the government, only 3,600, or about five percent, were Regular officers. The others were non-Regular officer and enlisted retirees, all of whom are exempt from the Dual Compensation Act restrictions. They receive full federal and full military retirement pay.

How can this inequity exist, protesting individuals and groups frequently ask? Young officers, newly appointed Regulars in particular, are aghast on first learning of it. "Surely if we make some noise, the Pentagon will correct the situation," protesters say. Typical were representatives of different USAF commands attending a career-motivation conference to explore personnel policies and practices that may require change or elimination.

Their formal recommendation to the Air Force: "Discrimination [should] be eliminated and the Regular Air Force officer be authorized to accept government jobs at full pay and with full retirement pay."

USAF authorities replied that while the service has favored and will continue to urge removal of the "dual comp" curb, the Pentagon has been unable to get the proposition past the Administration's Office of Management and Budget. Reform, therefore, is not part of the Defense Department's "legislative program."

A closer appraisal reveals that relief from the dual comp proviso is nowhere in sight. Indeed, the more likely change, if a change should materialize, could be extension of the current pay curb now applying to retired Regular officers only, to non-Regular officers and retired enlisted persons, as advocated by some prominent groups. Some critics even want a flat ban on the employment in government of all military retirees, regardless of their component and grade.

Any such move, of course, would touch off a new torrent of protests from the military community. Charges of "changing the rules" and "withdrawing established programs" would reverberate.

Supporters of tougher rules, especially federal unions, exercise considerable influence, and it seems to be growing. They have some potent arguments, including the charge that hiring military retirees slows promotions and career progression for long-time civil servants, contributes to civilian RIFs, and damages morale within the federal structure.

The Administration, meanwhile, appears to be caught

in the middle. The Pentagon's wish to remove the pay curb is but one of many positions it must consider.

Typical of the opposition is the position of the Department of Health, Education and Welfare. Remember that HEW, with an annual budget far larger than the Defense Department's, has a grip on millions of citizens through its proliferating dollar-dispensing programs. HEW's influence is growing continuously.

HEW says that Defense's plan, instead of removing discrimination, "compounds" it because, "If a civilian employee retires and is then reemployed by the Federal Government, his salary . . . is by law reduced by the full amount of his retirement annuity." This is perhaps the most telling argument against removing the dual comp restrictions.

Furthermore, HEW declares, Defense's plan "would liberalize a retirement structure already overly generous. . . . When military compensation was low [military retirement pay] was reasonably comparable to the Civil Service retirement annuity." But CPI increases have "caused military retirement annuities to soar well beyond civil service retirement annuities," HEW added.

The agency said this "was further compounded" by bringing military people under Social Security and by the fact that they don't contribute directly to their retirement fund. Added HEW: "Federal civil service will not qualify the retired civil servant for Social Security. Further, a Civil Service retiree has contributed to his annuity in an amount that, actuarially, pays for roughly half of it." Strong stuff designed to influence influential circles and demolish the military's hopes of securing retired pay relief.

HEW's argument concludes: "retired pay [should] be reduced for all Uniformed Service personnel who obtain Federal civilian positions."

There's another element in the pitch advanced by HEW and other antimilitary groups that appeals to the government's top decision-makers: applying the present pay restriction to all military retirees would save the government a considerable sum of money.

Conversely, ending the inequity now shouldered by retired Regular officers alone, by letting them keep all their retired pay, would increase government outlays. One estimate places the increase at about \$21 million annually. That's not a sizable figure these days, but it is more than ample to draw a "forget it" order from the White House.

Bills to remove the dual compensation pay curb have been introduced frequently. One pending now is HR 1633, but don't look for any action. The key group on Capitol Hill is the House Manpower and Civil Service subcommittee. Its incoming mail favoring extending pay restrictions to military retirees exceeds letters favoring repeal of the existing curbs, a spokesman told AIR FORCE Magazine.

The subcommittee has asked the Civil Service Commission to up-date the figures on the number and grades of military retirees who currently work for Uncle Sam. That report is due in January or February, the spokesman said. It possibly could touch off some action on the bizarre dual comp situation, though it probably will show little change in the small number of retired Regular officers earlier reported as working for the government. After all, not too many people can manage that kind of financial sacrifice.

Most personnel inequities associated with military life have a way of eventually getting corrected. Not so with dual comp. Just to preserve the status quo may prove difficult.

The Bulletin Board

tions within the ninety-day period.

The Air Force, meanwhile, is actively recruiting for high-level civilian openings in various oversea locations. Examples of vacancies include GS-12 civil engineer, GS-11 mechanical engineer, and GS-11 architect at Elmendorf AFB, Alaska; GS-11 open mess managers at Thule and Sondrestrom, Greenland; and GS-11 civil and electrical engineers in Okinawa. Jobs are open in many other areas. Interested persons should contact any Air Force Civilian Personnel Office for details.

Former Top Airman New Ph.D.

CMSgt. Bennie M. Bauman, USAF (Ret.), one of AFA's Outstanding Airmen of the Air Force in 1970, also rates the title of Doctor. He recently won his Ph.D. in Education Administration from Colorado State University. Dr. Bauman is an assistant professor of Business Education at Madison College, Harrisonburg, Va.

NCO Structure Changes

New insignia, a title change or two, and a new "three-tier" grade alignment—these are among changes USAF is considering for its enlisted troops.

The proposed new stripes Headquarters has asked commands to comment on feature "overrockers" for top three graders, "underrockers" for the middle three grades, and wings for the lower three, authorities told AIR FORCE Magazine. The main change in titles would officially designate E-9s as "Chiefs" rather than as "Sergeants." The three-tier grade alignment, which elevates master sergeants into the senior NCO category, provides clear distinction within the enlisted establishment. It also ties in better with the airman AFSC distribution and more nearly parallels the officer groupings of three company grades, three field grades, and the general officer grades.

These are among personnel improvement steps advanced by last summer's Management Improvement Group studies that are expected to win final USAF approval. More visibility for E-8 and E-9 promotions is also planned. A MIG pro-

posal to designate some airmen as "technicians" (as does the Army) drew support from some MIG members, but was rejected by the Chief of Staff, Gen. David C. Jones.

The MIG has merged into the permanent Air Staff at Hq. USAF.

GI Bill Rolling, May End

Participation in the GI Bill's educational programs soared to record-breaking heights this year, but it may be downhill from here. The

benefits for 4,500,000 of the 7,600,000 eligibles—a sixty percent participation rate. That compares with a mere 43.4 percent rate under the thirteen years of the Korean conflict GI Bill and 50.5 percent under the twelve-year World War II bill.

The Veterans Administration, meantime, said that in FY '75, nearly 2,700,000 veterans, including 227,000 active-duty persons, participated. VA predicted that figure will exceed 3,000,000 this year.



Roscoe, probably the best known dog in USAF and for nine years mascot of the 388th Tactical Fighter Wing, died on September 12. Death, from a heart attack, came outside his favorite place—the Officers' Open Mess at Korat RTAFB, Thailand. Roscoe was the subject of Letters to the Editor in our October '74 issue (p. 8) and December '74 (p. 14). He received a military funeral.

House Veterans Committee in September, acting on an Administration request, voted to end educational benefits for persons entering service after December 31, 1975.

Full congressional approval seems likely soon. The Senate Veterans Committee was scheduled to take up the measure in October.

Under existing law, service members have ten years after separation to use their educational benefits. However, the new bill would change that by giving all persons on active duty before this year's end twelve years to use entitlements. Thus, if the provision survives, current personnel with less than eight years' service would be barred from using the benefits after retirement.

The "Vietnam-era" GI Bill began in June 1965. It has provided

After that, if the program for new service members ends in January, a decline should set in. Larger GI Bill payments launched last year account for the recent participation surge, according to the VA.

The services are not happy about prospects of the bill's early cutoff; they fear recruiting will suffer. Long range, the services' graduate education programs also would be hit since most enrollments are financed by the measure.

The House Committee continued the GI Home Loan program for present and future veterans.

Short Bursts

Leaks of names on—and absent from—promotion lists before they are officially in the clear have bothered USAF authorities for years.

So, starting in late September, they cut the distribution of advance lists sharply. Many units that received them don't anymore. Command deputy chiefs of staffs and "comparable offices" are out. And for persons or offices who still may try to scrounge advance-list data, Hq. USAF advised that CBPOs will maintain a record of "all individuals who had access to the advance list in the event an investigation of unauthorized disclosure is initiated."

USAF officials are optimistic that they can secure approvals to lay on "week end" basic allowance for subsistence (BAS) payments for all airmen. This would mean eight days of BAS, or about \$25 per month. Starting date is probably several months away. Meantime, there's a chance the Air Force may soon give full BAS to all single E-7s through E-9s.

The union that is eyeing service personnel as potential members made a tremendous pitch for the 8.66 percent, rather than the 5.0 percent, **federal-military pay raise**, and garnered broad exposure in the process. Thousands of military members undoubtedly became aware of the American Federation of Government Employees for the first time. And many probably were converted to their expected 1976 offensive to create a union of military enlisted members.

"Last fall, eighteen Air Force members died from alcohol-related causes and many more were injured," said Lt. Gen. Kenneth L. Tallman, the Hq. USAF Deputy Chief of Staff for Personnel, as he recently launched an "alcohol abuse counteroffensive." It's on for the normally heavy drinking months of October, November, and December. General Tallman called on all USAF people and elements to cool it on the elbow bending. Meantime, more USAF members are partici-



A number of AFA's elected leaders are members of the Air Force Reserve or the Air National Guard and, as a result, spend part of their time in uniform and on active duty. Two such individuals are shown here. On the left is Lamar Schwartz, President of the Pennsylvania State AFA, here taking advantage of the opportunity to have another look at the January issue of *AIR FORCE* Magazine. Behind him is Frank E. Nowicki, formerly Pennsylvania Eastern Region Vice President, now AFA's National Vice President for the Northeast Region. The two discussed plans for greater AFA membership among AF Reservists.

pating in base alcohol rehabilitation projects. The Air Force says that for the first half of 1975, some 113 officers and 3,383 airmen participated. This compared with 103 officers and 3,733 airmen involved with local rehab programs through the entire previous year.

Here's an add-on to an earlier note about the many USAF retirees getting nailed, under a recent law change, for **alimony or child support**. The Air Force Finance Center says that when it receives a writ of garnishment from a court, it must "suspend payment of all retired pay, including allotments." This applies until the Center gets "further orders from the court." For retirees who haven't been tapped under the tough new garnishment statute, Finance suggests they make arrange-

ments to pay up. A pay allotment is one way—send completed AF Form 836, Retired Pay Allotment Authorization, to AFAFC/RPT, Denver, Colo. 80279.

Once again USAF has established, for FY 1976, a quota of 100 **direct commissions for Reserve airmen**. These are nonactive-duty people. The annual quota is rarely ever subscribed.

From now on, Headquarters says, **retirement applications** must be submitted at least three months in advance for Stateside persons and six months early for persons overseas. This rule, though on the books for years, has been waived frequently for members' convenience. No more, USAF vows.

Senior Staff Changes

CHANGES: B/G Van C. Double-day, from Dep. Dir., Comd. Con. & Comm., DCS/P&R, Hq. USAF, Washington, D. C., to Dir., Comd. Con. & Comm., ACS/Comm. & Computer Resources, Hq. USAF, Washington, D. C., replacing M/G Robert L. Edge . . . **M/G Robert L. Edge**, from Dir., Comd. Con. & Comm., DCS/P&R, Hq. USAF, Washington, D. C., to ACS/Comm. & Computer Resources, Hq. USAF, Washington, D. C. . . **B/G Francis A. Humphreys**, from Chief, Air Sec., MAAG, Teheran, Iran, to Cmdr., 20th NORAD Region (with additional duty as Cmdr., 20th Air Div.), ADCOM, Ft. Lee AFS, Va. ■

Active-Duty Reserve RIFs

The Air Force has announced that a Reserve Officer Board will convene on November 10, to review the records of active-duty Reserve officers for possible involuntary separation. The Air Force must reduce current officer strength by approximately 1,000 officers before next July to meet manpower ceilings.

Officers will be identified from FY groups 1959-72 by the board, which will meet at the Air Force Military Personnel Center, Randolph AFB, Tex.

Earlier this year, 512 officers were notified of involuntary separation for FY '76. Last year, more than 1,100 Reserve officers were involuntarily separated.

Officer strength levels beyond FY '76 are expected to stabilize. The involuntary separation outlook for future years, however, will depend appreciably on the authorized active-duty military strength authorized by the Congress.



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Insured's Age	New Benefit	Old Benefit	Extra Accidental Death Benefit*	Monthly Cost Individual Plan
20-24	\$75,000	\$66,000	\$12,500	\$10.00
25-29	70,000	60,000	12,500	10.00
30-34	65,000	50,000	12,500	10.00
35-39	50,000	40,000	12,500	10.00
40-44	35,000	25,000	12,500	10.00
45-49	20,000	15,000	12,500	10.00
50-54	12,500	10,000	12,500	10.00
55-59	10,000	10,000	12,500	10.00
60-64	7,500	7,500	12,500	10.00
65-69	4,000	4,000	12,500	10.00
70-75	2,500	2,500	12,500	10.00

The AFA High-Option Plan

20-24	\$112,500	\$100,000	\$12,500	\$15.00
25-29	105,000	90,000	12,500	15.00
30-34	97,500	75,000	12,500	15.00
35-39	75,000	60,000	12,500	15.00
40-44	52,500	35,000	12,500	15.00
45-49	30,000	22,500	12,500	15.00
50-54	18,750	15,000	12,500	15.00
55-59	15,000	15,000	12,500	15.00
60-64	11,250	11,250	12,500	15.00
65-69	6,000	6,000	12,500	15.00
70-75	3,750	3,750	12,500	15.00

AVIATION DEATH BENEFIT:

A total sum of \$15,000 under the Standard Plan or \$22,500 under the High-Option Plan is paid for death which is caused by an aviation accident **in which the insured is serving as pilot or crew member of the aircraft involved.** Under this condition, the Aviation Death Benefit is paid in lieu of all other benefits of this coverage.

Optional Family Coverage
(May be added either to the Standard or High-Option Plans)

Insured's Age	Spouse Benefit New	Spouse Benefit Old	Benefit, Each Child**	Monthly Cost Family Coverage
20-24	\$10,000	\$6,000	\$2,000	\$2.50
25-29	10,000	6,000	2,000	2.50
30-34	10,000	6,000	2,000	2.50
35-39	10,000	6,000	2,000	2.50
40-44	7,500	5,250	2,000	2.50
45-49	5,000	4,050	2,000	2.50
50-54	4,000	3,000	2,000	2.50
55-59	3,000	3,000	2,000	2.50
60-64	2,500	2,250	2,000	2.50
65-69	1,500	1,200	2,000	2.50
70-75	750	750	2,000	2.50

*In the event of an accidental death occurring within 13 weeks of the accident, the AFA plan pays a lump sum benefit of \$12,500 **in addition** to your plan's regular coverage benefit, except as noted under AVIATION DEATH BENEFIT, below.

**Each child has \$2,000 of coverage between the ages of six months and 21 years. Children under six months are provided with \$250 protection once they are 15 days old and discharged from the hospital.

AFA'S DOUBLE PROTECTOR—now with substantial benefit increases—gives you a choice of two great plans, both with optional family coverage. Choose either one for strong dependable protection, and get these advantages:

FAMILY PLAN. Protect your whole family (no matter how many) for only \$2.50 per month. Insure newborn children as they become eligible just by notifying AFA. No additional cost.

Wide Eligibility. If you're on active duty with the U. S. Armed Forces (regardless of rank, a member of the Ready Reserve or National Guard (under age 60), A Service Academy or college or university ROTC cadet, you're eligible to apply for this coverage. (Because of certain limitations on group insurance coverage, Reserve or Guard personnel who reside in Ohio, Texas, Florida and New Jersey are not eligible for this plan, but may request special applications from AFA for individual policies which provide similar coverage.

No War Clause, hazardous duty restriction or geographical limitation.

Full Choice of Settlement Options, including trusts, are available by mutual agreement between the insured and the Underwriter, United of Omaha.

Disability Waiver of Premium, if you become totally disabled for at least nine months, prior to age 60.

Keep Your Coverage at Group Rates to Age 75, if you wish, even if you leave the military service.

Guaranteed Conversion Provision. At age 75 (or at any time on termination of membership) the amount of insurance shown for your age group at the time of conversion may be converted to a permanent plan of insurance, **regardless of your health at that time.**

Reduction of Cost by Dividends. Net cost of insurance to AFA insured persons has been reduced by payment of dividends in 10 of the last 13 years. However, dividends naturally cannot be guaranteed.

Convenient Premium Payment Plans. Premium payments may be made by monthly government allotment, or direct to AFA in quarterly, semi-annual or annual installments.

EFFECTIVE DATE OF YOUR COVERAGE. All certificates are dated and take effect on the last day of the month in which your application for coverage is approved. AFA Military Group Life Insurance is written in conformity with the insurance regulations of the State of Minnesota. The insurance will be provided under the group insurance policy issued by United of Omaha to the First National Bank of Minnesota as trustee of the Air Force Association Group Insurance Trust.

EXCEPTIONS. There are a few logical exceptions to this coverage. They are:

Group Life Insurance: Benefits for suicide or death from injuries intentionally self-inflicted while sane or insane shall not be effective until your coverage has been in force for 12 months.

The Accidental Death Benefit and Aviation Death Benefit shall not be effective if death results: (1) From injuries intentionally self-inflicted while sane or insane, or (2) From injuries sustained while committing a felony, or (3) Either directly or indirectly from bodily or mental infirmity, poisoning or asphyxiation from carbon monoxide, or (4) During any period a member's coverage is being continued under the waiver of premium provision, or (5) From an aviation accident, either military or civilian, in which the insured was acting as pilot or crew member of the aircraft involved, except as provided under AVIATION DEATH BENEFIT.

PLEASE RETAIN THIS MEDICAL INFORMATION BUREAU PRENOTIFICATION FOR YOUR RECORDS

Information regarding your insurability will be treated as confidential. United Benefit Life Insurance Company may, however, make a brief report thereon to the Medical Information Bureau, a nonprofit membership organization of life insurance companies, which operates an information exchange on behalf of its members. If you apply to another Bureau member company for life or health insurance coverage, or a claim for benefits is submitted to such a company, the Bureau, upon request, will supply such company with the information in its file.

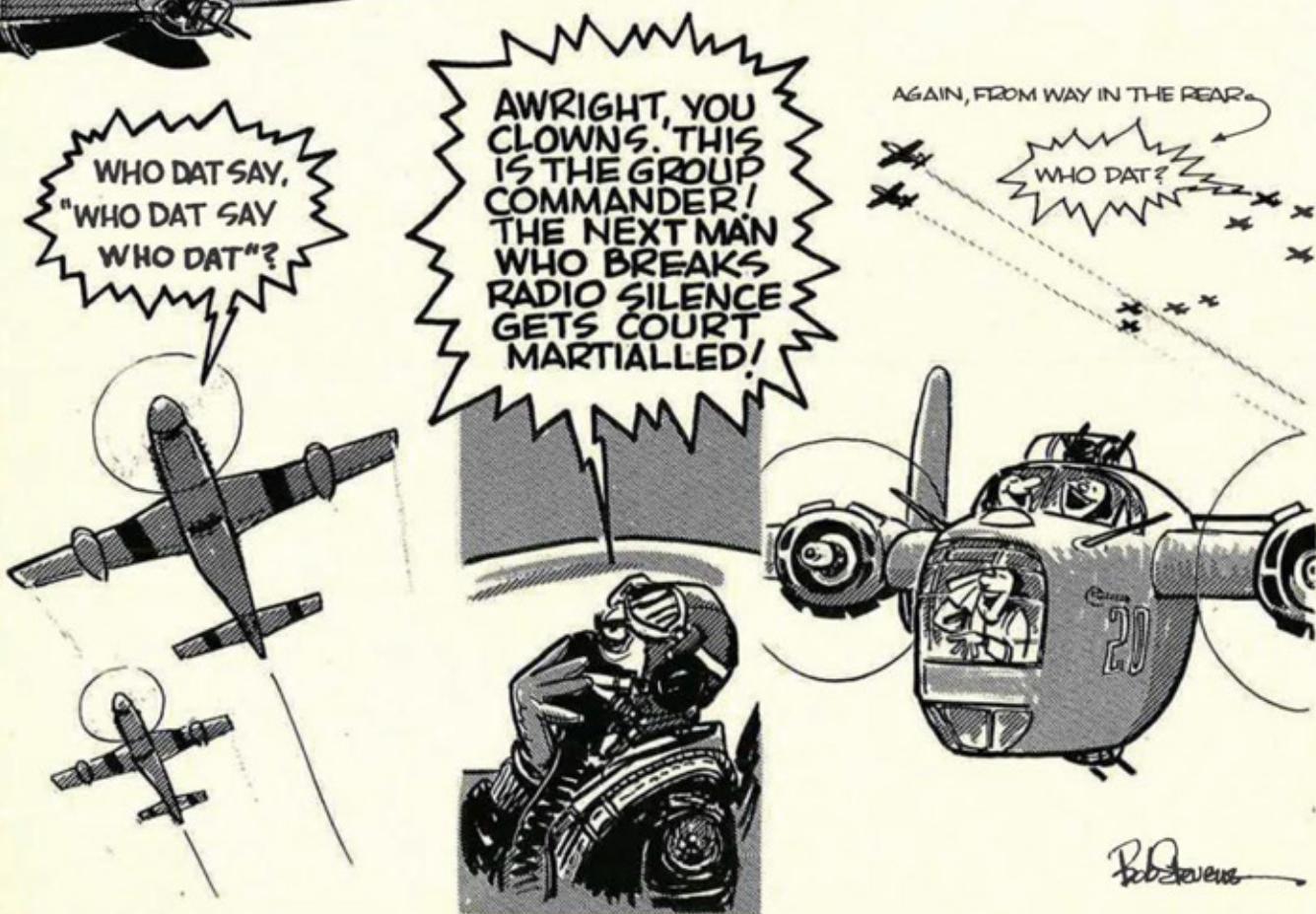
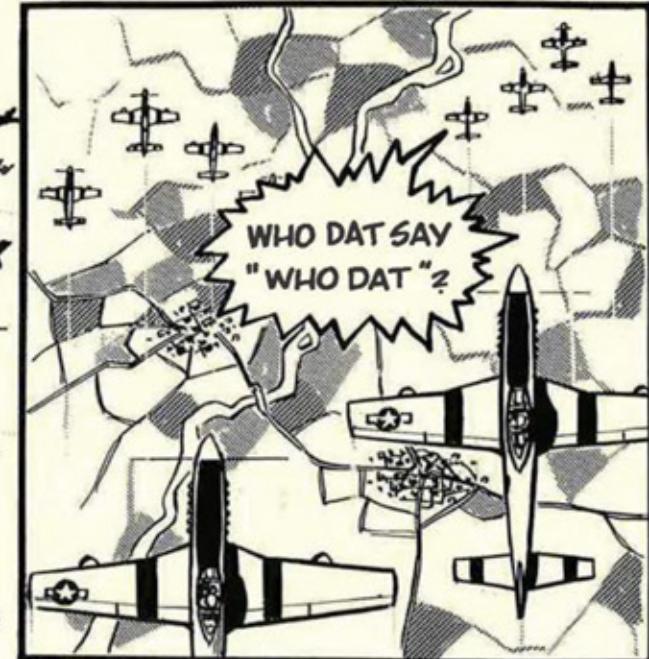
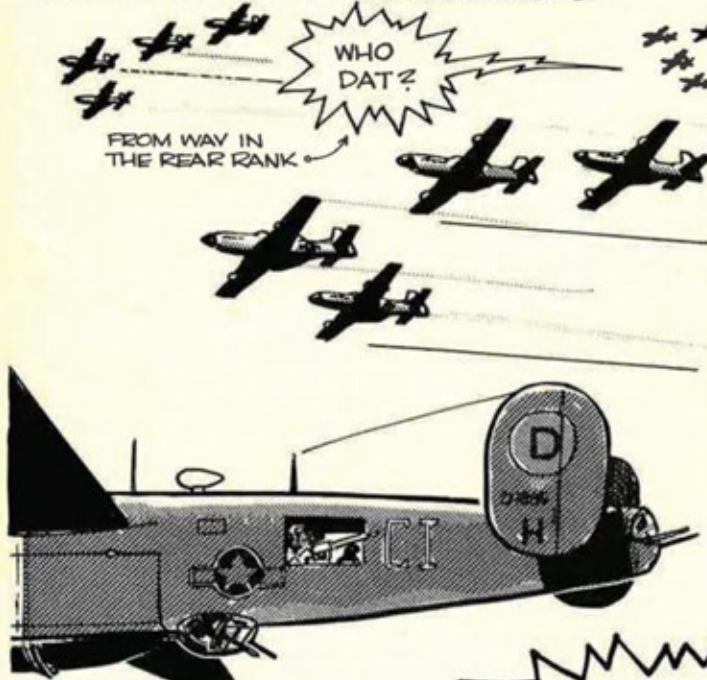
Upon receipt of a request from you, the Bureau will arrange disclosure of any information it may have in your file. (Medical information will be disclosed only to your attending physician.) If you question the accuracy of information in the Bureau's file, you may contact the Bureau and seek a correction in accordance with the procedures set forth in the federal Fair Credit Reporting Act. The address of the Bureau's information office is P.O. Box 105, Essex Station, Boston, Mass. 02112. Phone (617) 426-3660.

United Benefit Life Insurance Company may also release information in its file to other life insurance companies to whom you may apply for life or health insurance, or to whom a claim for benefits may be submitted.

Bob Stevens'

"There I was..."

A BUNCH OF LITTLE FRIENDS ARE ESCORTING A GAGGLE OF BIG FRIENDS TOWARDS DER FUHRER'S PLACE... THE SILENCE BECOMES OVERWHELMING—



Bob Stevens

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Dallas, Texas

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into the jet age.**

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The YC-15 utilizes an externally blown flap propulsive-lift system. Combined with 4-engine reliability, this system allows the YC-15 to take off or land on unimproved airstrips as short as 2,000 feet. And, at speeds as low as 85 knots.

Just as the YC-15's design simplicity helped get the prototype ready for test flights 8 months ahead of schedule, so will it help keep production and operational costs to a minimum.

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