



## Air Force Association

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*Our mission is to promote a dominant United States Air Force and a strong national defense and to honor airmen and our Air Force heritage. To accomplish this, we:*

*Educate the public on the critical need for unmatched aerospace power and a technically superior workforce to ensure US national security.*

*Advocate for aerospace power and STEM education.*

*Support the Total Air Force family and promote aerospace education.*

### It Was a Nightmare, All Right

With reference to the article "The Nightmare Before Christmas" [p. 56] in the October issue, I have a few comments to add

The SAC staff has taken a lot of flak since December 1972 over the tactics used during the first three days of Linebacker II. I was part of the SAC staff and witnessed the following:

When the SAC Contingency Operations staff was about to brief Maj. Gen. Pete Sianis (SAC deputy chief of staff for operations, DO) on the plan they had developed, I was there. We were in the DO's outer office waiting to go in. I was the SAC DCS/Logistics' representative. The route charts showed several different routes leading to Hanoi. The Andersen Air Force Base aircraft route led from Guam to an air refueling area north of Luzon, and then to Point Juliet in the South China Sea, and then northwest to Hanoi. I do not recall the U Tapao routes, but there was more than one.

General Sianis walked out of his inner office, took a look at the map, and said, "That's not the way we do it!" Then he removed the colored tape showing the Andersen B-52 routing from the map and rerouted that bomber stream to a route over South Vietnam into Laos and forming up with the U Tapao bomber stream. He also changed the post-target exit routing to one requiring all aircraft to make a right turn after dropping bombs and stated, "One way in and one way out!" He then instructed his staff to go make those changes and come back with the briefing. I will never forget how the map looked after General Sianis made changes. The colored tape was hanging loosely and the general made a comment, "You guys probably have a lot of this tape, don't you?"

This was a significant last-minute change resulting in replanning, additional poststrike refueling, and the

now infamous "post-target turn." He essentially took the planning function away from the majors and lieutenant colonels and straitjacketed them with the "one way in, one way out" directive. No one questioned the SAC DCS/Operations. The CINC SAC, Gen. [John C.] Meyer, was a TAC guy. It took three days and some real heroics by people like [Brig. Gen. Glenn R.] Sullivan at U Tapao to effect change to this faulty planning.

Col. Frederick J. Miranda,  
USAF (Ret.)  
Rio Rancho, N.M.

### Treaty Clarity

Your article "The Future of Long-Range Strike" (October, p. 20) had some areas regarding bombers and the New Strategic Arms Reduction Treaty (START) that need some clarification:

NST does not dictate any particular force structure on its signatories. The US and Russia are free to pursue any force structure they determine best fits their national security interests consistent with overall treaty ceilings for delivery vehicles and deployed warheads. The US force structure was announced in April 2014 and for bombers will consist of a total of 66 nuclear-capable aircraft—20 will be B-2s and 46 will be B-52Hs. The remaining 30 B-52Hs of

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the active fleet will be converted under NST provisions to a conventional-only configuration. While some will view the treaty-conversion of 30 bombers as a degradation of the fleet, perhaps the better way to look at conversion is that it fully preserves the full conventional capability of these 30 aircraft. Without the ability to convert aircraft to meet NST ceilings, these aircraft would have had to have been destroyed.

Linda Frost  
Deputy Chief, Media Operations  
Air Force Global Strike Command

**Super Duper**

In reference to John Correll's article "The Super" on p. 62 [October]:

At the end he says, "The last atomic bomb in the US inventory, the B57, was removed from service in 1993."

If I am not mistaken the B61 is still in the inventory and being improved through a service life extension program (SLEP) to, among other things, make it compatible with the F-35. Your publication has had this information in it several times.

I am familiar with both the B57 and B61, as part of my responsibility in the F-16 SPO in the early 80s was to manage the process which led to nuclear certification of the F-16.

Col. Alan E. Haberbush,  
USAF (Ret.)  
Niceville, Fla.

I look forward to each and every copy of your monthly magazine not only because I am a Vietnam-era vet but because I enjoy your historical articles so much. I just finished reading "The Super" about the development of the hydrogen bomb.

While your article by Mr. Correll is excellent, in it he mentions that the Soviets tested their version of the nuclear weapon in August of 1949 and briefly speaks of the Rosenbergs and their spy ring, which compromised our secret atomic project during the war.

I would like to add a couple of resources that have no doubt been little heard of before. One is *From Major Jordan's Diaries*, by George Racey Jordan. It is the record of his experiences as the liaison officer to the Soviets for Lend-Lease at both Newark, N.J., and Great Falls, Mont., during World War II.

One of the incidents he relates is about how he was curious about American C-47 aircraft leaving Great Falls to go into Alaska where they were turned over to the Soviets on their way to Russia. The Soviets stationed armed Russians around these planes, and so Jordan proceeded to investigate by taking an American soldier with him. When he was told not to board the plane, he ordered our soldier to "shoot to kill, ... and that's an order."

Inside the plane, Jordan opened crates containing many different

things, but one crate contained information about "heavy water, uranium, and fission."

The other book is *Secret Messages*, by David Alvarez. It is about code breaking during the war by the Signal Intelligence Service (which became the National Security Agency later on). Soviet diplomatic information was intercepted in the program known as Venona and these messages identified code names for Soviet agents and, to a lesser extent, information about the Manhattan Project.

The point is that now (as told in Mr. Correll's article) we have many foreign powers including North Korea and Iran having the imminent ability to use nuclear weapons. And this, in turn, is due to the Soviet Union giving their stolen information to those nations. Thus, our supposed ally was in fact our enemy even though the public was told otherwise.

Thanks again for a great magazine!  
William D. Reid.  
Essexville, Mich.

Your article could not have been printed at a more perfect time. To explain: After the decision was made to develop atomic weapons on a large scale for military usage, the Department of Defense opened several bases for the storage and maintenance of those weapons. One of those bases

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was Bossier Base, La., located within the confines of Barksdale Air Force Base. Bossier opened in 1951 under control of the Atomic Energy Commission, later to be reassigned to the Defense Atomic Support Agency, a joint armed services agency. Due to the nature of our mission, Bossier was a very closely guarded secret—so secret that even residents of the surrounding communities were unaware of its existence. Our base was mainly manned by Air Force personnel during its 20-year lifespan. Bossier closed in 1970. A group of individuals who served at Bossier started reunions, for anyone who had served over the lifetime of the base, in the early '80s and continued through 2014. Time and age catches up to everyone, and now most of the group has aged to the point that travel is no longer possible. I am the “kid” of the group at 75. It was decided to disband and erect a memorial sign with the funds left over in our treasury. Monday, Oct. 26, 2015, saw the dedication of that sign to the memory of all who served there.

Your article fully explains the need, at that particular time, for the development of such weapons and should be read by anyone who has a historical interest in this subject matter.

MSgt. Ralph Shufeldt,  
USAF (Ret.)  
Canton, Mich.

### The Guard at Sinjar

I read your article on Sinjar with great interest, as I was the deployed director of operations for the C-130s that executed the airdrops [*“Breaking the Siege on Sinjar,”* October, p. 50]. While the article focused primarily on the CAOC aspect, our execution was critical. As guardsmen, we integrate fully into our chopped command and appear no different than our Active brethren. I’m writing because I want to ensure that our citizen soldiers receive their well-deserved accolades. The humanitarian support we lent was incredibly impressive and the highlight of my military career thus far.

Lt. Col. Robert Manning,  
Commander, 133rd OSS  
Minnesota Air National Guard

### More Than One Way to Serve

Thanks for the “Flashback: The King (Serial No. 19125741)” on Capt. (later Maj.) Clark Gable in the October issue [p. 49]. The perception that Gable “served as a gunner” appears in most biographies of him. Possibly this was abetted by the star himself, who publicly expressed a desire to be a gunner upon enlisting in 1942—overage by about 20 years—soon after the death of his wife, Carole Lombard, in an aircraft crash while returning from a war bond tour. Curious about Gable’s Air Force service—especially the idea

of a 42-year-old officer flying combat as a waist gunner—I interviewed a number of his wartime 351st Bomb Group colleagues back in 1993 for an article I subsequently published (“Clark Gable in the Eighth Air Force”) in the spring/summer 1994 issue of *Air Power History*.

Gable’s wartime comrades and other contemporary sources reveal that although Gable was a member of the 351st BG with Eighth Air Force in England, he actually was assigned to direct the making of a movie intended to serve as an intraservice inducement to recruitment of gunners for heavy bombers. A production crew—writers, cameramen, grips, etc.—assigned for that purpose accompanied him most places in the air and on the ground. At least some of the camera crew were from Gable’s peacetime employer, MGM, which took a proprietary interest in their star during his time in the service. However, Gable’s enlistment presented the publicity-conscious Air Force with an opportunity to both burnish the service’s image, as well as to bolster the morale of the thousands of young draftees being inducted in those months.

While most prominent men brought into the service for specific purposes were directly commissioned and sent through Officer Training (not Candidate) School, Lt. Gen. Henry H. Ar-

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nold had Gable take the same basic training as everyone else. Men who experienced it with him told me that his presence gave them a boost—they were all going through it together.

Deploying with the 351st BG (H) in May 1943, Gable did take his turn on the guns on five carefully selected missions, but his concentration, in the air and on the ground, was on directing the camera crew in filming those aspects of the air war that would illustrate the life of an aerial gunner. On the ground, he traveled from base to base, filming on and off duty activities, mission preparations, and the aftermath of the air war—the wounded, combat damage. He attracted crowds everywhere he went. The picture taken of him in front of the 303rd BG's famous B-17 *Delta Rebel II* at Molesworth has been reproduced in many works on Eighth Air Force. Vets who served with him or even just ran into him on a ramp told me that just Gable's appearance considerably bucked them up; if Gable could do it, so could they. As the "Flashback" notes, Gable remained in theater until the fall, when it was determined that he had more than enough footage to edit into a coherent movie. He returned to the US to fashion the dozens of reels of film under the auspices of MGM into what eventually appeared in 1944 as "Combat America."

The Air Force had long since solved the gunner recruitment problem by the time the movie was finished. William Wyler's "Memphis Belle," filmed at the same time (at the 91st BG) but released earlier, stole its thunder in any case. "Combat America" does heavily feature 351st BG members, and the group's vets regard it as "their" wartime account. It remains available online and on DVD. Besides the indelible record of the movie, Gable's act of enlisting and going through training in 1942 along with thousands of other men, at a time relatively soon after Pearl Harbor, helped to calm a population still adjusting to the realities of war.

Steven Agoratus  
Hamilton, N.J.

### CAP and the Total Force

Being a former member of CAP for 27 years, I think it is great and about time that the Air Force starts to give CAP more recognition for the work and capabilities it offers to the Total Force [*"Air Force World: Air Force Adds Civil Air Patrol to Total Force," October, p. 13*]. I served from 1981 through 2008 and was proud to serve my community, state, and country. While serving with CAP we had a saying that "CAP was the best-kept secret the Air Force had." CAP provides services to the country such as search and rescue, counternarcotics, homeland security,

the largest radio network in the country, emergency services, disaster relief, aerospace education, and the cadet program, to name a few of its missions. These services are provided at a minimal cost to the country since members are non-aid volunteers and pay annual dues to participate.

CAP has a rich history that dates back to Dec. 1, 1941, just six days before the attack on Pearl Harbor, when it was established as part of Civil Defense for the looming war threats at the time. In 1942 CAP was transferred to the US Army Air Corps to provide wartime services, from search and rescue, border patrol, transportation of war material, and towing aerial targets, and CAP also flew antisubmarine patrols off the East Coast and in the Gulf of Mexico, with two confirmed German U-boats to its credit. The anti-submarine patrols saved thousands of tons of shipping and hundreds of lives of merchant marine sailors who survived submarine attacks. As with any high-risk endeavor, CAP did suffer losses of members during the war and most of those were air crews on anti-submarine patrol.

After the war and when the Air Force became a separate service in 1947, CAP was transferred to the Air Force in 1948 by Congress as the Official Auxiliary of the United States Air Force. Ever since 1948, CAP has

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been serving the country as the fourth branch of the Air Force.

I am proud to have served as a mission pilot flying search and rescue, emergency services, counternarcotics, homeland security, Air Force low-level route missions, and cadet orientation flights. As with any unit in the Air Force, squadron members also serve in various staff positions, including unit commander. CAP offers excellent training for the senior and cadet members, including scholarships for cadets. Seniors are offered some of the best weeklong management training classes in the country, which they pay for.

I enjoyed serving in CAP even when the phone would ring at one or two o'clock in the morning needing a flight crew to launch on a mission. Being a volunteer in CAP has many benefits besides serving the country. I was privileged to experience meeting aviators from the history books, the likes of Maj. Greg "Pappy" Boyington, Ensign George Gay, Col. Paul Tibbets (with three other members of the *Enola Gay*), Capt. Joe Foss, astronaut Wally Schirra, and Robert Hanson and Tony Nastal both of whom served as crew members on the *Memphis Belle*.

I saw my first issue of *Air Force Magazine* at Maryland Wing headquarters, Fort Meade, Md., when I served

on the wing staff in the 1980s. At the time, I was also working in the defense industry and have been a member of the Air Force Association ever since. I agree with retired Lt. Col. C. J. Clemens about [encouraging CAP members to join] AFA [*"Letters: Join Us, CAP," November 2015, p. 7*]. With CAP's 70-plus years of service since Dec. 1, 1941, I am sure *Air Force Magazine* could find much historical information and many stories of service and the continuing service CAP provides for the Air Force and citizens of the United States.

Robert Breakiron  
Clermont, Fla.

#### Talk, Talk, Talk

As an officer for seven years in the Air Force, and 35 years in Air Force acquisition, I must take exception to your editorial in the October *Air Force Magazine* [*"Editorial: Better ... Stronger ... Faster," p. 4*]. From reading the article, one could not be aware that all of Air Force space is not acquired through the Air Force Materiel Command, and as much as I truly respect [Gen. Ellen M.] Pawlikowski (a former SMC commander), I must say that without strong support from both Congress and the President there will be little likelihood of major structural changes in the way DOD and the Air Force acquire their major systems.

The rest, as you noted, is just working around the margins, and all the talk of acquisition reform and better buying power initiatives is just talk.

When General Welsh says that "we are all going to have to accept some risk," it comes from the perspective of someone who has already achieved his rank. However, if you ask today's midgrade officers what they believe, they will tell you that there is no way that they are going to take risks after seeing those who have moved up the ladder be the ones who seem to believe that this is truly a "one-mistake" Air Force. Never in my 30-plus years have I seen such a lack of willingness to take responsibility for their position, but rather a need to coordinate through every possible level even the most benign efforts in the acquisition process (Staff summary sheets are a growth industry.). This does not go unnoticed by junior officers (Do as I do, not as I say.). Leadership by committee is more the norm, and it causes more schedule delay than any technical issues on major programs.

I have to say that the total lack of space-related systems does continue the perception that the Air Force considers space almost an afterthought when considering the priorities of the service's needs.

James Gill  
Manhattan Beach, Calif.



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