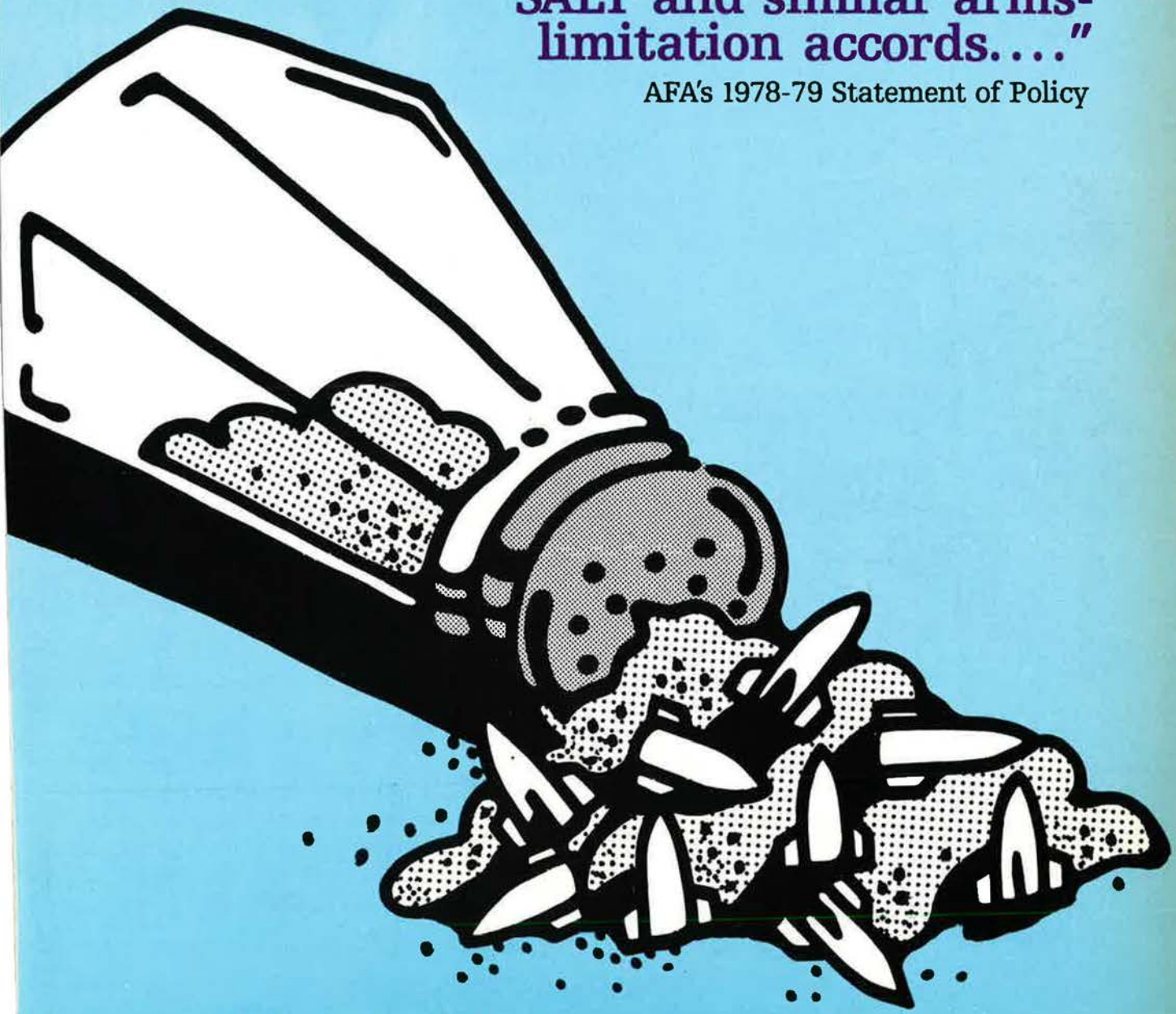
NOVEMBER 1978/$1

AIR FORCE MAGAZINE

PUBLISHED BY THE AIR FORCE ASSOCIATION

"The time is overdue for this nation to undertake a searching reappraisal of the goals it seeks from SALT and similar arms-limitation accords...."

AFA's 1978-79 Statement of Policy



A Report on AFA's 32d National Convention

so in this issue: Soviet Propaganda • The Growing Soviet Bomber Threat

We fly ramjets supersonically at high altitudes on a hillside in California.

These simulated flights take place at our modern Ramjet Test Facility where CSD is conducting advanced development of an integral rocket ramjet propulsion system for the Air Force's Advanced Strategic Air-Launched Missile (ASALM). Our team of experts, supported by United Technologies' Hamilton Standard Division and the United Technologies Research Center, is working closely with several of the country's major airframe contractors to use the powerful capabilities of ramjet propulsion to meet the requirements of the ASALM mission. Chemical Systems Division, Sunnyvale, California.

CHEMICAL SYSTEMS DIVISION

UNITED TECHNOLOGIES®

AIR FORCE MAGAZINE
PUBLISHED BY THE AIR FORCE ASSOCIATION

NOVEMBER 1978
VOLUME 61, NUMBER 11

This Month

ABOUT THE COVER

Among the subjects discussed by delegates at AFA's 32d National Convention were the critical need for a rational arms-control policy in consonance with national objectives, and USAF's requirements in people and weapons to meet the challenge of the coming decade. Convention coverage begins on page 34.

Departments

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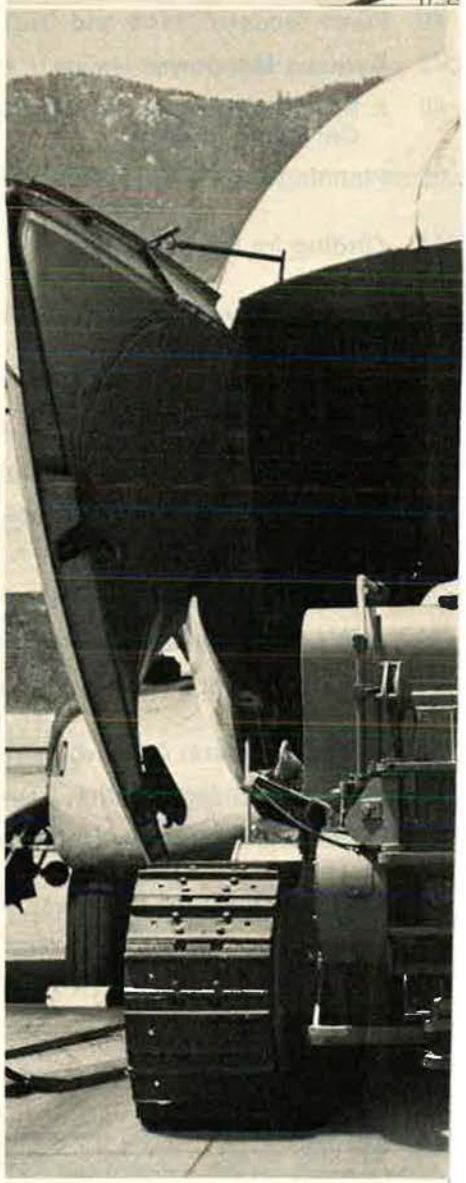
The Lockheed

C-130 Hercules



Great airlifters aren't redesigned or converted—they're born for their job.

Nothing proves that better than the way this Lockheed trio can accommodate bulky, heavy, fully assembled vehicles.

Over low-lying integral ramps, everything from jeeps to huge main battle tanks can be driven on and off. Fast. Under their own power. Straight in, straight out. And, in the case of the giant C-5, straight through—it's the only airlifter that loads and unloads at both ends.

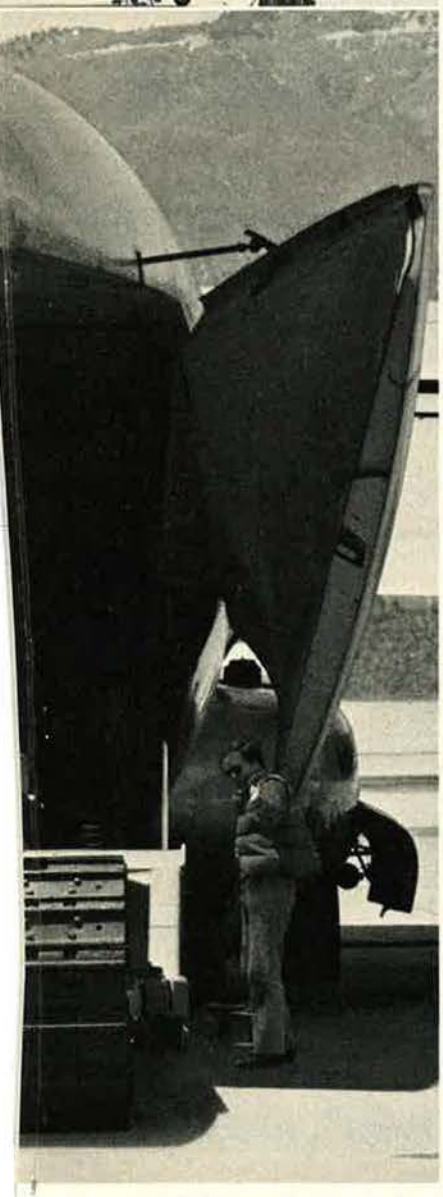
The team started long ago with the internationa workhorse, the rear-loading C-130 Hercules. Over the years, the Herc has been chosen by 43 nations to haul trucks, bulldozers and other cargo under even primitive conditions. That's because this tough, versatile airlifter can use unimproved runways as short as 3,000 feet and can land or take of on dirt, sand, gravel, or—when ski-fitted—on snow

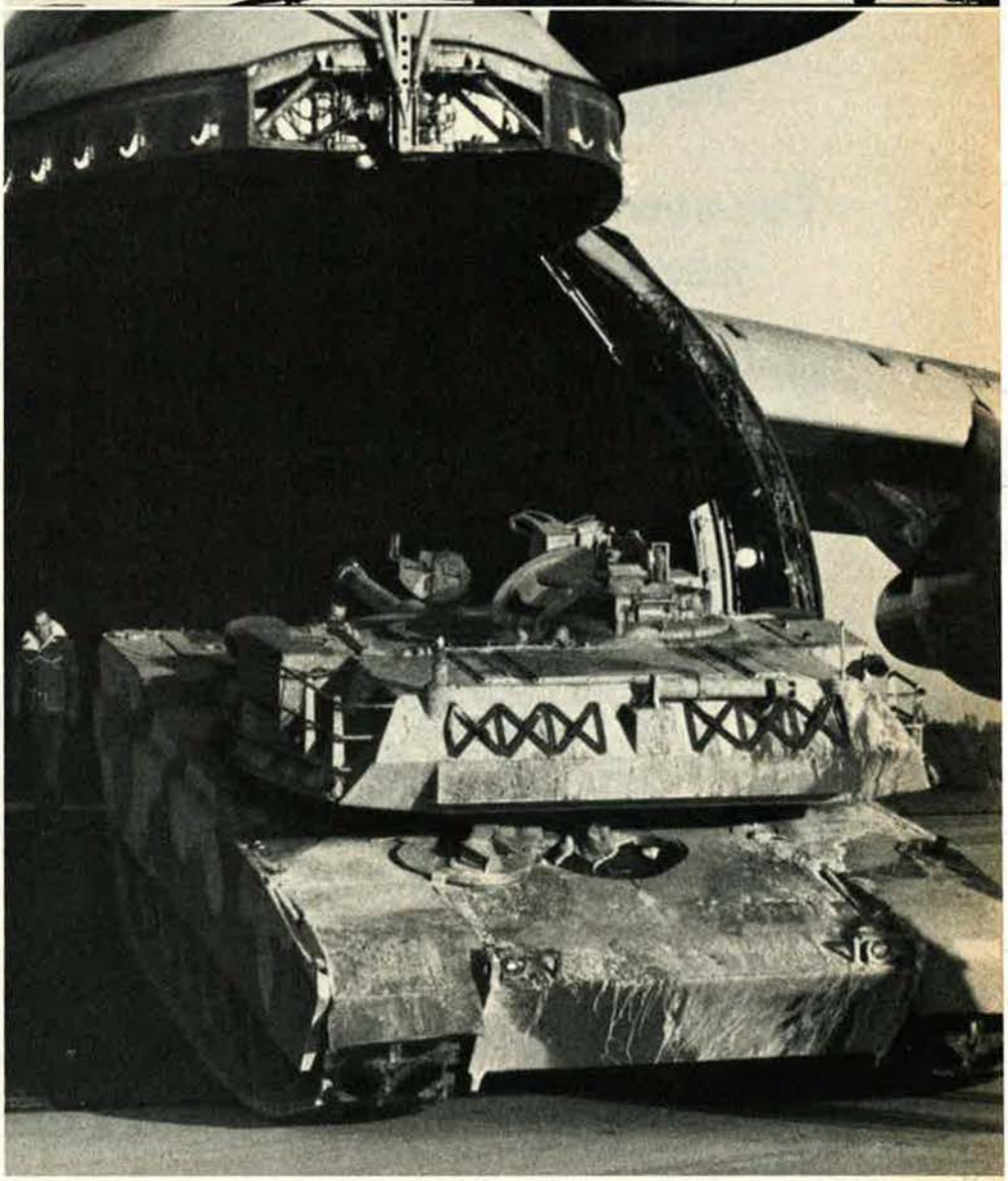
The C-141 StarLifter, with twice the capacity of Hercules, has ocean-spanning range and can carry up to 72,000 pounds of outsize cargo,

Drive-ins.

C-141 StarLifter

C-5 Galaxy





ıcluding vehicles as large as five-ton trucks.

The heavyweight is the C-5. In its 145-foot-long, 9-foot-wide cargo hold, it can pack 220,000 pounds f freight. And this drive-in can carry astonishing ›ads. Two 59-ton main battle tanks, for instance. hat's airlifting.

The Lockheed trio isn't just military, either. After st winter's crippling New England blizzards, these ighty aircraft flew 127 missions into the stricken gion. They carried personnel, supplies, and 2,500 ns of much-needed snow-clearing vehicles. The snowplows and bulldozers, of course, drove right off the planes and went instantly to work.

The drive-in airlifters. They're built on the only military airlift production line in the nation. Built to be best and fastest in cargo handling. Built by the people who know more about airlifters than anyone else.

Lockheed
Lockheed-Georgia Company

THE QUICK ONE.

The new era in high speed message communications begins with the MXT 1200 Message Terminal.

Designed to meet TEMPEST and EMI specifications, the new MXT 1200 Message Terminal combines complete message handling capabilities with a cost-effective, high speed (300 cps) matrix printer.

Used independently or as part of a total system for message preparation, storage, editing, transmission and reception, the MXT 1200 can internally provide customer interfaces to meet specific network requirements.

The MXT 1200 printer mechanism incorporates Dataproducts' unique 14-wire, dual-column print head with an expected life of over 300 million characters without maintenance. The compact ribbon cartridge is operator replaceable in seconds.

Micro-processor based, the MXT 1200 control system is flexible, reliable and easy to maintain. Self-test and unique diagnostics are built-in.

The solid-state keyboard is human factored for ease of operation. An internal solid-state buffer of 4K to 16K characters stores data being composed and edited. Auxiliary magnetic tape storage to 250K characters is also available.

For Receive Only applications, the high speed printer portion of the MXT 1200 is available as a separate module.

The new MXT 1200 Message Terminal is one of a family of field proven printers and terminals from Dataproducts New England.

It's the quick one.

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Airmail

Why Pilots Get Out

I don't often agree with General Milton's editorials; however, in his article [in the September '78 issue], "Why Pilots Get Out," he made several observations that should not go unnoticed.

To begin with, the OER rating system, from what I hear, is grossly unfair to operational personnel. I also agree with him on his comments concerning the officers' clubs. They have, at best, lost their true meaning. Following World War II, young wives with baby formulas assumed that it was their home away from home, when actually officers' clubs were implemented as a place for bachelors to entertain guests in a dignified manner.

And, last but not least, the General found a word that seemingly was mustered out with the old Air Corps, and the word is "dignity." This splendid descriptive adjective transcends all tangibles and intangibles, including fringe benefits.

My conclusive observation stemming from General Milton's article is this: The fighter pilots, along with the bomber pilots and their crews, will take all the risks if and when war comes. Surely they should have a larger slice of the pie without compromising their kindred beliefs that all young flying officers should hold dear.

James L. Brooks
Los Angeles, Calif.

I have two suggestions that may help the Air Force retain more of its first-term pilots.

First, the Air Force should make initial assignments out of UPT with maximum consideration for the graduates' preferences, in line with the abilities demonstrated by each new pilot. Pilots satisfied with their first aircraft assignment are likely to keep flying in the Air Force rather than the airlines.

Second, for those few who cannot be given their reasonable choice of aircraft due to the manning requirements of the various flying commands, the Air Force may want to consider this measure: granting such pilots a transfer to the aircraft type (transport, fighter, etc.) of their preference after completion of a satisfactory tour in their initial flying assignment. Such an incentive would induce individuals to stay with an Air Force flying career, and provide the service a valuable group of broadly experienced prospective commanders.

2d Lt. Thomas D. Jones, USAF
Fort Worth, Tex.

As a pilot who has recently separated from the Air Force, I thoroughly appreciated "Why Pilots Get Out." I especially enjoyed General Milton's keen insight into one facet of the pilot retention problem that has heretofore been overlooked or outright ignored by many observers —namely, the deplorable dress codes of our officers' clubs.

Ever since my Academy days, I have been actively seeking to (1) prohibit flight suits in the club after 1600 hours and (2) make a coat and tie mandatory for all evening dining room functions. . . .

Had our clubs been "dignified and even a little stuffy" as General Milton suggests, I might have reconsidered staying in the Air Force.

Michael J. Karaffa
Panama City, Fla.

Super Issue

I am a happy member of AFA and would like to let you know how very much I enjoy AIR FORCE Magazine. I especially enjoyed the September issue, which is just super from cover to cover!

The first thing I read each month is "Bulletin Board." Next of importance is the serious business of our forces vs. the Soviets', such as "Soviet Targeting Strategy and SALT" and "A Strategic Blueprint for the '80s." Next, I just plain love and enjoy historical articles such as "Reminiscences of an LTA Pilot," "The Private War of Gambut Three," and "Reflections on Seventy-five Years of Powered Flight."

However, I must disagree with Edwards Park on one point, and I suppose many members of the OX-5 Club will also disagree about that "Liberty-powered" Jenny! On the other hand, Park's rhetoric is truly beautiful, and I also bought his book, *Nanette*. I have never been a military pilot myself, just a civil pilot with more than 4,000 logged hours. I currently own and fly a Luscombe Model 8F, and I know what Park means when he speaks of "the same old delight."

Keep up the good work! I think AIR FORCE Magazine is most informative, and your articles currently strike a nice balance between the heritage of our past and the important current issues, with the threat they pose to our future.

Dalmer R. Ford
Warner Robins, Ga.

The 5.5% Pay Hike

President Carter has taken an apparently firm stand on the October pay increase for military and federal civilian personnel, deciding to limit this year's raise to 5.5%. Most of us in uniform are probably upset by the President's action, feeling that this is but one more example of eroding benefits, one more broken promise that we military personnel have seen in recent years. The majority of us probably applaud the move by Rep. Herbert Harris (a Virginia Democrat) to overturn the President's proposal and grant instead the 8.4% raise recommended by a presidential advisory commission.

In a sense, the President's action seems arbitrary, unfair, and discriminatory since a government survey shows that wages in the private sector went up 7.8% this past year. I, for one, however, am willing to accept the reduced pay increase *if* it will help to heal the nation's economic wounds and *if* similar curbs are applied to workers outside the federal government.

If this move by the President causes labor unions and businesses to show similar restraint, then the nation (and, therefore, each of us in the long run) will be the better for it. If voluntary restraint is not shown in the private sector, then, like it or not, President Carter should seek mandatory wage controls. That would perhaps not be politically expedient, but it's the only fair thing for him to do, having embarked on this present course by curbing federal pay hikes.

Lt. Col. Edward R. Carwise
APO New York

• *For more on Rep. Herb Harris and his views on the pay hike, see*

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DEFENSE SYSTEMS DIVISION

Airmail

"AFA Believes," on p. 97 of this issue.—THE EDITORS

CCAF's Growing Prestige

While we appreciate the publicity for the Community College of the Air Force (CCAF), I would like to point out that CCAF is already accredited by the Southern Association of Colleges and Schools' Commission on Occupational Education Institutions, and is currently in the process of transferring that accreditation to the Southern Association of Colleges and Schools' Commission on Colleges. The latter commission accredits degree-granting institutions, while the former accredits nondegree granting schools, hence the necessity to transfer accreditation after CCAF became a degree-granting college in 1977. . . .

Candidacy status with the Commission on Colleges enhances the value of the CCAF degree to Air Force enlisted men and women, and is indeed a "great step forward for CCAF," as Gen. John W. Roberts, the Air Training Command Commander, put it.

• *Colonel Kaapke's reference is to a September "Bulletin Board" item, reporting that CCAF "is a candidate for accreditation by the Southern Association of Colleges and Schools," but omitting mention of the Committee on Colleges. AFA was a leader in the fight for CCAF accreditation by the Southern Association's Commission on Colleges.*— EDITORS

Col. Lyle D. Kaapke, USAF
President, CCAF
Lackland AFB, Tex.

Unrecognized Discrimination

One of the fastest-growing problems confronting commanders today is the morale of airmen. However, one segment of the morale problem is not dealt with or barely recognized. This one segment comprises over fifty percent of the force.

Single personnel comprise the single largest (fifty-three percent) "minority" in the Air Force and as such are also the most discriminated against. We are forced to reside in dormitories that are neither comparable with the conditions in base housing nor desirable to live in. In many cases, the dormitories are substandard and unsafe (with the biggest hazard being fire).

The first step to correcting this problem would be for the Air Force to officially recognize and deal with the discrimination against single personnel. The second step would be to educate our leaders that single personnel *do* have very definable needs and that meeting these needs *is* the responsibility of commanders at all levels of command.

If we are led to believe that the Air Force is a "family," then it is the Air Force's responsibility to see that all the family's needs are met.

SSgt. Gerald R. Chaney
Lackland AFB, Tex.

Mistaken Identity

On page 95 of the September issue, the airplane shown is a Douglas O-2 type. The Thomas-Morse had a corrugated metal fuselage. They were more angular with the tunnel radiator extending forward to the prop and not as deep, and no prop spinner.

I was a buff way back then, which is why it was noticed.

Don M. Ives
Bridgeport, Conn.

• *He's right. The O-6 was essentially the O-2 done up in metal.*— THE EDITORS

Bouquet from VA

"The VA's Bountiful Benefits," in your August issue, has resulted in favorable comment at widely separated points.

All in the Veterans Administration are indebted to Ed Gates for his accurate reflection of the efforts being made by this agency to meet the needs of the nation's veteran population.

The interest shown by the Air Force Association in helping us attain this goal is heartwarming.

Dorothy L. Starbuck
Chief Benefits Director
Veterans Administration
Washington, D. C.

Calling AAFCE Crews

I would like to contact fighter pilots of the Allied Air Forces Central Europe, and naval pilots aboard aircraft carriers, for contributions for another book. Photos from Air Force and Navy aircrew members, anecdotes, flying experience with different fighter aircraft, impressions on catapult launches and recovery and during other carrier operations, and flying experiences in the crowded airspace of the Federal Republic of Germany would be most welcome.

All materials will be carefully handled and returned in good condition with an autographed copy of my latest book, *The F-4 Phantom and the United States Sixth Fleet.*

Franz-Josef Giehl
Kleingasse 1
5561 Altrich, West Germany

Chievres AB, Belgium

The curator of the historical museum of Lessines, Belgium, is writing a history of Chievres AB (A-84) from 1940 to 1960 and solicits photos, rosters, reminiscences, or other pertinent material from USAF personnel who were stationed there. He also would be grateful for donations of uniform items, flying equipment, and medals that may be displayed in the museum. Contact.

André J. E. Neve, Curator
Lessines Historical Museum
Rue Watterman, 49
Lessines, Belgium 7860

That Old Dress Uniform

South San Francisco Senior High School is making a collection of uniforms, medals, costumes, and crafts from around the world for annual exhibit at the California State Fair and the World's Fair in Los Angeles in 1980–81. Subsequently, the exhibit will be on permanent display at the school. Anyone wishing to contribute a dress uniform (officer or enlisted) or medals from any period in the history of the air arm should contact:

Dr. Ray Ferguson
South San Francisco High Schoo
400 U St.
South San Francisco, Calif. 9408

Attention, Bruntingthorpe Vets

I wonder if any of your readers will have nostalgic memories of Bruntingthorpe Airfield, Leicestershire, England? USAF units were stationed here for a time around 1960, and forty-seven houses were built for USAF personnel, and were subsequently sold as private dwellings.

The folks who now live here have worked hard for the last ten years to make a village of this settlement, and have by their own efforts cleaned up the amenity land, improved the exterior of the houses, and made beautiful gardens. . . .

Recently, the village was able to purchase for a nominal sum from

"Vought went exoatmospheric because we were prepared to go. Now, we're prepared to stay."

Jack Welch
Senior Vice President
Vought Corporation

"From what began as a region for cautious exploration, space has grown into a new frontier of vast opportunity and international importance. Today a mere two decades into the space age, accomplishments have been made that were hardly imagined a short time ago.

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"Vought contributions have helped increase both the use of space and our national dependence on it."

"Among our most significant achievements is the Scout launch vehicle. Since its first launch in 1960, the versatile Scout has been the launch vehicle for nearly 100 missions. And it holds the record for consecutive successes among all NASA launch vehicles—37 in a row.

"During its year of operation, Scout has improved its performance more than three-fold. And today, it serves NASA, the U.S. Department of Defense, a number of foreign nations and the 10-member European Space Association (ESA). It is an evolving, cost-effective system performing orbital, probe and reentry missions.

"Vought has also played a key role in the development of the Space Shuttle. We build the Orbiter's wing leading edges and nose cap of company-developed Reinforced Carbon Carbon (RCC) to shield the craft from repeated metal-melting reentry temperatures and help make possible its projected 100-mission life. A Vought-developed space radiator and flow-control system will maintain proper temperatures for Shuttle crews and equipment under all flight conditions and a Low Energy Stage Study contract with NASA may lead to the most cost-effective means of launching payloads from the orbiting Shuttle.

"Because of technological strides like these, man's ability to make practical use of space is increasing steadily. And with every advance, our nation's dependence on free access to the exoatmospheric environment grows.

"Helping to guarantee the freedom of space is a priority with Vought."

"The U.S. now relies on sophisticated orbital devices for a wide range of services, including communications, navigation, meteorology, exploration for earth-bound resources, plus military command, control, reconnaissance, surveillance and early warning. For these functions to be threatened would be dangerous indeed. And such a threat seems now to exist.

"In October of 1977, our Secretary of Defense publicly referred to this troubling situation, stating, 'Russia has an operational capability that could be used against some U.S. satellites.'

"Foreseeing this possibility as early as the days of Sputnik, Vought began investing its own funds in studies for space defense, and over the years, devised a number of concepts. Then last September, we were awarded a significant contract by the Air Force Space and Missile Systems Organization for the development and test of hardware in support of space defense technology.

"Specific results to date remain classified. But we now know that a challenge to the freedom of space can be faced technologically, and the time required to develop effective response has been substantially reduced."

Space Shuttle Radiator in the environmental test chamber.

"While working to assure the freedom of space technologically, Vought has continued to advocate meaningful treaty negotiations to prevent a space arms race."

"Despite our stake in the technology that such a situation necessitates, we hope that space never becomes an arena for arms confrontation. With so many nations now sharing the bounty of space, it would be in the best interest of all to seek enlightened, verifiable, new treaties. In the meantime, Vought is committed to providing the strong technology base the U.S. needs to counter the initiatives of any aggressor. By using the same skill and determination that helped solve the problems of going into space, we're confident of solving the problems of staying there as well."

VOUGHT an LTV company

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Blinding force. The U.S. Air Force EF-111.

To defeat an enemy, first you have to reach him—undetected. The EF-111, the world's most powerful airborne ECM system, overwhelms and blinds ground radars to incoming aircraft.

And even if multiple, hostile radars switch to a variety of frequencies, the EF-111's broad range of jamming capabilities can handle them immediately.

Adaptable—the EF-111's system is designed to convert quickly and economically to new electronic threats. Compatible—its speed and maneuverability complement any strike aircraft. And versatile—it's ready for standoff, close air support or escort missions. The EF-111 will be the most advanced electronic warfare aircraft to join the U.S. Air Force Tactical Air Command.

GRUMMAN AEROSPACE CORPORATION

Airmail

the Ministry of Defence the old standby generator house . . . and the residents have formed a working committee to turn this into a community center. . . .

If anyone who remembers this area would care to donate towards this effort, we would be delighted to acknowledge and would be prepared to record their contributions visually in the completed center. Our residents would also welcome visits from anyone visiting this country from the old USAF station. . . .

Ms June Law
3 Churchill Drive
Upper Bruntingthorpe
Lutterworth
Leics. LE17 5QX
England

Former Spitfire Pilots

I am trying to collect all the information and any photographs I can of a Spitfire IX I flew in 73 Squadron RAF.

This aircraft, Serial Number MJ 349, was accepted by the RAF on November 23, 1943, and shipped to Casablanca for Middle East service on December 24, 1943. It was taken in charge by the Mediterranean Allied Air Force January 31, 1944. The plane was then transferred to the USAAF on February 29, 1944, and then returned to MAAF on May 31 of that year.

If any readers remember this aircraft when it was with the USAAF from February 29 to May 31, 1944, I'd be grateful if they would write me.

Gowon Nettleton
12 Willow Grove
Welwyn Garden City
Herts, England

B-57 Canberra Research

Maybe readers of AIR FORCE Magazine could assist me in some research for an article/book on the B-57 Canberra. I am looking for any pictures, slides, unit patches, etc., dealing with all models. Would appreciate assistance from fellow readers.

TSgt. Kirk W. Minert
7794 Merito Ave.
San Bernardino, Calif. 92410

1st Shoran Beacon Sqdn.

I am trying to locate former or present members of the Air Force who served with the 1st Shoran Beacon Squadron. If any readers were members, I would greatly appreciate it if they would get in touch with me.

Bruno Ferretti, Jr.
ITT Avionics
100 Kingsland Rd.
Clifton, N. J. 07014

318th Fighter Group Assn.

The 318th Fighter Group Association is seeking former members of the 19th and 73d Fighter Squadrons, and the 6th and 548th Night Fighter Squadrons, all part of the 318th Fighter Group, Seventh Army Air Force. If you served during World War II in one of these squadrons, please contact:

318th Fighter Group Association
c/o Thomas E. Foote
166 Harvard Ave.
Tacoma, Wash. 98466

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In Focus...

BY EDGAR ULSAMER, SENIOR EDITOR

Washington, D. C., Oct. 6

Ominous Soviet ICBM Testing

Recent Soviet test firings of the SS-18 ICBM, the world's largest ballistic missile, exhibited alarming features that cause serious US concern about the Soviet commitment to détente and to strategic arms limitation. In the first instance, the Soviets resumed encrypting telemetry data from their ICBM reentry vehicles. There had been a few isolated instances of encrypting information of this type several years ago, but they were halted when the US protested.

The mutual understanding that either side lets the other "listen in" on its ballistic-missile test flights is an integral element of SALT under the stipulation that neither side shall interfere with the other's "national means of verification." US gauging of Soviet missile accuracy —and, conversely, Soviet calibration of US ICBM and SLBM performance —depends mainly on this legitimized form of eavesdropping. Why the Soviets would risk jeopardizing SALT II at this critical juncture puzzles US analysts. It also is puzzling that information of such grievous consequence has not been made public.

The other aspect of recent Soviet test flights causing deep concern in Washington involves the use of new, smaller reentry vehicles estimated to be designed for warheads with yields of about 200 kilotons and 400 kilotons. The fact that the Soviets tested new, smaller RVs in overland flights at this time could be of critical importance to SALT II. As previously reported in this space, the US is pressing the Soviet Union to agree to so-called fractionation limits covering both Soviet and US ICBMs and SLBMs.

The US objective is to prevent the Soviets from translating their vast lead in ballistic missile throw-weight into an even more destabilizing, vast numerical lead in warheads. The US proposal is to freeze the number of MIRVs of every ballistic missile type at the highest number tested to date. Such a freeze would be of critical importance to the proposed multiple aim point (MAP) basing mode of US ICBMs, designed to assure the survivability of these weapons against Soviet increases in accuracy. But MAP systems can be frustrated if the attacker deploys against them a number of warheads several times greater than what the system is designed for.

The SS-18, with a throw-weight at least seven times greater than Minuteman III's, is ideally suited for carrying large numbers of warheads. But to date, no more than ten RVs, sized for warheads in the one- to two-megaton range, have been flight-tested. The new, smaller RVs observed would enable the Soviets to carry a far larger number of warheads on each SS-18. These tests might also enable the Soviets to agree to fractionation limits at SALT, yet provide them with the ability to deploy a far greater number of MIRVs per missile, if and when such a "break-out" becomes desirable.

USAF in Space

The Air Force soon will have to make some critical decisions concerning its role in space and thus about the nature and scope of its mission in the next century. The key factor making these decisions a matter of considerable urgency is NASA's Space Shuttle, slated to achieve full operational status within the next few years.

From the military point of view, there are two ways of looking at the Space Shuttle, which has been designated the US government's main civilian as well as military space launch system. One school of thought refers derisively to the Shuttle as NASA's scientific hobby-shop operation. Such an assessment is probably unfair and incorrect. Others, with stark pragmatism, see the Space Shuttle as preempting the Air Force in what has been its more or less unchallenged dominion, the launching of all Defense Department, Central Intelligence Agency, and foreign military payloads sponsored by the US.

If the Shuttle remains under NASA management—a distinct possibility since the Air Force and the Defense Department so far have been chary of allocating funds to the Shuttle beyond certain mission-peculiar investments—USAF's predominance in space is likely to evaporate. Such a condition also would hinder manned military operations in space. Responsibility for aero-*space* power will be diffused, with not only the Navy and the CIA but most likely also the US Army carving their own niches in space. No doubt, such a development would spell the end of the Department of the Air Force's stewardship over the National Reconnaissance Office and other aerospace intelligence operations of what is euphemistically termed the "Dark Air Force."

USAF's past record in battling CIA for the space intelligence mission is not good. In the early 1960s, the Air Force's spirited campaign for full operational responsibility over the nation's space intelligence program failed because of the superior political clout of the then CIA Director, John McCone.

It is tempting and, in the view of many competent planners and analysts, realistic to compare present Air Force reservations concerning a full-blown space commitment and resistance to bringing USAF into the missile age more than a quarter of a century ago. The view of some ranking Air Force leaders at the time—now cited as a classic case of technological myopia—was that the ballistic missile is a glorified cannon, not worthy of Air Force concern, and that it should be operated by the Army.

Today a good case can be made for the proposition that, over the next ten, twenty, or thirty years, space unavoidably will assume major if not primary importance for strategic deterrence. Increasing numbers of influential defense planners in both the executive and legislative branches of government are persuaded that the blissful state of invulnerability, claimed traditionally for the Navy's fleet ballistic submarines as their birthright, eventually will be scuttled by new technologies. There is solid technological ground for predicting that late in this century, or early in the next, space-borne deterrence will be capable of supplanting today's SLBM-firing

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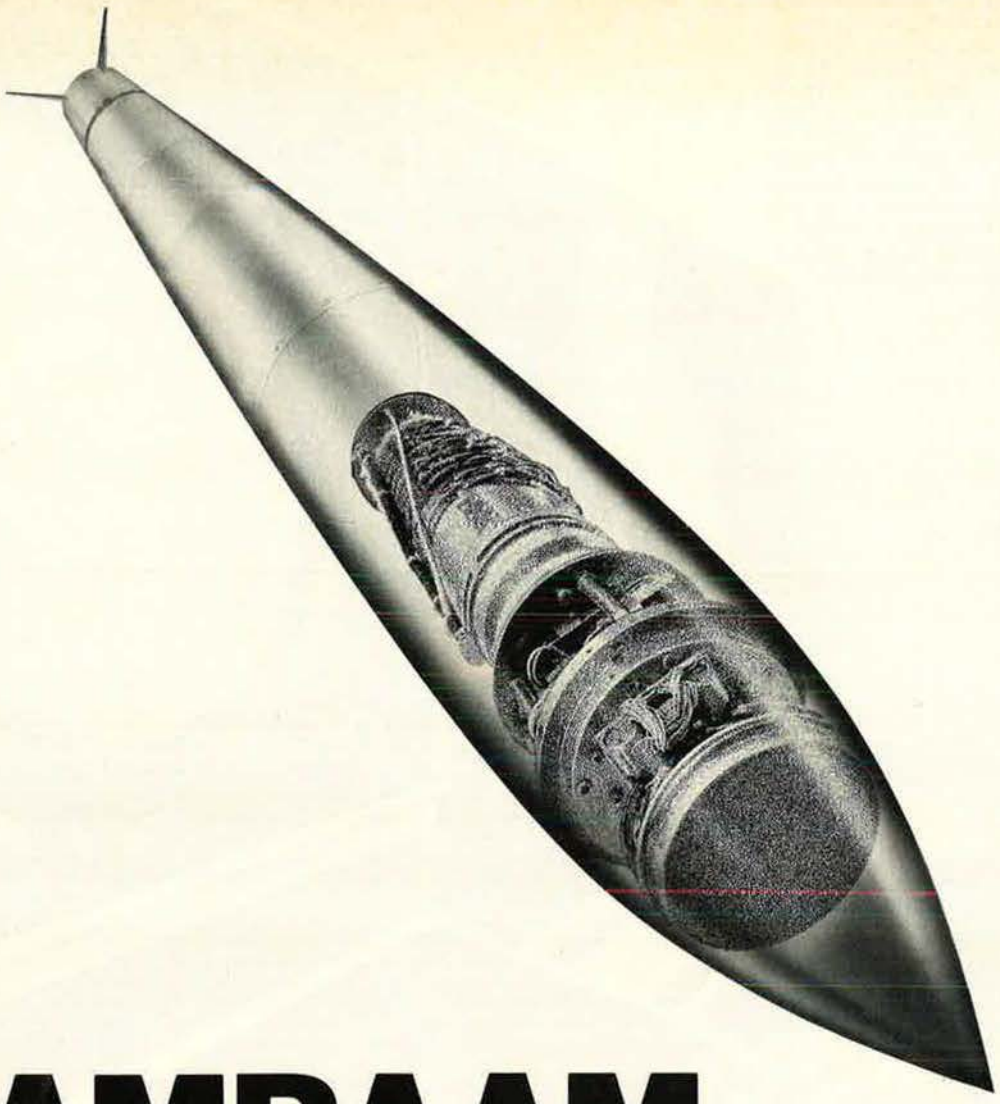

AMRAAM

Comfortably nestled in the nose of Northrop's distinctive body-lift, tail-control missile is an advanced active radar guidance subsystem that provides look-down, shoot-down, all-aspect guidance in severe clutter, weather, and ECM environments.

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Flight test seeker hardware, configured for the AMRAAM program, is currently in system test. This unique Motorola concept was successfully proven in 1973 and 1975 flight tests conducted with agencies of the U.S. government.

Motorola is teamed with Northrop for this joint U.S. Air Force/Navy program to select a contractor for AMRAAM. Northrop/Motorola team: advanced tactical aircraft total weapon system integration, active seeker technology, precision inertial guidance and control. And designed to cut the cost of current radar guided missiles by half.

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submarines in the assured destruction role.

Disciples of an expanded Air Force role in space also posit that military technology is moving inexorably and rapidly toward new dimensions that make US "space power" as essential for strategic equivalence as airpower has been in the past.

The notion of confining future nuclear exchanges to deep space is probably as specious as assertions that an all-seabased deterrent would shield US land areas from nuclear weapons by drawing off the enemy's fire. Still, the attractiveness in public-relations terms of transmuting nuclear holocaust to cosmic shootouts without people on earth getting hurt can be expected to provide important political support for an eventual transition to space-based deterrence. Current prohibitions of space warfare no doubt would be brushed aside by the perception that mankind's salvation lies in driving nuclear war deeply into space.

Hypotheses of the foregoing type are not being embraced with universal eagerness by the Air Force and the Pentagon. But there is solid consensus about the great and growing importance of space to USAF's crucial C³I (command control, communications, and intelligence) mission. This unanimity extends also to the related Air Force requirement of providing these vital space assets with an adequate defense capability.

Lastly, and possibly most persuasive to some Air Staff holdouts, is the recognition that a transfer of some if not most of the Shuttle operations from NASA to the Air Force would entail also a transfer of corresponding portions of the budget. It would seem that the Air Force cannot afford to withdraw from the high ground of space.

An Unusual ACDA Study

Late this summer, the Arms Control and Disarmament Agency (ACDA) published an unusual paper entitled "US and Soviet Strategic Capability Through the Mid-1980s: A Comparative Analysis." Scattering considerable publicity—along with even more confusion—in its wake, the ACDA report came across as a collective, government-wide effort, even though that agency did not coordinate its work with the Defense Department and the Joint Chiefs of Staff.

To say that the ACDA analysis views the strategic balance of today and where it is headed through rose-colored glasses is putting it mildly. To wit, ACDA asserts categorically—and without the bother of proof—that the "US is ahead of the Soviet Union today in target destruction capability" and then, warming to the subject, shifts into rhetorical overdrive with the pronouncement that "US retaliatory capability after a first strike in the mid-1980s exceeds the current retaliatory capability."

Wisely, the ACDA analysis in general keeps the case for its ebullient optimism out of sight and reach of the reader. But there are exceptions. One learns, for instance, that ACDA's analysts credit *all* warheads with the same lethality and count a forty-kiloton weapon delivered with limited accuracy by US SLBMs in the same way as a high-accuracy, one-megaton-plus warhead of the new Soviet SS-18 or SS-19 ICBMs. The vastly greater hardening and greater number of hard targets of the Soviet Union, compared to the US, are disregarded completely. US strategic bombers are measured in a fully generated mode, a rather dicey scenario in light of past crisis experience.

The 400 or so Soviet Backfire bombers the CIA expects to be in the Soviet inventory in the next decade rated no mention in the ACDA analysis, and neither did Soviet air defense, civil defense, ICBM reload capability, and the widening ballistic missile throw-weight lead. Predictably, the ACDA paper deals only with "assured-destruction" criteria and scenarios and thus disregards fundamental aspects of deterrence, at least so far as the Soviet Union is concerned. As Representative Wilson put it in behalf of the HASC Special Panel: ". . . the [ACDA] analysis itself has no correlation with the reality of the present and emerging US-Soviet strategic balance. . . ."

Congress vs. State Department

The Chairman of the Special Panel on SALT II and the Comprehensive Test Ban Treaty (CTBT) of the House Armed Services Committee, Rep. Charles H. Wilson (D-Calif.), has accused the State Department and other agencies of the executive branch of attempting "to manage the content of congressional hearings."

In a formal, scathing letter to Secretary of State Cyrus Vance, a copy of which went to Paul Warnke, Director of the Arms Control and Disarmament Agency, Mr. Wilson asserted that the principal State Department witness, Director of Politico-Military Affairs Leslie H. Gelb, at the panel's hearings in mid-August failed to provide written answers to a series of "important questions" concerning the Administration's position on the cessation of nuclear testing.

The HASC panel also found cause for concern because of "obvious efforts by Mr. John Marcum of the National Security Council to influence the testimony of government witnesses prior to the hearings."

The panel chairman bluntly warned the Administration officials that "I would consider it a very serious matter if I were to learn that any witness before the panel has been threatened because of his past or future testimony or if I were to find any attempt to impede or obstruct the panel's inquiry. Such actions are prohibited by Section 1505 of Title 18 [of the] United States Code."

The California Democrat asserted further that excessive "coordination" of transcript editing, "excessive classification of matters well known to the Soviets for political reasons rather than for national security, and 'coordination' of the answers to be supplied for the record by government witnesses amount to censorship of the panel's hearings. These actions and the apparent 'stonewalling' by officials of the State Department and the ACDA are delaying the panel's work. Such actions also tend to indicate an unfortunate and almost paranoid fear that the CTB will self-destruct if the details become known to" the American people.

As of this writing, the panel has received neither a reply to its chairman's letter nor the requested written testimony.

SALT News

The United States, in a last-minute surprise move, introduced a request at the SALT II negotiations to prohibit testing and deploy-

InFocus...

ment of SLBMs capable of flying depressed trajectories. The reason for raising the issue at a time when the White House claims that the negotiations are in their final state is puzzling.

The Administration's position is that the topic was brought up at the suggestion of Rep. Bob Carr (D-Mich.) and Rep. Thomas Downey (D-N. Y.) and represents an idea whose time has come. As one authoritative official told this column, there is no intent to treat the issue as a make-or-break treaty feature but rather as a means for discouraging development of the capability at a time when neither side has yet test-flown depressed-trajectory SLBMs. The advantage of this technology, which has been postulated as a threat to the US bomber force for many years, is that such trajectories would cut the flight time of Soviet SLBMs fired from subs lying offshore by about three minutes (from an average of about eight minutes for conventional trajectories) and thus reduce the bomber force's survivability.

The Soviets, however, have tested ICBMs with depressed-trajectory characteristics as part of their FOBS (Fractional Orbital Bombardment System) and, due to the ability to test such systems over their vast inland test ranges, probably could develop such a capability in secret.

The same authoritative official disclosed also that the US SALT negotiators have made it clear that this country reserves the right—"whether the Soviets like it or not"—to develop and deploy a survivable multiple aim point (MAP) ICBM any time after the expiration of the SALT II protocol period. The government spokesman acknowledged also that the Soviet negotiators are "interested" in discussing concessions concerning the number of MIRVs permitted on each side's ballistic missiles and the number of air-launched cruise missiles (ALCM) that can be carried by large launching aircraft.

Moscow reportedly has dropped insistence on a 2,500-km range limit for ALCMs and agreed to raise the limit of ALCMs to thirty-five per carrier, thus paving the way to a rapid conclusion of SALT II.

Washington Observations

• A high-level White House review of national defense plans and spending on September 29, 1978—contrary to congressional expectations—failed to yield a decision on the development of a new ICBM, possibly in concert with a new SLBM, as well as on its deployment in a survivable basing mode. Instead, the meeting, attended by ranking representatives of the Defense Department, the National Security Council, and the Office of Management and Budget, among others, agreed to defer both decisions until a clearer picture of SALT II and its effects has developed.

• Press reports about the recent apprehension and pending trial of a former CIA employee alleged to have sold all or parts of an operations manual for a US spy satellite to Soviet secret agents grossly understate the significance underlying the purported action. The satellite system involved is not, as reported, the so-called "Big Bird"—a spacecraft that employs conventional technologies well understood by the Soviets—but a completely new, dramatically more competent system employing revolutionary sensor and data transmission technologies. At this writing, US investigators lack a clear picture of which portions of the purloined document were turned over to the Soviets.

For good and valid reasons, the highest levels of the Administration instructed the Attorney General to prosecute the putative traitor to the fullest extent possible to deter recurrence of high treason. There is a catch, however. The manual provides only clues but no definitive information about the supersecret technologies of the satellite. The government's case, obviously, would be enhanced if the significance of the material allegedly sold to the Soviets could be presented to the court. On the other hand, such action might help the Soviets exploit more fully the material now thought to be in their hands.

• Several key officials of the Office of Science and Technology Policy and the National Security Council reportedly have become strong advocates of basing the Air Force's proposed new ICBM in an airmobile mode. Further support for this approach comes from a group of defense advisors known as the "Jasons." The Air Force, years ago, explored the potential of airmobile ICBMs, but found this technique economically unacceptable, lacking in survivability, and afflicted by operational drawbacks. The reopening of this approach, curious at this time, could delay indefinitely a decision on the crucially important ICBM modernization program.

• One of the hush-hush aspects of the 1973 Yom Kippur War was the Israeli discovery of strange hypodermic injection equipment carried by dead and captured Egyptian soldiers. It took considerable time for specialized US defense contractors to find out the injection substance was an antidote to a wide range of nerve gases used by the Soviet armed forces. It would be difficult to overstate the importance of this discovery.

• The National Security Council has undergone an important but little-noticed reorganization. Following the return of Professor Samuel P. Huntington to Harvard University this summer, major elements of his Security Planning office as well as of the Security Analysis division were transferred to a new NSC body in charge of all strategic planning and assessments. More than mere bureaucratic card-shuffling is involved.

The head of the new strategic planning unit, Fritz W. Ermarth, is a former CIA and Rand Corp. analyst with outstanding credentials and is known to hold clear and unemotional views concerning the Soviet threat. This cannot be said for Victor Utgoff, the official whose domain was curtailed by the reorganization. Mr. Utgoff, a budget specialist with close professional ties to the Navy, has asserted publicly that US military superiority is an open invitation to the practice of brinkmanship.

Under the new arrangement, Mr. Utgoff will be confined to critiques of Defense Department budgetary planning. Whether or not such a curtailed role will remain palatable to the highly ambitious former college professor is a moot point. It is safe to say, however, that in general the Pentagon civilian and military hierarchy applauds Dr. Brzezinski's decision to elevate Ermarth at the expense of the mercurial Utgoff.

Mr. Utgoff is known as an implacable opponent of land-based ICBMs and as a staunch supporter of sea-based strategic deterrence, augmented by air-launched cruise missiles. ■

Sperry Update 5

A timely report of Sperry Flight Systems activities in the airline, defense, space and general aviation markets.

Sperry establishes new PQM-102B mod center.

Sperry Flight Systems is expanding its role as prime contractor for the U.S. Air Force PQM-102 airborne target program to include initial modification of F-102 fighters under a new $15 million contract.

Sperry has set up a modification center near Phoenix to convert the Delta Daggers for unmanned flight. Airframe modification for the PQM-102A program, begun in 1974, had previously been done by a subcontractor.

Sperry has provided ground and in-flight remote control electronics hardware, personnel to control the unmanned aircraft from takeoff to landing, and exercised overall program management of the conversion and flight operations.

The new Air Force contract covers an initial quantity of 66 lower-cost PQM-102 droned aircraft, with options for a total of 145 through November 1981. Sperry has delivered 68 PQM-102A target drones. First PQM-102B delivery to the Air Force is scheduled for November 1978.

While retaining the same functional performance of the PQM-102A, the PQM-102B will be produced at lower cost through redesigned and simplified equipment and modification procedures.

Like the PQM-102A, the "B" will be used as a high-speed maneuvering target for air-to-air and ground-to-air missile development and testing. The PQM-102B will also be

a target for operational training of Air Force squadron aircrews.

Capable of up to 8G maneuvers and operation through the full performance range of the manned F-102, the PQM-102 is a realistic afterburning target, unlike the subscale drones with limited maneuvering capability formerly used by the Air Force as standard targets.

Sperry asked to develop KC-10A refueling boom.

Sperry Flight Systems will build an advanced digital fly-by-wire refueling boom control system for the Air Force KC-10A.

A letter contract from McDonnell Douglas Corporation, Long Beach, California, calls for Sperry to design, develop and flight test production configuration equipment with options for production equipment based on Air Force orders for the KC-10A. McDonnell Douglas is KC-10A prime contractor.

The digital fly-by-wire flight control system will allow the refueling boom operator to "fly" the boom into optimum position with the receiving aircraft. An automatic load alleviation feature will minimize forces acting upon the boom during fuel transfer maneuvers.

The KC-10A boom control system will be based on technology proven with a prototype Sperry digital system during almost 1,400 in-flight refueling hookups between an Air Force KC-135 and a variety of aircraft.

High Gain Antenna System developed by Sperry.

A High Gain Antenna System (HGAS) for data transfer between NASA's Solar Maximum Mission (SMM) spacecraft and the Tracking and Data Relay Satellite System (TDRSS) will be built by Sperry.

Delivery of the first HGAS to Goddard Space Flight Center is set for October 1978, 12 months before scheduled launch of the SMM spacecraft, first of NASA's Multi Mission Spacecraft (MMS).

The HGAS is the first deployable antenna system for NASA's MMS series. It features improved life, reliability and accuracy through the use of redundant direct drive motors, resolvers, and electronics for controlling the two-axis gimbals which point the S-band antenna at the TDRS spacecraft.

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Aerospace World News, Views & Comments

By William P. Schlitz, ASSISTANT MANAGING EDITOR

Washington, D. C., Oct. 4

★ In an unprecedented move, DoD and the NATO nations have agreed to develop equipment so that the Alliance countries can make use of the Navstar Global Positioning System, a satellite-based navigation network.

Partners to the pact are the US, Canada, Denmark, France, the Netherlands, Norway, Italy, Germany, Belgium, and the UK and Northern Ireland.

Receiver equipment is to range from a single channel back-pack unit for infantry use to four-channel, high-dynamic receivers aboard high-performance aircraft.

Navstar, under development by USAF's Space and Missile Systems Organization in Los Angeles, Calif., will make possible highly accurate position determination within ten meters (32.8 feet), velocity within a fraction of a mile per hour, and time within a millionth of a second.

Navstar is to be fully operational by the mid-1980s, with a twenty-four-satellite system that will allow position plotting anywhere in the world, in any weather, and without revealing user presence.

Two satellites are already in orbit and under test; two others are to be launched by year's end.

The joint effort is expected to lead to higher standardization and interoperability throughout NATO forces.

Several NATO representatives are already present at SAMSO's Navstar program office, and active NATO participation is to begin early next year during full-scale development of the system.

★ The US's newest strike fighter—the Navy and Marine Corps F-18 Hornet—was rolled out at the McDonnell Douglas Corp. facility in St. Louis, Mo., in September.

A flight-test program is planned for the aircraft in St. Louis and at the Navy test center in Patuxent River, Md.

According to the Navy, the Hornet will replace two aircraft now in the inventory: the F-4 Phantom and the A-7 Corsair. "This one aircraft will do each job significantly better than the aircraft it replaces," a Navy spokesman said.

The Hornet will have a top speed just under twice the speed of sound and will be armed with radar-guided

A laser-guided Maverick—the latest version of Hughes Aircraft Co.'s air-to-surface missile—an instant before direct hit on a tank. In a recent series of test launches, the weapon exceeded the reliability record set by earlier Mavericks.

and heat-seeking missiles, as well as a 20-mm cannon with 540 rounds of ammunition.

Parts for the F-18 are being built in forty-six of the fifty states. Major subcontractors include GE (engines), Northrop (major fuselage segments), and Hughes Aircraft (radars).

The Navy plans to purchase 811 Hornets.

★ Within three years, the US Army and Marine Corps will be equipped to quickly pinpoint and destroy such enemy weapons as mortars, short-range artillery, and rocket launchers.

Under a three-year, $166 million contract, Hughes Aircraft Co. is to supply eighty-four "Firefinder" radar tracking systems to the Army and twenty-two to USMC.

Firefinder—designated AN/TPQ-36—is designed to be deployed a few miles behind a battle area. Essentially, the system's radar backtracks an incoming projectile's trajectory to its source and, within seconds, automatically relays the enemy weapon's position to friendly counterfire units. Firefinder can simultaneously track projectiles from multiple sources, using new clutter-rejection equipment to filter out ground interference, enemy jamming, and adverse weather conditions.

In addition to the three AN/TPQ-36 systems to be deployed with each Army and Marine division will be two larger and more powerful AN/TPQ-37 systems—already in production—designed to contend with enemy long-range artillery.

Army and USMC have options for fourth- and fifth-year production of a further eighty-two AN/TPQ-36s.

★ Following USAF's mid-year decision to "stretch" its C-141 StarLifter fleet of 271 aircraft (*see August '78 issue, p. 17*), the RAF plans to follow suit with thirty of its C-130K Hercules transports.

The work, also to be conducted at the Lockheed-Georgia facility at Marietta, Ga., will mean an increase of thirty-seven percent in each plane's capacity, or the equivalent of ten new aircraft.

The "Super Hercules" renovation is to begin this fall and will be completed in about four years.

The first Super Herk will be used for paradrop demonstrations, with capability increasing from sixty-four to ninety-two troopers and their equipment.

On the Occasion of NASA's Twentieth Anniversary

This year, the nation celebrates two technological milestones: the twentieth anniversary of the National Aeronautics and Space Administration in October, and, in December, the seventy-fifth year of powered flight.

The two events invite comparison.

The Wright brothers' earlier flights went largely unheralded, and were true seat-of-the-pants operations. The inspired tinkerers from Dayton had little in the way of resources. And while the Wrights couldn't have foreseen the ramifications of their achievement, their immediate goals were clearly defined: To make their machine fly—and then to improve upon it.

On the other hand, NASA, successor to the National Advisory Committee for Aeronautics (NACA), was born in the full consciousness of the nation, and had at its disposal a mighty base of industry and technology. And while the space agency's goals were rather vague in the early days, they were the stuff that dreams are made of, transforming into actuality what up to then resided in the realm of science-fiction.

Powered flight—in its seventy-five years—has attained a plateau of sorts. While the aircraft to come may be swifter, bigger, safer, and more economical, the parameters of powered flight have essentially been established.

A descendent of that technology has been the space age. When NASA was mandated on October 1, 1958, no one alive could have predicted the strides that would be taken in the two decades to come: the lunar landings and other manned spaceflight; the miracles of worldwide satellite communications, navigation, and weather observation; the miniaturization of hardware and its fallout in civilian applications to make life better for us all, to name just a few.

The first twenty years of NASA's existence have provided a catalog of accomplishment that has spawned challenges, not diminished them. Thus, the future in space poses great problems, while holding forth great promise for solutions as yet unseen.

★ Currently under test are two experimental aircraft engines that promise major reductions in noise and air pollution and improved fuel economy.

While technology advances from the program are being directed toward engines for future short-haul, commuter-type jetliners of 300- to 500-mile (450 to 800 km) range, the technology can also be applied to engines in the 40,000-pound thrust class—twice as powerful—that power the biggest planes in the US's commercial fleet, NASA technicians believe.

The 20,000-pound-thrust test engines—one each being tested by NASA and GE—are running eight to twelve decibels (dB) quieter than the quietest engine, the CF6, which powers the DC-10 and 747 airliners.

A mockup of the new Sikorsky SH-60B antisubmarine warfare helicopter during recently completed shipboard compatibility trials. Joining the fleet in the mid-'80s, the SH-60B will operate from Navy frigates and destroyers.

Aerospace World

This is some sixteen decibels below current FAA noise standards and nine below the more stringent levels due to take effect in the 1980s. As a point of reference, a twenty dB reduction would represent the noise-level difference between a busy freeway and a quiet residential street.

Engineers have pegged reductions in engine carbon monoxide emissions by more than eighty percent, and a cut in unburned hydrocarbons by about ninety-seven percent. These are the two worst engine-discharge air contaminants.

The expected fuel savings of about ten percent is derived from using lightweight composite engine components.

★ DoD has implemented "a more intensive" program to collar military deserters and absentees, following word from the FBI that it will "no longer routinely apprehend" AWOLs and deserters "unless they are involved in more serious crimes." The FBI cited stretched manpower and other resources and more pressing priorities for its decision.

Under DoD's new program, prepared by the Department of the Army in conjunction with the other services, "an increased active liaison and coordination" will be maintained with civilian law-enforcement agencies to encourage more positive participation in the apprehension program. Playing a key role in this will be the Defense Investigative Service, an agency that performs background checks for security clearances and—when directed—goes after crooked contractors and the like.

Part of the plan calls for increasing the reimbursement, up to now $15 for the apprehension and $25 for the apprehension and delivery of deserters and AWOLs. Federal authorities remain ineligible for reimbursements.

The military departments will continue, however, to have access to the FBI National Crime Information Center and the FBI Identification

CAP Cadet Exchange Program in Financial Jeopardy

The Civil Air Patrol—USAF's volunteer auxiliary—has become famed through the years for its truly humanitarian efforts: in aerial searches for lost aircraft, for its assistance during natural disasters, and in the use of its communications net during emergencies.

Less publicized are CAP programs to educate the general public toward greater support of aerospace power, and the role it plays in motivating the nation's quality youth toward citizenship and interest in aviation.

Although no federal funds are provided for CAP, reimbursements are made for fuel and communications expenses incurred during official Air Force-directed missions. (Some help may be on the way, however. AFA is strongly backing legislation that would ease the burden in terms of funds for uniforms and certain operational expenses.)

Mostly, though, CAP depends on dues paid by its members and on voluntary contributions for its operating funds.

Because of raging inflation, one important educational program in which CAP participates is facing a shaky future. As a member of the International Air Cadet Exchange Association, CAP welcomes hundreds of foreign youths on visits to the US each year. In turn, an equal number of its cadets are received in host countries abroad. These cadets, ages seventeen to twenty-one, are selected on the basis of a common interest in aviation, outstanding character and academic achievement, and leadership, thus reflecting the highest standards of our nation's youth.

In this exchange, all expenses are assumed by the host country; in the US, the Air Force pays transportation costs, while CAP is responsible for lodging, feeding, and entertaining the foreign guests. It is here that CAP is feeling the pinch and believes that outside assistance is now required for it to continue its present level of participation in this very worthwhile program. Tax-deductible contributions may be sent to: Hq. CAP-USAF (IACE), Maxwell AFB, Ala. 36112.

Intelligence Briefing...A Roundup

In last month's issue (p. 22), we reported on the "neutron bomb impasse" brought about by Carter Administration attempts to secure Soviet "restraints" in weapon developments and deployment. (That the US has failed to deploy the enhanced radiation/reduced blast weapon in Western Europe is to a considerable degree the result of a Soviet propaganda campaign against it. For a report on Soviet overseas propaganda efforts against the US, see p. 88.)

One "restraint" recommended by Administration officials would be for the Soviet Union to remove all offensive chemical warfare weapons from Warsaw Pact forces—a highly unlikely step at the least, since the USSR leads the world in such weapons' development.

According to *Foreign Report*, published by London's *Economist:*

- Western defense analysts monitoring Soviet preparations for chemical warfare are astonished that no Western leader made what to them was the most obvious response to the ambitious (and effective) Soviet-backed propaganda campaign against the neutron bomb. The neutron bomb was assailed as the "perfect capitalist weapon" and "the bomb that destroys people, not buildings." But no one commented on the fact that the Russians have continued and accelerated their production of chemical agents that fit those descriptions far better, and are far more horrifying in their effects. [A] characteristic of chemical weapons is that they attack people.

A recent American Defense Department study referred to the Soviet preparations to wage chemical warfare as "awesome." Chemical warfare units are attached to every Soviet military command from the level of army corps down to that of regiment. According to Defense Department sources, there are between 70,000 and 100,000 chemical warfare officers and men on full-time duty in the Soviet army.

The Soviet armed forces are organized to survive in a toxic environment. All modern Soviet tanks and armored vehicles are equipped with air filters to provide protection against chemical or biological contamination. . . . These apparently defensive measures by the Russians can only be interpreted . . . as an effort to prepare the Soviet army to use chemical agents on the battlefield . . .

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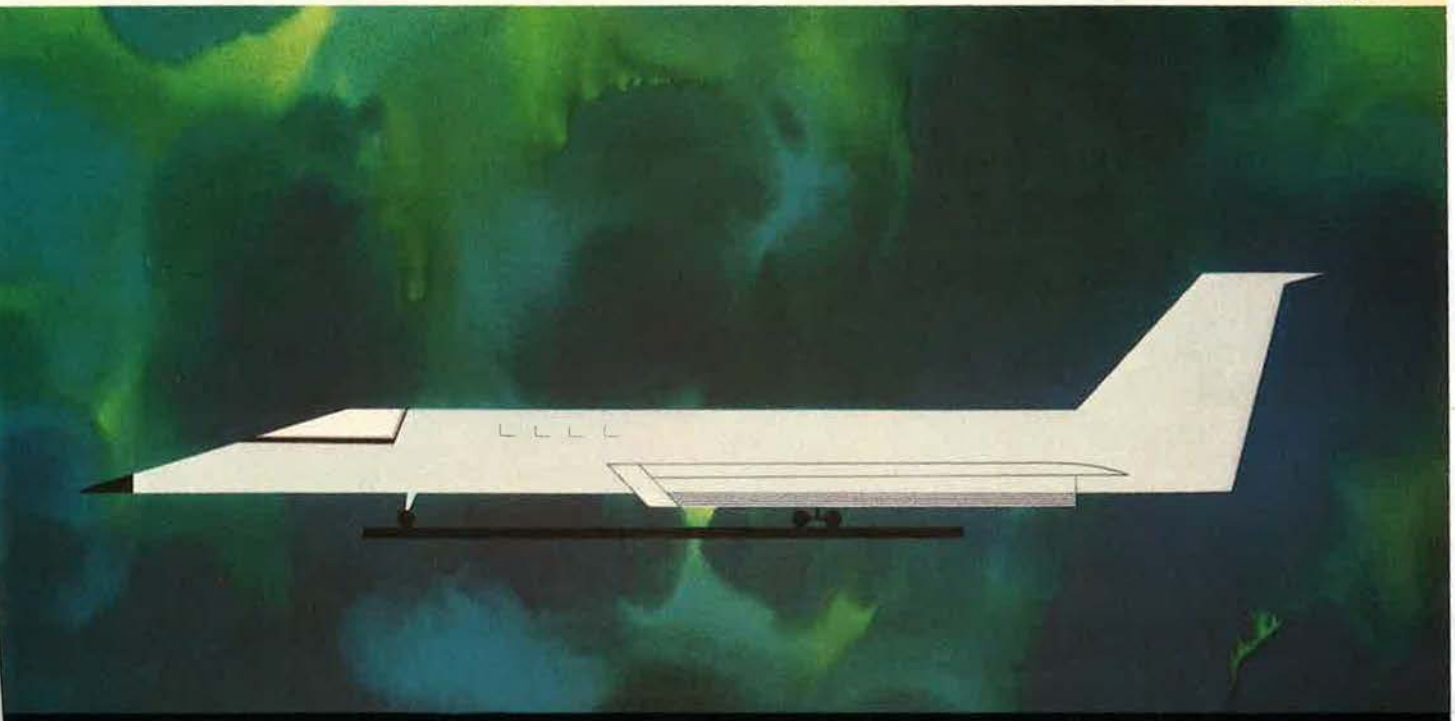

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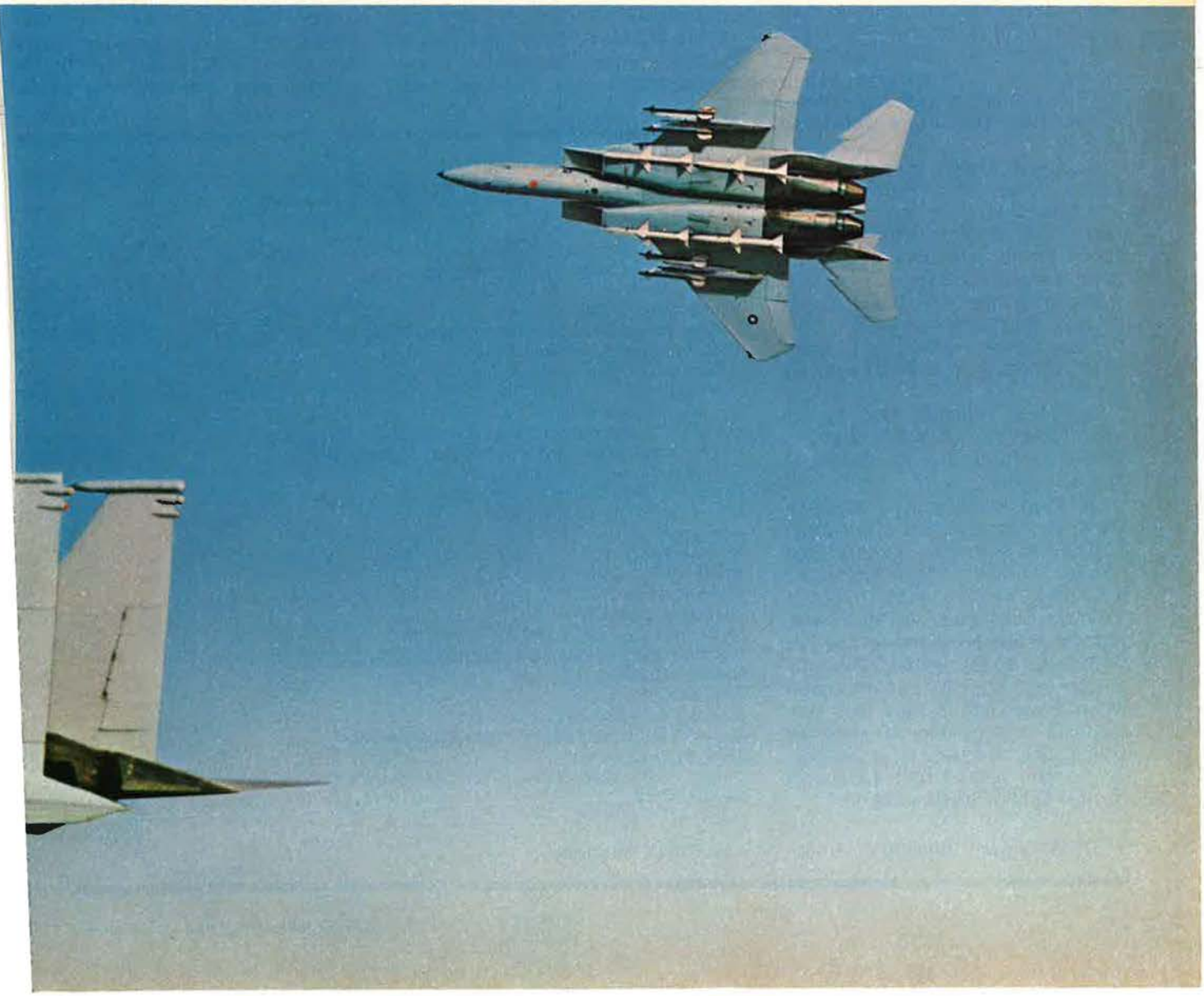


Aerospace World

Division services, both important assets in deterrence and apprehension.

★ An American—Michael C. Murphy of Findlay, Ohio—has been named the recipient of the Fédération Aéronautique Internationale 1978 Gold Medal, the worldwide space-aviation organization's highest honor.

Mr. Murphy is an internationally known aerobatic pilot and air-show performer whose flying career has spanned fifty years.

Two US aerospace firms were honored by FAI:

Gates Learjet Corp. for "pioneering in the one remaining frontier open to general aviation—flight at altitudes above normal commercial traffic, coupled with improved fuel economy and increased operational limits for business and utility aircraft by a factor of twenty-five percent."

And Rockwell International Space Division for "technological expertise" in developing the Space Shuttle.

Four other US citizens were cited by FAI:

George B. Moffat, Hillside, N. J., holder of five world soaring records and twice world soaring champion, was named recipient of the Lilienthal Medal for his "articulate authorship of articles and books on soaring. . . ."

Marian Banks, San Diego, Calif., in promoting general aviation, particularly among women, as Director of the annual Powder Puff Derby air race.

Carl Huss, Houston, Tex., for his contribution "as USA/FAI directing official" during the Apollo/Soyuz linkup mission.

Dr. Paul MacCready, Pasadena, Calif., for his design and construction of the *Gossamer Condor*—the first man-powered aircraft to perform a successful maneuverable flight.

Soviet Cosmonaut Georgiu Beregovoi was named winner of the FAI 1978 Gold Space Medal. Currently in charge of the USSR space center where Soviet and Eastern bloc cosmonauts are trained for manned spaceflight, Beregovoi, a veteran cosmonaut, helped train personnel for the Apollo/Soyuz mission.

★ Of the eleven remains of Americans killed in action in Southeast Asia recently returned to the US, forensic experts identified eight as being Air Force personnel:

Col. Glendon L. **Ammon** of Muncie, Ind.; SMSgt. Walter L. **Ferguson** of Detroit, Mich.; Col. Bernard J. **Goss** of Syracuse, N. Y.; Lt. Col. Gaylord D. **Petersen** of San Leandro, Calif.; Lt. Col. Donald L. **Rissi** of Collinsville, Ill.; Capt. Robert J. **Thomas** of Madison, Ga.; Capt. Jack W. **Weatherby** of Fort Worth, Tex.; and Capt. Dennis E. **Wilkinson** of West Palm Beach, Fla.

★ First flight of the A-10 night/adverse weather evaluation attack aircraft is scheduled for late next spring, Fairchild Republic Co. officials said.

Under a company-funded modification program, a single-seat A-10 is being converted into a two-seat version at the firm's Farmingdale, N. Y., facility. It is also being equipped with advanced avionics gear for navigation, terrain avoidance, target acquisition, and weapons delivery.

With the current A-10 basically a daylight aircraft, the modified plane will permit Fairchild "to determine the technical feasibility and operational constraints" of a twenty-four-hour ground-attack version.

★ **NEWS NOTES—Maj. Gen. Frank J. Simokaitis, USAF (Ret.),** has been named **Director of DoD Affairs Division,** NASA Office of External Relations. From 1973 until his retirement in May 1978, he served as Commandant, AF Institute of Technology, Wright-Patterson AFB, Ohio.

Sen. Jennings Randolph (D-W. Va.) has been named recipient of the **Wright Brothers Memorial Trophy for 1978,** for three decades of introducing legislation for the development of US aviation. The trophy is sponsored by the National Aeronautic Association.

One of the largest satellites ever orbited, **Pegasus-1,** launched in February 1965, reentered the atmosphere on September 17 and crashed harmlessly into the Atlantic Ocean off the coast of Angola, NASA announced. Its mission of collecting data on micrometeoroids ended early in 1968.

Brig. Gen. Robinson Risner, USAF (Ret.), one of the ranking POWs during the SEA conflict, was again honored with the dedication of a

Index to Advertisers

Flingin' the Frisbee for Fun and Profit

—Photo by Bob Madden

The Smithsonian Frisbee Festival was celebrated in Washington, D. C., this past September. Above, this tot demonstrates her skill while poised for catch. Right, canine projectile spears disc in midair. Below, crowd of youthful onlookers enjoys the deft movements of a Frisbee ace at work. The annual event drew thousands of enthusiastic fans.

—Photo by Bob Madden

In good weather they seem to inhabit every beach and sizable plot of grass from Maine to California: leggy American youths and their strange plastic discs, which they spend hours throwing and catching. It's the Frisbee phenomenon.

Giving the relatively new sport a boost in legitimacy was September's Frisbee Festival on the Washington Monument grounds in the nation's capital itself. Sponsored by the people-oriented Smithsonian Institution, the event drew thousands of spectators and a number of nationally ranked Frisbee performers (including dogs trained to race after the soaring discs and leap up to catch them in their teeth in mid-flight). The festival is now solidly enshrined on the Smithsonian's calendar as an annual event. The Washington Area Frisbee Club, which helped run the festival, has a membership of 150 and a schedule that calls for a Frisbee workout every Sunday afternoon of the year, presumably weather permitting.

Such dedication seems to be spreading nationwide, with a natural outgrowth a test of Frisbee skills in competition. A "World Frisbee Championship" is now held every year in late August in the Rose Bowl. This year, it attracted 40,000 fans. For the world class competitors, a hefty purse was at stake. From an endorsement pool of $25,000, New Yorker Krae VanSickle took home close to $5,000 in winning the Open Overall title.

In similar events across the country, records—such as time aloft and distance thrown—are being established and broken. The indoor distance record of 296 feet was set by a disc that since has been presented to the National Air and Space Museum for display in its Flying for Fun gallery.

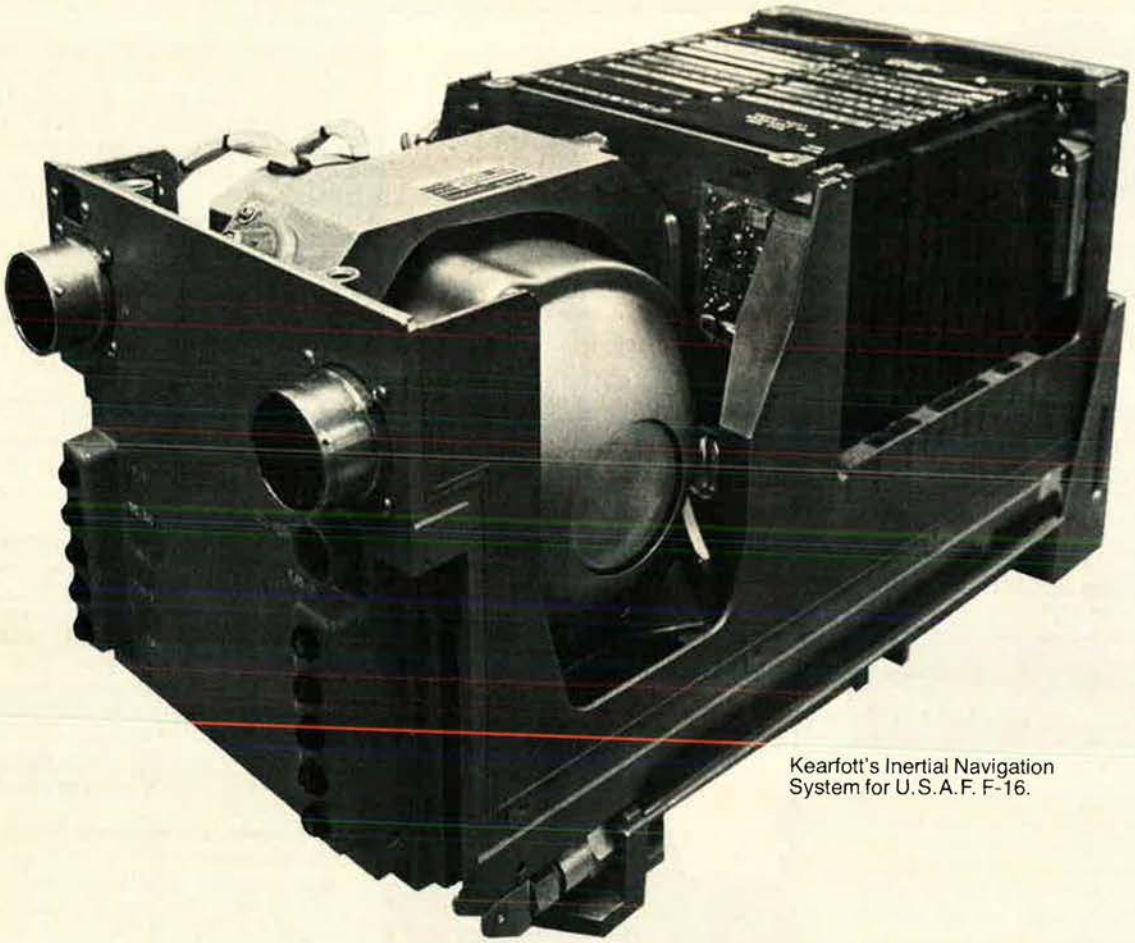
It is estimated that between forty and fifty Frisbee aces currently earn a full-time living putting on Frisbee demonstrations and the like.

While the Frisbee mania caught on in the late '60s, the last five years have shown unparalleled growth. According to Wham-O Mfg. Co., the leading manufacturer which owns the Frisbee-name copyright, several million are sold every year, and more than 100,000,000 have been produced over the last twenty years. Sales of the Wham-O disc account for twenty-five percent of its gross annually, or $5 million. The company has licensing agreements with Japan, the UK, Italy, Belgium, Australia, Canada, and Sweden.

The plastic discs fly so well because of their unique shape, with the gently curved upper surface providing aerodynamic lift in much the same way as an aircraft's wing. Frisbee *aficionados* have developed special wrist actions to increase launch propulsion. Nobody just throws a Frisbee.

Frisbee golf, anyone?

THE STANDARD FOR INERTIAL NAVIGATION SYSTEMS



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Aerospace World

The late Maj. Gen. I. G. Brown, USAF (Ret.). See item below.

statue at the Air Force Academy in late September.

NASA, citing engine problems, **has slipped the Space Shuttle's first orbital flight** by six months—to September 28, 1979. First operational mission is tentatively set for February 1981. "Unforeseen problems" could cause further delays, the space agency said.

The Congress has authorized a **special gold medal** for presentation by the President to **Lt. Gen. Ira C. Eaker, USAF (Ret.),** in recognition of the air pioneer's contribution to aviation over three decades.

Died: Maj. Gen. I. G. Brown, USAF (Ret.), long-time AFA member and supporter and former Air National Guard Director, of cancer in Washington, D. C., in late September. He was sixty-three.

Died: The Rev. William Laird, an AFA Life Member and former AFA National Chaplain, in an automobile accident in New Jersey in late September. He was fifty-seven.

Died: Willy Messerschmitt, designer of the famed **Me-109** WW II fighter and the **Me-262,** the world's first operational jet, in Germany on September 15—the traditional anniversary date of the Battle of Britain —following major surgery. He was eighty. ■

Capitol Hill

By the Air Force Association Staff

Washington, D. C., Oct. 2

New Defense Authorization

President Carter's veto of the FY '79 military procurement authorization has created a legislative dilemma. The outcome is uncertain at this writing. There is one certainty, however: Whether Congress completes consideration of the DoD authorization and appropriations bills for FY '79 prior to the October 14 adjournment, or approves a continuing resolution (operating at last year's budget level), the defense weapons budget will be significantly reduced. The authorization bill now under consideration authorizes $35.2 billion for FY '79 as compared to the original authorization of $36.9 billion.

Here's what has happened since the veto:

President Carter sent Congress two lists of items he wanted in the authorization bill in lieu of the $2 billion nuclear carrier funds that prompted his veto. Both the House and Senate Armed Services Committees declined to consider the lists delivered by Defense Secretary Harold Brown—totaling about $683 million—on grounds that there isn't enough time to evaluate the proposed projects and fit them into the authorization bill. The committees instructed Secretary Brown to return with supplemental budget requests when the new Congress convenes in January. Senior Pentagon officials have informed Congress of the Administration's plan to ask for almost $200 million toward development of a new ICBM, as part of the supplemental request to the FY '79 authorization bill.

The crush of time—magnified by the approach of the new fiscal year, the need to return home to campaign for the November elections, and the backlog of work, especially in the Senate—preempted what could have been heated debate on a number of issues. Pro-carrier legislators had traded support of other items in the original bill for favorable votes on the nuclear carrier. Other procurement items—notably vertical takeoff jets for the Navy—were intended for use with the carrier, but remain in the bill.

Other than removing the $2 billion for the nuclear carrier, the only major change made in the Senate is the addition of $209 million to allow the Navy to pay two shipbuilding yards in accordance with a negotiated settlement of a contract claims dispute. The Senate is requiring that the settlement be monitored by the General Accounting Office.

The House began dealing with the claims settlement issue last week. And it started grappling with the sticky question of whether the services should provide abortions to military people and dependents. (*See "Bulletin Board," p. 96.*) If the House version of the new authorization bill differs from the Senate version on either of these issues—or any others—there are two alternatives: The Senate may accede to the House, or the authorization bill will go to conference committee where the disagreements will be resolved.

That, of course, will further delay the bill.

Civil Service Reform

A Conference Committee is forging a compromise version of the Civil Service reform bill passed by the House and Senate.

The two versions differ in their treatment of the preference given to veterans in federal hiring and retention. The House voted overwhelmingly to keep veterans' preference as is; the Senate voted to restrict the preference to enlisted people and company-grade officers. That's just one of many details to be decided by the conferees.

One point that is not being contested: A limit on the earnings of retired military people who work for the federal government. Their combined retired income and Civil Service salary cannot exceed the pay for the top Civil Service pay grade. This provision was in both the House and Senate versions of the bill.

Military Unions

Senators and Representatives have voted to prohibit union organization of the armed forces. But there is disagreement on whether the prohibition should apply to Reserve and Guard technicians, who already belong to a union. Some fear that including the technicians in the ban could be ruled unconstitutional, jeopardizing the entire bill. A conference committee will determine whether the technicians will be covered.

VA and NASA Funding

Congress has appropriated $18.3 billion for the Veterans Administration for FY '79, slightly more than the Administration had requested. Most of the increase goes to medical care.

Congress has authorized $4.4 billion for the National Aeronautics and Space Administration. This amount is $30 million higher than the Administration had requested, and includes $4 million added by Congress toward acquisition of a fifth orbiter in addition to the four already programmed.

Federal Cost-of-Living Raise

A carefully defined, complex system determines how much of a cost-of-living increase federal workers receive each year to keep their compensation "comparable" to pay in business and industry. As required by the 1970 Comparability Act, the Labor Department, Civil Service Commission, and General Accounting Office must recommend to the President the size of the raise. The recommendation is based on a series of statistics and computations. If the President wishes, he may recommend an increase of a different amount, but Congress has the option of overruling him.

This year, the President's pay advisors told him a raise of 8.4 percent was needed to maintain comparability. But the President, keeping an earlier promise to put a lic on federal pay raises in an attemp to control inflation, announced he would set an example for other seg ments of the economy by holdin the raise to 5.5 percent. Since Con gress did not object to his recom mendation before the October deadline, the 5.5 percent raise ha taken effect.

The Navy joins the Air Force.

When the United States Navy awarded Beech Aircraft a contract to produce C-12 military transports, it joined the ranks of some very distinguished company. Namely the United States Air Force. And the United States Army.

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Airman's Bookshelf

Through Vietnamese Eyes

Our Endless War, by Tran Van Don. Presidio Press, San Rafael, Calif., 1978. 261 pages, plus appendix. $12.95.

Gen. Tran Van Don is noted in modern Vietnam history for the command of a Corps and his command of a coup. He was the top military commander for a time, and a leading political force in South Vietnam at its fall.

If history is a catalog of the crimes and follies of mankind, then Don is an authentic historian. He records much of both.

His story begins with the Cinderella start of his family's eminence, when his father, an ignorant peasant boy in a rice market, accidentally becomes the protégé of a French colonialist, is educated in France, and becomes a physician and later a favored statesman in Vietnam under the Emperor Bao Dai.

Comments on Don's personal life are sketchy. This is not an autobiography, but certain aspects of the short life of a country. The future general's birth in France is given, followed by his introduction to Vietnam, his own rise to eminence, his forced resignation from the Army after arrest, his renaissance as a political figure, and his role in the final days of South Vietnam. It is all here. A sad, mad, self-interrogating catechism of catastrophe.

Tran Van Don's hand in the coup that toppled President Ngo Dinh Diem in 1963 is one of the controversial points touched by the book. And he is as deft at writing about it as he was at the time of the coup.

General Don, as the coup leader, was calling the shots, but did he call the fatal ones that did in Diem?

He says not. He puts the assassination squarely on fellow general, coup-conspirator, and last president of the erstwhile Republic: "Big" Minh.

It is an extraordinary story, impossible of inventing. But it is so contrary to American ways that comprehension is still dazed, even for those who were there.

And the test of incomprehension is on each side. If Vietnam is strange to us, so also Don. With simple wonderment he speaks of the US, with 500,000 men in the field with the world's most sophisticated military equipment, and says: "We Vietnamese had trouble understanding why this vast and highly competent force did not come in and really get down to the business of winning the war."

Attempting to answer many questions, including how it could have been done better, General Don has some sensible answers.

Judgments at first hand by Don are clear-cut and often surprising. Henry Cabot Lodge, to him, was the most effective US Ambassador. Whitehouse, subsequent Ambassador to Laos and Thailand, and ranked as an Ambassador in Vietnam, was an ardent salesman for the cease-fire treaty, helping Secretary of State Henry Kissinger and Alexander Haig, National Security Advisor at the time, to twist the screws on what proved to be well prophesied by Thieu as South Vietnam's coffin.

Lt. Gen. Ngo Quong Truong, the last I Corps Commander, hero of Hué in the Tet 1968 Communist offensive, with an outstanding reputation among US advisors, was "honest but incompetent." Kissinger, "evasive" and "unconvincing," insists there is no "risk" in the cease-fire. Nha, the brash young cousin of Thieu, apparently is the only one who stands up to Kissinger in oral fray and comes out the winner. Nguyen Cao Ky, the purple-scarved, black-suited, misplaced Premier, in Don's view is lazy, and "could not stay away from cock-fighting and his nightly games of Mah-jongg."

The book is brightened by ifs. What if Don's Diem coup had not been toppled in three short months by that King of the Crazies, General Khanh, in this craziest of coup-coup lands? General Don would have, he says, instituted programs to launch his country into an at-long-last Eden.

But wait. I've got my own Cinderella scenario. What if Diem's brother and his Madam, the dragon lady Nhu, she who savored barbecued monks, had been successful in their coup? The coup they were readying when Don and his cohorts struck? With Diem's brother already conciliating with the Communists behind Diem's back, one can easily conjecture the country unified under Ho Chi Minh before the massive advent of American troops. Can't you see Diem *frère,* skedaddling off with his boodle to the paradise of Paris where his beauteous wife would not now be alone and in embittered widowhood?

While the book is not well referenced, Don does document three crucial US letters that accompanied the threat of a US-North Vietnamese bilateral agreement. Together they led Thieu, reluctantly, to go along with Nixon's pre-election, timetabled, sellout. Any American must view these letters with sadness and chagrin. Nixon wrote that if the North Vietnamese violated the cease-fire, he would "take swift and severe retaliating action." Later he pledged that the "United States will react very strongly and rapidly," and again in the third letter: "We will respond with full force."

General Don may be understandably faulted for taking elaborate advantage of an after-the-fact assessment that tends to give him a clairvoyance and ability to prophesy that only writers of their own history are privileged to have. Many of the generals and colonels (of whom he admits perhaps two-thirds were corrupt) he portrays as qualifying for membership with Galahad at the Round Table. He does observe that uncorrupt generals do not necessarily make the best ones, a fact that one may abhor but which was true in Vietnam.

My recollection of the South Vietnamese generals, for the most part, is of brave men, smilingly deferential to Americans on the surface, while cursing us in private. I also

recollect most of them as a band of rousing, roistering, good buddies. They were not very somber leaders.

It is hard to believe that these feisty, unpredictable generals who once were running a country are now running liquor stores, restaurants, and gas stations. And now each expatriate, like an arthritic gunslinger, somehow wonders how he survived. There is some regret but no mournful hope of returning glory. The only realistic aspiration—an aspirin.

—Reviewed by Maj. Gen. John Murray, USA (Ret.). General Murray was the Defense Attaché in Saigon when he retired in 1974.

Inside US-Soviet Diplomacy

Multiple Exposure: An American Ambassador's Unique Perspective on East-West Issues, by Jacob D. Beam. Norton, New York, N. Y., 1978. 317 pages. $10.95.

Those who have had the pleasure of serving with Ambassador Beam know that, every fiber a diplomat, he long kept his counsel private. While doing so for four decades, he amassed considerable first-hand knowledge and acquired unique perspectives on Eastern Europe and the Soviet Union. It is high time that the Ambassador shared his wealth of experience with the public.

Having served as US ambassador in Warsaw, Prague, and Moscow, Beam has developed a keen sense of both the potential and the limits of US-Soviet détente. He asks for a balance in evaluating the current relationship that neither ignores US strengths nor overemphasizes the threat of direct conflict. But he is a realist who is concerned with Soviet military might in this time of US withdrawal from military involvements.

As the reader might expect, an account based on first-hand experience yields insights instructive to current policymakers. For example, Soviet attitudes toward inspection in nuclear weapons agreements were apparent in 1955, and the Ambassador makes it clear that the Soviets understand "linkage" between various facets of US policy toward the USSR. Similarly clear is the signal importance of Germany in Soviet foreign policy.

But these and the many other insights into Soviet and East European politics are not the only contributions Jacob Beam makes in this book. The Ambassador reveals much about the attitudes and traits of important US policymakers, and he gives the reader some fascinating glimpses into the formulation of US national security policy. This gentle diplomat pulls no punches and, because he does not, he sheds considerable light on the way US policy is made. The student of US foreign policy, especially in the Kissinger era, should not fail to read *Multiple Exposure.*

Secretary Dulles, for example, read his message traffic only erratically and "would not stand for having a case reopened." Beam talked of Dulles's "colossal vanity." Tito did not appreciate George Kennan, who lectured him on the Russians. President Kennedy was similarly turned off by the lecturing of young Henry Kissinger. Eisenhower frequently referred to "that goddamned State Department." Nixon, though he enjoyed a successful speech in Czechoslovakia in 1967, was annoyed that the embassy did not send along a photographer.

Trying to be charitable to former Secretary of State Kissinger, the Ambassador acknowledges that he "qualifies as a historical figure" and "recorded his policies with rare lucidity and eloquence." But "his towering intellect would have brought him to the top without the need to deploy his gifts of intrigue and defamation, which he enjoyed doing." The book is breezy reading but, given the magnitude of the personalities and issues addressed, such observations are far more than idle gossip.

Of particular interest to the student of policy formulation is Beam's assertion that SALT "was hammered out in Moscow under intense pressure." The Soviets, who Beam notes have maneuvered us into negotiating on the basis of *our* estimates of *their* strength, rarely feel the need to put forward a viable initiative. As for the United States, "a great deal of effort is dissipated in negotiating with ourselves."

By far the most interesting comments on US policymaking are about the role of the Department of State. Here, too, the Ambassador does not mince words. According to Beam, no recent President has been fond of a State Department that traditionally operates in a seemingly ponderous and unimaginative way. The feud between Kissinger and State is described as "no contest." In November 1970, when Kissinger arrived at an understanding with the Soviets over the use of naval facilities at Cienfuegos, Cuba, the Ambassador had to find out what Kissinger had done from Soviet sources. In April 1972, Kissinger informed Beam of the arrangements he had made for the upcoming summit, but Beam was told not to tell State because the President could not rely on "Rogers not to leak." The depth of the disdain and distrust of President Nixon and Secretary Kissinger for the State Department was remarkable.

In summary, *Multiple Exposure* is a valuable addition to two bodies of literature. Those who watch the USSR and East Europe, and those who are concerned with US policymaking, will be informed by this very readable book.

—Reviewed by Cmdr. Steve F. Kime, USN, Director of Soviet Studies, The National War College.

New Books in Brief

The Book of Airsports, by Ann Welch. A noted British aviator and author gives detailed instructions on how to fly, whether by hang glider, hot air balloon, parachute, or man-powered aircraft. In addition to detailed information on equipment and instruments, the book includes principles of aerodynamics, navigation, meterology, and air law, and lists internationally useful addresses to contact. Photos, index. Arco Publishing Co., Inc., New York, N. Y., 1978. 135 pages. $11.95.

Encyclopedia of U.S. Air Force Aircraft and Missile Systems, Vol. 1, by Marcelle S. Knaack. Here is a handy reference to America's fighters from the postwar period through 1973. For each entry, beginning with Lockheed's F-80 Shooting Star, there is information on: origins; development problems, production, and operation; procurement methods; program changes; tests results; delivery rates; unit costs; phaseout dates; technical and operational data; modifications; and production totals. A photo and three-view drawing accompany each entry. The book ends with Northrop's F-5 Freedom Fighter. Bibliography, index. Available from

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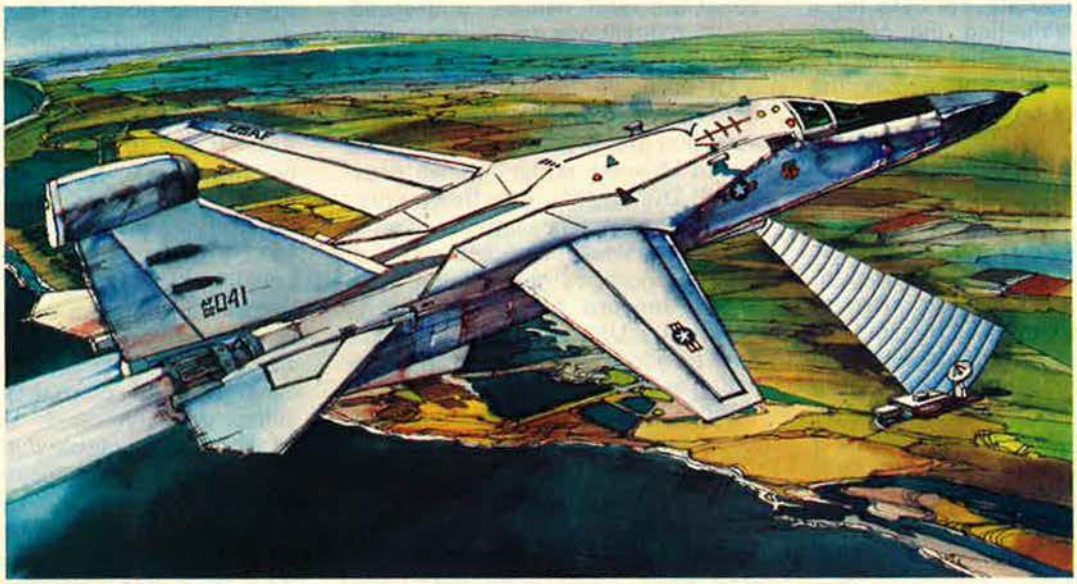

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Airman's Bookshelf

the Superintendent of Documents, US Government Printing Office, Washington, D. C. 20402, 1978. 358 pages. $7.25.

Jump Jet: The Revolutionary V/STOL Fighter, by Bruce Myles. The author, a reporter for British Broadcasting Corp., calls V/STOL the biggest breakthrough in military aviation since the jet engine itself. Here is the complete story from the first sketches drawn at the Hawker Siddeley plant in England to the successful development of the "vectored-thrust" dogfight technique mastered by the US Marine Corps. Photos, drawings, index. Presidio Press, San Rafael, Calif., 1978. 261 pages. $9.95.

Outer Space—Battlefield of the Future?, Stockholm International Peace Research Institute. The book describes the basic concepts of satellite orbits, how orbits are selected for different missions, and reviews the various types of military satellites and their functions. Photos, drawings, index, glossary, references. Available from Crane, Russak & Co., Inc., New York, N. Y., 1978. 202 pages. $15.60.

The People, the Army, the Commander: A Soviet View, by Colonel N. P. Skirdo. The author analyzes factors he feels would be decisive in a thermonuclear war, and finds the Soviet Union superior on all counts. While he does not advocate war, he believes a nation must be fully prepared to win should war break out. To win, a nation must possess a large army, massive manpower reserves, strong, effective leadership, and the ability to put the nation on a war footing rapidly while centralizing control and implementing civil defense efforts. The book, fourteenth in the Soviet Military Thought Series published under USAF auspices, provides a theoretical underpinning for a strategy enabling the USSR to wage an intercontinental nuclear war, should one occur, and survive it with enough resources to dominate the postwar period. Superintendent of Documents, Government Printing Office, Washington, D. C. 20402, 1970. 166 pages. $2.75.

Royal Air Force Yearbook 1978, edited by William Green and Gordon Swanborough. This edition commemorates the Royal Air Force's Diamond Jubilee and includes an introduction by the Chief of the Air Staff. Articles cover the Tornado, RAF's new warplane; a pictorial review of the RAF '78; Red Flag exercises with USAF; historical pieces; a chronology of the RAF, 1918–1978; and more. Distributed by Ducimus Books, Ltd., De Worde House, 283 Lonsdale Road, London, SW13 9QW, 1978. 96 pages. $2.

The Ships and Aircraft of the U.S. Fleet, by Norman Polmar. Eleventh edition provides comprehensive, up-to-date information on the ships and aircraft of the Navy, Marine Corps, Coast Guard, Naval Reserve Force, Military Sealift Command, and the National Oceanic and Atmospheric Administration. Lists all US warships and amphibious ships built or converted since WW II, as well as details on the Navy's proposed five-year shipbuilding plan. Photos, charts, index. US Naval Institute, Annapolis, Md. 21402, 1978. 350 pages. $18.95.

A Short History of the Vietnam War, edited by Allan R. Millett. The author has compiled twelve articles on the Vietnam War from the Washington *Post,* which he believes reflect the temper of the times and capture in condensed form the war's major causes, its history, and effects. The articles are supplemented by a chronology and selected bibliography and are introduced with a foreword by retired Air Force Maj. Gen. Edward Lansdale. Index. Indiana University Press, Bloomington, Ind. 47401, 1978. 169 pages. $12.50 cloth; $3.95 paperbound.

Strategic Survey 1977, The International Institute for Strategic Studies. Growing tensions in the Third World, problems over strategic arms control, and strains in Alliance relations in the Carter Administration's first year are major themes in this annual analysis of strategic developments around the world. The International Institute for Strategic Studies, 18 Adam St., London WC2N 6AL, 1978. 141 pages. $4.75.

—Reviewed by Robin Whittle

In commemorating the thirty-first anniversary of the Air Force's founding as an independent service, the Air Force Association's 1978 National Convention took a thorough, analytical look at the nation's defense policies and aerospace requirements.

AFA's 32d National Convention: A Probing Look at USAF's Needs

BY EDGAR ULSAMER, SENIOR EDITOR

THE Air Force Association's Thirty-second Annual National Convention—dedicated to the seventy-fifth anniversary of powered flight and held September 17–21 in Washington, D. C.—blended the lessons of aerospace history with careful analyses of the requirements of today and tomorrow.

There is, the some 300 Convention delegates asserted in the Air Force Association's unanimously adopted 1978–79 Statement of Policy, "a clear and present danger that the democratic process will be short-circuited unless there is a free and open debate among policymakers, lawmakers, and the American people" about the state, needs, and general objectives of the nation's defenses.

The 1978 AFA Convention, in fact, amounted to a thorough and responsible "in-house" debate of these issues and culminated in the Association's strong commitment to aid and encourage a public examination of all pertinent facts and factors relating to the defense posture of the United States and its future direction.

USAF Chief of Staff Gen. Lew Allen, Jr., speaking at the Convention's luncheon in his honor, set the fundamental premise of such a debate when he called on AFA to "join me and resolve that our nation will not allow the Soviet arms buildup to place us in a position where they see themselves as substantially superior."

And the Association's first President and keynoter of the 1978 Convention, the legendary hero of the World War II Tokyo raid, Lt. Gen. Jimmy Doolittle, capped a review of the airpower history of the past seventy-five years with this statement:

"What stands clear in my mind is the overriding need in this complicated world for accurate, timely information on the issues that can make or break this nation. Not just issues of parochial Air Force interest, but those which affect the whole fabric of international relations. . . . If the Air Force Association is anything, it is an information tool—for gathering . . . and disseminating the facts about national defense."

AFA's current President, Gerald V. Hasler, reelected for another term by unanimous vote of the delegates, opened the Convention's business sessions by focusing on two pivotal challenges. In the first instance, he told the delegates, "the United States is headed toward a serious crisis in the 1980s so far as strategic capability is concerned *unless* we act now, and act decisively, to correct this situation. . . . The problem is that several factors combine to create a net deficit in strategic forces that is truly threatening."

President Hasler summarized the other fundamental topic of the Convention—the interaction between arms control and strategic force levels—stating that "the arms-control lobby, more powerful and eager than ever before, is mounting a public-relations campaign in behalf of SALT II of unprecedented proportions. What makes this problem—just like the strategic threat—so hard to deal with is that we Americans simply don't want to think about nuclear war. Nor do we want to think through what is at stake. By ignoring the threat we hope it will go away. . . . We in AFA see our most challenging job in confronting this head-in-the-sand attitude."

More than 300 delegates from across the country attended the Convention's business sessions that approved AFA's new policy papers.

A Successful, Memorable Event

The Thirty-second National AFA Convention continued a welcome trend. Attendance, once again, topped

that of previous years, from the Opening Ceremonies to the packed "Salute to Congress" program on Capitol Hill and the full house at the Aerospace Development Briefings. The latter program, an AFA-pioneered medium for concentrated, professional show-and-tell instruction on the latest developments in aerospace technology, drew an unprecedented number of congressional staff experts from the two Armed Services and other pertinent committees, in addition to a record-breaking attendance by government and military officials.

Concern for the people of the Air Force and the other armed services ranked high on the Convention's agenda. In a Special Statement in Support of the Men and Women of Our Armed Forces (*see p. 46*), the delegates asserted, "The quickest way for the nation to lose the best and the brightest in its armed forces is by degrading, eroding, and ignoring the value and purpose of military service and national security. Many of the men and women serving their country in uniform have concluded reluctantly that American society puts a low value on them and their job. From sniping at the military compensation system to cuts in force levels and general apathy concerning defense needs, some of our leaders seem bent on weakening the self-esteem of those who voluntarily defend American society. . . .

"The Air Force Association sees compelling cause, then, for reaffirming herewith our belief in, our compassion for, and our unswerving commitment to the men and women of the Air Force and of all the armed services. They have never needed recognition and help more urgently. They can be assured of continued support from the Air Force Association—fully, enthusiastically, and effectively." A detailed technical policy paper on Defense Manpower Issues was adopted by the Convention and spells out the specific objectives AFA will pursue in the personnel field during the coming year.

Air Force Secretary John C. Stetson, speaking at the Convention luncheon in his honor, reasoned that because a military professional gives the most productive years of his life to national service, the nation in turn must provide "a stable compensation system around which he can plan his life, and a proper annuity—or delayed compensation—to provide a foundation of economic security when those long and often difficult years of service are completed."

General Allen, in a similar vein, warned that retreat from the compensation levels requisite for an effective All-Volunteer Force causes the perception among military people that they "reached equity only to have it taken away by inflation and withdrawal of benefits—at the same time their work loads in a peacetime environment were intensifying, in part because we in the services were saving money through force cuts. I see throughout the Air Force a sense that there has been erosion of benefits and concern that this will continue." General Allen announced that "it will be my policy to fight for the rewards our people deserve for voluntary service, and for the rewards which will help maintain the Air Force life as one of quality and opportunity, for by so doing I know I am fighting for the strongest Air Force and the best defense for our nation." Turning to psychological rewards, the Chief of Staff told the Convention that "our airmen and officers need the encouragement that a pat on the back can lend, and the Air Force story needs to reach more of those the Air Force serves and protects. The AFA, with its knowledgeable membership and chapters throughout the nation, can affect both. I know you will."

The Convention's focus on people also was evident in a series of productive meetings of the AFJROTC Instructors, AFA's Enlisted Council, Junior Officer Advisory Council, the Arnold Air Society's and Angel Flight's Executive Boards, and the Aerospace Education Foundation. Fittingly, the Convention's first gala event was AFA's festive dinner honoring the twelve Outstanding Airmen of 1978. The event's key speaker, USAF Vice Chief of Staff Gen. James A. Hill, tied his remarks to a trenchant observation made in 1933 by the late General of the Army Douglas MacArthur: "The unfailing formula for production of morale is patriotism, self-respect, discipline, and self-confidence within a military unit, joined with fair treatment and merited appreciation from without. . . ." The AFA Convention served to provide all Air Force people with a welcome "appreciation from without."

Gen. Alexander M. Haig, Jr., SACEUR, winner of the 1978 H. H. Arnold Award, talking with last year's recipient, Sen. Howard Cannon (D-Nev.), and JCS Chairman Gen. David C. Jones.

Key USAF Issues

Moscow, the delegates to AFA's Thirty-second National Convention

The Chief Executives Reception brought Pentagon and congressional leaders together with aerospace industry executives from around the country.

declared in the Association's Statement of Policy, does not accept "the logic and morality of deterrence. Instead the Soviet Union subscribes to the doctrine of victory, in nuclear war as in any other war. Soviet strategy and Soviet strategic forces, therefore, are being shaped in a way that is tailored not only to the ability to fight a protracted . . . war but to emerge from one as the clear winner. . . . Any United States strategic force structure and any deterrence concept that fail to checkmate Soviet objectives on their philosophical home ground, we fear, will be futile and incapable of providing, over the long run, strategic stability and lasting peace."

In this context, the delegates declared, in AFA's Policy Paper on Force Modernization and R&D, that trends to abandon, over time, the US ICBM force, and thus the triad, represent a "reckless tampering with a strategic peacekeeping mechanism that brilliantly has stood the tests of time and logic. Turning back to a narrowly based form of deterrence would drive us to an inflexible and fragile minimum assured destruction posture that could be overcome by a single Soviet technological advance."

The nation's foremost military priority, the Convention delegates asserted, is "development and deployment of a survivably based ICBM force. Further, we believe that such a force eventually must provide for sufficient throw-weight to counter the perilous tilt the strategic balance has taken with the Soviet introduction of wave upon wave of large, modern ICBMs."

General Allen, in a similar fashion, told the Convention that the US "is in the unfortunate position of relying heavily on a strategic missile basing system which will become vulnerable. . . . By the early 1980s, or thereabouts, Soviet developments will give them the capability to strike our ICBMs with sufficient accuracy and throw-weight to destroy a large percentage of our Minuteman force—while still retaining large numbers of reentry vehicles to use as they chose, either against US cities or other military targets, or coercively to discourage US retaliation." The answer, General Allen said, is to base the ICBM force in a survivable manner: "We have viable options. . . . The multiple aim point ICBM basing system appears to be the best of the options for redressing the vulnerability concern. By basing and moving our ICBMs among a large number of aim points, we force the Soviets to target all aim points—so that attempting a preemptive, disarming first strike would be unacceptable. To attack us, the Soviets would have to exhaust their resources to the extent that they would end the initial wave of attack relatively worse off than when they began. Therefore, they would not be well advised to attack in the first place. They would be deterred."

The Significance of SALT II

Both the Air Force Chief of Staff and AFA expressed support for reasonable strategic arms limitation agreements. As General Allen pointed out, "We have not lost ground to the Soviets because of arms limitations, but because the Soviets have pursued force modernization within the limits of those agreements more aggressively than we have. . . . Negotiations qualify and help to contain the [Soviet] threat, but they should not obscure the need for strength."

The delegates put the problem this way in AFA's Statement of Policy: "Ever since the term détente entered our political vocabulary, its moralistic appeal has mesmerized many Americans with visions of a millenium of peace. Consequently, there is a tendency to substitute cosmetic arms-control accords, hurriedly negotiated and often out of step with fundamental national security requirements, for the only factor that

AFA's Executive Director James H. Straubel (left), Air Force Chief of Staff Gen. Lew Allen, Jr., and AFA's National President Gerald V. Hasler.

Gen. Alton D. Slay, Commander of the Air Force Systems Command, in conversation with executives of the Boeing Co. in the exhibit area.

can bring about strategic stability—adequate, modern strategic forces and weapons."

The AFA's Statement of Policy went on to warn against confusing such agreements with strategic stability: "In treating SALT and other arms-control initiatives as policy objectives in their own right, the nation denies itself a cohesive posture on nonnegotiable defense capabilities and thus lacks a baseline for the conduct of negotiations with the Soviets."

The Association expressed support of "carefully crafted arms control—coupled with prudent modernization of American military capabilities," but, at the same time, warned that such agreements "must meet rigorous standards of evenhandedness, precise terminology, high verifiability, and improved strategic stability over the short as well as the long term."

The time is overdue, the Convention delegates asserted, for a searching reappraisal of the goals the nation seeks from SALT and similar arms-limitation accords as well as for probing the "danger of treating such accords separate and apart from the balance in conventional arms and of excluding from the negotiations our allies whose security depends on the effectiveness of United States strategic and theater forces."

Lastly, the delegates shared the deep concern expressed by Congress over the possibility of "presenting SALT II as an executive agreement rather than a treaty, thus eliminating the need for its approval by two-thirds vote of the Senate. . . . We believe that nothing but the unabridged constitutional process can provide the nation with the responsible review that these fundamental national security issues demand."

General-Purpose Force Requirements

While the Convention's position papers concentrated on the incipient deficiencies in the nation's strategic offensive and defensive capabilities, there were expressions of deep concern about shortfalls in airlift and tactical airpower. The Air Force, AFA's Policy Paper "Force Modernization and R&D" (*see p. 40*) pointed out, is handicapped in the development of some weapon systems that are essential for negating the Warsaw Pact's lead in armor over NATO "because of restrictive, overcentralized management policies imposed by the Defense Department and Congress.

"By insisting on greater equipment commonality and by intertwining USAF and US Army weapons, autonomous operation by either service alone is jeopardized and mission-peculiar performance requirements are compromised. . . . The Air Force Association, therefore, continues to call attention to the unchanging truth that final weapon system configuration is best left to the military professionals who have to fight with and, at times, die using these weapons."

The Policy Paper also highlighted the critical importance of a stable research and development program: "A diversified, robust technology base . . . is a *sine qua non* in this age of deterrence that involves . . . moves and countermoves. . . . Failure to respond to steadily increasing Soviet research and development—now accounting for about one-fourth of all Soviet defense spending—is the surest way to long-term US military inferiority."

Other Convention Programs

The Chief Executives Reception and Buffet brought together congressional, government, Air Force, and defense industry leaders to salute General Allen as the new USAF Chief of Staff. Heading the list of Pentagon leaders in attendance was Gen. David C. Jones, Chairman of the Joint Chiefs of Staff. The event was preceded by AFA's "Salute to Congress" reception in the Rayburn House Office Building. More than 200 members of Congress attended to exchange views with delegates.

Capping the 1978 National Convention was the gala black-tie dinner dance commemorating the founding of the Air Force as an independent service in 1947. The event served as the backdrop for the presentation of AFA's highest official tribute, the H. H. Arnold Award, to Gen. Alexander M. Haig, Jr., Supreme Allied Commander, Europe, for, as the citation put it: "Revitalizing the moral, political, and military commitment of its fifteen member nations to the North Atlantic Treaty Organization, the free world's foremost military alliance and our first line of defense. . . ."

General Haig accepted the award "in behalf of and in the name of" public officials, in and out of uniform, who, loving their country, seek to protect it with the same fervor that characterized the life of General "Hap" Arnold.

The event's entertainment, a musical review of the past seventy-five years, featured the US Air Force Concert Band and Ceremonial Band under the baton of Col. Arnald Gabriel. ■

AFA'
STATEMENT

Adopted unanimously by delegates to A

America's security is the sum total of elements as diverse as the nation itself. Some can be measured in dollars and cents as investments in people, weapons, and supplies. Others provide the crucial and fundamental measure of America's will to stand her ground. Essential is the commitment of her sons and daughters in uniform to enforce that will. Further, national security is firmly bound to international considerations that range from arms control to the degree of unity—or division—prevailing among both friends and adversaries.

The members of the Air Force Association believe that the United States in the coming year will have to deal with severe and pressing challenges across the spectrum of national security concerns. How well this nation will be able to cope with these challenges depends on how well these issues are understood by the American people and their elected leaders and representatives. Not enough has been done—or is being done—to arouse public awareness and understanding of these challenges.

The first step must be a deep understanding of the shifting balance of military power between this country and the Soviet Union that threatens the United States with intolerable imbalance—if not actual inferiority—by the mid-1980s. The Soviet Union's economy and living standards compared to the free world are at best dismal. Yet, that country persists in spending almost one-eighth of its gross national product—compared to one-twentieth by the United States—on offensive and defensive military capabilities. Year-in and year-out, Soviet military investments continue to increase at an annual rate of between four and five percent. All this is in the face of the reality that today the Soviet Union leads the United States in most areas of military spending.

We can draw but one conclusion—Soviet Russia seeks full military superiority over the United States, no matter the price and sacrifices exacted from its people.

Continuing emphasis on offensive strategic forces —on which the Soviet Union spends about three times as much as the United States—supports this assumption, as does the fact that, in structuring its strategic as well as general-purpose forces, the USSR clearly aims at the United States and its NATO allies, with the People's Republic of China rating only secondary attention.

Americans derive justified pride and comfort from the knowledge that their society's strength lies in a composite of high economic, political, and moral achievements, in addition to purely military might. In the sense of total power the United States leaves the Soviet Union far behind. This broad-based strength of the United States accounts for its international influence and prestige. Also there is no room for doubt about the unequalled reservoir of military strength that American industry, technology, and science represent *if* there is time to mobilize them. But all these factors are reduced to marginal significance in the case of strategic nuclear war and perhaps even major theater war or when the threat of such a war reaches a critical state. Forces in being will determine the outcome of such a contingency, not the ability to mobilize industrial resources which may no longer even exist.

The most damaging misconception that must be faced and corrected, in our view, is the national delusion that nuclear war is unthinkable and that, therefore, strategic deterrence does not necessarily require the United States to match the Soviet Union in nuclear firepower.

Quite the contrary. Soviet military strategy rejects the theory that the unique power of nuclear weapons has swept away the historic and fundamental rules governing warfare. As any careful examination of Soviet military literature makes clear, Moscow does not accept the logic and morality of deterrence. Instead, the Soviet Union subscribes to the doctrine of victory, in nuclear war as in any other war. Soviet strategy and Soviet strategic forces, therefore, are being shaped in a way that is tailored not only to the ability to fight a protracted nuclear war but to emerge from one as the clear winner.

The members of the Air Force Association are concerned about the tendency to "mirror-image," that is, to ascribe to one's main adversary the same doctrines, objectives, and inhibitions that govern the formulation of one's own strategic concepts. There is no credible evidence that in a severe crisis the Soviet Union's rulers—unencumbered by accountability to their people—would be deterred from threatening the United States with nuclear war by any condition short of the conviction that certain defeat and annihilation of their country would ensue.

Any United States strategic force structure and any deterrence concept that fail to checkmate Soviet objectives on their philosophical homeground, we fear, will be futile and incapable of providing, over the long run, strategic stability and lasting peace.

978-79
OF POLICY

Annual National Convention, September 18, 1978.

In this context, a major problem is the lack of any broad public debate about the nation's geopolitical and defense goals, most notably of the fundamental need to shield the nation from the paralyzing effects of Soviet nuclear and other military blackmail while safeguarding America's credibility as a reliable and effective ally.

Ever since the term détente entered our political vocabulary, its moralistic appeal has mesmerized many Americans with visions of a millennium of peace. Consequently, there is a tendency to substitute cosmetic arms-control accords, hurriedly negotiated and often out of step with fundamental national security requirements, for the only factor that can bring about strategic stability—adequate, modern strategic forces and weapons.

The consequences of confusing arms-control agreements with strategic stability are broadly detrimental. In treating SALT and other arms-control initiatives as policy objectives in their own right, the nation denies itself a cohesive posture on nonnegotiable defense capabilities and thus lacks a baseline for the conduct of negotiations with the Soviets.

At the same time, the quest for strategic stability through unilateral arms reductions rationalizes out of existence the need for modernizing and strengthening our strategic forces over the long term.

The members of this Association continue to support carefully crafted arms control—coupled with prudent modernization of American military capabilities—as a worthy, constructive step toward enduring peace. But such agreements must meet rigorous standards of evenhandedness, precise terminology, high verifiability, and improved strategic stability over the short as well as the long term. Further, arms limitation is only one form of controlling power relationships between the superpowers. Arms-control accords, formulated and carried out with disregard for the international behavior of the Soviet Union and her surrogates, are of uncertain value and highly perishable. The contention that any arms-control agreement is better than none and that the only alternative is nuclear holocaust is fallacious. The effectiveness of the SALT I treaties in slowing down Soviet strategic growth is close to zero. One result of these accords is indisputable, however: The United States has gone from a position of clear superiority in ballistic missile defense technological capabilities to one of inferiority. SALT II cannot be permitted to cause similar setbacks.

The time is overdue for this nation to undertake a searching reappraisal of the goals it seeks from SALT and similar arms-limitation accords and of how to bring them into harmony with basic national security objectives. There is a need to probe also the danger of treating such accords separate and apart from the balance in conventional arms and of excluding from the negotiations our allies whose security depends on the effectiveness of United States strategic and theater forces. In setting a rational and realistic arms-control policy, the nation must learn to expect progress slowly, patiently, and incrementally.

The Air Force Association believes the national interest is served poorly by the present rush toward a Comprehensive Test Ban Agreement, whether treaty or moratorium, that would bar the testing of all nuclear weapons and devices. Such an accord cannot be verified satisfactorily by existing technological means. It could jeopardize the reliability of our stockpiled nuclear weapons. And it certainly would inhibit modernization of our nuclear capabilities. We are especially concerned that official information regarding this crucial but little understood arms-control endeavor has been contradictory, tightly controlled, and sparse.

The Air Force Association shares the deep concern expressed by Congress over the possibility—confirmed by Administration spokesmen—of presenting SALT II as an executive agreement rather than a treaty, thus eliminating the need for its approval by two-thirds vote of the Senate. A similar tactic—treating the Comprehensive Test Ban as a moratorium—reportedly is also under consideration and likewise would bypass the historic prerogatives of the Congress. We believe that nothing but the unabridged constitutional process can provide the nation with the responsible review that these fundamental national security issues demand. There is a clear and present danger that the democratic process will be short-circuited unless there is a free and open debate among policymakers, lawmakers, and the American people.

Critical to the value of such a debate is a thorough and public examination of all pertinent facts and factors relating to the strategic posture of the United States and its future direction.

We pledge our wholehearted, best effort to aid and encourage such a debate. ■

AFA POLICY PAPER

FORCE MODERNIZATION and R&D

Adopted unanimously by delegates to AFA's Annual National Convention, September 19, 1978.

The ability of the United States Air Force to carry out its task—to deter war or, if need be, to prevail in it—depends on having in place enough men and women equipped with enough capable weapons to counter the military threats that can be foreseen or prudently expected. Except for increasing and worrisome curbs on essential training coupled with declining force levels, the Air Force Association finds no fundamental reason for concern about the ability of Air Force people to do their job. But we do find cause for deep concern over deficiencies and deferrals in the modernization of USAF's weapons and support systems. Soviet military might continues to grow relentlessly, at an awesome pace, and with a breadth that extends from below the sea to space, and from tactical defense to strategic offense. The United States, by contrast, is living largely off past investments and every passing day brings reductions in some of our technological leads or further decline in areas where we are already behind the Soviet Union.

SURVIVABLE ICBM FORCE

Nowhere is this slippage more acute and critical than in the strategic sector. No aspect of Soviet military growth is more threatening to US national security than the continuing and sharp proliferation of Soviet ICBM MIRVs (warheads) combined with unexpected, dramatic gains in the accuracy of these weapons. The time is fast approaching when the Soviet ICBM arsenal will contain more than 6,000 nuclear warheads, each accurate enough and powerful enough to destroy even the hardest US target. The consequences, we firmly believe, will be intolerable if there is no offsetting improvement in the composition of the US strategic forces. Not only could Soviet Russia threaten the almost instant destruction of the United States ICBM force, the most reliable and responsive component of this nation's strategic forces, but the Soviets would retain an ample reserve of warheads for blackmail, coercion, or attacks on US population and industry. Further, the Soviets would not even have to employ their large submarine-launched ballistic missile (SLBM) force and their growing bomber force in order to place both our ICBMs and our society at risk.

The Soviet SLBM force is larger than ours in terms of missiles and throw-weight—although not in warheads—and the Soviet strategic bomber force, through production and deployment of the supersonic bomber Backfire is well on its way to surpassing ours numerically, while our continental air defense capability has been declining. The resultant condition of double jeopardy clearly is destabilizing and an invitation to Soviet brinkmanship.

Intensifying US trends toward a policy of abandoning, over time, its ICBM force—and thus the strategic triad—represent in the view of this Association a reckless tampering with a strategic peacekeeping mechanism that brilliantly has stood the tests of time and logic. Turning back to a narrowly based form of deterrence would drive us to an inflexible and fragile minimum assured destruction posture that could be overcome by a single Soviet technological advance.

The Air Force Association, therefore, views as *the nation's foremost military priority* the development and deployment of a survivably based ICBM force. Further, we believe that such a force eventually must provide for sufficient throw-weight to counter the perilous tilt the strategic balance has taken with the Soviet introduction of wave upon wave of large, modern ICBMs.

Time is running out on this nation's ability to restore a safe nuclear balance in the decade to come. Studying and restudying *ad infinitum* a modern, survivable ICBM may be politically expedient, but it does not cure US strategic deficiencies. We are alarmed also by the tendency to defer the go-ahead on a new US ICBM because of potential conflict with SALT II, a condition that could be resolved through a simple change in the US negotiation position. We applaud, therefore, the armed services committees of both Houses of Congress for setting firm, early deadlines for the Administration on this crucial decision. We hope the Administration will heed this congressional mandate to start development and deployment of a survivable ICBM force this year.

AIR-BREATHING STRATEGIC SYSTEMS

Because of the Administration's decision to halt production of the B-1 strategic bomber and slippage in the production schedule of the Trident submarines, the air-breathing leg of the triad—B-52 bombers equipped with gravity bombs, SRAM missiles and, beginning in 1982, with air-launched cruise

missiles (ALCMs)—will be called upon to perform an increasing share of the deterrence role.

To strengthen and assure the continued effectiveness of this force, a number of initiatives should be taken. Air Force leaders, as well as the Joint Chiefs of Staff, are on record that, for the foreseeable future, there exists a categoric need for a manned penetrating aircraft. Thus, the first requirement for the US is to upgrade the avionics and electronic countermeasure capabilities of the B-52 force to prolong its ability to operate in hostile airspace and to penetrate to Soviet targets. Upon completion of current Air Force and Defense Department studies of technological options for an advanced penetrating bomber, this Association believes work on development and deployment of such a weapon system should be started promptly. For the foreseeable future, penetration by a manned strategic system, capable of making on-the-spot decisions and of reattacking specific targets, remains an essential element of deterrence. Similarly, the bomber remains the only leg of the triad that can be recalled after launch.

Lacking a new bomber, the air-launched cruise missile must help fill some of the voids in US strategic capability. It follows that every precaution should be taken and no reasonable effort spared to optimize the design and performance of this weapon. A first step here should be that the Air Force, as principal user of ALCM as well as the closely related ground-launched cruise missile (GLCM), be entrusted with design, development, and acquisition of these weapons. Program management by USAF appears essential also to carry out evolutionary improvements of these weapons in response to feedback from the using Air Force commands and to assure rapid adjustments to future advances in Soviet defense against both the cruise missile and its carrier aircraft.

The Soviet Union clearly has the incentives, as well as the technical capabilities and geographic opportunities, to increase in a major way the range and effectiveness of its defenses against US cruise missiles. The time to formulate programs for enhancing the cruise missile's ability to penetrate Soviet defenses in the mid-1980s and beyond is now. High payoff improvements, such as follow-on cruise missiles that can operate supersonically in the target area or are equipped with evasive electronic warfare capabilities, should be explored and tested expeditiously. Concurrently, options to extend the range of SRAM, a weapon considered by the Strategic Air Command to be largely invulnerable to interception, should be explored to hedge against breakthroughs in Soviet cruise missile defense technology.

Issues of pervasive importance to the nation's strategic and certain theater warfare capabilities involve the state of nuclear warhead technology, the lack of nuclear material to build the required number of weapons, and the Administration's decision not to produce a modern, flexibly deployable strategic bomb. This Association applauds recent, resolute congressional action designed to encourage the Administration to produce the Full Fuzing Option B77 weapon. Similarly, we believe steps must be taken now to prevent a slowdown in cruise missile deployment in the 1980s because of insufficient nuclear material for their warheads.

AIR DEFENSE

The tragic imbalance in air defense capabilities between this country and the Soviet Union takes on added, grim importance as Moscow moves toward a massive buildup—basically unchecked by SALT II—of its Backfire strategic bomber force. Further, Soviet development and deployment of strategic cruise missiles appear to be only a matter of time and thus seem to dictate the revitalization of US air defenses. The clear need here is for the availability of a modern, manned air defense interceptor force to shore up the meager and aging assets that make up Aerospace Defense Command's inventory at this time. This Association believes that proposals to "fabricate" an interceptor force by the expedient of part-time assignment of Tactical Air Command fighters to the air defense augmentation role amounts to weakening tactical air capability without strengthening air defense. We believe that a dedicated force of modern aircraft configured for the air defense role and manned by crews proficient in this role must be set up promptly. We applaud Canada's decision to modernize its interceptor force and urge the US to follow suit. Equally essential is the assignment of modified E-3 AWACS systems to the air defense mission, as well as the assignment of modern SAM weapons to the defense of vital US command centers.

SPACE SYSTEMS

There is cause for encouragement as well as concern in recent actions regarding the military space mission. The President's decision to pursue an energetic space defense program is commendable. So is the commitment to an integrated space attack warning system and to measures to improve the survivability of our space-based command and control and intelligence assets. On the other hand, it is alarming that the Administration has not given the Air Force permission to actually deploy a US space defense weapon system. Also, this nation's quest for an agreement with the Soviet Union prohibiting test and deployment of space weapons must not cede unilateral advantages to Moscow. The USSR has

capable, fully operational satellite killer weapons in its inventory. The US has not even completed the design of such systems. Signing such an accord before the US has pulled even with the Soviet Union in this important technology would leave us extremely vulnerable, should the Soviet Union decide to abrogate the accord at some future date.

Finally, modernization of US strategic and tactical forces stands or falls with a corresponding upgrading of their command control and communications systems. Current schedules for modernizing these systems must not be permitted to slip for budgetary reasons, especially so far as the crucial area of attack assessment is concerned.

STRATEGIC AND TACTICAL AIRLIFT ENHANCEMENT

USAF's airlift and refueling forces make the difference between unusable power and power brought to bear in time and where needed. At this time, major shortfalls exist, thus jeopardizing this nation's ability to meet fully its commitment to the defense of Western Europe or to cope with contingencies in the Middle East and elsewhere. A near-chronic condition of underfunding or denied funding of vital airlift and air refueling enhancement programs caused these shortfalls. We believe that continued procrastination would introduce intolerable weaknesses in the national defense posture. Specifically, the C-5 wing modification program, the stretch and aerial refueling modification of the C-141, the Civil Reserve Air Fleet airlift enhancement, procurement of Advanced Tanker/Cargo Aircraft and initial development of an Outsize Cargo/Tanker Aircraft, reactivation of the Advanced Medium STOL Transport program, and especially reengining and modernizing the KC-135 force must not be delayed further.

TACTICAL AIRPOWER

Since USAF launched its broad-gauged tactical airpower modernization program in 1974, Soviet tactical airpower has advanced qualitatively and quantitatively at a rate far greater than anticipated at that time. Yet the USAF program has lost ground through cuts in production rates and other economy measures that in the aggregate now amount to more than $6 billion. We believe that meeting increasing threats with decreased capability, over the long run, is untenable. There may be the indirect benefit from stretching out aircraft buys of keeping production lines open for a longer period, but that advantage often will be canceled by the sharply increased risk of an understrength force. Soviet tactical airpower already outnumbers the equivalent US forces by about forty percent. Failure to maintain scheduled production rates will increase costs as well as the danger of the US losing its qualitative lead and at the same time increase the handicap of age creep, obsolescence, and an ever-shrinking force structure.

Central to maintaining USAF tactical airpower effectiveness is the need to accelerate aircraft delivery into the operational aircraft inventory of USAF's twenty-six active-duty and ten Reserve and Guard fighter wings to the authorized level. Equipping the Air National Guard and Air Force Reserve with the required number of F-4, A-7, and A-10 aircraft is essential to improve the combat capability of the Total Force.

One of the top priorities of USAF's tactical airpower is the development of capabilities for blunting the Soviet armored blitzkrieg in case of a NATO/Warsaw Pact war. The Air Force is handicapped in pursuing the required technologies, for such weapons as WAAM (Wide Area Anti-Armor Munitions) and other second-echelon attack concepts, because of restrictive, overcentralized management policies imposed by the Defense Department and Congress. (A similar condition also exists in regard to certain space programs, for which funding was denied.) By insisting on greater equipment commonality and by intertwining USAF and US Army weapons, autonomous operation by either service alone is jeopardized and mission-peculiar performance requirements are compromised. Yet the likelihood that the Air Force might have to operate independently of the Army, at least initially, in contingency wars is increasing. The Air Force Association, therefore, continues to call attention to the unchanging truth that final weapon system configuration is best left to the military professionals who have to fight with and, at times, die using these weapons.

Major deficiencies in the Air Force's ability to carry out its tactical air mission under night/adverse weather conditions, coupled with the lack of wide area munitions, could have grave consequences in a NATO/Warsaw Pact war. Needed is expeditious development of airborne night/adverse weather equipment and its integration with USAF's combat aircraft to provide aircrews with vision-enhancing avionic subsystems for terrain avoidance and target acquisition under all weather conditions. We deem these capabilities essential to deter Pact forces from attacking, as otherwise could be logically expected, during periods of low visibility.

We see a similar urgency with regard to shortfalls in the availability and performance of air-to-air munitions. Both the Advanced Medium-Range Air-to-Air Missile (AMRAAM) and the Advanced Short-Range Air-to-Air Missile (ASRAAM) should be developed and entered into production as soon as possible. Augmentation of manned nuclear-capable aircraft through Intermediate-Range Ballistic Missiles (IRBMs) as well as cruise missiles is another high-priority requirement now that the Soviet Union has started operational deployment of its SS-20 MIRVed IRBM against NATO.

RESEARCH AND DEVELOPMENT

Basic research, combined with exploratory and advanced development, form the bedrock of US national security years hence. Our technological bedrock began to erode in the late 1960s and early 1970s when the USSR pulled ahead of the US level

of effort, a lead that has widened ever since. Aggravating this condition is uncomfortable evidence of decreasing vigor in our science and engineering enterprise and of diverging scientific and national policies.

We note with deep apprehension the continuing trend to underfund research and development even though specific commitments have been made to maintain an annual, real-dollar growth of ten percent in research and five percent in exploratory development through FY 1981, with further growth to be determined by annual review. These goals were not met last year and seem to be in jeopardy in the coming fiscal year.

Yet a strong technology base is paramount to offset to some extent the long lead times required by modern military production and procurement programs.

A diversified, robust technology base also is a *sine qua non* in this age of deterrence that involves cycles of moves and countermoves. We not only must be able to understand and correctly forecast the next Soviet initiative but be prepared to start implementing a technological counter before Moscow has fully fielded this initiative.

We see as the central need, therefore, a sustained commitment to assure the adequacy of the military technology base over the long pull. Continuity of effort at a moderately increasing level is more productive, and far more economical, than spasmodic crash programs, conceived and executed in haste. We believe that level, at the very minimum, should advance the technology base in net, real terms at a rate of ten percent a year and exploratory development at five percent.

In sum, failure to respond to steadily increasing Soviet research and development—now accounting for about one-fourth of all Soviet defense spending—is the surest way to long-term US military inferiority. ■

AFA POLICY PAPER

DEFENSE MANPOWER ISSUES

Adopted unanimously by delegates to AFA's Annual National Convention, September 19, 1978.

We must face up to the problems that pervade the All-Volunteer Force. A return to some form of Selective Service System is necessary.

Sen. Sam Nunn, Chairman of the Senate Subcommittee on Manpower and Personnel, has said, "There now appears to be a growing consensus that the All-Volunteer Force, as currently constituted, may fail to provide an adequate foundation for the future national security needs of our nation."

In sharp contrast, Dr. John P. White, Assistant Secretary of Defense for Manpower, Reserve Affairs, and Logistics, states, "I believe we can say the All-Volunteer Force has been a success. In fact, a strong case can be made that our active forces are stronger and better manned than at any time in our history."

In evaluating this difference of opinion—a difference which the Administration has not attempted to resolve—it should be noted that an across-the-board judgment cannot properly be applied to the All-Volunteer Force. The Army and the Navy admittedly are having serious recruiting problems.

The Air Force has led the quality race year after year. Many who want to join the Air Force can't qualify. Those who are accepted readily absorb technical training and move smoothly into important assignments with operational units. First-term dropouts from the Air Force are fewer than in the other services.

But there are problems ahead, even for the Air Force. Probably the most worrisome is the declining male youth population. Today, as recruiters of all services find it harder to fill quotas, there are 8,700,000 males in the eighteen to twenty-one year age pool. But that pool is steadily declining. According to the Defense Department, by the late 1980s it will number fewer than 7,500,000 persons.

A recent congressional report states that this drop "will place increased pressure on an already competitive recruiting market and present a problem for the long-term viability of the All-Volunteer Force."

But, paradoxically, the successful recruiting by the Air Force could have negative consequences. "Share the wealth," some lawmakers have suggested, and distribute the quality throughout the armed forces. Indeed, the House Armed Services Committee, in its report accompanying the 1979 Defense Department authorization bill, came close to directing Air Force to steer some of its potential recruits toward the Army because "the Army is having difficulty. . . ." AFA strongly opposes any action that would lower Air Force personnel standards.

The Air Force, meanwhile, leads the services in attracting young women, thereby easing the poten-

tial male manpower bind. The more than 40,000 female members today will, under current plans, increase in numbers to 81,000 in five years.

Expanded recruiting of prior service members is a related step the Air Force has been urged to consider to help sustain the All-Volunteer Force. The more women and prior-service members any service takes, plus any other manpower-savings innovations that may be developed, the less the adverse impact of the dwindling pool of young males. But there are obvious limits on how far the services can go in these directions.

Because of the increasing demand for young scientists and engineers in the civilian community, the Air Force is having trouble securing enough new officers in these vital job areas. An even more ominous development is the accelerating exodus of pilots, many to the civilian airlines. The causes, not exclusively economic, vary—including Air Force job-generated family separations and congressionally dictated cuts in flying hours. Irrespective of the reasons, however, the worsening situation poses critical considerations for maintaining a responsive force.

AFA urges the Air Force and the Department of Defense to take strong management steps to increase pilot training capability and enhance the attractiveness of a flying career; further, we commend to the Congress an urgent review of the past cutbacks in funded flying hours with a view towards increasing flying time as a career retention incentive.

These problems must be faced and solutions found. Additionally, even the strongest proponents of the All-Volunteer Force admit it has faltered badly with the Reserve Forces, particularly with the Army Reserve and Army National Guard. Here recruiting and retention both are in trouble, and personnel strengths are down. Inadequate pay and incentives are mainly responsible. A twenty-two-month study of Reserve Forces compensation, recently completed, urges a complete overhaul of Reserve and Guard pay with emphasis on cash bonuses. AFA urges that the study's findings be given serious review.

The government must take more positive steps to assure continuance of an effective All-Volunteer Force. Foremost is assuring the military community —and reassuring it from time to time—that: (1) our nation stands foursquare behind its uniformed personnel, and (2) existing benefits will not be adversely tampered with.

On the other hand, Selective Service, or some form of national service, cannot be arbitrarily ruled out. The volunteer force would be immeasurably strengthened if a strong, active Selective Service System were in being.

AFA believes that a reevaluation of the current up-or-out personnel system of the military would be profitable—to lay to rest the assumption that the military cannot operate with older people in certain career areas and perhaps to establish that, in some selected fields, age is no barrier to effectiveness.

Numerous inequities have been around too long and should be removed promptly. Specifically, this means approving junior enlisted travel benefits, equitable enlisted per diem rates, full reimbursement for mobile home owners at transfer time, and expanded educational aid to make up for the removal of GI Bill coverage. Also, the worsening dollar devaluation problem overseas is an area of deep concern as it impacts on the service person stationed overseas. A more inclusive list of needed improvements follows:

COMPENSATION

We oppose the recommendation of the President's Commission on Military Compensation to establish a Deferred Compensation Trust Fund in the fear that this would exacerbate the already alarming shortage of mid-level managers. We also insist that any new compensation plan not affect those already on active duty or under contract.

AFA, meanwhile, opposes a "pay cap" on military and federal pay.

We support:

- Full travel benefits for junior enlisted families as recommended by the Commission.
- Enlisted per diem comparable to officer per diem. (Inexplicably, the Commission didn't address this point.)
- Equalized environmental differential pay for all federal civilians.
- Repeal of curbs that bar enlisted band members from moonlighting as musicians.
- Equalized hazardous duty pay for all ranks.
- A variable housing allowance Stateside.
- Enlistment and reenlistment bonuses for active-duty and Reserve component members.
- Educational and VA-type guaranteed home loan aid for members of the Air National Guard and Air Force Reserve.
- Full reimbursement to mobile home owners for transfer expenses.
- Federal employee reimbursement of moving/travel expenses, upon retirement or death, to home of record (or equal distance) if the last move was for the convenience of the government.

PERSONNEL POLICIES

AFA supports:

- The Air Force Recruiting Assistance Program.
- Enactment of the Defense Officer Personnel Management Act (DOPMA) as a needed stabilizer for field-grade promotions; however, we maintain reservations concerning its up-or-out provision.
- Continuation of current military leave policies for federal employees who are also Reservists.
- A tax credit for employers who hire Reservists.
- Equitable military leave policies that don't interfere with regular vacations of Reservists.
- Current drill pay structure for the Reserve components, and the addition of indexing this pay

directly to the annual Civil Service increases, on a one-for-one basis.

- The Air National Guard and Air Force Reserve technician concept, while supporting current proposals to improve management procedures of the technician program. We oppose allowing technicians to engage in collective bargaining.
- A fully funded Airmen Education and Commissioning Program.
- Direct commissioning of qualified enlisted members.
- Continued graduate education for officers and more efficient use of these graduates.
- Award of E-3 to JROTC graduates entering the Air Force or its components.
- The same tax advantage for federal employees who sell their homes when assigned abroad as that provided military members.
- Adequate housing for all ranks or suitable reimbursement for the lack thereof.
- A vigorous development of the Air Force Education Services Program.

We oppose all inequities, current or contemplated, in United States agreements with foreign governments that adversely affect the status of military personnel, civilian employees of the Department of Defense, or their dependents who are stationed abroad.

SPECIFIC BENEFITS

Commissaries

We continue to urge improved management to reduce commissary subsidies. However, we oppose any action that would reduce commissary benefits. AFA would not oppose merger of the separate service commissary systems, as currently being studied, but would not support any such merger that would lead to reduced service or benefits.

Military Health Care

We support:

- Current and improved incentives to attract and retain military physicians, dentists, and other scarce health-care personnel.
- The current program of upgrading Air Force physician assistants, from NCO to officer status.
- Dental care for dependents of active and retired members.
- Continuation of current military veterinary manning levels and their vital functions.
- A change in CHAMPUS to provide lifetime coverage under CHAMPUS for military retirees without regard to Social Security, Medicare, or service-connected disability treatment by the VA, and removal of current nonavailability certificate requirements.
- Raising the CHAMPUS reimbursement rates from the present seventy-fifth to the ninetieth percentile.
- A more responsive administration of CHAMPUS to eliminate unreasonable delays in reimbursement.

Survivors' Benefits and Insurance

We support:

- Improvements in the current Survivors' Benefits Plan (SBP), to include:

Erasing the rule that requires survivors to have their benefits offset by proportionate amounts of their deceased spouse's Social Security benefits; and

Providing survivors of Reserve component members who die before age sixty an annuity or a prorata share of the retired pay the member would have received at retirement.

- Amending the Federal Employee Group Life Insurance program to permit federal employees to contribute after retirement with continued coverage.
- Maintaining the goals of the Air Force Enlisted Men's Widows and Dependents Home Foundation and the Air Force Village Foundation.
- A continuing emphasis on the Soldiers' and Airmen's Home.

Veterans

As a veterans' organization, AFA is particularly conscious of the deplorable tendency on the part of the public—during periods of relative peace—to forget the sacrifices of servicemen and women. The plight of the Vietnam-era veteran is especially distressing in that educational and job-related assistance—which involve long-term commitments—have a tendency to lose urgency in the minds of the public and legislators as the anniversaries of that conflict advance. We also are concerned that the older veteran, with a relatively much smaller retirement income, is particularly hard hit by inflation at the very time his requirements for medical assistance are at a peak.

With all of these things in mind, we support:

- Greater US government emphasis on training and jobs for Vietnam-era Veterans.
- A continuing network of VA hospitals, fully funded and properly staffed.
- An expanded National Cemetery system responsive to the needs of US veterans.
- Legislation allowing disabled veterans retired from military service on a longevity basis to receive both military retired pay and VA disability compensation.
- Elimination of time restrictions on eligibility for earned veteran's education benefits.
- The current Veterans' Preference system in Civil Service employment.
- Establishment of a pension for disabled or aged veterans or survivors that would be independent of Social Security, and indexed to the Consumer Price Index (CPI).
- Establishment of Dependency and Indemnity Compensation (DIC) payments to survivors of a vet-

eran who was permanently and totally disabled for ten years or more, even if his death was unrelated to his disability.

• Increasing the maximum guaranty on VA home loans.

Retirement

We believe that any new retirement system must guarantee no reduction in benefits for military and federal employees serving, or under contract, at the time of enactment. Also, such a plan should not be integrated with or impacted by any Social Security retirement plan.

We strongly oppose any actions that penalize retired service members employed by the federal government by reducing or curtailing either the retired military pay or Civil Service salary.

We favor removal of the dual-compensation limitations for retired regular officers and oppose extension to other retirees.

We support:

• A new nondisability retirement plan on a reduced annuity basis for Reservists and Guardsmen who retire before age sixty.

• Lump-sum payments promptly on retirement for federal employees retiring for disability.

• A lifting of the sixty creditable, inactive-duty training points ceiling for retirement purposes for Reservists and Guardsmen.

• Recomputation of retired pay to reflect changing military pay structure.

• A three-year grace period for government-paid moves to home of choice upon retirement.

RESERVE OFFICER TRAINING CORPS

We urge an increase in the number of Junior ROTC units, and the full funding of authorized AFROTC scholarships.

CIVIL AIR PATROL

We support continued federal funding of the Civil Air Patrol and favor increasing CAP's capability to perform its search and rescue missions.

We support increased disability and death benefits for CAP members injured or killed on operational missions.

SELECTIVE SERVICE

With the military's ability to recruit qualified people becoming more and more questionable, a backstop is necessary. That is an effective National Selective Service System. The House Armed Services Committee has directed the Selective Service Director to make plans for national registration and classification and to report its plans by the end of the current session of Congress. We support this action.

MIAs/POWs

We urge the government to continue to pursue the resolution of the status of *all* Americans identified as MIAs or POWs in Southeast Asia. ■

A SPECIAL STATEMENT IN SUPPORT OF THE MEN AND WOMEN OF OUR ARMED FORCES

Adopted unanimously by delegates to AFA's Annual National Convention, September 10, 1978.

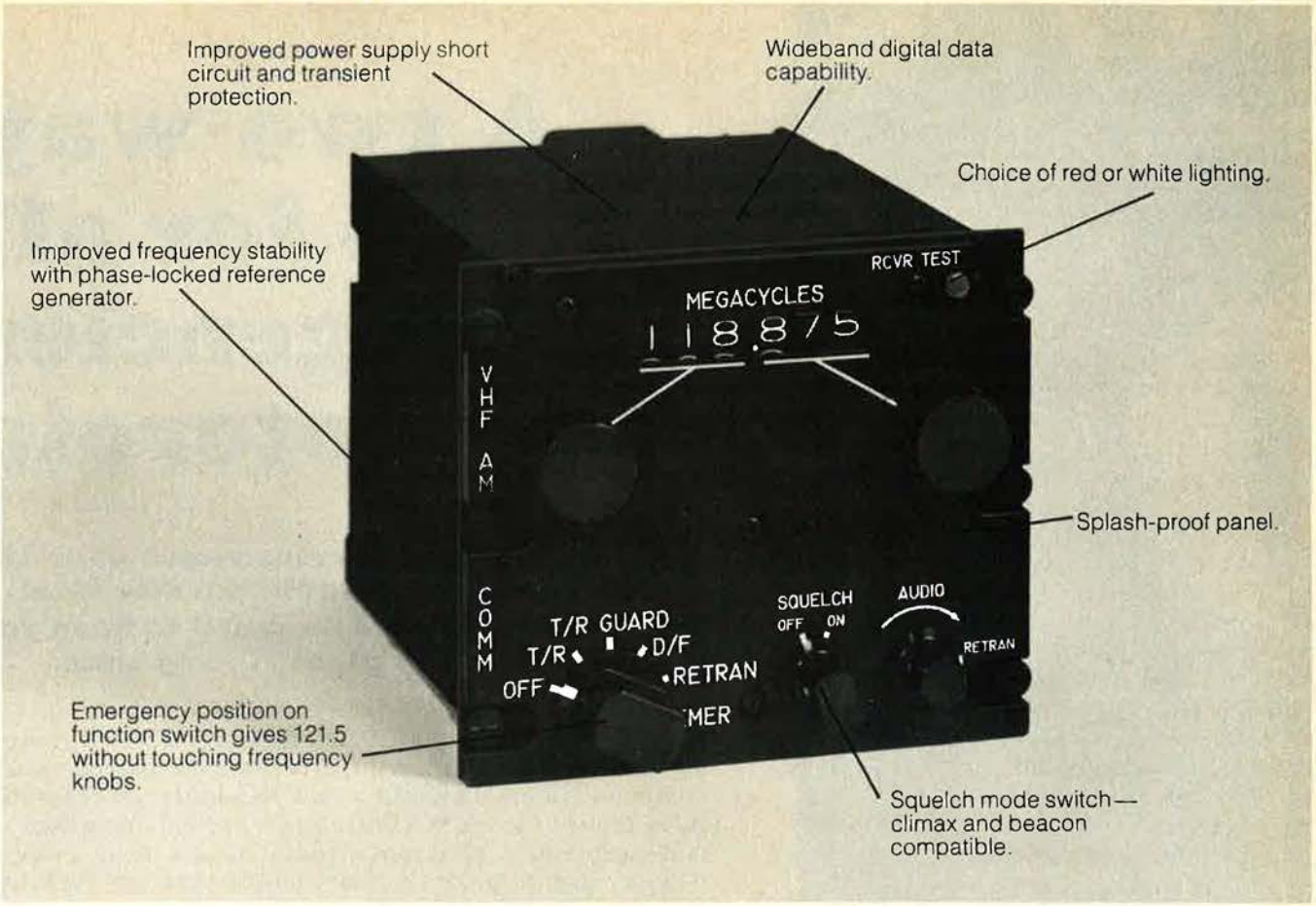
The prime concern of the Air Force Association, as always, is people, especially the men and women serving in the Air Force and the other armed services of the United States of America. Here we find cause for grave apprehension. Junior officers and middle-level NCOs are leaving military service in alarming numbers, and the situation could get worse. A major share of the problem goes far beyond the mere satisfaction of material needs.

Young military professionals look for and have every right to expect dignity, pride, job satisfaction, and the appreciation of the American people for the sacrifices that are a part of military life. They deserve a sense of belonging to an institution that is a part of American society and representative of the best in that society. The quickest way for the nation to lose the best and the brightest in its armed forces is by degrading, eroding, and ignoring the value and purpose of military service and national security.

Many of the men and women serving their country in uniform have concluded reluctantly that American society puts a low value on them and their job. From sniping at the military compensation system to cuts in force levels and general apathy concerning defense needs, some of our leaders seem bent on weakening the self-esteem of those who voluntarily defend American society. It is both tragic and ironic that the men and women who have reason to see themselves unappreciated by influential and decisive elements of society are among the best trained, most professional, and most combat-ready who have ever served in the ranks of the United States Air Force.

There is cause for even greater concern regarding the manpower problem—especially acute in the Ready Reserve—of the other services. We applaud the Congress for directing a comprehensive review of the All-Volunteer Force principle and its impact on national security.

The Air Force Association sees compelling cause, then, for reaffirming herewith our belief in, our compassion for, and our unswerving commitment to the men and women of the Air Force and of all the armed services. They have never needed recognition and help more urgently. They can be assured of continued support from the Air Force Association—fully, enthusiastically, and effectively. This we pledge. ■



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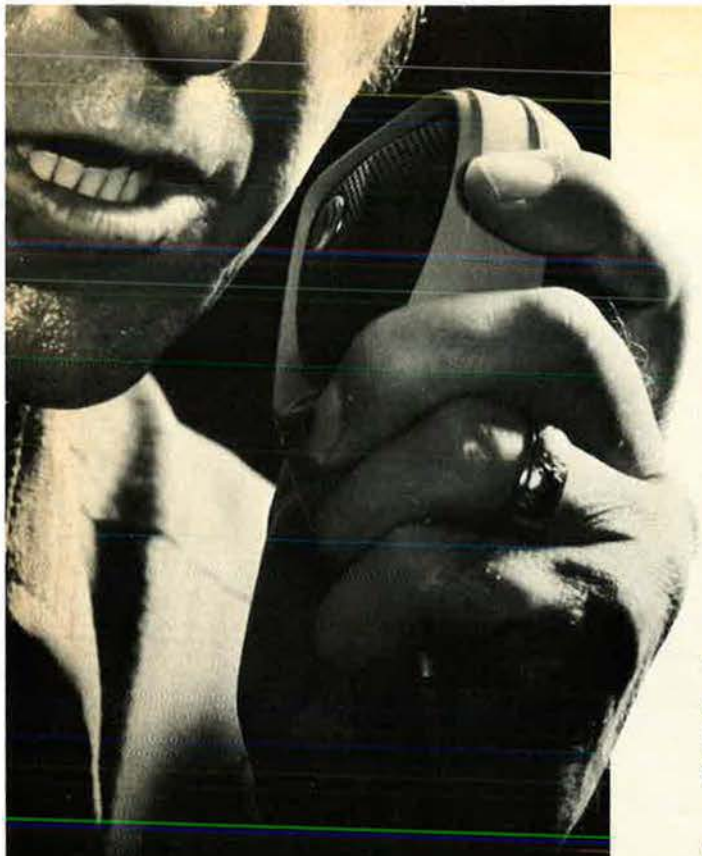

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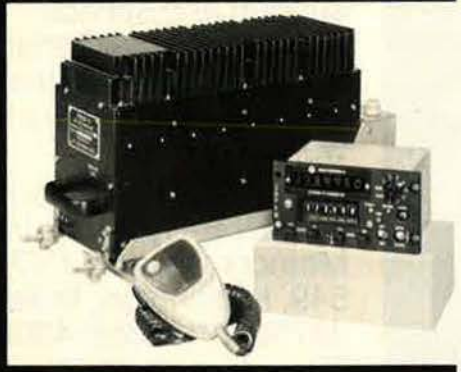

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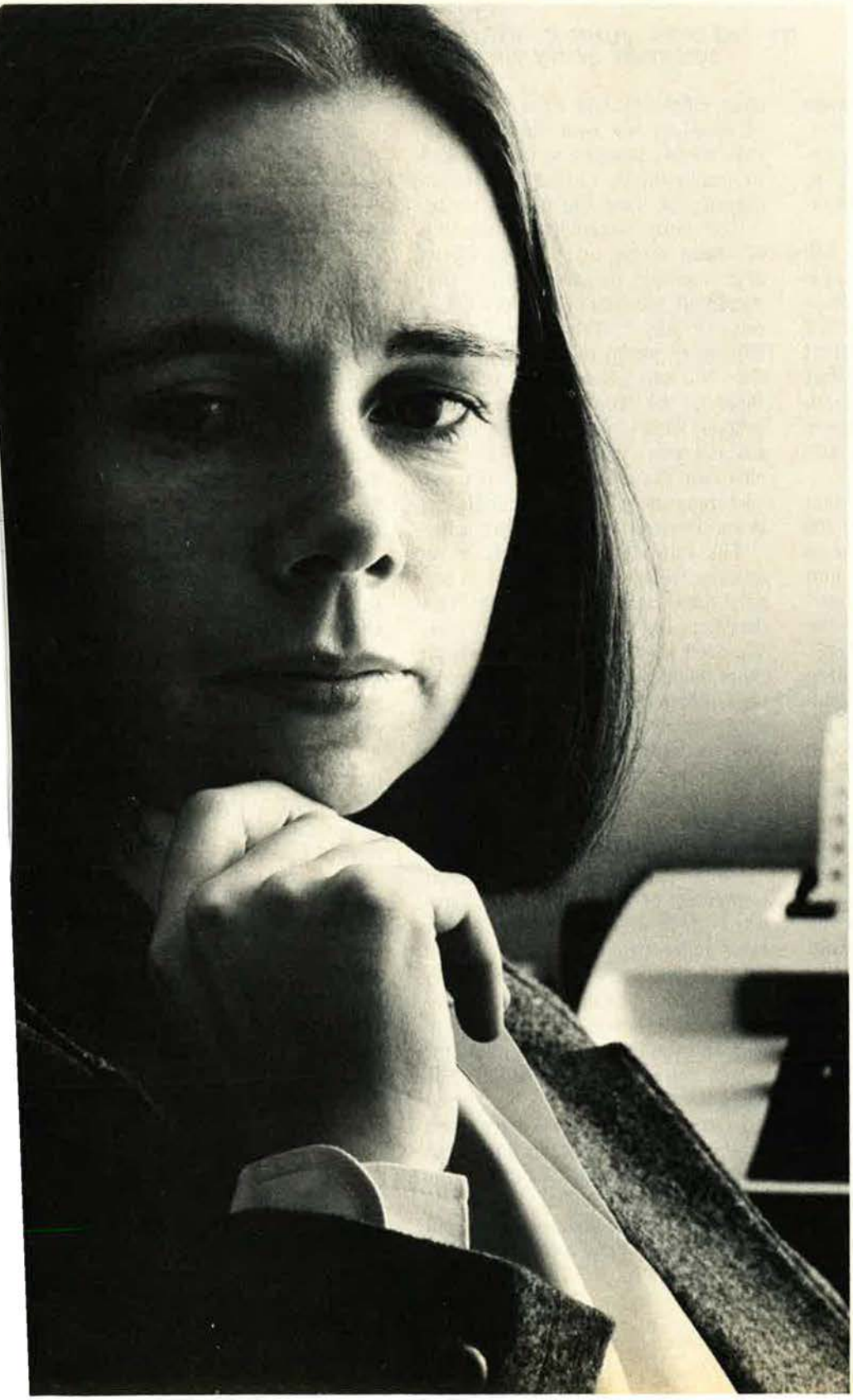

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Planning for the Year 2000

BY THE HON. JOHN C. STETSON
SECRETARY OF THE AIR FORCE

I'D LIKE to focus my remarks on two aspects of our defense position that I think are particularly important in maintaining and increasing our power and effectiveness—planning and commitment.

In a few days the Air Force will submit its Fiscal Year 1980 budget to the Secretary of Defense. . . . Recognizing fiscal reality, we have tried to squeeze all of the future combat capability possible out of the dollars we are likely to get—but I can tell you that many very important items won't be funded. There simply isn't enough money available.

This planning cycle frustration makes it even clearer that we in the Air Force have to take a longer term look at our goals, objectives, and requirements. We have to ask ourselves the basic question: What is the technological, political, and economic world going to look like fifteen to twenty years from now? From that, we can address questions, such as: What business should the Air Force be in by the year 2000? What type of aircraft and missiles will we need by then? What kinds of weapons technology should we be pursuing? What will our space requirements be? And, what impact will the new weapons and technology have on the organization and missions of that future force?

Long-term Trends

We need to ask and answer these questions as best we can *now*. In so doing, we can apply resources today more efficiently and do a better job of shaping our own future rather than merely reacting to the past and to outside forces. Let me give you an example of what I'm talking about.

The world is rapidly running out of cheap crude oil. The geologists and reservoir engineers know that there still are many billions of barrels of crude oil in the earth. But it is difficult to get at it, and it is expensive. We can get synthetic oil from shale in the Rockies, from "used" wells in Texas, and from new undiscovered areas under the oceans. We also can get liquid fuels from our vast quantities of coal, although this is an extremely expensive way to go.

The most practical of these resources will be available when we need them *only* if we make the right decisions and take some actions now. We need to know if our aircraft and other engines will operate effectively on synthetic fuels. We need to know more about how much fuel we will need twenty years out. We need to know how to refine synthetic fuels. We also need to know how much dedicated jet fuel we can hold in underground reserves.

Planning, either long range or near term, must consider more than hardware—or future fuels. It must devote even more attention to our most valuable resource—people. Effective employment of our weapon systems depends on having the right numbers and the right qualities of people—and having them combat-ready when they are needed.

In the Air Force we have been fortunate in the past to meet our manpower requirements most of the time. However, several factors on the horizon could seriously erode our ability to attract and retain the necessary people.

The absence of the draft as a compelling factor has placed pressure on our ability to meet recruiting goals, particularly in the Reserve components. In the more distant future, we might expect our economy to accelerate. Although desirable, that could make it even more difficult to attract the people we want in competition with civilian job opportunities. So this will add further pressures. We already have a serious shortfall of doctors, and pilot retention is becoming particularly difficult because of civilian employment opportunities.

Perhaps the most serious concern is the sharp decline that lies ahead in the number of young men of military age. At present, the services must recruit approximately one out of every six men of military age. But by 1985, they will need one out of every five men. The impact of this decline may be partially alleviated by our increasing use of women. I am very concerned that the total recruiting problem for the Air Force will become increasingly difficult in the years ahead, and we will have to concentrate more of our planning and attention on this problem.

Compensation and Security

Closely related to this problem is the matter of compensation and security for our people. The way in which we compensate our people has direct impact on morale, retention, and certainly recruitment. And these factors in turn are critical to our military strength and readiness. Our military people must feel, and believe that they are getting a fair shake now, and that they will have reasonable security directly after completion of their service career.

A professional military member gives the most productive years of his life to serving the nation. It seems reasonable and sensible to me that the nation in turn provide a stable compensation system around which he can plan his life, and a proper annuity—or delayed compensation—to provide a foundation of economic security when those long,

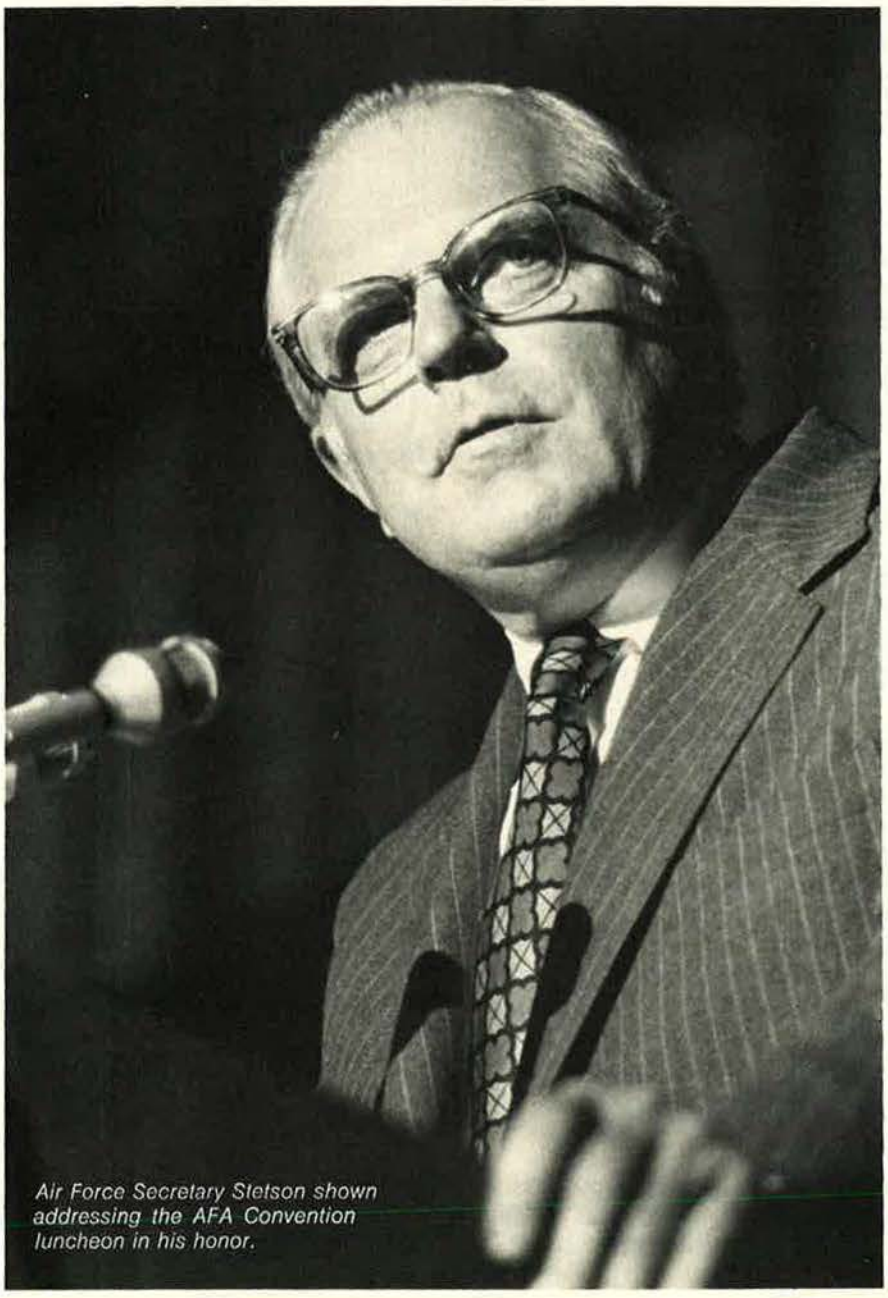
and often difficult, years of service are completed.

We are working now in conjunction with the other services to formulate a Defense Department position concerning the recent Zwick Commission recommendations. A solution to the current "in-limbo status" of the compensation proposals is important to the morale and good will of our people—and we owe them our support now.

I would imagine by the time this convention meets again next year the final compensation packages will have been presented to Congress, and whatever actions are going to take place will have taken place. I certainly hope so, because the continuing delay in making a decision erodes confidence and commitment, and this is hardly the time in our nation's history to have a military force undermined by a lack of confidence.

External Challenges

As General Allen aptly pointed out yesterday, we clearly need a stronger military force, particularly an Air Force, in view of the already formidable and expanding Soviet threat. I won't elaborate on that discussion except to reemphasize that we have many vulnerable pressure points throughout the world—Europe, Korea, and certainly the Persian Gulf area, which I spoke to you about last year.



Air Force Secretary Stetson shown addressing the AFA Convention luncheon in his honor.

I might point out that as I suspected last year and even before then, the situation in the Persian Gulf area has hardly improved. We have some positive developments, such as the F-15 sale to Saudi Arabia and the lifting of the arms embargo on Turkey. Also, the recent peace talks with Israel and Egypt may have constructive results regarding the Persian Gulf area.

But on the negative side of the ledger we have had the coup in Afghanistan, which brought in a very pro-Soviet government; the assassinations and the resulting instability in North and South Yemen; and the internal leftist-inspired turmoil in Iran, all of which are adding to the apprehensions in this vital and absolutely crucial area of the world. Petroleum resources from the Persian Gulf continue to be vital to the US, Europe, and Japan, and that dependency will accelerate in time.

The point is, the Persian Gulf typifies several areas of the world in which this country and its allies have a deep economic interest and where there is a significant threat to our interests.

In the final analysis, our strength as a free society will lie in how well we cope with accelerating changes in the world. The importance, uncertainty, and volatility of these parts of the world underscore the requirement for a strong military capability. Western security increasingly depends upon the willingness of the free nations of the world to work together and to harmonize their policies on matters of common defense and on economic issues.

This in turn requires dedication and commitment by those in the military services and their partners in the civilian community. The AFA has obviously recognized this twofold mission and has provided, and continues to provide, the type of support that this Air Force and our country needs. ■

The USSR will continue to be a threat to world stability, and the burden of resistance remains with the US. In that context, the Chief of Staff discussed SALT, the strategic equation, and the urgent need to attract and keep quality people, as the Air Force sets about...

Girding for the Long Haul

BY GEN. LEW ALLEN, JR.
USAF CHIEF OF STAFF

I HAVE two topics to address today. First, I want to give you my assessment of the "State of the Air Force." Then, I want to share some thoughts about the threat presented to United States security by the continuing development of military power by the Soviet Union, and about the actions that are required of our nation to ensure that we have a military capability that is adequate to maintain the peace.

The United States Air Force remains the strongest and best in the world today. As an institution, as an organization, and as a fighting force, we are in excellent condition. There are needs for improvement and problems to solve, but do not confuse our attention to those with a notion that we are not a great Air Force. We are, and we must continue to be.

Last month, I visited our Red Flag operation in Nevada, and I have just returned from a trip through the Pacific. Readiness is a watchword—in each headquarters and unit I saw. The readiness we have achieved in our strategic, tactical, and airlift forces is a remarkable accomplishment and a tribute to the support of this audience as well as past Air Force leadership.

Our aircraft modernization program is giving us the superior equipment we need at an acceptable rate. Our training is intense and realistic —we are training the way we plan to fight. Supply stocks are improving, along with the efficiency of our supply system. Advances in both system design and work procedures have brought a more efficient maintenance operation.

The Total Force concept—the integration of Guard, Reserve, and active forces into a solid, modern team of equals—is a resounding success.

We are focused on readiness in our thinking—and we are exercising our concepts. We practice quick reaction. We practice the surge of activity that would be required if we were called upon to fight. Our readiness is an unprecedented achievement—a matter in which we can take great pride even as we seek further improvement.

This peacetime intensity places heavy demands on our people. Realistic training is challenging and more risky. Most flights are planned for events that tax our crews continuously, alerts are tough, maximum surges are plain hard work. We have Air Reserve Forces units that stand alert in SAC and ADCOM and others that are tasked with and practice early deployment to Europe. We have fewer people doing more work—and doing it better than ever before. I am proud to say that our people have met this challenge extremely well.

The Air Force is fortunate, in that our mission, our equipment, and our way of life both require and attract people with a mix of talent and attitude that we summarize as quality. Air Force jobs have become more demanding. At the same time, we have continued to meet recruiting goals. Discipline and professionalism are at an all-time high. The all-volunteer concept is working well for us.

The lesson in these successes is that quality pays. We need it. This is an age in which deterrence relies on ready, sophisticated forces. The Air Force is a technologically intense force—that is, we have relatively few people, and they are responsible for complex, expensive equipment. Our people must be good in technical skills and proficiency. We will not improve our nation's defenses —or lower its taxes—by lowering our standards.

Improvement can continue. We know the limits of most of our machines, but we don't know the limits our people can reach if we can maintain their quality and continue to improve our training and leadership. General McBride [former Vice Chief of Staff of the Air Force] told the Outstanding Airmen here last year that he was honoring members of the second best Air Force, second best because it wasn't as good as next year's force would be. I share those sentiments, and it will be my policy to argue for and defend the Air Force quality of people and those "people" things that can help. My report, then, is that we have today a superb Air Force. But it must get better, and I will begin my second topic by explaining why I feel so strongly that we must continue to improve the Air Force's capabilities in the years ahead.

The US-Soviet Balance

Our nation has great intrinsic strengths, including political institutions built on our concern for basic human values, the world's strongest economic system, and friends and allies worldwide who share many of our beliefs. We are a nation that can afford strong military forces, and it is my belief that taking the steps needed to maintain military equality with the Soviet Union offers the only real hope for prolonged peace. Up until the past two years, however, our nation economized on defense for more than a decade. Purchasing power for defense programs fell annually. We compensated with technology, with management initiatives,

and with step-by-step sacrifice of the margins of our superiority over the Soviet Union.

We have now reversed direction, and are on a track of modest increases in spending.

We were forced to make this turn —just as we have been forced to modernize and to pursue a vigorous readiness effort—by Soviet emphasis on military programs, and by their success in those programs.

There are many points one can make about Soviet strength. It seems quite clear, though, as you look at the record, that the Soviets have stressed military forces, have achieved overall equivalence with the United States, and have tremendous momentum for continuing growth and modernization.

They have simply invested more in armaments than we have—significantly more—each year for over a decade. Their effort appears out of proportion to their needs for deterrence or defense, and the strength they are systematically achieving could be a major factor in world affairs if unchecked or unchallenged by the US and our allies and friends.

While we have compensated for reduced quantity with quality, the Soviets have enriched their quantity with quality.

That year-by-year differential in the emphasis on defense has led to changes in the weight and character of the military balance between our nations. The Soviets have improved, and are seen internationally as stronger, relative to the United States, than in the past.

They also remain an ideological, opportunistic power. They inject change. They do not abhor violence when it serves a political end. They do not respect human rights in the sense that we do. They retain and attempt to export a particular, repressive form of communism. . . .

The trends and realities that we see converge, in my view, and give some clear indications about the future that we must account for in our planning.

The first is that we are in for a long competition. Our superpower relationship with the Soviet Union dominates the world scene. The Soviet Union does not appear headed for economic disaster. They can support the levels of defense spending they choose and support an expansionist foreign policy. They may have been revolutionary, but for decades now they have been steady and predictable in their relentless pursuit of their goals. They will not fade, they will not change their basic character, they will continue to be a threat to world stability, and the majority of the burden of resistance will continue to fall on our shoulders.

Therefore, adequate security will continue to require sacrifice on our part. To maintain equality against as determined and capable an opponent as the Soviet Union will be challenging and expensive. The notion that there is an easy way to reduce the expense—which some suggest could be realized through unilateral disarmament or one-sided arms reductions—just seems to me to be wishful thinking. We must gird ourselves for a long haul at a high price. It is not a matter of "what the Pentagon wants." It is a matter of what the nation needs for defense. The fact of the Soviet military threat determines most of these needs.

Persevering will be a tough problem, but it's not a new problem.

Air Force Chief of Staff Gen. Lew Allen, Jr., addresses AFA.

The historian, Barbara Tuchman, was writing about a different age when she said, "One constant among the elements of 1914—as of any era—was the disposition of everyone on all sides not to prepare for the harder alternative, not to act upon what they suspected to be true."

SALT and the Strategic Equation

One part of the harder alternative we must sustain is the will to take initiatives in response to the growth of Soviet military power. Let me comment, in that context, on three of the issues confronting the Air Force and the nation—SALT, the increasing vulnerability of our ICBM force, and the retention of high-quality people. These issues involve choices—all difficult—and of vital importance to our nation.

The Air Force supports a reasonable SALT agreement, and I believe negotiations are moving us toward such an agreement. It must be recognized that we live in a world of competition and cooperation with the Soviets. Negotiation and strength are not contradictory—they are complementary. We have not lost ground to the Soviets because of arms limitations, but because the Soviets have pursued force modernization within the limits of those agreements more aggressively than we have. To continue to seek lower aggregate force levels while maintaining a verifiable and equitable balance does serve our national interest.

Maintaining that balance, however, is imperative. Soviet arms are the reality of the threat. Negotiations qualify and help to contain the threat, but they should not obscure the need for strength.

One of the keys, in my view, to retaining the strategic nuclear balance lies in either redressing or offsetting the predicted vulnerability of our Minuteman missile force. Basically, our country is in the unfortunate position of relying heavily on a strategic missile basing system that will become vulnerable. Our ICBMs have been a key leg of the triad for many years. By the early 1980s or thereabouts, Soviet developments will give them the capability to strike our ICBMs with sufficient accuracy and throw-weight to destroy a large percentage of our Minuteman force while still retaining large numbers of reentry vehicles to use as they choose, either against US cities or other military targets, or coercively to discourage US retaliation. . . .

The evolution of Soviet technology has been systematic and visible so that we know, with considerable certainty, that they will soon have this capability. All indicators signal that the time to act is now.

We have viable options for changes that can solve the problem. We are studying them. The multiple aim point ICBM basing system appears to be best of the options for redressing the vulnerability concern. By basing and moving our ICBMs among a large number of aim points, we force the Soviets to target all aim points, so that attempting a preemptive, disarming first strike would be unacceptable.

To attack us, the Soviets would have to exhaust their resources to the extent that they would end the initial wave of attack relatively worse off than when they began it.

"It will be my policy to fight for the rewards our people deserve for voluntary service, and for the rewards which will help maintain the Air Force life as one of quality and opportunity, for by so doing I know I am fighting for the strongest Air Force and the best defense for our nation."

SCIENCE/SCOPE

"The greatest contribution to communications since the synchronous satellite" was the promise made by a Hughes official for the tri-service Joint Tactical Information System (JTIDS). It is being developed to deliver critical command-control-communications securely, with resistance to countermeasures. In a totally interoperational manner for the Joint Chiefs of Staff, the system could feature three basic terminal types: Class I for large platforms like the USAF/Boeing E-3A Airborne Warning and Control System and the Navy's Naval Tactical Display System carriers; Class II for air superiority aircraft such as the F-14, F-15, A-10 and F-4; Class III for Manpack radios and remote piloted vehicles.

Reliability in excess of 100 hours mean-time-between-failure will be achieved or exceeded by the radar on the U.S. Navy and Marine Corps F/A-18A Hornet. The all-digital, multimode AN/APG-65 system will attain this new level of reliability through a design philosophy based on current or proven technology, simplicity of design, increased automation, intensive component screening and testing, and low life cycle cost. It was developed by Hughes under contract to McDonnell Douglas.

Soon the U.S. Army's AH-1S Cobra TOW-equipped helicopter will operate more effectively at the maximum range of the TOW (Tube-launched, Optically-tracked, Wire-guided) missile -- 3750 meters. This will occur when the Laser Range Finder (LRF) has been integrated into the M65 TOW Missile System as part of the Cobra Modernization Program. This increased standoff capability will make Cobra less vulnerable to hostile fire. Cobra will have a significant range advantage over front line threat air defense systems. The first developmental LRF model has been delivered by Hughes to Bell Helicopter for integration into the Army's M65 airborne system. Flight testing of the LRF started during summer, 1978.

Laser rangefinders now can be tested accurately on a miniature range (4"x4"x1") that replaces the standard 490-meter outdoor range. Developed by Hughes, Simulated Optical Range Tester (SORT) can surround the laser beam so that the device need never be shut down by atmospheric or safety problems. It can be configured for any laser application, including airborne, and can provide multiple targets.

As the laser is fired into SORT, light travels through a collimator, into a delay module, then to a fiber optic delay line. These delays simulate distance and signal losses normally found on any standard test range. Eventually, a SORT will be in all Hughes laser systems as a quick test of operational readiness.

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Therefore, they would not be well advised to attack in the first place. They would be deterred.

This is not an easy solution . . . but we must meet the threat. The Soviets maintain more than eighty percent of their strategic nuclear strength in their ICBMs, while our ICBMs contribute about thirty percent of the triad's punch. We cannot default that leg to them.

There are technical complexities and political issues still to be resolved. They are, in my view, workable if we are determined to find an answer to the Soviets' threatening development.

We also have available other options for offsetting Minuteman vulnerability, including building the air-launched cruise missile in various forms, increasing the effectiveness of our B-52 force, and developing a cruise missile carrier. I call on your support as we ponder these issues, and weigh the price of the various options against one another, to join me and resolve that our nation will not allow the Soviet arms buildup to place us in a position where they see themselves as substantially superior.

The Continuing Quest for Quality

Let me turn now to the subject of people. Our readiness, our deterrent strength, our entire defense depends upon people of the highest caliber working and serving day after day to tend our strength and our future.

We are fortunate, in the Air Force, to have eager, talented people who put mission and service first.

Our participation in the All-Volunteer Force has been the continuation of a success story that began in 1947. I am very proud of our Air Force men and women; they inherited a great professional legacy and continue to improve on it.

The evolution of the All-Volunteer Force has been curious. We, as a nation, tired of the draft and voted to rescind it. We offered a compensation system and level designed to attract high-quality people to military careers, based on a balance of reasonable living standards and the inherent satisfaction of a life in service.

The program succeeded. But in the infancy of its success we saw the beginnings of retreat, so that our people, from their perspective, reached equity only to have it taken away by inflation and withdrawal of benefits. At the same time their work loads in a peacetime environment were intensifying, in part because we in the services were saving money through force cuts. I see throughout the Air Force a sense that there has been erosion of benefits and concern that this will continue. . . .

As the trends we have seen in compensation and benefits have continued, we have reached a point where either recruiting and retention will fall, or standards will have to give way. Our experience in the Air Force clearly teaches us that when standards of quality decline, performance declines as well. When our commanders have to give added attention to discipline and training fundamentals, attention to readiness suffers.

This is a complex issue—one that differs from service to service, and one in which perceptions and emotion play a large part. The Air Force success story is underwritten by the dedication, motivation, and talent of our people. They sacrifice for our country. They deserve—and should expect—a reasonable measure of sacrifice from the country in return.

It will be my policy to fight for the rewards our people deserve for voluntary service, and for the rewards which will help maintain the Air Force life as one of quality and opportunity, for by so doing I know I am fighting for the strongest Air Force and the best defense for our nation.

We must pay a price for people, but not all of that price has to be spent in compensation. Our military forces—many of you—have served this country well without visions of wealth.

The private esteem of a career in uniform, reinforced by public esteem for what the uniform represents, can help us meet our needs in recruiting and retention.

The Air Force Association already helps by reaching out to our people in uniform and to many in public life, but today I would like to urge you to do even more. I plan to work through my senior commanders to ensure that each Air Force officer and airman is challenged to better our already enviable record of productivity. Our people work hard, and the work they do preserves our nation's strength. Our airmen and officers need the encouragement that a pat on the back can lend, and the Air Force story needs to reach more of those the Air Force serves and protects. The AFA, with its knowledgeable membership and chapters throughout the nation, can affect both. I know you will. . . .

I am not a pessimist about our future. If the times and issues we face are complex, they are not bad times or impossible issues. We are addressing them from a base of strength and in a positive manner.

If we continue to be vigilant—and continue to meet the Soviet challenge with modest changes in the pace, direction, and size of our defense effort—I am convinced that this nation will deny Soviet ambitions.

We have a greater system, the richer culture, the higher vision of our and mankind's future.

The Soviets will not "just go away" or become overnight friends. They will, in my view, come to a reasonable understanding with Western societies and accept an age of essentially cooperative relationships if, and only if, we pay the price to frustrate the present Soviet belief in the rewards of military power. ■

AWARDS AT THE 1978 AIR FORCE A

AFA'S AEROSPACE AWARDS

The H. H. Arnold Award (AFA's highest annual award)—To Gen. Alexander M. Haig, Jr., USA, Supreme Allied Commander, Europe, for revitalizing the moral, political, and military commitment of the fifteen member nations of the North Atlantic Treaty Organization, the free world's foremost military alliance and our first line of defense; and for transforming the Alliance into a markedly more cohesive and effective instrument of coalition warfare while fostering wider public understanding on both sides of the Atlantic of the central requirement to deter Soviet expansionism. In so doing, he has enhanced the security of the Western world and of free men everywhere.

The David C. Schilling Award ("The most outstanding contribution in the field of Flight")—To Astronauts Col. Joe H. Engle, USAF; Lt. Col. C. Gordon Fullerton, USAF; Fred Haise, Jr.; and Cmdr. Richard Truly, USN, for the successful completion of three free flights in the approach and handling test phases of the Space Shuttle program, thus contributing to the development of this spacecraft and to the advancement of aerospace technology.

The Theodore von Kármán Award ("The most outstanding contribution in the field of Science and Engineering")—To Brig. Gen. Donald L. Lamberson, Deputy for Development and Acquisition, Armament Development and Test Center, Eglin AFB, Fla., for outstanding leadership and technical direction in the research and development of high-energy laser systems, thus demonstrating their potential for revolutionizing warfare, while serving as Deputy for Advanced Radiation Technology, Air Force Weapons Laboratory, Air Force Systems Command.

The Gill Robb Wilson Award ("The most outstanding contribution in the field of Arts and Letters")—To the *Wall Street Journal* for editorial coverage of issues pertaining to national security, foreign policy, and international relations, particularly its "Review and Outlook" section and bylined columns. (*Accepted by deputy editorial page editor George Melloan.*)

The Hoyt S. Vandenberg Award ("The most outstanding contribution in the field of Aerospace Education")—To the Air Force Orientation Group, Wright-Patterson AFB, Ohio, for conceiving, designing, building, and displaying aerospace exhibits for viewing by millions of Americans nationwide, thereby contributing to the public's understanding of the Air Force and stimulating young people to join its ranks. (*Accepted by Col. Arthur E. Creighton, Jr.*)

The Thomas P. Gerrity Award ("The most outstanding contribution in the field of Systems and Logistics")—To Col. James K. Lowman, Director, Resources Management, Hq. AFLC, Wright-Patterson AFB, Ohio, for application of exemplary management techniques to enhance overall combat readiness posture, while serving as Assistant Deputy Chief of Staff for Logistics, Hq. USAFE.

AFA Veterans Administration Employees of the Year—To Dr. Rosalyn S. Yalow, Senior Medical Investigator, VA Hospital, Bronx, N. Y., for outstanding achievement in research concerning radioimmunoassays of peptide hormones, for which she received the 1977 Nobel Prize in the field of medicine, and to Dr. Andrew V. Schally, Senior Medical Investigator, VA Hospital, New Orleans, La., for outstanding achievement in research of peptide hormones, for which he received the 1977 Nobel Prize in the field of medicine.

AFA CITATIONS OF HONOR

Maj. Fredric L. Abrams, F-15 Site Activation Task Force Manager, Wright-Patterson AFB, Ohio, for outstanding leadership and management in planning and directing the deployment of an F-15 squadron to Germany and achieving operational capability within six hours after arrival.

Roy Acuff, "The King of Country Music," for a quarter century of entertaining servicemen in more than thirty countries, including four trips to Vietnam, totaling 442 days. His cheerful "message from home" to lonely GIs will long be remembered with affection. (*Presented by President Hasler on the stage of the Grand Ole Opry, Nashville, Tenn., September 2, 1978.*)

Maj. Stewart E. Cranston, while a member of the 475th Test Squadron, Tyndall AFB, Fla., for superior performance as a test pilot and project director whose findings have led to validated specifications for an advanced aerial gunnery system. Currently at Air Command and Staff College, Maxwell AFB, Ala.

Keith Ferris, Morris Plains, N. J., for brilliant and accurate artistry in documenting on canvas the Air Force over the years, thus producing some of the most valued paintings in the USAF Art Collection and making a notable contribution to our aviation heritage.

Lt. David B. Higgins, Chief, Systems Development Branch, Space and Missile Systems Organization, Los Angeles AFS, Calif., for exceptional leadership in directing a team of the most experienced missile reentry vehicle designers in the nation to evaluate warhead candidates for the MX missile.

Dr. William L. Lehmann, Director, Air Force Weapons Laboratory, Kirtland AFB, N. M., while Director of the Air Force Office of Scientific Research, rebuilding the ties between the Air Force and the nation's scientific community through a revitalized Air Force research program integrating university faculty members into Air Force laboratory projects.

Col. Donald P. Litke, Director, Materiel Management, Warner-Robins Air Logistics Center, Robins AFB, Ga., for outstanding achievements as Manager of the C-141 stretch program to provide the aircraft with thirty percent more cargo capacity, achieved eight weeks ahead of schedule and $4,500,000 under target cost.

Maj. Joel M. Litman, Commander's Representative to Hq., Air Force Interoperability Group, Air Force Intelligence Service, Bolling AFB, D. C., for his significant impact, as a Target Intelligence Officer, at the highest levels of the Air Force, DoD, and on national intelligence management, through his authorship of two comprehensive publications on targeting, three papers on Soviet defense policy, and major contributions to Air Force doctrinal manuals.

Capt. Kenneth J. Manion, Jr., Commander, Det. 502, 3751st Field Training Squadron, McChord AFB, Wash., for professional skill and leadership as pilot of a C-130E who answered a distress call from a small civilian aircraft lost in clouds over mountainous terrain with a pilot who had no instrument training. Unable to establish visual contact with the aircraft, which had less than one hour of fuel remaining, Captain Manion provided step-by-step instructions on how to use radio navigational aids, thus saving the pilot, her passenger, and the aircraft.

Col. John L. Pickitt, Commander, 366th Tactical Fighter Wing, Mountain Home AFB, Idaho, for distinguished leadership as Commander of an F-111F tactical fighter wing deployed from Mountain Home AFB, Idaho, to RAF Lakenheath in Great Britain. He sent personal letters of instruction to each family, established a telephone response system, and set up teams to assist families in packing and loading, thus demonstrating that "The Air Force Takes Care of Its Own."

Col. Russell D. Terpening, Commander, 6510th Air Base Group, Edwards AFB, Calif., for innovative leadership, as Base Commander, in improving the quality of life at Edwards AFB Flight Test Center by improving or initiating a wide range of service facilities, resulting in improved morale and reduced disciplinary action. (*To be presented at a later AFA event on the West Coast.*)

I. G. Brown Air National Guard Professional Military Education Center, for more than ten years of providing innovative training for Air National Guard, Air Force Reserve, and Air Force active-duty personnel. The institution's curriculum has been accredited by the Southern Association of Colleges and Schools. (Presented June 30, 1978, at the rededication of the facility at McGhee Tyson Air National Guard Base, Alcoa, Tenn.) (*Accepted by Col. Edmund C. Morrisey, Jr., Commandant.*)

Information Sciences Division, Rome Air Development Center, Griffiss AFB, N. Y., for improving the quality and effectiveness, while reducing the software cost, of computer-based systems in the Air Force, throughout the Department of Defense, and in other government agencies. (*Accepted by Col. Wendall C. Bauman, Commander.*)

380th Bombardment Wing, Plattsburgh AFB, N. Y., for exemplary performance of the wing's FB-111A strategic bombers and KC-135 Stratotankers in SAC's Bombing and Navigation Competition, winning the coveted Fairchild Trophy for the third time. *(Accepted by Col. Harold J. M. Williams, Commander.)*

TSgt. Richard A. Lawson, Minot AFB NCO Club Manager, Hq. 91st Combat Support Group, Minot AFB, N. D., for outstanding management of the Noncommissioned Officers' Open Mess and of the Airman's Annex at Minot AFB, N. D., and honors him as Air Force Club Manager of the Year.

CMSgt. Samuel G. Davis, 341st Combat Support Group, Malmstrom AFB, Mont., for outstanding ability and professional skill which contributed to the effectiveness of Air Force personnel planning while assigned as Personnel Sergeant Major at Malmstrom AFB, Mont., and honors him as Air Force Personnel Manager of the Year.

Dr. Hans J. P. von Ohain, Air Force Aero Propulsion Laboratory, Wright-Patterson AFB, Ohio, for outstanding leadership, creativity, technical competence, and foresight, resulting in advanced propulsion concepts vital to the national defense, while serving as Chief Scientist, Air Force Aero Propulsion Laboratory, Air Force Systems Command, and honors him as Air Force Civilian of the Year.

AFA MANAGEMENT AWARDS FOR LOGISTICS

AFA Executive Management Award—To **Col. Gerald Waltman,** Director of Maintenance, San Antonio Air Logistics Center, Kelly AFB, Tex., for exceptional performance as Director of Maintenance, San Antonio Air Logistics Center, Kelly AFB, Tex., in enhancing the capability of his organization to provide depot maintenance service for the Air Force.

AFA Middle Management Award—To **Maj. William H. Cathey,** 401st Tactical Fighter Wing, Torrejon AB, Spain, for outstanding performance as T-38 Aircraft Structural Integrity Program Manager while assigned to the System Management Division, Directorate of Materiel Management, San Antonio Air Logistics Center, Kelly AFB, Tex.

AFA Junior Management Award—To **Capt. Ted L. Kehl,** Directorate of Materiel Management, Ogden Air Logistics Center, Hill AFB, Utah, for exceptional performance as a Program Manager of the Aircraft System Management Division, Directorate of Materiel Management, Ogden Air Logistics Center, Hill AFB, Utah, which significantly contributed to the role of the F-101 weapon system.

AFA MANAGEMENT AWARDS FOR SYSTEMS

AFA Distinguished Award for Management—To **Maj. Gen. Robert Scurlock,** Director of Budget, Hq. USAF, Washington, D. C., for outstanding management skill and leadership as Deputy for the F-15 System Program Office, Hq. ASD, resulting in improved weapon system reliability, unparalleled quality, and aircraft deliveries ahead of schedule and on cost.

AFA Meritorious Award for Program Management—To **Col. Earl B. Essing,** USAF (Ret.), Comfort, Kerr, Tex., for exceptionally meritorious service as Commander, Air Force Rocket Propulsion Laboratory, Edwards AFB, Calif., establishing a foundation for accelerated technology in reduced smoke motor development for tactical air-launched missiles and Exploratory Development Activities on booster and post boost propulsion for advanced ballistic missiles.

AFA Meritorious Award for Support Management—To **Edward J. Trusela,** Hq. AFSC/PM, Andrews AFB, Md., for exceptionally meritorious service as Principal Assistant, Deputy Chief of Staff, Procurement and Manufacturing, Hq. AFSC, contributing immeasurably to the continuing success of the Air Force systems acquisition process.

Gen. Alexander M. Haig, Jr., Supreme Allied Commander for Europe (left), accepts AFA's highest honor, the H. H. Arnold Award, from AFA President Gerald V. Hasler.

AIR NATIONAL GUARD AND AIR FORCE RESERVE AWARDS

The Earl T. Ricks Memorial Award—To **Capt. Joe L. Rhoden,** 174th Tactical Fighter Group, N. Y. ANG, Hancock Field, Syracuse, N. Y., for professional and outstanding airmanship on May 2, 1978.

The Air National Guard Outstanding Unit Award for 1978—To the **162d Tactical Fighter Training Group,** Arizona ANG, Tucson, Ariz. (*Accepted by Col. Wess P. Chambers, Commander.*)

The Air Force Reserve Outstanding Unit Award for 1978—To the **403d Rescue and Weather Reconnaissance Wing,** Selfridge ANG Base, Mich. (*Accepted by Col. James C. Wahleithner, Commander.*)

The President's Award for the Air Force Reserve—To the **731st Tactical Airlift Sqdn.,** Westover AFB, Mass., for the outstanding Air Force Reserve flight crew of the year. (*Accepted by Capt. Richard M. Gavin, Aircraft Commander.*)

SPECIAL CITATIONS

Mountain Home AFB, Idaho—For outstanding support of the Air Force Recruiter Assistance Program. (*Accepted by Lt. Col. Doug Brown, base AFRAP Project Officer.*)

Air Force Recruiter of the Year—To **TSgt. Robert E. Jacques,** Flight Supervisor, 3513th Recruiting Sqdn., Hancock Field, N. Y., for demonstrating the highest degree of personal professionalism, integrity, and resourcefulness, and for instilling an unequalled spirit of competition within the recruiters of his unit.

TSgt. Robert L. LaPointe and son, Gregory, polish their motorcycle.

Outstanding Airman for 1978, SSgt. Brenda D. Newberry, and her husband, Sgt. Maurice D. Newberry, relax after a jog around the Scott AFB flight line.

At the Outstanding Airmen Dinner, AFA's annual tribute to USAF's top enlisted people, the leaders of the Air Force gathered to hear the winners hailed as . . .

TWELVE EXAMPLES TO FOLLOW

BY BONNER DAY, SENIOR EDITOR

THERE was a special excitement at the twenty-third AFA dinner for the twelve Outstanding Airmen for 1978.

It was the highlight of a week of activities scheduled for the airmen and their families.

A part of the AFA Convention held September 17–20 in Washington, D. C., the event attracted forty-three general officers who came to pay their respects to the ten men and two women chosen.

Some 500 guests met the airmen at the reception, held in the Shoreham Americana's Regency Ballroom. Later, guests adjourned to the nearby main ballroom for dinner.

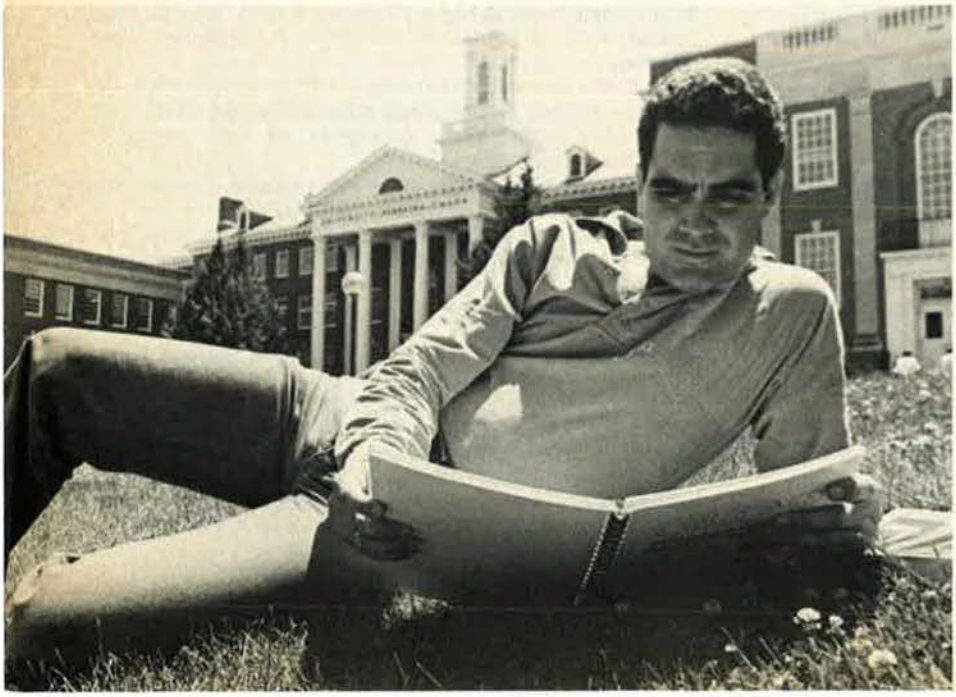
Adding to the excitement of the evening was the way the airmen were brought to the head table.

Each was announced individually, then followed to the front of the dimmed ballroom by a spotlight.

The airmen, some accompanied by spouses, turned to face the audience, bowed, then found their seats at the head table.

The twelve were selected from among eighty-three airmen nominated by major commands, separate operating agencies, and Reserve com-

Sgt. Joseph R. Gomez spends an off-duty hour studying in front of the University of Nebraska at Omaha. He is majoring in electrical engineering.



Sgt. Terry Wildermuth and wife, Mi Hui, view a Korean wax display.

Sgt. Raymond C. Swope gives a Scout friend some pointers on security.

Newly commissioned 2d Lt. Karen M. Kyritz practices marksmanship.

Sgt. Arturo C. Aguirre works with a Boy Scout troop in his spare time.

ponents. Some 378 have been chosen since the program began in 1956.

In addition to their Convention activities, the airmen visited the National Air and Space Museum, Arlington Cemetery, the White House, the Capitol, and spent an evening at the Kennedy Center's Eisenhower Theater.

But the highlight of the week was the dinner held in their honor Monday evening, September 18.

The Outstanding Airmen were a cross-section of Air Force enlisted ranks, ranging in age from twenty-one to thirty-eight, and in length of service from two to twenty years.

But it was their performance as members of the Air Force and the communities they lived in that caused them to be selected.

AFA President Gerald V. Hasler welcomed them to the dinner and said he looked forward to working with them on the AFA Enlisted Council.

The dinner speaker, Vice Chief of Staff Gen. James A. Hill, pointed out that the twelve had been consistently promoted ahead of their contemporaries and had earned a total of sixty-two awards and decorations.

He noted that for three years in a row one airman, Sgt. Arturo C. Aguirre, twenty-three, of Shaw AFB, S. C., had been named the outstanding airman at his base.

Another, TSgt. Robert L. LaPointe, twenty-eight, of Elmendorf AFB, Alaska, has won seventeen awards and decorations, including the Distinguished Flying Cross, as a pararescue leader.

General Hill praised the career of SMSgt. Charles P. Zimkas, thirty-eight, noting that he had served around the world and is now executive to the deputy chief of staff for personnel at Hq. Aerospace Defense Command, Peterson AFB, Colo.

Second Lt. Karen M. Kyritz, thirty-one, who was commissioned in May 1978 after being named an Outstanding Airman, was cited for continuing to serve in the Air National Guard at Buckley ANG Base, Colo., after a tour of active duty.

SMSgt. Cecil F. Vostatek, thirty-six, an eighteen-year veteran, was praised as an "outstanding professional" for his work as a logistics expert. He is now assigned at Laughlin AFB, Tex.

General Hill also recognized the off-duty activities of the airmen. He noted that Sgt. Raymond C. Swope,

CMSgt. Larry E. Hume finds time after duty to work with daughter Wendi on family ceramic projects like this jar.

TSgt. Joe D. Bryant and one of his many puppets used in a traveling show by a local church youth group.

SMSgt. Cecil F. Vostatek and family examine a Texas cactus, carefully.

Gen. James A. Hill, Vice Chief of Staff, USAF, addresses the Airmen.

MSgt. John E. Timmer, a physical therapist, works with a patient.

twenty-one, McClellan AFB, Calif., is an adult leader in the Boy Scouts, and a chaperon at a community youth center.

MSgt. John E. Timmer, thirty-six, of the Air Force Academy, was recognized for work in civic programs for the aged.

TSgt. Joe D. Bryant, thirty, formerly at the Air Force Weapons Laboratory, Kirtland AFB, N. M., was hailed for his work in community youth programs.

General Hill emphasized that the airmen are a symbol for other airmen who participate in similar activities:

"I'm sure you join with me in saying thanks to these I've mentioned by name as well as the many thousands they represent."

General Hill also singled out the educational achievements of the airmen.

He noted that Sgt. Joseph R. Gomez, twenty-five, from Offutt AFB, Neb., is working on an electrical engineering degree at the University of Nebraska.

CMSgt. Larry E. Hume, thirty-five, has earned bachelor's and master's degrees while serving in the Air Force.

General Hill noted that SSgt. Brenda D. Newberry, twenty-four, graduated with honors from her high school, then earned a degree in business management from the University of Maryland while assigned at Torrejon AB, Spain.

Sgt. Terry A. Wildermuth, twenty-four, was lauded for seeking additional schooling in his skill, police science, from the University of Maryland, while stationed at Osan AB, Korea. Sergeant Wildermuth has been selected to be an instructor at the Security Police Academy, Lackland AFB, Tex.

Noting the academic backgrounds of the Outstanding Airmen, General Hill said: "This account of educational opportunity speaks well for these outstanding people as well as giving you an idea of the tremendous opportunities that exist in the US Air Force."

Perhaps the highest praise of all for the airmen came from the Chief of Air Force Chaplains, Maj. Gen. Richard Carr, in his prayer before the dinner: "We could not follow any better examples than those wonderful people we honor tonight." ■

SMSgt. Charles P. Zimkas and son, Michael, make a minor bike repair.

THE OUTSTANDING AIRMEN FOR 1978

Sgt. Arturo C. Aguirre, Jr.
363d Tactical Recon Wing (TAC)
Shaw AFB, S. C.

TSgt. Joe D. Bryant
Air Force Weapons Laboratory (AFSC)
Kirtland AFB, N. M.

Sgt. Joseph R. Gomez
544th Intelligence Analysis Sqdn. (SAC)
Offutt AFB, Neb.

CMSgt. Larry E. Hume
21st Air Base Gp. (AAC)
Elmendorf AFB, Alaska

2d Lt. Karen M. Kyritz
140th Tactical Fighter Wing (ANG)
Buckley ANG Base, Colo.

TSgt. Robert L. LaPointe
71st Aerospace Rescue and Recovery Sqdn. (MAC)
Elmendorf AFB, Alaska

SSgt. Brenda D. Newberry
401st Supply Sqdn. (USAFE)
Torrejon AB, Spain

Sgt. Raymond C. Swope
2852d ABG Security Police (AFLC)
McClellan AFB, Calif.

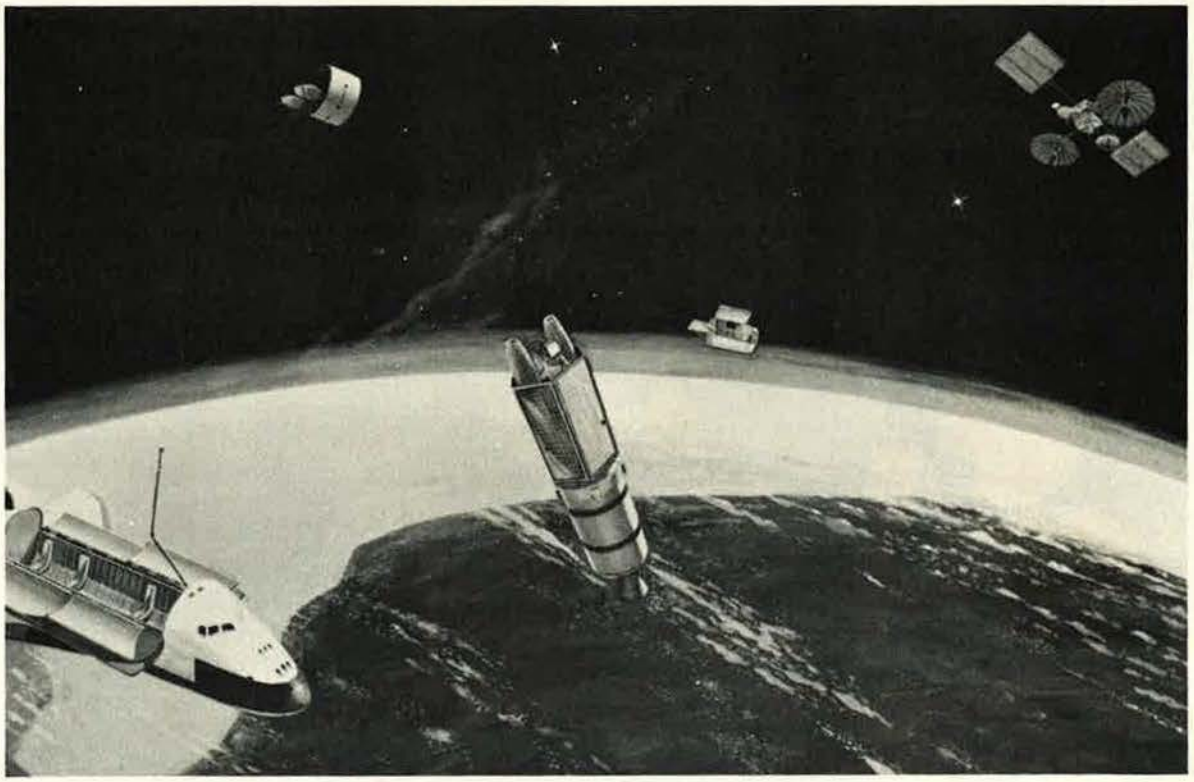
MSgt. John E. Timmer
USAF Academy Hospital (USAFA)
Colorado Springs, Colo.

SMSgt. Cecil F. Vostatek
47th Supply Sqdn. (ATC)
Laughlin AFB, Tex.

Sgt. Terry A. Wildermuth
51st Security Police Sqdn. (PACAF)
Osan AB, Korea

SMSgt. Charles P. Zimkas, Jr.
Hq. Aerospace Defense Command (ADCOM)
Peterson AFB, Colo.

TELEMETRY, TRACKING & COMMAND



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Aerospace Development Briefings and Displays

Aerospace Technology Showcase

THE Aerospace Development Briefings and Displays, the most successful in AFA Convention history, included exhibits and briefings by seventy-one firms and company divisions (*see list on p. 67*).

In addition to filling three exhibit halls during the AFA's National Convention, industry displays were also positioned outside, in front of the Convention hotel.

Included in the exhibit halls were displays of six companies from England and Sweden.

In addition, and separate from the commercial displays, the Air Force provided a special display that saluted seventy-five years of powered flight, featuring highlights of Army and Air Force historic events.

Some 5,000 guests toured the exhibits, including senior Air Force, Defense, and other government officials, members of Congress and of congressional committee staffs, generals and admirals and other senior officers of all the services, and attachés and other distinguished guests from foreign countries.

Displays included aircraft and aeronautical technology, propulsion systems, and ballistic and cruise missiles. Also represented were com-

Air Force Secretary John C. Stetson, left, shown here at the Rolls-Royce display, was among the guests who toured the AFA Aerospace Development Briefings and Displays.

Gen. David C. Jones, Chairman of the Joint Chiefs of Staff, and his son, David, are briefed on Lockheed's wide-body commercial transport, the L-1011 TriStar.

Sen. Gary Hart (D-Colo.) stops at the Boeing display during a tour of Convention exhibits with George M. Douglas, Board Chairman of the Air Force Association.

Delegates view the Olympus Corporation of America exhibit during the evening reception held in the display halls prior to the Air Force Anniversary Dinner Dance.

panies dealing with support and subsystem technologies such as lasers, electronic warfare, armament, reconnaissance, air traffic control, communications, guidance systems, simulators, infrared devices, radar, satellites, and personal equipment.

The displays and briefings offer military and other officials a review of the present state of aerospace technology and of what lies just over the horizon. Guests also have an opportunity to discuss technology and its defense applications with engineers and scientists working in all phases of aerospace. ■

Among the more popular briefings in the Convention's Aerospace Development Briefings and Displays program was the presentation arranged by Bunker Ramo.

At General Dynamics' exhibit, guests are given an opportunity to sit in an F-16 fighter cockpit mockup and to view computer-simulated flight on radarscopes.

At the Emerson Electric Co. display, AIR FORCE Magazine's "There I Was . . ." cartoonist Bob Stevens autographed his books for guests at the display halls.

A model of the Space Shuttle was a special feature at the IBM briefings, part of the aerospace exhibits.

For speed and convenience, guided tours allowed guests to select specific aerospace briefings and displays.

Aerospace Industry Roll of Honor

Companies Represented at the 1978 Aerospace Development Briefings and Displays

Arvin/Echo Science Corp.
Current and Future Recording Techniques to Record FLIR, Radar, Sonar, TV, ECM, and Other Data

Bell System
PBX, Data and Teleconferencing Systems

Bendix Corp., Aerospace-Electronics Group
Advanced Airborne Technology

Boeing Aerospace Co.
Progress Report on Strategic Air-Launched Systems

Bunker Ramo Corp.
AN/GYQ-21(V) Data Management System

Cutler-Hammer, AIL Div.
History of Electronic Warfare at AIL

Delco Electronics Div., GMC
Avionics Computers Today and Tomorrow

Emerson Electric Co., Electronics & Space Div.
Development of Today's Weapons Turret

E-Systems, Inc.
Command, Control, Communications, and Intelligence (C^3I) in Today's Air Force

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

Ford Aerospace & Communications Corp., Aeronutronic Div.
Mission Flexibility for TAC-POD Mounted Targeting and Weapon Systems

General Dynamics
Major New Weapons Systems for the USAF

General Electric Co.
Aircraft Engines
75 Years of Aircraft Turbine Technology
Aircraft Equipment Div.
New GE 430, 30-mm Gun Pod

Gould Inc., NavCom Systems Div.
Solid-State High-Frequency Communications

Grumman Aerospace Corp.
EF-111A Tactical Jamming System
Genealogy of Grumman Aircraft Over Last 49 Years

Honeywell, Inc.
Honeywell's Advanced Technology and Management Initiatives that Support USAF Strategic and Tactical Missions

Hughes Aircraft Co.
Joint Tactical Information and Distribution System (JTIDS)

IBM Federal Systems Div.
Advanced Technology and Equipment from Systems Involving Communications, Electronic Support Measures, Bombing/Navigation and Targeting Communications in the Computer Age

ITT Gilfillan
Air Defense Radar Systems for the Eighties

Lear Siegler, Inc., Instrument Div./ Astronics Div.
Precision Guidance and Control

Lockheed-Georgia Co.
Affordable Airlift Solutions

Marconi Avionics Ltd.
Avionics—Today and Tomorrow

Martin Marietta Aerospace
Missile-X, OASIS, Teleoperator Retrieval System, and SCATHA Strategic and Tactical Systems for USAF

McDonnell Douglas Corp.
Douglas Aircraft Co.
YC-15 Advanced Medium STOL Transport
McDonnell Aircraft Co.
The Eagle—Ready for Future Requirements
McDonnell Douglas Astronautics Co.
Advanced Strategic Air-Launched Missile

Northrop Corp.
Aircraft Group
The F-5, The Timeless Flying Machine
Communications & Electronics Group
Tactical/Strategic Airborne Active Electronic Countermeasures Systems

Raytheon Co.
Capabilities of the Sparrow AIM-7F Missile System

Redifon Simulation Ltd.
Military Simulation Concepts

Rockwell International
Autonetics Strategic Systems Div.
Inertial Navigation and Nuclear Radiation Hardening for Powered Flight Vehicles
Los Angeles Div.
Highly Maneuverable Aircraft Technology (HiMAT) Program
Missile Systems Div.
Defense Suppression and Anti-Armor Weapons
Space Systems Group
DoD NAVSTAR GPS Satellite Program and the Space Shuttle Program

Rolls-Royce, Inc.
V/STOL Powerplant Technology

The Singer Co.
Kearfott Div.
Standard Air Force Navigation Systems
Link Div.
Advanced Simulation Technology/ Visual Systems

TRW Defense & Space Systems Group
Multiple Aim-Point Basing of US ICBMs

United Technologies
Chemical Systems Div.
Putting the Integral Rocket/ Ramjet to Work
Norden Systems
The PDP-11M Minicomputer
Pratt & Whitney Aircraft Group, Government Products Div.
Pratt & Whitney Aircraft Engines
Pratt & Whitney of West Virginia
JT15D Engine
Sikorsky Aircraft Div.
H-60 Helicopter

Westinghouse Electric Corp.
Advanced Electronic Systems with Emphasis on Innovative Maintenance Concepts to Reduce Operation and Support Costs

Williams Research Corp.
Small Turbofan for the Cruise Missile

The following companies displayed but did not hold briefings:

AGA Corp.
Infrared Imaging Systems for a Variety of Missions

Beech Aircraft Corp.
C-12A Aircraft and HAST Missile Target

Bell & Howell Datatape Div.
Advanced Instrumentation Magnetic Tape Recorders

Chamberlain Manufacturing Corp.
Self-Propelled Aerial Work Platforms

DMS, Inc.
Market Intelligence Reports and Special Studies on the Defense/ Aerospace Industry

Fairchild Space & Electronics Co.
Latest Hardware in the Field of Data Annotation and Stores Management Systems

Hazeltine Corp.
TICCIT System for Academic Instruction

Itek Corp.
Optical Technology for Surveillance Systems

Jane's/Franklin Watts, Inc.
The Internationally Renowned Series of "Jane's" Reference Books

Lockheed Missile & Space Co.
Advanced Space Capabilities

Logicon, Inc.
Automated Flight Training System (AFTS) for F-4E and A-7D Simulators

Loral Corp.
Electronic Countermeasures (ECM) Hardware

McDonnell Douglas Corp.—ACTRON
Digital Scene Matching Area Correlator, a Light Emitting Diode Recorder, Programmable Multiplex Terminal, Internal Bearing Stabilized Sighting Unit, and ACTRON's Microprocessors

McDonnell Douglas Corp., McDonnell Douglas Electronics Co.
Vital Visual Simulation Systems, Radar Warning Trainers, Cockpit Voice Annunciator, Data Display Set

Northrop Corp., Electro-Mechnical Div.
AMRAAM, Advanced Medium Range Air-to-Air Missile

Olympus Corp. of America, Industrial Fiberoptics
Olympus Steel-Clad Industrial Fiberscopes

Rockwell International, Collins Government Avionics Div.
Latest Developments in Global Positioning, Cockpit Management, Communications and Navigation Systems

Rockwell International, Rocketdyne Div.
Current Air Force Programs in the High-Technology Laser Field

Sanders Associates, Inc.
Latest in its Range of ECM (Electronic Countermeasures) Systems, IRCM (Infrared Countermeasures) Systems

Sierra Research Corp.
Advanced Electronic Systems

Sundstrand Corp.
Equipment Used on Current USAF Aircraft

United Technologies, Hamilton Standard
Overview of their Capabilities in the Design and Manufacture of Propellers, Fuel Controls, Environmental Control Systems, Electronic Controls and Test Standards

United Technologies, Pratt & Whitney Aircraft Group, Commercial Products Div.
Various Air Force Programs Involving the JT8D-209, JT9D, and JT10D Jet Engines

At the Rayburn House Office Building:

AFA's Fifth Salute to Congress

AN overflow crowd packed the largest reception room on Capitol Hill September 19 for AFA's fifth Salute to Congress. Delegates to the Association's thirty-second annual National Convention met in the Rayburn House Office Building with more than 200 Congressmen and scores of key congressional staff members during the event. On these two pages are a few of the hundreds of photographs taken during the evening. ■

Joining USAF Chief of Staff Gen. Lew Allen, Jr., are Idaho Republican Congressman Steven D. Symms, left, and AFA President Gerald V. Hasler.

Three Virginians pause while talking over the Convention. From left, AFA National Director Jon R. Donnelly, Virginia Republican Rep. William C. Wampler, and State Delegate Ken Rowe.

Fellow Texans Sam E. Keith, Jr., AFA National Director, left, and House Majority Leader Jim Wright (D-Tex.), share Convention highlights with AFA President Gerald V. Hasler.

Gen. William C. Moore, Jr., Commander in Chief, Military Airlift Command, visits with, from left, Rep. Melvin Price (D-Ill.), Illinois AFA State President C. W. Scott, and Robert D. Eisenhart, President of the Scott Memorial Chapter.

A warm handshake and greetings are exchanged between Sen. Jacob K. Javits (R-N. Y.), left, and AFA President Gerald V. Hasler.

Joining Michigan Democratic Congressman Robert Carr, center, are Howard Strand, Michigan AFA State President, left, and Frank Ward of the Battle Creek Chapter.

Congressman G. V. "Sonny" Montgomery (D-Miss.), left, welcomes Mississippi AFA State President Billy McLeod and AFA's Vice President for the South Central Region, Toulmin H. Brown.

New York Democratic Congressman Sam Stratton, left, visits with fellow New Yorker, conventioneer, and AFA's President, Gerald V. Hasler.

Oklahoma's Republican Senator, Henry L. Bellman, left, gives a warm Sooner welcome to Oklahoma AFA State President Bill Webb.

From left: Margaret A. Reed, AFA's Vice President for the Northwest Region, visits with Congressman Jack E. Cunningham (R-Wash.) and AFA National Director Sherman W. Wilkins.

AFA's Junior Officer and Enlisted Councils met at the 1978 AFA Convention to discuss problems affecting Air Force members. They left Washington agreeing that of all the forces weaving the Air Force into the fabric of our nation, Air Force people are . . .

The Most Important Thread

BY CAPT. CHARLES G. TUCKER, USAF, CONTRIBUTING EDITOR

THE captain glanced down at her calendar watch just in time to see TUE click out of sight and WED take its place. But, for her and the twenty-six other Air Force officer members of AFA's 1978 Junior Officer Advisory Council (JOAC), the passing into another day went otherwise unnoticed. They were too busy working to meet a pressing deadline. Soon they would be called upon to speak with candor and openness to a prime problem facing the Air Force and its junior officer corps. That problem is retention. Somehow, at this late hour, all the hours of hard work the JOAC had expended in the Nathan Hale room of Washington's Sheraton-Park Hotel seemed critically short when measured against the far-reaching effects their recommendations might have on junior officers throughout the Air Force.

In another part of the Sheraton-Park, the sixteen members of AFA's Enlisted Council were spending an equally arduous convention week hammering out recommendations on questions of comparable interest to their peers.

Both councils were meeting in conjunction with the 1978 Worldwide Junior Officer and Enlisted Conferences, scheduled to coincide with AFA's annual National Convention. This year marked the ninth such meeting for the JOAC, fifth for the Enlisted Council.

While the subjects considered and the council memberships have changed from year to year, one common denominator has bound this year's participants and those of the past to their intended purpose—a sincere interest in bettering the USAF through involvement of its enlisted members and junior officers.

Setting the Tone

The focus for this year's conference was outlined by Maj. Gen. Harry A. Morris, the Air Force Director of Personnel Plans, in his keynote address to a joint session of the councils. He said:

"Even though technology has stimulated change . . . some things have not changed—and never will change. For each of us in this room, some things are constant . . . common threads that bind us together, link us with the early pioneers of airpower, make us an institution in our own right, and forever weave us into the fabric of this nation to whose service we have dedicated ourselves.

"Of all these [threads] . . . clearly the most important to our Air Force and our country is people. As long as we have the people with the strength—the belief—and the will—this country and our Air Force will endure."

JOAC

The Air Force Association has long recognized that young officers have much to contribute in helping shape Air Force policies. In 1967, AFA established the JOAC as one of several specialized groups. Its purpose is to advise the Association's president on matters of special interest to Air Force junior officers—those wearing lieutenant and captain rank who have less than twelve years' commissioned service.

Originally, the JOAC had seven members. Later, these became the Executive Council, and membership was expanded to include representatives from each major command and separate operating agency. (*See membership roster, p. 72.*)

Throughout its existence, the JOAC has addressed a number of timely subjects ranging from the status and credibility of the Air Force junior officer, to teaming with the Enlisted Council to develop an Air Force slide briefing for high school-age civilian audiences. One year the JOAC put together a booklet on professional development. Another year they wrote a handbook on junior officer personal affairs. In 1971, the Council authored the "Blueprint for Junior Officer Retention in an All-Volunteer Force."

This year they looked at retention again. Several months before their Washington meeting, Council members were asked to come prepared to

Junior Officer Advisory Council members spent much of their time in working sessions formulating recommendations concerning junior officer retention.

Gen. Lew Allen, Jr., USAF Chief of Staff, addresses a joint session of the Junior Officer and Enlisted Councils. Looking on are Brig. Gen. Norma Brown, Capt. Raymond Head, CMSAF Robert Gaylor, and CMSgt. Walter Scott.

discuss that problem. They were given a list of eight factors USAF personnel planners have identified as having a significant impact on a junior officer's decision to remain in the Air Force or to separate. Council members established forums to discuss the factors with their peers, and arrived prepared to make detailed and substantiated contributions to the discussions.

During their working sessions, the Council formulated a number of specific recommendations on how the Air Force can bolster its retention rate. These are being refined for AFA President Gerald V. Hasler. The recommendations are then expected to be forwarded to the Air Staff for further consideration and possible implementation.

Enlisted Council

The Enlisted Council's development and purpose closely parallel those of the JOAC. Traditionally, membership has been extended to the Air Force commands and separate operating agencies, with each commander selecting his organization's representative.

This year, however, the Council's makeup took on a new twist. Seven of the 1978 Enlisted Council members were among USAF's Outstanding Airmen for 1977. (*See adjacent box.*) Because of their proven performance, a major factor in their selection as USAF's "Best Twelve for '77," AFA felt their counsel should be retained in this new capacity for the coming year. This year's Outstanding Airmen, saluted at a banquet in their honor on the first evening of the 1978 Convention, will serve as the 1979 Enlisted Council, until after the Convention next fall.

Members of the 1978 Council came armed with a list of subjects important to the enlisted members of their commands, to be considered during the working sessions. The Council also devoted much of its time to looking at problems peculiar to couples where both husband and wife are service members, and to single Air Force enlisted members with dependents. The Enlisted Council is drafting a collection of proposed recommendations for President Hasler's consideration and for forwarding to the Air Staff.

Special Briefings

Although this year's Councils were concerned primarily with problems unique to their respective peer groups, about half their time was spent in joint sessions where they were briefed on the current status of major Air Force programs and activities.

AFA President Gerald V. Hasler opened the first session with welcoming remarks. Other speakers included Gen. Lew Allen, Jr., USAF Chief of Staff; Maj. Gen. Harry A. Morris, Director of Personnel Plans (and advisor to the JOAC); Brig. Gen. H. J. "Jerry" Dalton, Director of Information; Maj. Gen. Charles Blanton, Director of Legislative Liai-

AFA's Enlisted Council for 1978

CMSgt. Walter Scott (Chairman)
Military Airlift Command
Travis AFB, Calif.

SSgt. Ronald A. Bollinger*
Defense Intelligence Agency
Arlington, Va.

SMSgt. Stanley C. Booney
AF Reserve
Lancaster, Calif.

CMSgt. Willie H. Burnett*
AF Logistics Command
Tinker AFB, Okla.

TSgt. James M. Carter II*
Alaskan Air Command
Eielson AFB, Alaska

SSgt. Sabina F. Coronado*
AF Systems Command
Eglin AFB, Fla.

CMSgt. Eugene Daugherty, Jr.
Hq. AF Intelligence Service
Washington, D. C.

SSgt. Diana C. B. Farrar
Air Training Command
Williams AFB, Ariz.

TSgt. Ralph J. Gallegos, Jr.*
Hq. Air Reserve Personnel Ctr.
Denver, Colo.

Sgt. Carl E. Houk*
Tactical Air Command
Hill AFB, Utah

SSgt. Linda M. Leger
Hq. AF Manpower and Personnel Ctr.
Randolph AFB, Tex.

MSgt. Dale A. Lucas
AF Communications Service
Randolph AFB, Tex.

CMSgt. Sam E. Parrish
Hq. USAFE
APO New York

SSgt. Michael C. Roberts
Dept. of Defense
Arlington, Va.

MSgt. Nancy L. Taylor*
Air Training Command
Gunter AFS, Ala.

SSgt. Lloyd E. Timm, Jr.
Pacific Air Forces
Hickam AFB, Hawaii

**Denotes Outstanding Airmen for 1977*

AFA's Junior Officer Advisory Council for 1978

Capt. Raymond L. Head, Jr.
(General Chairman)
Hq. Tactical Air Command
Langley AFB, Va.

Capt. Jack L. Bailey
Hq. AF Office of Special Investigations
Washington, D. C.

Capt. Samuel L. Barrick, Jr.
Military Airlift Command
McChord AFB, Wash.

Capt. James A. Bayers
Hq. AF Inspection and Safety Ctr.
Norton AFB, Calif.

Capt. David R. Briggs
USAFE
APO New York

Capt. William J. Callahan
Hq. Air Reserve Personnel Ctr.
Denver Colo.

2d Lt. Randy Y. U. Chang
Military Airlift Command
Little Rock AFB, Ark.

Capt. Fredric Collins
Hq. PACAF
APO San Francisco

Capt. Richard N. Compton
Hq. AF Communications Service
Scott AFB, Ill.

Capt. James Ervin
Hq. AF Systems Command
Andrews AFB, Md.

2d Lt. Joann Huggins
AF Intelligence Service
Fort Belvoir, Va.

Capt. Terry J. Kolp
Air Force Reserve
Washington, D. C.

Capt. Craig Lindberg
Hq. USAF Academy
USAF Academy, Colo.

2d Lt. Dennis Ray Malone
Air National Guard
Milwaukee, Wis.

Capt. Richard W. Morgan
Hq. AF Test and Evaluation Ctr.
Kirtland AFB, N. M.

Capt. Patrick Mullaney
Alaskan Air Command
Eielson AFB, Alaska

Capt. Joseph B. Nelson
Air Force Audit Agency
Andrews AFB, Md.

Capt. Mary C. Noeller
Hq. Aerospace Defense Command
Peterson AFB, Colo.

Capt. Homer L. Rickerson
Hq. AF Accounting and Finance Ctr.
Denver, Colo.

Capt. Michael J. Roggero
Hq. AF Manpower and Personnel Ctr.
Randolph AFB, Tex.

Capt. Stephen Rossetti
AF Security Service
Bergstrom AFB, Tex.

1st Lt. Donald H. Scott
Strategic Air Command
Grand Forks AFB, N. D.

Capt. Michael P. Smith
Hq. Air Training Command
Randolph AFB, Tex.

Capt. Robert P. Smith
Strategic Air Command
Offutt AFB, Neb.

2d Lt. James Stallworth
Air Force Reserve
Buckingham, Pa.

Capt. Gary Stein
Alaskan Air Command
Elmendorf AFB, Alaska

Capt. Joyce K. Stouffer
Hq. AF Logistics Command
Wright-Patterson AFB, Ohio

son; Brig. Gen. Norma E. Brown, DCS/Personnel, Air Force Logistics Command (and moderator for the joint sessions); Maj. Gen. Daniel Lee Burkett, Commander of the Air Force Commissary Service; Sen. Robert Morgan (D-N. C.), member of the Senate Armed Services Committee; and Lt. Gen. Paul W. Myers, Surgeon General of the Air Force. In addition to these sessions, the Enlisted Council met with Chief Master Sergeant of the Air Force Robert D. Gaylor.

Senior Enlisted Advisors Confer

This year's AFA Convention included the second annual conference of the Senior Enlisted Advisors (SEA). More than two dozen attendees came from USAF major commands and separate operating agencies.

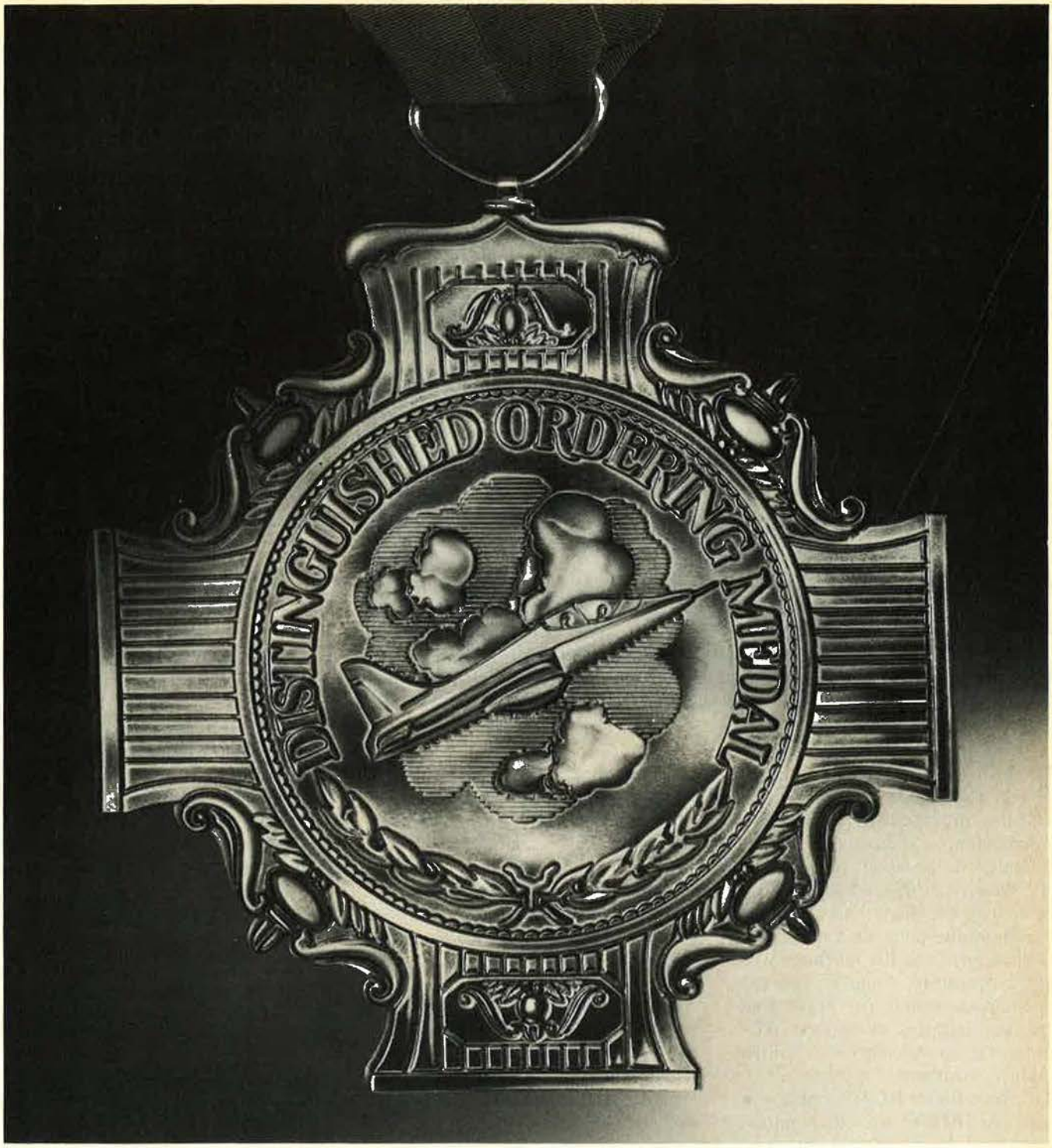
Members of the SEA Council joined with the Junior Officer and Enlisted Councils for briefings presented by Air Force and AFA speakers. In addition, they had private conferences with Lt. Gen. Bennie L. Davis, Deputy Chief of Staff for Manpower and Personnel; Maj. Gen. Harry A. Morris, Director of Personnel Plans; and Chief Master Sergeant of the Air Force Robert D. Gaylor.

Under the leadership of CMSgt. James M. McCoy, Senior Enlisted Advisor to the Commander in Chief, Strategic Air Command, and Chairman for the SEA Council, the attendees met to discuss items of concern to the enlisted force. During those sessions, the Council formulated several initiatives to improve the quality of life for enlisted Air Force members.

Members of the SEA Council serve under authority of Air Force Regulation 39-20, which requires that the Senior Enlisted Advisor be an E-9 (Chief Master Sergeant) or an E-9 selectee. Further, the regulation specifies that occupants of these top advisory positions must have broad knowledge of airmen career fields, extensive experience supervising enlisted personnel, and effective communication skills. The regulation limits the advisors to wings or larger units and defines their role as apprising commanders of all enlisted matters, including living and working conditions, training curricula, and recreational services.

For the participants in the 1978 Council meetings and conferences, the days (and often nights) together in Washington were busy and rewarding. The atmosphere of their working sessions was charged with enthusiasm. The questions they worked to resolve were real, and important to the Air Force members they represent. No doubt each left with a justified sense of satisfaction in the contributions they made, directly or indirectly, to helping the Air Force do its job better. The experience they gained is rare indeed, reserved for the few selected each year. Each departed for his home base uniquely prepared to look at the Air Force mission with a new perspective.

Out of their meetings may come new and fresh approaches to everyday activities in the USAF, but, more than this, there will be an increased awareness of and a renewed concern for the well-being of Air Force people, that most important thread binding today's Air Force to its past and its future. ■



The man who sees that Hawk on its own performs like three single-role aircraft, and who makes sure this is understood at the top, deserves recognition.

He's saving money. Sensibly. Hawk is a basic trainer, plus an advanced and weapons trainer, plus a potent ground attack fighter.

He's saving morale. Hawk is built to need little maintenance, and for that to be quick. Pilots spend more time flying. That's good for them, good for efficiency.

He's saving strength. The money Hawk saves can be spread around.

The whole service benefits. If nobody else gives him a medal we will.

HSHAWK
Right for its time

BRITISH AEROSPACE
unequalled in its range of aerospace programmes
Richmond Road, Kingston upon Thames, Surrey KT2 5QS.

The AFA-affiliated Aerospace Education Foundation, holding its meetings concurrently with the AFA Convention, reported . . .

A Year of Vigorous Growth

BY ROBIN L. WHITTLE, ASSISTANT DIRECTOR OF COMMUNICATIONS

More than 800 guests attended the Aerospace Education Foundation's luncheon.

IF ONE event characterized the growing nationwide support AFA's affiliate, the Aerospace Education Foundation, is receiving, it was the Foundation luncheon held September 18 during AFA's National Convention at the Sheraton-Park Hotel.

Among the more than 800 distinguished guests at the luncheon were noted educators; congressional representatives; senior Air Force leaders; key industry executives; AFA Junior Officer Advisory and Enlisted Council members; the Foundation's Air Force Junior ROTC contest winners; AFJROTC workshop participants; and, for the second year, AFA Convention delegates. The audience shared one thing in common—strong support for the Foundation's work in adapting Air Force technical courses for use in civilian schools.

Dr. William L. Ramsey, Foundation President, explained one of the Foundation's most successful fund-raising ventures—its Jimmy Doolittle Fellow Program. For a $1,000 individual or $15,000 corporate tax-deductible contribution, the donor receives a walnut plaque with a bronze medallion bearing General Doolittle's portrait. The 142 Fellows have enabled the Foundation to adapt thirty-nine Air Force courses for classroom use in civilian schools and colleges. Dr. Ramsey said Foundation officials "need more Fellows to meet the demands of the schools for more Air Force courses."

The Foundation's eleven newest Fellows were then honored with plaques presented by Jimmy Doolittle himself, with Foundation Board Chairman Sen. Barry M. Goldwater *(see box for list).* Accepting a plaque on behalf of the Northrop Corp., the first Corporate Doolittle Fellow, was James V. Holcombe, Senior Vice President of Northrop's Washington office.

The next order of business was the presentation of eight Foundation Certificates of Appreciation to individuals and organizations that have consistently supported the Foundation *(see box).*

Also during the luncheon, AFA National President Gerald V. Hasler presented one of AFA's highest awards, the Association's Hoyt S. Vandenberg Award for the most outstanding contribution in aerospace education, to the Air Force Orientation Group, represented by its Commander, Col. Arthur Creighton. The group of 168 individuals at Wright-Patterson AFB, Ohio, was honored for creating educational exhibits that millions have enjoyed and which have aided Air Force recruiting.

The final luncheon highlight was presentation of the first-prize $4,000 scholarship to this year's winning Air Force Junior ROTC unit. The contest, now in its sixth year, "has developed into a program of which we are exceptionally proud," Dr. Ramsey said. Format, which has run the gamut from posters, poems, essays, and tapes to sound-slide and video productions, is up to the unit.

This year's contest theme was "Theater Defense for the '80s." Forty-two AFJROTC units submitted entries that were subjected to five judgings. The winning entry, an essay prepared by the AFJROTC unit at Southern High School in Graham, N. C., marked the first time the written word had garnered first place.

The three cadets who did the research and writing have since graduated from Southern High School. Cadet Craig Knapp, currently attending the Air Force Academy; Ray Rider, a student at the University of North Carolina; and David Moon, a student at North Carolina State University were presented the first-place plaque by Senator Goldwater.

Foundation Board of Trustees Meets

Each year, the Aerospace Education Foundation's Board of Trustees meets during the Air Force Association National Convention.

First order of business this year was the presentation of a $36,000 check to the Foundation by Mrs. Dorothy Welker, AFA Iron Gate Chapter Secretary and coordinator of the Chapter's 1979 Air Force

Salute. Mrs. Welker noted that $9,000 of the total was for nine Jimmy Doolittle Fellows yet to be named.

"The Iron Gate Chapter is by far the largest single contributor to our Foundation, apart from AFA's General Fund," Dr. Ramsey noted. Iron Gate contributions total $385,500, and the Chapter is credited with naming thirty-one Fellows, the most by any organization.

Dr. Ramsey also presented eight Certificates of Appreciation (*see box*) and announced that AFA's Riverside and San Bernardino Chapters had just contributed $1,000 to name the late C. Jay Golding, an active California AFA leader until his death last year, a Doolittle Fellow.

Foundation Executive Director James H. Straubel then noted that the Foundation's major project—distribution of Air Force courses to civilian schools—had another banner year.

"In the past five years, nearly 1,300 course packages representing about 226,000 hours of instruction have been purchased by more than 700 schools in forty-eight states, the District of Columbia, and eight foreign entities," Mr. Straubel said. Thirty-nine courses are now available with five more scheduled for release in February 1979, and another seven to be released next summer.

Dr. William L. Ramsey (left) and Sen. Barry Goldwater congratulate (from right) Ray Rider, Cadet Craig Knapp, David Moon, and Aerospace Education Instructor retired Lt. Col. Robert Newman on winning this year's AFJROTC contest.

Mr. Straubel told the trustees the Foundation's success was due to the Doolittle Fellow program from which all funds go directly to adapting more courses. He said the $15,000 Northrop contribution naming the company the Foundation's first Corporate Fellow paid for mastering two courses.

Mr. Straubel thanked AFA's Enlisted Council Chairman, CMSgt. Walter Scott, for establishing another successful fund-raiser, the Scott Associate Program, in which individuals or organizations may affiliate for a $25 contribution, and thanked Chief Scott and his wife for their bequest to the Foundation as charter members of the Foundation's Heritage Club.

The Foundation Executive Director announced a significant new program designed to encourage even greater AFA participation by allowing AFA States and Chapters a ten percent rebate on the Foundation courses they sell. Another important "first" this year was the compilation and mailing in late August of a catalog detailing course materials and prices to more than 25,000 individuals.

After Mr. Straubel's briefing, trustees reelected Sen. Barry Goldwater Foundation Board Chairman; Dr. William L. Ramsey, President; Dr. Charles H. Boehm, Secretary; and George D. Hardy, Treasurer. Before adjourning, the trustees elected twenty-nine to Board membership. ■

The Latest Jimmy Doolittle Fellows

CORPORATE FELLOW	SPONSOR
Northrop Corp.	Northrop Corp.
INDIVIDUAL FELLOWS	**SPONSOR**
Embry-Riddle Aeronautical University	William W. Spruance
Maj. Gen. I. G. Brown Professional Military Education Center	William W. Spruance
Brig. Gen. Emil N. Block, Jr.	Thomas B. McGuire, Jr., AFA Chapter
William Demas	Thomas B. McGuire, Jr., AFA Chapter
Judy Eisenhower	Sen. Barry Goldwater
Gerald V. Hasler	Thomas B. McGuire, Jr., AFA Chapter
Gen. Daniel James, Jr., in memoriam	Thomas B. McGuire, Jr., AFA Chapter
Maj. Gen. Thomas M. Sadler	Thomas B. McGuire, Jr., AFA Chapter
Jack Withers	Wright Memorial AFA Chapter
Claude Witze, in memoriam	William W. Spruance

AEROSPACE EDUCATION FOUNDATION CERTIFICATES OF APPRECIATION

Presented at Luncheon	Presented at Board of Trustees Meeting
Iron Gate AFA Chapter	Wright Memorial AFA Chapter
Thomas B. McGuire, Jr., AFA Chapter	Chester L. Bueker
Continental Airlines	Noel A. Bullock
Rockwell International Corp. Trust	Joseph D. Harper
United Technologies	Gabriel D. Ofiesh
Dr. Robert F. Mager	Marvin D. Parks
W. Clement Stone	Kenneth A. Rowe
William W. Spruance	CMSgt. Walter E. Scott

At the 1978 Convention, the seventy-fifth anniversary of powered flight was saluted, USAF's thirty-first anniversary was celebrated, outstanding leaders of AFA and the Air Force were honored, and a slate of officers was elected, as delegates prepared for . . .

AFA's Most Demanding Peacetime Year

BY DON STEELE, AFA AFFAIRS EDITOR

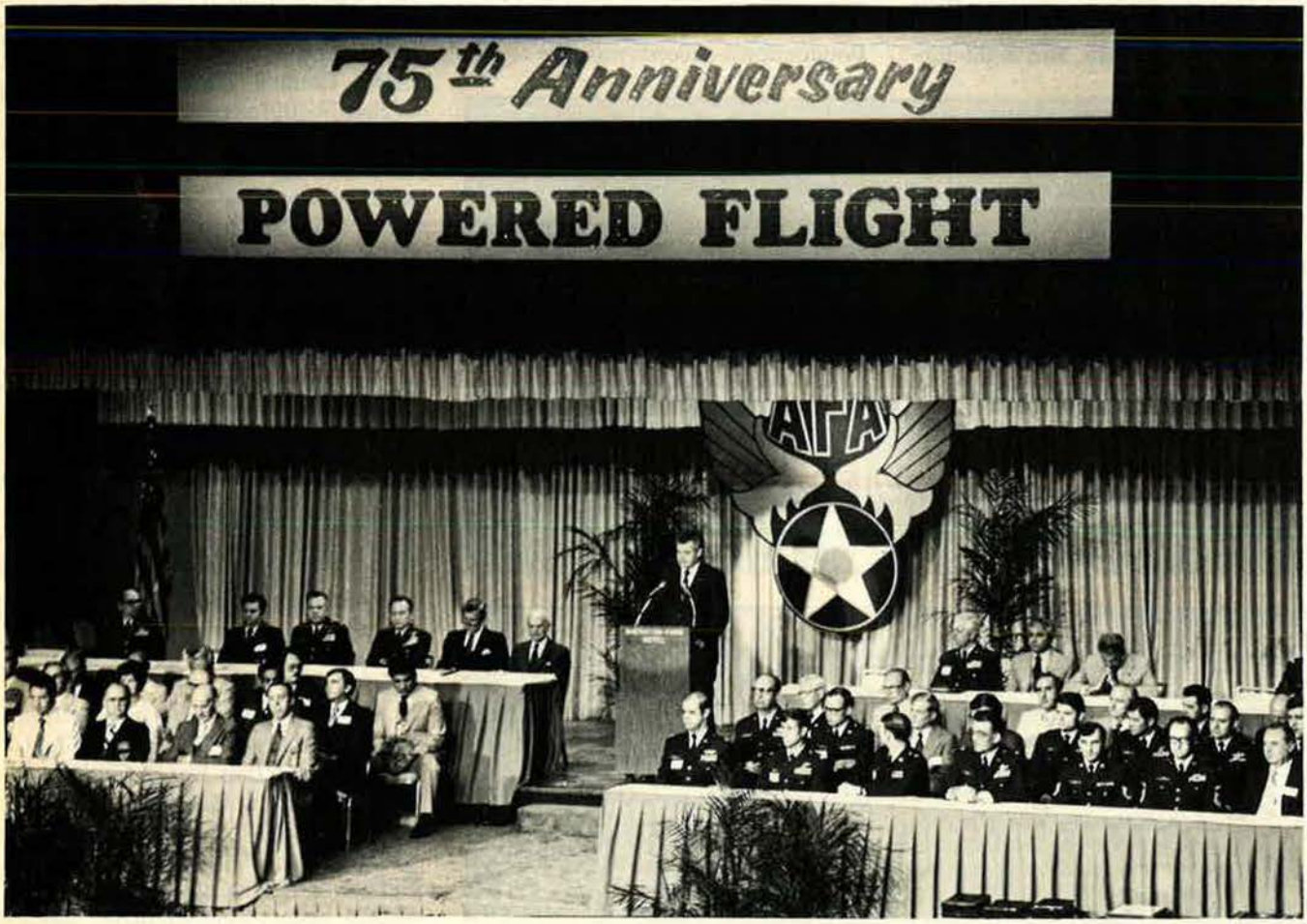
AFA's 1978 National Convention, saluting the seventy-fifth anniversary of powered flight and observing the thirty-first anniversary of the United States Air Force, opened with the presentation of the colors by the USAF Honor Guard, supported by the USAF Ceremonial Band and Singing Sergeants, all from Bolling AFB, D. C.

The Rev. Msgr. Rosario L. U. Montcalm, AFA's National Chaplain from Holyoke, Mass., delivered the invocation and a memorial tribute to the Air Force and AFA leaders and supporters, and aviation pioneers who died during the last year.

A moment of silence followed the reading of the memorial list (*see box*), after which the Singing Sergeants closed the memorial portion of the program with the Air Force Hymn.

Jimmy Doolittle, AFA's first National President and nationwide organizer, gave the keynote address (*see excerpts, p. 78*).

President Gerald Hasler, assisted by Board Chairman George Douglas, presented awards to more than sixty individuals and units of AFA and the Air Force (*see pp. 80 and 81*), after which CMSgt. Larry Huyett, Director of Education at the Military Airlift Command's NCO Academy East, McGuire AFB, N. J., and the Singing Sergeants, closed the program with "The Flag Presentation."



The Opening Ceremonies at AFA's 1978 National Convention saluted the seventy-fifth anniversary of powered flight. In the photo, AFA National President Gerald V. Hasler is shown as he introduced the keynote speaker, aviation pioneer Jimmy Doolittle, AFA's first National President and nationwide organizer.

Following his keynote address (see p. 78 for excerpts), General Doolittle acknowledges a standing ovation.

During Opening Ceremonies, AFA President Hasler, left, presents "AFA Man of the Year" Award to William Demas, in recognition of his dynamic leadership as President of the Thomas B. McGuire, Jr., Chapter, New Jersey.

Business Sessions

In his message to the delegates at the first business session, Mr. Hasler said, "We come to our climax meeting of the year—our National Convention—in this case our thirty-second annual Convention—larger, stronger, more active than ever as an organization—an Association that is healthy and productive."

After describing important Convention events, he said, "But with all of this, the important thrust of this Convention involves issues—policy issues concerning our national security, perhaps our survival. . . . From the standpoint of national security, the coming year is going to be one of the toughest that this country and this Association ever had to face in peacetime. . . . So the job we face as Americans and as AFAers is monumental. I know that you will give these vital issues the care and thoroughness they warrant."

Official delegates from thirty-nine states and the District of Columbia adopted the annual Statement of Policy (*see p. 38*), a Special Statement in Support of the Men and Women of Our Armed Forces (*see p. 46*), and two collateral Policy Papers—one entitled "Force Modernization and R&D" (*p. 40*), and the other "Defense Manpower Issues" (*p. 43*)—that set the direction and thrust of AFA for the year ahead.

The delegates also amended AFA's National Constitution and By-Laws to provide the authority for AFA's Executive Director to serve as an ex officio (nonvoting) member of the Board of Directors.

Election of Officers

The delegates reelected AFA's top four national officers by acclamation. They are: Gerald V. Hasler, President; George M. Douglas, Chairman of the Board; Jack C. Price, Secretary; and Jack B. Gross, Treasurer.

Mr. Hasler, of Albany, N. Y., is the President and Chief Executive Officer of an architectural design and remodeling corporation. During World War II, he was a B-25 instructor pilot. Immediately following the war, he was with the United Nations Relief and Rehabilitation Administration as its Director for the French Zone of Occupation and, at the same time, Director of Supply and Transport for Austria with headquarters in Austria. Mr. Hasler has served as Chairman of the Board; as an elected National Director; as Chairman of the Executive, Constitution, Nominating, and Awards Committees; as a member of the Resolutions Committee; as Convention Parliamentarian; as an ex officio member of all Committees and Councils; as Treasurer of the Aerospace Education Foundation; as a member of the Board of Trustees of the Aerospace Education Foundation; and as a State and Chapter President.

Mr. Douglas, of Denver, Colo., is Assistant Vice President/Marketing of Mountain Bell. During World War II, he served with the Army in the Pacific Theater. Currently, he is an AFRES major general, with an assignment as the Mobilization Augmentee to the Deputy Chief of Staff/Personnel, at USAF Headquarters. A Life Member of AFA, he has served as National President; as an elected National Director; as Chairman of the Executive, Nominating, Awards, and Convention Site Committees; as a member of the Finance

NAMED IN MEMORIAL TRIBUTE

Here are the names of the USAF and AFA leaders and supporters and aviation pioneers who died during the last year:

Brig. Gen. Bernard **Ardisana,** Mrs. H. H. "Hap" **Arnold,** Maxwell **Balfour,** Willwood E. **Beall,** Daniel F. **Berkant,** former Brig. Gen. Charles F. **Blair,** Ernest R. **Breech,** retired Army Gen. Lucius D. **Clay,** Martin L. **Coyne,** retired Lt. Gen. Howard A. **Craig,** retired Col. Henry W. **Dorr,** Mrs. Russell **Dougherty,** Mrs. James **Ferguson,** retired Col. Willis S. **Fitch,** Gerald C. **Frewer,** Wayne **Gamble,** Frederick J. **Gavin,** Jay **Golding,** Bennett H. **Griffin,** retired Maj. Gen. Guy N. **Henniger,** Leonard S. **Hobbs,** retired Gen. Daniel **James,** Jr., William P. **Lear,** retired Army Brig. Gen. S. L. A. **Marshall,** John F. **Martin,** Ed Mack **Miller,** Capt. John J. **Pesch,** Jr., Robert W. **Prescott,** H. F. "Jim" **Roth,** Lloyd H. **Schloen,** retired Col. Cecil H. **Scott,** Jr., retired Brig. Gen. Marion C. "Gig" **Smith,** retired Col. Chester A. **Snow,** Jay **Staley,** Arthur C. **Storz,** Sr., Kurt **Student,** retired Maj. Gen. John R. **Sutherland,** Frank **Tallman,** Armand J. **Thieblot,** Stephen W. **Thompson,** Otto W. **Timm,** retired Lt. Gen. Alonzo A. **Towner,** Mrs. Hoyt S. **Vandenberg,** retired Lt. Gen. Henry **Viccellio,** retired Lt. Gen. Charles B. **Westover,** Claude **Witze.**

AFA's Mission: Dynamic, Complex, Challenging

Following are excerpts from the keynote address at the Opening Ceremonies of AFA's 32d National Convention by retired Lt. Gen. James H. Doolittle—aviation pioneer, wartime combat leader, and first President of the Air Force Association.

The historic significance of [the first powered flight on December 17, 1903] was only dimly perceived by the Wrights themselves. It was not sensed at all by our government, nor the press, nor the public, *nor* the military.

Yet, it should be noted that after five years of persistent promoting by the Wrights to sell our government on their invention—the sale was justified as a military requirement. And so the early years in the practical use of powered flight were largely devoted to military development and operations.

The Aviation Section of the Army's Signal Corps was established in 1907 to explore and exploit the potential of the airship and the flying machine for military purposes.

As the first step, a nonrigid airship and the Wright brothers' powered "Flyer" were delivered in August of 1908 . . . and historians report that the airship was considered to have much more potential. . . .

At any rate, when we entered World War I in 1917, the United States stood fourteenth in air strength among the nations of the world. . . .

The United States came out of World War I with a batch of obsolete aircraft, but with a cadre of well-trained pilots and mechanics and, most important, with a new enthusiasm about the limitless potential of aviation. . . .

In 1920 the Air Service was established as a branch of the Army. But except for this small step and the Army's remarkable round-the-world flight in 1924, the decade could, from a military viewpoint, be called the "Terrible Twenties."

The most sensational event was the court-martial of Billy Mitchell.

Yet, the major impact of the court-martial was not that it censured Mitchell, but that it dramatized the need to modernize our military thinking. And it stimulated our young creative airmen to begin forging a new airpower concept for the nation.

The court-martial did more. It proved the need for organized *public* support for airpower—a lesson not lost on Maj. Henry H. (Hap) Arnold, who was exiled to a cavalry post for his support of Mitchell. Some twenty years later, in the wake of World War II, Arnold—then a five-star general—called for the establishment of this organization, the Air Force Association, to fill the gap in public support Mitchell had experienced. Thus, the heritage of the Air Force Association dates back to Billy Mitchell.

Out of the studies stimulated by Mitchell's experience came the concept of the air ocean, projections of technical progress that would give airpower of global reach, the necessity for air superiority, and blueprints for strategic airpower, among other ideas.

When the time came to implement a strategy against the aggression of the Axis powers, the Air War Plan . . . became *the* war plan for the Allies.

But the equipment was not available to implement the plan. As Hap Arnold commented on Germany's invasion of Poland in 1939: "During all the years since World War I we have had no time and no money. Now we will have money and no time."

Beginning with orders from Britain and France, our aviation industry, and later our automobile industry, gave us the start toward mass production of aircraft and armament. In the end, we prevailed by simply outnumbering the enemy in the air and by superior employment of airpower.

But let's never forget that Germany meanwhile had introduced the world to the rocket plane, to jet aircraft, and to prototypes of the guided missile. Nor should it be forgotten that we achieved jet flight as the result of a gift of the Whittle engine from Great Britain. In short, we were badly outgunned on the technological front.

To make matters worse, within two decades following World War II, the Soviet Union introduced the world to spaceflight, to man in orbit, to the intercontinental ballistic missile.

We must not downgrade our own technological achievements over the years—among them, powered flight itself . . . air-ground communications . . . instrument flying . . . inflight refueling . . . inertial guidance . . . supersonic flight . . . a revolution in strategic airlift. At the same time, we cannot afford one iota of complacency. We cannot again survive the kind of technological inferiority we experienced in World War II, and that means we must promptly get on the R&D ball. We are rapidly falling behind.

Not only are we in a highly competitive business, but we can be our own worst enemy. I believe, for example, that we blundered in cancelling the supersonic transport even though the economic conditions for our airlines were not favorable—that we blundered badly in cancelling the B-1. We cannot abide complacency. . . .

Powered flight has had an impact far beyond transportation itself. The editorial in the [September issue of] AIR FORCE Magazine is quite right in stating that powered flight was "the principal catalyst of that scientific-technical revolution" that has changed the world.

Where do we go next in the revolution? Well, I'm not one to hedge, but experience tells me anything I might say, no matter how farfetched it might seem, quite probably would be an understatement. . . .

All this underscores the dynamic, complex, and challenging nature of our mission.

It means that we in the Air Force Association have a job to do, now and in the foreseeable future, that is bigger, more complicated, more important than ever before.

When the Association was established back in 1946, we centered our efforts on one goal—establishment of a separate and independent Air Force—official recognition that a third dimension had been added to national survival. Airpower was simpler in those days—and so were the issues.

What stands clear in my mind is the overriding need in this complicated world for accurate, timely information on the issues that can make or break this nation. Not just issues of parochial Air Force interest, but those which affect the whole fabric of international relations.

Now, if the Air Force Association is anything, it is an information tool—for gathering, interpreting, and disseminating the facts about national defense. That is a prime function of this convention which we open this morning. What we say and do here over the next three days must be worthy of the nature and magnitude of the issues involved. ■

At the luncheon for Air Force Chief of Staff Gen. Lew Allen, Jr., Claude Witze, a Senior Editor of AIR FORCE Magazine from January 1958 until his death in December 1977, was honored posthumously by presentation of the Air Force Exceptional Service Award to his widow, Margaret, seen here with General Allen and Secretary Stetson. The citation reads, in part: "Motivated by a strong sense of patriotism, he expended extraordinary personal effort in his journalistic pursuits which resulted in Americans receiving a broad understanding of the Air Force mission and its people." Claude Witze will long be remembered for his column, "Airpower in the News," and for his "Wayward Press."

and Resolutions Committees; as an ex officio member of all Committees and Councils; as a member of the Board of Trustees of the Aerospace Education Foundation; and as a State and Chapter President.

Mr. Price, of Clearfield, Utah, a former Air Force NCO, now is an Air Force civilian executive at the Ogden Air Logistics Center, Hill AFB. A Life Member of AFA, he has served as an elected National Director; as Vice President for AFA's Rocky Mountain Region; as Chairman of the Resolutions Committee and Organizational Advisory Council; as a member of the Finance and Awards Committees; and as a State and Chapter President.

Mr. Gross, of Hershey, Pa., was elected to an unprecedented eighteenth term. A colonel retired from the Air Force Reserve, he is a prominent civic leader and businessman. He is a Life Member of AFA, and has served as Chairman of the Finance Committee; as a member of the Executive, Resolutions, Awards, and Convention Site Committees; as a member of the Aerospace Education Foundation's Board of Trustees; and as a State and Chapter President.

Seven new Vice Presidents were elected to head AFA activities in as many AFA Regions, joining five others who were reelected. The new Vice Presidents are: Cecil G. Brendle, Alabama (South Central Region); Amos L. Chalif, New Jersey (Northeast Region); Earl D. Clark, Jr., Kansas (Midwest Region); John H. deRussy, Florida (Southeast Region); Dwight M. Ewing, California (Far West Region); Francis L. Jones, Texas (Southwest Region); and Edward C. Marriott, Colorado (Rocky Mountain Region). (*See also "This Is AFA," p. 82.*)

Five new Directors were elected to the Board: David L. Blankenship, Tulsa, Okla.; Daniel F. Callahan, Nashville, Tenn.; William P. Chandler, Tucson, Ariz.; William V. McBride, San Antonio, Tex.; and William C. Rapp, Buffalo, N. Y. The five newly elected Directors join thirteen incumbent Directors who

1978 MEMBERSHIP AWARDS

STATE WINNERS	PRESIDENTS
Oklahoma AFA	David L. Blankenship
CHAPTER WINNERS	**PRESIDENTS**
Admiral C. E. Rosendahl Chapter (N.J.)	Elmer Jensen
Altus Chapter (Okla.)	Aaron C. Burleson
**Atlantic City Chapter (N.J.)	Phil Karsten
Battle Creek Chapter (Mich.)	Howard C. Strand
Central Indiana Chapter (Ind.)	T. E. Correll
**Col. Stuart E. Kane, Jr., Chapter (Pa.)	John B. Flaig
Enid Chapter (Okla.)	Oscar L. Curtis
**First Connecticut Chapter (Conn.)	James D. Holloway
*****General Thomas P. Gerrity Chapter (Okla.)	Gaylord E. Giles
**James H. Straubel Chapter (Mich.)	Leonard W. Isabelle
Long's Peak Chapter (Colo.)	Joseph M. Simpson
McDougall Chapter (Idaho)	(Temporarily vacant)
**Mississippi Gulf Coast Chapter (Miss.)	J. C. Goodwin, Jr.
**Northeast Texas Chapter (Tex.)	Edward S. Siergiej
****Robert F. Travis Chapter (Calif.)	Arthur L. Littman
San Bernardino Chapter (Calif.)	S. Wayne Lynch
***Scott Berkeley Chapter (N.C.)	Robert E. Hill
*****Spudland Chapter (Maine)	Alban E. Cyr
Tulsa Chapter (Okla.)	Ed McFarland
***Union Morris Chapter (N.J.)	Amos L. Chalif
Ute Chapter (Utah)	Robert Roddom

**Award winner for 2 consecutive years
***Award winner for 3 consecutive years
****Award winner for 4 consecutive years
*****Award winner for 5 consecutive years

were reelected for another year, as well as four under-forty Directors, all the Past National Presidents and Board Chairmen, other permanent Directors, National Officers, the National Chaplain, the National Commander of the Arnold Air Society, the Chairmen of the AFA's Junior Officer Advisory and Enlisted Council Executive Committees, and AFA's Executive Director. (*The full Board membership appears in "This Is AFA," on p. 82.*)

Events and Acknowledgments

In addition to the Opening Ceremonies and three business sessions, the Convention program included an exclusive "after-hours" visit to the National Air and Space Museum; the Aerospace Education Foundation Luncheon; the Delegates' Reception; the annual banquet honoring the Air Force's twelve Outstanding Airmen (*see p. 60*); luncheons honoring the Secretary and Chief of Staff of the Air Force; the Salute to Congress in the Rayburn House Office Building (*see p. 68*); the Anniversary Reception in the Exhibit Halls; the Chief Executives Buffet; and the highlight of the Convention, the US Air Force Anniversary Reception—which, this year, was held in the Exhibit Halls—and Dinner Dance, at which AFA's prestigious H. H. Arnold Award was presented to Gen. Alexander M. Haig, Jr., USA, Supreme Allied Commander, Europe. The Dinner Dance featured the USAF Concert Band and Singing Sergeants conducted by Col. Arnald Gabriel in a musical presentation entitled "Irving Berlin—The Man and His Music." Dancing to the music of Jack Corry and his Orchestra followed the formal program.

Martin H. Harris, Chairman of the Constitution Committee and former AFA National Secretary, served as Parliamentarian. The Credentials Committee included Chairman Hoadley Dean, Alexander C. Field, Jr., and Margaret A. "Peg" Reed—Vice Presidents for AFA's North Central, Great Lakes, and Northwest Regions, respectively.

Inspectors of Elections were Kenneth Banks, Chairman, Akron, Ohio; Lloyd Nelson, Park Ridge, N. J.; and James H. Taylor, Farmington, Utah.

With deep gratitude, AFA acknowledges the contributions made to the program by Cecil Brendle, Evie Dunn, Phil Loebach, Danny Marrs, Irene

Air Force Association's 1978 Activity Awards

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Presidential Citations

R. L. Devoucoux, New Hampshire
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Maj. David Van Poznak, USAF, Virginia
John E. Zipp, Colorado

During Board of Directors meeting, Joe L. Shosid, right, former National President and Board Chairman, presented mementos of appreciation to AFA's four top national officers, from left, National Treasurer Jack B. Gross, National President Gerald V. Hasler, Board Chairman George M. Douglas, and National Secretary Jack C. Price. At the first business session, each was reelected unanimously.

Robertson, Dana Spears, and David Van Poznak, volunteers on their own time.

Our appreciation also goes to the AFA leaders and delegates who attended the Convention and whose diligent efforts contributed much to making this a most productive, interesting, and enjoyable Convention.

We are equally grateful to the many AFA leaders in the field whose personal contributions of time, effort, and finances have enhanced AFA's growth and prestige over the past thirty-two years.

AFA's 1979 Convention will be held at the Sheraton-Park Hotel in Washington, D. C., September 16–20. ■

UNIT RECIPIENTS

AFA Unit of the Year

Thomas B. McGuire, Jr., Chapter, New Jersey

Outstanding State Organization

Oklahoma State Organization

Outstanding Chapters

First Connecticut Chapter, Connecticut (over 500 members)
General Robert F. Travis Chapter, California (over 500 members)
Mississippi Gulf Coast Chapter, Mississippi (over 500 members)
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James H. Straubel Chapter, Michigan (20–100 members)
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Exceptional Service Awards

Chicagoland-O'Hare Chapter, Illinois (Outstanding Single Program)
Colorado State Organization (Aerospace Education)
General Robert F. Travis Chapter, California (Communications)
San Bernardino Area Chapter, California (Community Relations)
Ute Chapter, Utah (Unit Programming)

Presidential Citation

Middle Georgia Chapter, Georgia

Special Citations

Nation's Capital Chapter, Washington, D. C.
Sky Harbor Chapter, Arizona
Virginia State Organization
Wichita Falls Chapter, Texas

At the luncheon in his honor, Air Force Secretary John C. Stetson presented the Air Force Exceptional Service Award to John O. Gray, right, who retired on June 30, 1978, as Assistant Executive Director of AFA after serving with the Association for twenty-one years.

This Is AFA

The Air Force Association is an independent, nonprofit, aerospace organization serving no personal, political, or commercial interests; 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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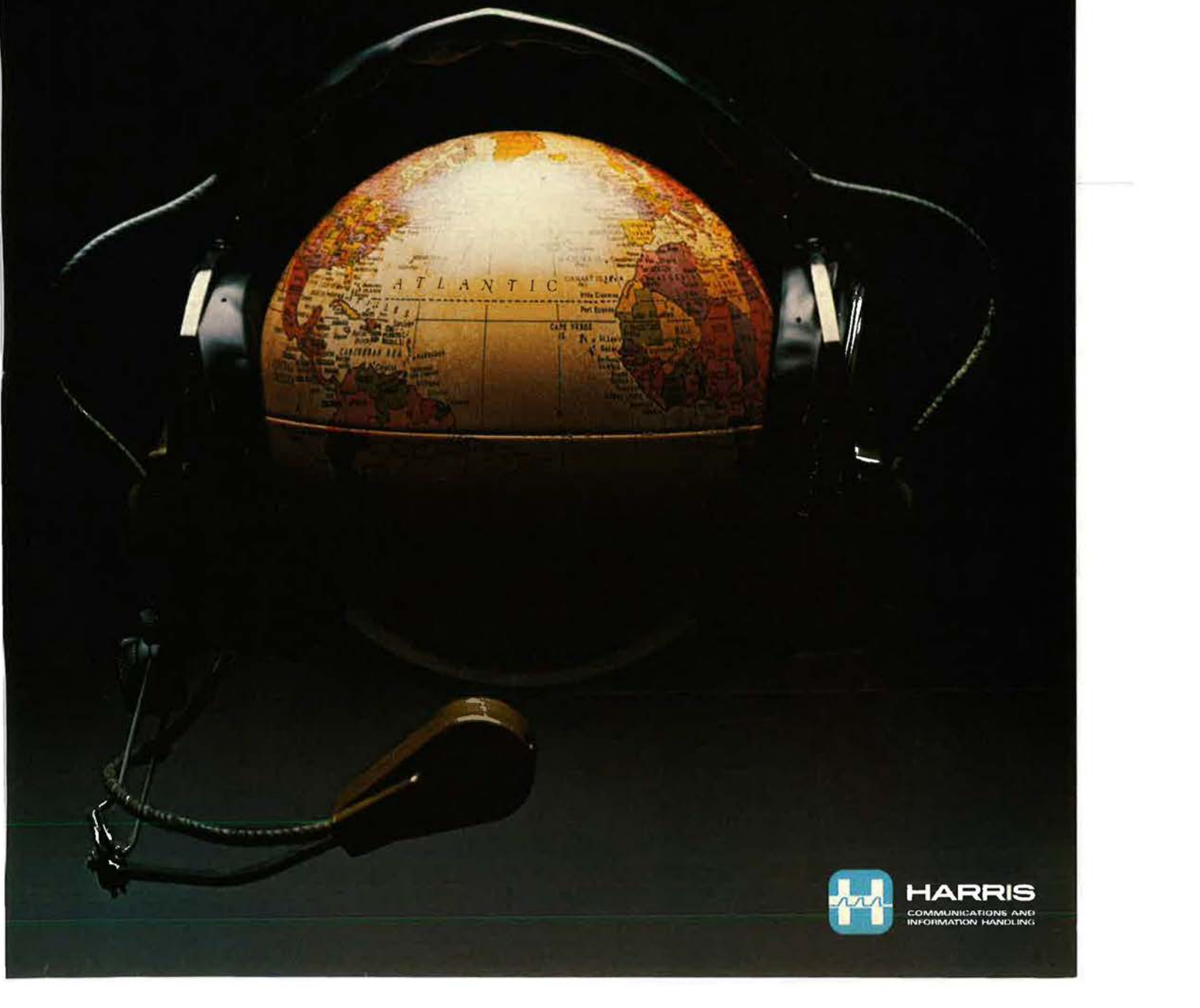
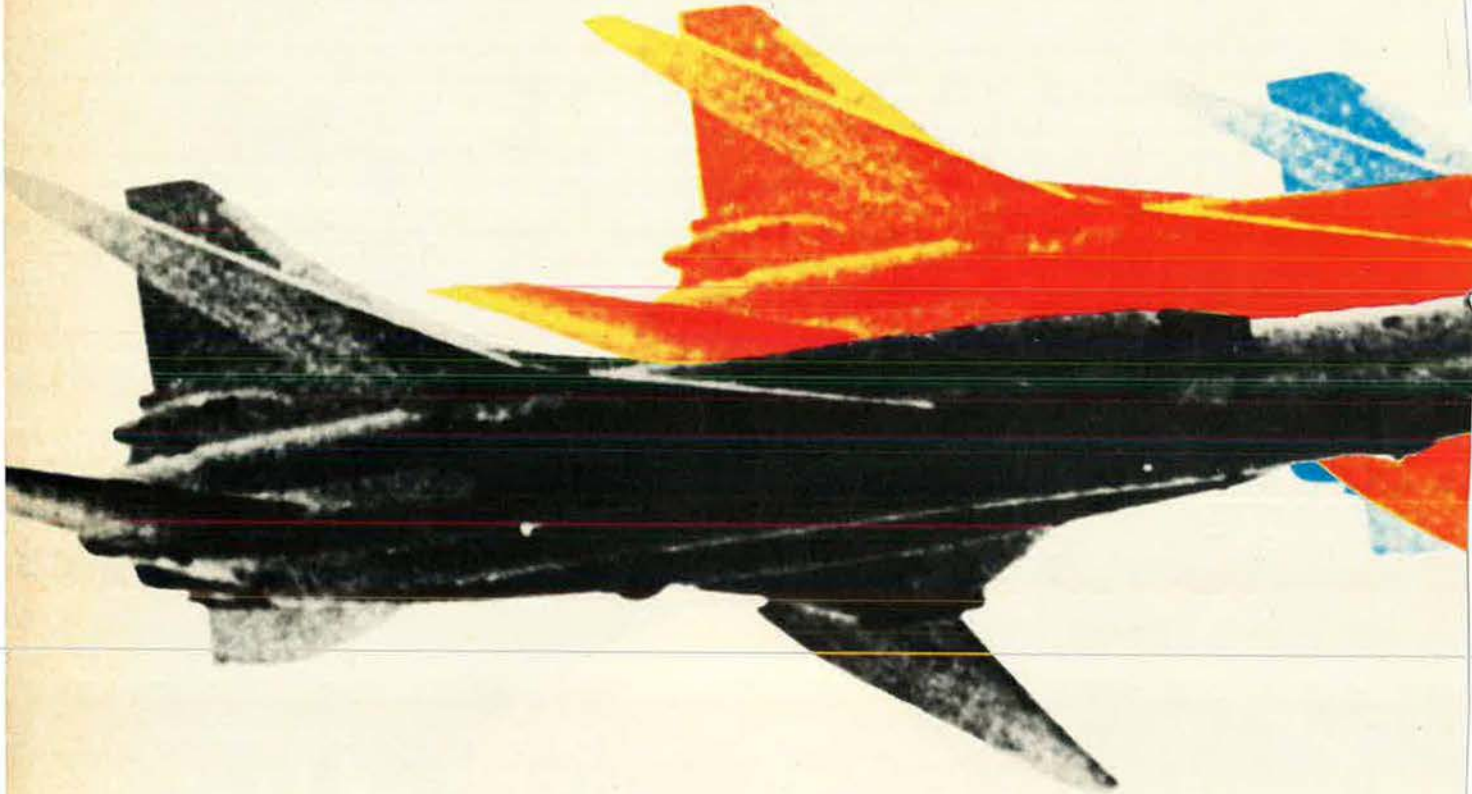


SOVIET BOMBERS:

BY BONNER DAY
SENIOR EDITOR



Moscow's Backfire bomber is a critical element in the strategic arms talks between the US and the Soviet Union. At a time when the US has no strategic bombers in production or on the horizon, the Soviet Union is manufacturing the controversial Backfire and developing a second bomber that may be even more deadly against targets in the continental US.

THE continued production of the Soviet Union's Backfire bomber, combined with the refusal of Soviet leaders to include it in arms-control talks, poses a steadily growing threat to US security. Added to this concern is recent evidence confirming that the Soviet Union is at work on a new bomber even more formidable than the Backfire.

More than 100 Backfires have been built, according to current estimates. And the Backfire is continuing to be built at the rate of thirty or more a year.

To military men, it is clear that the Soviet Union is massing a supersonic bomber force capable of dropping nuclear bombs anywhere in the US, at a time when US defenses against bomber attack have been cut back to a skeleton force.

To the civilian policymakers in the Carter Administration, the Backfire poses different problems.

1. The Russians have not followed the lead of the Carter Administration, which canceled production plans for the US B-1 strategic bomber. The Kremlin leaders have ignored arguments in the US that manned penetrating bombers are ineffective in modern warfare, or that they are superfluous when intercontinental land-based missiles and missile submarines are available. This Soviet refusal to obey the logic of the Administration's civilian strategists keeps open the politically embarrassing question of whether the Carter Administration was correct in its judgment about the future of the penetrating bomber.

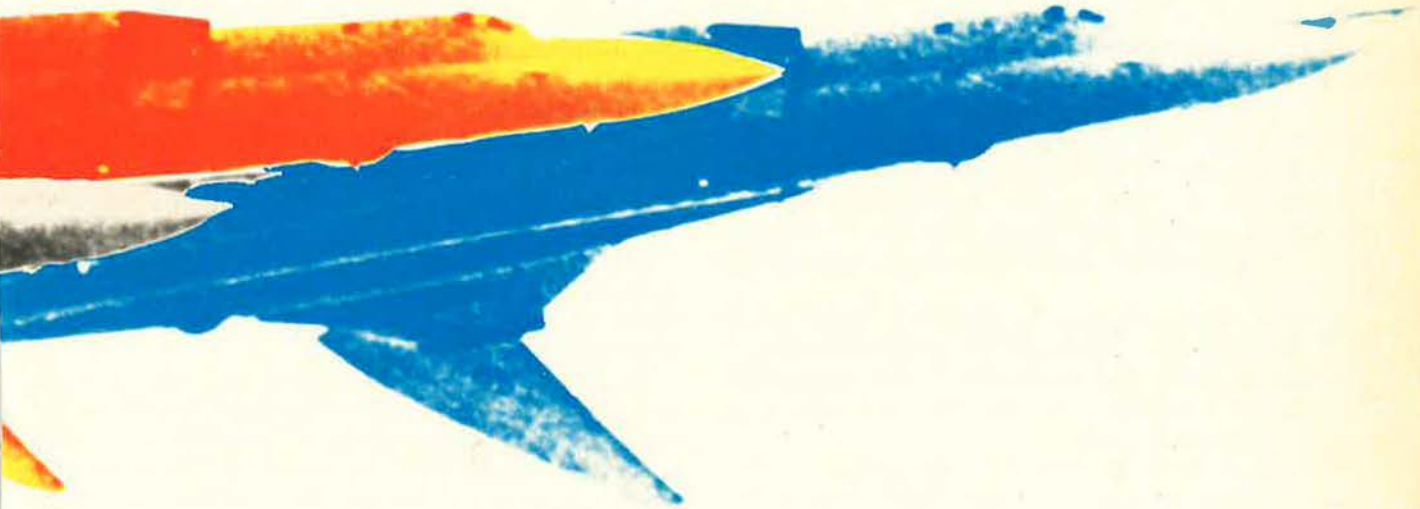
2. In the drawn-out Strategic Arms Limitation Talks, Soviet leaders, in continuing to build the Backfire, confront the US with an almost insurmountable block to an arms agreement. At a 1974 summit meeting in Vladivostok between President Ford and Soviet General Secretary Brezhnev, the Soviets accepted the principle of equal overall ceilings of 2,400 strategic nuclear delivery vehicles, which the State Department says includes intercontinental missiles, submarine-launched missiles, heavy bombers, and air-to-surface ballistic missiles. But in negotiations so far, the Soviet position has been to count US strategic bombers in the overall ceiling, but to exclude Backfire bombers on the grounds that they are not intercontinental systems.

Bomber Range Argument

One of the keys to a successful strategic arms treaty, thus, has become the range of the Backfire bomber.

Western military men in 1970 first spotted Backfire

GROWING THREAT



parked on the ground near an airplane factory building at Kazan, in Central Asia. But US sources more than a year earlier had alerted US policymakers that a bomber was in development. The initial reaction in the US government was that this was the latest in a series of bombers and that it had a range great enough to be considered a strategic weapon. It was later identified as a product of the Tupolev design bureau and has been numbered the Tu-26.

Air Force leaders argued from the start that Backfire was an intercontinental bomber. In 1971, say US government sources, the various US intelligence agencies reached the unanimous conclusion that the plane had the range for bombing missions against the US.

Then in 1972, several agencies, led by the Central Intelligence Agency, broke from unanimity. Using different estimates of manufacturing techniques, the CIA concluded that the range of the Backfire was less than the earlier agreed figures, and thus could not be considered a strategic weapon capable of hitting the US. The split in opinion came the same year as the SALT I interim agreement on strategic offensive systems, which restricted the number of long-range strategic missiles each country could have, but placed no limits on bombers.

Soviet negotiators have argued that Backfire should not be limited by the strategic agreement now being considered. When asked about the range of the Backfire, Soviet negotiators have given a number of different answers. At one point, Soviet officials were saying the planes had a range of only 2,200 kilometers (1,375 miles), that they were not designed for intercontinental strategic operations, and that they were for use in sea control and against targets in Europe and Asia.

Why the dispute over the plane's performance? The secrecy with which the Soviets shroud the plane, and all other military activities, has been the primary reason. At one point, some US officials considered offering Soviet experts an opportunity to see the B-1 plane being developed by the US in exchange for an opportunity to view the Backfire first-hand. There is no public record that any such offer was made.

Despite all efforts at collecting information about the Backfire, in fact, the US has been able to get only a few photographs and little more. From these photos and other data, US aeronautical experts applied their computers and calculated the plane's performance.

Finding Backfire's Range

Using information developed by the CIA, the Air Force, and the Navy, a number of US aeronautical firms were asked to calculate the plane's performance. In addition, the British Royal Air Force and the British aerospace industry were asked to give their opinions.

Different agencies have been accused of shaping their calculations and the information they pass on to experts

outside government to reflect certain parochial interests.

Other government agencies, for example, presume the Air Force exaggerates the airpower threat of the Soviet Union to encourage support of its own programs, such as the canceled B-1 bomber.

And the CIA is suspected of playing down unpleasant trends in the Soviet Union to assist in reaching diplomatic and political goals, including the successful conclusion of the SALT II talks.

But as all the technical experts who studied the plane defended and challenged each other's calculations, a growing consensus developed supporting Air Force contentions that Backfire is an intercontinental bomber.

Says one CIA official: "We now know the Air Force was right about the Backfire's range, but it is not clear in my mind that it had enough evidence to make the conclusions as early as they were made."

The Backfire, it is now thought, has a range of 5,000 miles or more. This is sufficient to carry 20,000 pounds in missiles or bombs, fly to any target in the continental US, and land in Cuba or other nearby third countries. With aerial refueling, Backfire can fly from Soviet arctic bases, hit any target in the US, and return to the Soviet Union.

Backfire, 132 feet long, with a maximum takeoff weight of 270,000 pounds, is bigger than the US FB-111 strategic bomber and smaller than the older B-52. The B-1 bomber, the newest US design, is 150 feet long and has a gross weight of 389,800 pounds.

With its wings swept back to an eighty-six-foot span, Backfire flies up to Mach 2.5 at high altitudes. When spread for distance flight, the wings have a 113-foot span. The B-1 was designed for a maximum of Mach 2.2 and a range of 6,100 miles, but the top speed of production models would have been reduced to Mach 1.6. Its wingspan is seventy-eight feet fully swept and 136 feet when spread.

US analysts have identified at least two, and perhaps three, versions of the Backfire.

The "A" model has large landing gear pods. US and other Western experts noted this and elements of the wing designs as range-limiting features. It is thought to have a range of 4,500 to 5,000 miles.

The "B" model later appeared with the landing gear pods streamlined, the wings changed, and a new inlet ramp to boost the range to an estimated 5,400 miles. These models are also equipped to be refueled in the air.

A third "C" model is being developed with a more streamlined fuselage. Aeronautical experts say the changes in the Backfire are expensive redesign efforts to extend the range of the aircraft.

Backfire Military Missions

US policymakers cannot be positive about the military roles established for the Soviet plane. Unlike missiles, the missions of airplanes cannot be deduced unequivocally from an analysis of performance.

Some Western military planners see the plane as a potent weapon against targets in Europe and China. Others note the assignment of some of the planes to Soviet naval aviation units and conjecture that these planes are assigned to attack US and other naval forces.

But the Backfire's long range, combined with evidence of certain practice flights, leads some analysts to conclude that a portion and perhaps all of the Backfires have been assigned targets in the US. New evidence on the Backfire includes refueling flights of the "B" models, observed by spy satellites.

In the opinion of some military experts, the miscalculation of the Backfire range already has caused damage to US defenses. During the period when several intelligence agencies reversed themselves and said the Backfire had a limited range, Defense officials made one of the largest in a series of cuts in defenses against enemy bombers, retiring a significant portion of the nation's older air defense radars and interceptor aircraft on the assumption that there was no realistic bomber threat.

Now, with general agreement over the plane's range, the Backfire has become one of the biggest obstacles in the long-stalled Strategic Arms Limitation Talks.

Backfire and SALT

How the Soviet bombers are treated in the SALT negotiations thus has become one of the most sensitive diplomatic and political questions confronting the Carter Administration.

Some Administration officials have raised the possibility in recent months that a new agreement on strategic weapons will be submitted to Congress as an executive agreement, rather than a treaty.

Sen. Dewey F. Bartlett (R-Okla.) and other senators have objected. An executive agreement would require approval by a simple majority of both houses of Congress, while a treaty has to be passed by two-thirds of the Senate. Opponents of an executive agreement cite Public Law 92-448 of September 30, 1972, which states that the Congress "urges the President to seek a future *treaty* that, *inter alia,* would not limit the United States to levels of intercontinental strategic forces inferior to the limits provided for the Soviet Union."

Another solution to the negotiation stalemate, now under study, is to ask the Soviet Union to promise not to increase the production rate of the planes. This is complicated by the fact that Soviet leaders will not reveal what the production rate is. Another proposal has been to ask the Soviet Union not to base Backfires at arctic bases, which are closest to the US.

There also have been recent reports, denied by the Defense Department, that the Joint Chiefs of Staff were asked to remove their objections to excluding the Backfire in exchange for a White House promise of additional money to improve US air defenses against the threat of Soviet bombers. Rather than agree, according to reliable Pentagon sources, the Joint Chiefs have objected strenuously.

In August, two congressmen made a similar proposal. Bob Carr (D-Mich.) and Thomas J. Downey (D-N. Y.) advocate giving in to Soviet insistence that the Backfire not be included in a SALT II agreement. To compensate, the two congressmen propose beefing up US defenses against the Backfire, specifically purchasing two over-the-horizon radars, improving the Distant Early Warning line of radars in Canada, and purchasing 100 new interceptors based on either the F-14 or F-15 to rebuild the nation's interceptor force. It is estimated that the cost of buying the additional planes and radars would come to a total of $4 billion.

First supersonic (Mach 1.4) Soviet bomber was the 1,400-mile-range Tu-22 Blinder, first shown in 1961.

A Backfire Successor

And if the Backfire were not problem enough for US SALT negotiators, the reports of a new bomber, a follow-on to the Backfire, are even more disturbing to military planners. Top Defense officials mentioned it briefly in appearances before congressional committees this year. Very little information is available about this new plane, though. Even its existence is in dispute among intelligence analysts.

Adding to the confusion have been references to the plane by the Soviet Union's President Leonid Brezhnev and other Soviet leaders. In one such remark, the plane was referred to as the Tu-160, indicating it is being built by the Tupolev design bureau that is responsible for many of the country's bombers and transports, including the Tu-26 Backfire and the Tu-144 supersonic transport.

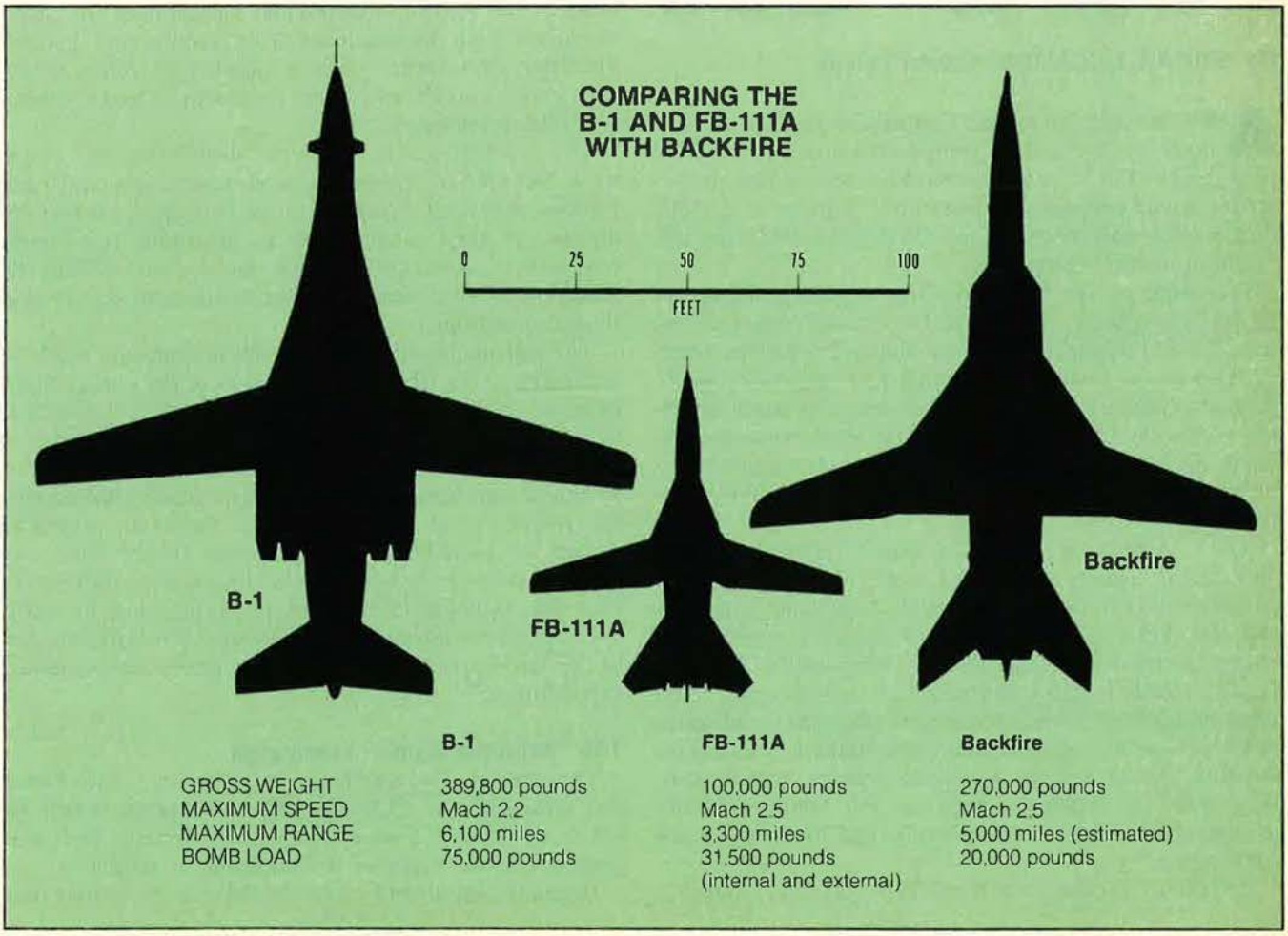
Information available so far indicates the plane is designed for a range similar to the Backfire, or greater, and with more efficient jet engines to provide larger missile or bomb loads. Some analysts say the follow-on is expected to appear in production numbers in the next three to five years, on a schedule designed to phase out the older Tu-16 Badger and Tu-22 Blinder bombers now in the *Dal'nyaya aviatsiya,* the Soviet Union's long-range air force.

A new assembly plant was spotted in 1973 at the site of the Backfire plant, adding to concern over the Soviet Union's bomber program. It is not clear whether the new plant is to increase Backfire production or to build the follow-on bomber.

The plant, recently completed, is large enough to double production of the Backfire. Defense Department experts estimate production of the Backfire at two or three a month, but one unconfirmed report indicates a much higher production rate in recent months.

All of these recent developments—reports of a follow-on bomber, a possible step-up in Backfire production, trial balloons for a SALT agreement—have thrust bombers into a new prominence in defense planning.

Says one US official concerned with the SALT negotiations: "There is no doubt that Soviet bombers are the great bone of contention today." ■



	B-1	FB-111A	Backfire
GROSS WEIGHT	389,800 pounds	100,000 pounds	270,000 pounds
MAXIMUM SPEED	Mach 2.2	Mach 2.5	Mach 2.5
MAXIMUM RANGE	6,100 miles	3,300 miles	5,000 miles (estimated)
BOMB LOAD	75,000 pounds	31,500 pounds (internal and external)	20,000 pounds

MOSCOW'S MISINFORMATION PAYS OFF

One of communism's classic tools for the conquest of its internal and external adversaries is Agit-Prop, Red jargon for the Machiavellian use of agitation and propaganda to confuse, divide, and defeat the opposition. The Western world, even though the target of Agit-Prop for more than sixty years, has not learned how to cope with the insidious, brilliant propagandists of the Kremlin.

BY EDGAR ULSAMER, SENIOR EDITOR

A NEW seventy-three-page Central Intelligence Agency study of the Soviet propaganda machine's global scope and of the "cynical disregard for truth which characterizes Soviet propaganda operations" brings out startling details of how Moscow combats US defense efforts through "disinformation" campaigns.

Prevented by law from assessing or tracing linkage of Soviet propaganda activities to US "front" organizations, the CIA nevertheless urged the House Permanent Select Committee on Intelligence—which had requested the report—to order a similar study of Soviet propaganda activities *within* the United States from the appropriate government agency, since "there are indications that Soviet propaganda activities against the United States will increase in the future."

The CIA backs up this assessment by pointing out that "the recent visits to the United States of the leading personalities of both the Soviet central propaganda apparatus and the WPC [the World Peace Council, identified as a major Soviet front organization orchestrating affiliated peace councils in 120 countries] may well presage . . . an intensification of Soviet propaganda intended to influence American public opinion and policymakers. Campaigns initiated abroad against American policies, and particularly new US weapons—such as the 'neutron bomb' or the cruise missile—presumably had their US-based counterpart."

In January of this year, the CIA reported to Congress, "the Presidium of National Presidents of the World Peace Council, the major Soviet front, held meetings in Washington and New York. Participants interviewed such American decision and opinion makers as they could contact. . . . Simultaneously, a delegation of members of the Supreme Soviet, the Soviet parliament, arrived on a tour of the United States." The delegation included Leonid Zamyatin, head of the Communist Party Central Committee's foreign propaganda department, Boris Ponomarev, head of the Party's International Department (in charge of liaison with international front groups and national liberation movements), and a number of other Soviets who play a primary role in the development and execution of Soviet propaganda.

This topflight group of Soviet "disinformation" executives, the CIA disclosed, "visited newspapers and radio stations in several American cities. It is apparent that one purpose of their mission was to determine [the] major concerns of American opinion makers, as well as the susceptibility of American mass communications to Soviet media operations."

The principal target of the Soviet propaganda machine, according to the CIA, is the isolation of the United States from its allies and the worldwide portrayal of this country as imperialist, militaristic, and racist. Specifically, the report states, "the Soviets attempt to show that US military spending and weapons development make this country the major threat to world peace. Such anti-American themes are used both to denigrate the United States and to bring pressure to bear on US policymakers. Moreover, they are exploited directly or by implication to justify both aggressive Soviet policies abroad (as being in support of the 'anti-imperialist struggle') and heavy Soviet military expenditures."

The "Neutron Bomb" Campaign

The central, constant theme of Moscow's anti-American campaign, the CIA reported to Congress, is that the US is devoting excessive funds to its military budget in general and to weapons development in particular.

Beginning at the end of World War II, the Soviets have

"campaigned vigorously against virtually every major new US weapon," the study found: "The atom bomb itself was a target of Soviet propaganda until the moment the Soviets acquired their own atomic capability." Beginning last year, and continuing unabated until this moment, the global Soviet propaganda apparatus has focused on a highly lucrative target, the enhanced radiation/reduced blast weapon known popularly as the "neutron bomb."

This global campaign, waged with the direct participation of President Leonid I. Brezhnev, clearly ranks as one of the most successful propaganda coups of all time.

In a carefully documented chronology of Moscow's overt and covert campaign to inflame world opinion against this weapon, the CIA study traced the campaign's ascending pitch and tempo from opening salvos of radio broadcasts by Soviet and East European stations through a crescendo of "peace" committees organizing protest rallies throughout the free world to the fortissimo of a diplomatic offensive under the personal aegis of President Brezhnev.

When the US government in September 1977 announced that the neutron bomb would not be produced until this country's NATO allies agreed to deploy the weapon, the Soviets merely shifted the focus of the campaign but did not reduce its volume. By late January 1978, the CIA reported that "every Western government announced that it had received a letter from Leonid Brezhnev warning that the production and deployment of the 'neutron bomb' constituted a serious threat to détente. These announcements received heavy media coverage worldwide. Also, Western parliamentarians received similar letters from members of the Supreme Soviet, and Soviet Trade Union officials sent letters to Western union organizations and leaders."

Soviet President Leonid I. Brezhnev personally participated in one of the most successful propaganda campaigns of all time, the misrepresentation of the "neutron bomb."

Mikhail A. Suslov, a Secretary of the USSR's Communist Party and a Politburo member, runs the Soviet propaganda machine.

At the same time, the Soviets started to "shift their propaganda attack away from the United States and [to] direct it more at our NATO allies, who would have to make the decision in the immediate future as to whether to accept deployment of the bomb on their soil," according to the intelligence study.

In tandem with the Brezhnev mail campaign, the Soviet propagandists mobilized Moscow's global network of front organizations—almost exclusively "peace" and arms-control groups of various political hues—in preparation for the United Nations Special Session on Disarmament (SSOD), held in New York from May 23 to June 28 of this year. Three major conferences were utilized to "provide psychological momentum at the SSOD," according to the CIA. One was held in Vienna, Austria, in collaboration with the International Atomic Energy Agency, a United Nations body, and attended by delegates from twenty-two countries. Themed to the noteworthy title of "Nuclear Energy and the Arms Race," two rather disparate subjects, the conference served as a forum for the World Peace Council's inveighing against the neutron bomb.

A much larger meeting, the CIA reported to Congress, was staged in Geneva, Switzerland, by the World Peace Council, the Swiss Peace Movement, and "East Bloc representatives accredited to the United Nations in Geneva." Chaired by India's Romesh Chandra, veteran Communist "peace" activist and President of the World Peace Council, the meeting was attended by 126 representatives of peace organizations from fifty countries. The finale of the meeting was a ringing condemnation of the neutron bomb and a pledge to support activities aimed against the weapon's production and deployment.

The third major meeting funneling psychic ammunition against the proposed US weapons into the UN's disarmament session took place in Amsterdam, Holland, and, according to the CIA, culminated in a peace march of some 40,000 attending this "International Forum Against the Neutron Bomb." Other, smaller meetings, the intelligence agency reported, were used by the Soviets for the antineutron bomb propaganda drives in Mexico City and in Athens, Greece.

The Agency's report underscored the tenacity of the Soviet propaganda campaign against the enhanced radiation weapon—whose significance is that it would be effective against massed Soviet armor in Europe yet reduce collateral damage to friendly civilians—by pointing out that even after President Carter delayed the weapon's production and deployment this spring, Soviet Foreign Minister Gromyko launched a new tirade at the United Nations. Gromyko said neutron weapons "must be banned once and for all" and termed them a "particularly vicious and cruel means of mass destruction, intended to annihilate all things living."

The triumph of the campaign, the CIA suggested, lies in the fact that "by conducting a massive propaganda campaign exaggerating the lethality of this weapon, the Soviets made 'neutron bomb' a household scareword in

Europe, if not throughout the world." The Agency might have, but did not, add that the bottom line is that a weapon program of crucial importance in offsetting the Soviet manpower and weapons superiority over NATO was stopped cold in its tracks, and that this country's future ability to deploy new tactical nuclear weapon systems in NATO likely is problematical, as a result.

The OTRAG Caper

Soviet propagandists got very good mileage also from a blatant distortion of facts underlying an ill-starred commercial venture by a West German consortium called OTRAG (Orbital Launch and Rocket Corporation), according to the CIA. Formed in 1975 by German industries, OTRAG was to develop a capability for putting satellites in space for commercial clients. In the following year, OTRAG contracted with the government of Zaire for a large testing and launch range in that country. The site, the CIA report points out, "was accessible to the public, and technical facilities as of 1977 were observed to be extremely crude." The subsequent failure of the commercial group to develop a market caused the program to fizzle, with all operations halted.

In the fall of 1977, the official Soviet news agency, TASS, began to distribute a series of fabricated stories that turned the OTRAG test range into a propaganda bonanza for the Soviets. OTRAG, according to TASS, was a West German rearmament scheme designed to produce cruise missiles—weapons very much in the news at the time because of their involvement in SALT II negotiations—and intermediate-range ballistic missiles. European and Third World news media, "at least in part under KGB [the Soviet secret police that operates both domestically and externally] encouragement, added bits of information about the new 'secret' German military missile development facility in Zaire. By early 1978, a combination of TASS, the Soviet internal press, and KGB covert press placement had created a legend that the United States (specifically the CIA and the Defense Department), France, and West Germany . . . were engaged in a conspiracy to help Germany to become a major nuclear missile power . . ." according to the report. The Soviet fabrications, as in the case of the "neutron bomb" campaign, were picked up and at times amplified by Western news media.

The *pièce de résistance* of Soviet propaganda blatancy was Moscow's campaign portraying the kidnapping and slaying of Aldo Moro, president of Italy's Christian Democratic Party, as the work of the CIA and other NATO intelligence organizations. Launched by Radio Moscow and supported vigorously by a "whispering campaign by Russian diplomats" as well as Communist news media abroad, Soviet propaganda transformed Italy's most notorious left-wing terrorist organization, the Red Brigades, into an instrument of the United States and NATO. The Soviets alleged that the kidnapping was designed "to induce a rightward political swing in Italy." Radio Moscow's charge, aired by the network's International Service and quickly parroted by pro-Soviet press outlets the world over, was direct and brazen: "Well, to call a spade a spade, that service [behind the kidnapping] is called the Central Intelligence Agency and the foreign power that it belongs to is the United States of America."

The Role of Soviet Propaganda

The Communist Party of the Soviet Union (CPSU), according to the CIA study, regards propaganda as a major and indispensable adjunct of Soviet foreign policy and military strategy. The Soviets "are willing to spend vast sums on propaganda; our rough estimate of two billion dollars per year might be on the conservative side," the CIA reported.

The highest authority of the Soviet Union, the Politburo, "itself approves the major themes of Soviet propaganda . . . and the means which will be used to disseminate them. For example, KGB forgeries and other major covert actions require Politburo concurrence," according to the CIA.

Mikhail A. Suslov, a CPSU Party Secretary and senior member of the Politburo in point of service, holds the propaganda "portfolio" in the USSR's ruling body, the report asserts. Two agencies answer directly to the Politburo's propaganda boss: TASS, the official news agency of the Soviet Union, and Novosti, or APN, the unofficial Soviet propaganda instrument, and therefore less constrained and less concerned with political niceties. The two propaganda agencies control thirteen radio stations in the USSR, which swamp foreign listeners with more than 2,000 broadcast hours per week.

The Soviet propaganda apparatus also maintains control over some seventy-five pro-Soviet Communist parties outside of the USSR and the satellite countries. About two-thirds of the members of these parties—roughly 2,500,000 members—are in Western Europe, according to the CIA. Moscow's propagandists also control thirteen major international "fronts," which the CIA report defines as organizations that appear to be independent but in fact are funded and controlled by the Soviets: "Their purpose is to spread Soviet propaganda themes and to create a false impression of public support for the foreign policies of the Soviet Union," the CIA reported to Congress. These front organizations alone produce thirty-three monthly and biweekly publications that "are mailed to willing and unwilling recipients all over the world."

There are close to 500 Soviet journalists stationed abroad who "perform a variety of functions in addition to their normal role as reporters," such as doubling as intelligence operatives and influencing local press coverage.

The Soviet Union's diplomatic corps is used not only to spread "the official overt Soviet line but also as a means for passing deliberately misleading information for foreign governments," the report states. Soviet diplomats often are used as "private channels" between President Brezhnev and the local chief of state in order to achieve greater impact and credibility than conventional diplomatic exchanges. "In these messages Brezhnev frequently appears as a moderate 'reformist' surrounded by hard-liners," the CIA told Congress.

The KGB performs major propaganda functions that extend from forging US government documents to developing "agents of influence" who sway public opinion in a subtle and sophisticated manner, the CIA report says. At times, credibility of these planted news items is enhanced by including mild criticism of Soviet policies in order to conceal the source.

It would seem mandatory that Congress heed the CIA recommendation that a similar study of the influence of Soviet propaganda within the US be initiated promptly. ■

Keeping good people in the service becomes more and more difficult at a time when...

Impersonality Curtails Unit Pride

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

IF there was one characteristic distinguishing Americans from our allies in World War II, it was an exuberant, sometimes insufferable, chauvinism. Everything American, whether plumbing, games, food, or whatever, was better. If it was ours, or we did it, it was better.

We went into that great war a simple and unsophisticated country. It is hard to believe, looking back thirty-seven years later, just how different things were then. The military, like major league sports and schools in the nation's capital, was segregated. West Point, after more than a hundred years of giving cadets two choices—Protestant or Catholic—for compulsory chapel, became aware of the existence of Jewish cadets. That remarkable man, Benjamin O. Davis, had only recently accomplished the epic feat of becoming the first black ever to graduate from that hidebound old school on the Hudson. Although we were hopelessly unprepared for a major war—or even a minor one, for that matter—we had unbounded confidence. Besides, we were rich, and enough dollars could solve any problem.

Our military successes in World War II were based, among other things, on a hang-the-cost philosophy and great delegation of authority. There was, naturally, some profligate waste, and there were people who abused the authority they had been delegated. Mostly, the philosophy seemed to work, and a good thing it did, for there was no other way this country could have got from a standing start to the war machine we had three years later.

That was how we operated in our innocent early days as a great military power. In the years since then our country has undergone some fundamental changes, and so, along with it, has our military. The treasured American fable of a citizenry ready to spring to arms when threatened has been replaced by a professional standing force. Inasmuch as the ending of the draft started what appears to be an irreversible erosion of the Reserve Forces, and thus the last serious citizen-soldier participation in our national defense (with the notable exception of the Air National Guard and certain Reserve units), we can all share a concern for the quality of our professional military. Anything troubling that military should trouble us.

The Air Force chief master sergeant I met on the airplane had just come from a meeting where the subject had been matters that are troubling the Air Force; thus it was easy to get the talk going. A main worry, it appears, is how to keep good people in the service. What happens, along about the ten-year point in a service career, that makes some of the best qualified people leave? The chief had no absolute answers, but he did have some interesting observations.

Along with computers, high-speed communications, and all the other technological miracles that distinguish the modern Air Force from the medieval outfit of the 1940s came a certain philosophical change. Senior noncommissioned officers somehow have lost the authority, and with it, the aura of respect, that used to go along with their stripes. "Management," a word that once had pure civilian connotations, has become a byword in the Air Force. Everything must be managed in the best cost-accountant fashion, and never mind the fact that the accountants in doing their job elbow some traditions aside.

This philosophy has led, perhaps, to some new efficiencies. There is nothing like a good clean audit trail to make the General Accounting Office happy, but it has also damaged some of those mystical qualities like esprit and unit pride. The NCO Club at the chief's home base, for instance, is no longer the responsibility of the local membership. It, like all clubs and other recreational facilities, operates under the fishy eye of an accounting and management organization in San Antonio. Maybe it is good management practice, but the chief's club, at any rate, has lost an alarming number of members. And these recreational facilities are simply one example. Vertical organization by function has become a definite Air Force trend.

Whatever the advantages in having functions neatly organized and reporting to a home office, there would appear to be a few disadvantages as well. There is something very impersonal in this approach, something that resembles that ultimate in impersonality, the corporate conglomerate. The exuberant chauvinism and unit pride of World War II find no place in this kind of structure. The unhappy result, apparently, is that a military career begins to look too much like any other to some of the people we need most. ■

One of the most forceful advocates of strategic airpower, he risked his career and sacrificed his life for a concept that proved decisive in World War II and has remained a pillar of strategic deterrence.

Brig. Gen. Kenneth N. Walker, Prophet of Strategic Airpower

BY MAJ. GEN. HAYWOOD S. HANSELL, JR., USAF (RET.)

THE gate that opened on a new vista of military power in World War II—strategic air warfare—hung on three pivotal concepts: (1) Modern nations depend on industrial and economic structures for their continued existence as social systems and for their ability to wage modern war; (2) bombs properly placed can destroy any man-made structure or system; and (3) bombers can penetrate enemy defenses and bomb their targets with acceptable accuracy and without intolerable losses.

Strategic air warfare thus can be decisive, and as Douhet pointed out, the essence of air strategy is the selection of the proper targets.

Lt. Kenneth Walker, bombardment instructor at the Air Corps Tactical School in the early 1930s, was a pioneer advocate of these concepts. He fashioned the slogan that gave formal expression to the operational concept of air war: "A well-planned and well-conducted bombardment attack, once launched, cannot be stopped."

Initially, his slogan was an assertion of faith, rather than demonstrable fact. The meager experience of air warfare in World War I supported no such conclusion, and the bombers of the 1920s were no better than those of World War I. But the entire structure of airpower rested on the bomber's ability to penetrate. If bombers could be turned back by air defenses, all the arguments for decisive air warfare would collapse like a house of cards.

Brig. Gen. Kenneth Walker, Commander of V Bomber Command, Medal of Honor winner—KIA at Rabaul, January 5, 1943.

Then, in the early 1930s, there came a dramatic technological breakthrough—the all-metal monoplane bomber. Gone were the multiple wings, the guy wires, the struts, and the cumbersome fixed landing gear. The sleek monoplane bomber, with its wheels tucked up into the engine nacelles, was a thing of beauty, speed, power, and range. At high altitude, the bomber was as fast as the thin-winged fighters of the day. Before the advent of radar, defending fighters had to take off on little warning, climb to altitude, overtake the bombers, and attack. The fighters' margin of performance over the bombers was too narrow. They were hopelessly outclassed as defensive interceptors. The capability of the new bombers to penetrate air defense seemed practically assured.

Walker argued his case with the enthusiasm of a zealot, but he did not prevail by

default. World War I was only fifteen years in the past. In that war, the *only* war that offered experience in the air, fighters had been king of the walk. Individual air combat evoked emotions previously showered on knights in armor.

The end of the war found air advocates—Billy Mitchell among them—calling for air forces in which fighters comprised sixty percent of the aircraft. Ken Walker had his work cut out for him in proclaiming the bomber—not the fighter—the "basic arm" of air warfare, just as the Army proclaimed the Infantry the "basic arm" of ground warfare. Fortunately, he had not only zeal, but the saving grace of humor—a brash sort of humor that went with a brash and often abrasive assertiveness. He was remarkably persuasive.

The years that followed found Walker's slogan seriously challenged—and briefly eclipsed when radar reversed the tide in the Battle of Britain. But Walker was wise enough to advocate continued technological advances for the bomber. He advocated massive defensive firepower of tight bomber formations, and supported developing an escort fighter long before one appeared.

A whole generation of bomber pilots was infected with Ken Walker's zeal and infused with his spirit. No US bomber unit, once launched, was ever turned back by enemy action. Sheer guts of bomber crews stood up to flak and fighters. But the margin was very thin indeed. Many bomber groups were badly mauled in air combat before Allied fighters gained air superiority. One group lost all its planes but one on the way to the target—but that one survivor joined another group, bombed the target, and returned. And in the end they prevailed. Two of the most powerful military nations of the modern era were defeated from the air. The victory owes much to Ken Walker.

Ken was born in Cerillos, N. M. His education was interrupted by World War I. He hastened to sign up as a flying cadet and graduated from the flying school at Mather Field, Calif., just ten days before the Armistice. After a tour in the Philippines and one with the 2d Bombardment Group at Langley Field, Va., he attended the Air Corps Tactical School in 1929—its last year at Langley. He became an instructor in bombardment, moved with the school to Maxwell Field, Ala., and later served under his friend, Harold George, who was chief of the Bombardment Section until 1933. It was there that Walker's slogan took hold.

While he was a student at the Army's Command and General Staff School, Fort Leavenworth, Kan., he chose to appear in 1934 before the Federal Aviation Commission, headed by Atlanta newspaperman Clark Howell and better known as the Howell Commission. It was a risky venture. The Air Corps was at *very* serious odds with its parent organization, the War Department. The General Staff was adamant in its contention that the Air Corps, as a branch of the Army, had as its sole purpose supporting the mission of the Army—which substantially was the mission of the Infantry. Field Service Regulations denied that the Air Corps had any mission of its own.

The Howell Commission was charged by the President with making recommendations "concerning all phases of aviation," both civil and military. The War Plans Division of the War Department General Staff prepared the Army's official answer and position. But the Howell Commission wanted testimony from Air Corps officers as well, and named 1st Lt. Ken Walker as a witness, together with Capts. Harold George, Robert Olds, Robert Webster, and Maj. Don Wilson. The War Department demurred. When the Commission insisted, the War Department stated that there were no travel funds for those officers.

Maj. Gen. Haywood S. Hansell, Jr., graduated from flying school in February 1929. Following duty with bombardment units and at the Air Corps Tactical School, he was assigned to the Air War Plans Division of the AAF, where he helped develop AWPD-1. During World War II, he commanded an Eighth Air Force bomb wing and a bombardment division and later the XXI Bomber Command in the Pacific. He is the author of The Air Plan That Defeated Hitler, *and of many articles on military affairs. General Hansell now lives in Hilton Head, S. C.*

In the face of continued insistence, the Department grudgingly notified the witnesses that they were at liberty to respond, but that travel would be at their own expense and time would be charged against their leave. *If they chose to respond* they must prepare testimony in conformance with War Department doctrine, and submit it for approval to the Chief of the War Plans Division. They could depart from such prepared testimony in response to direct questions by the Commission, but they must make sure that the Commission understood that their replies reflected their own opinions and not War Department policy.

The witnesses agreed among themselves that their military careers were probably at an end—but they decided to go. In response to direct question by the Commission, Walker declared that an air force, "without the necessity of defeating the armed forces of the enemy, can strike directly and destroy his industrial and communications facilities.... Unless we create an adequate and separate air force, this next war will begin in the air and end in the mud—in the mud and debris of the demolished industries that have brought us to our knees."

The courage and the obvious sincerity of the witnesses found a responsive chord in the members of the Howell Commission. They also brought a surprising and generous response from Brig. Gen. C. E. Kilbourne, Chief of the War Plans Division of the War Department General Staff, who personally commended the witnesses before the Commission.

On graduation from Leavenworth, Walker commanded a bomber squadron in the GHQ Air Force at Hamilton Field, Calif. He was transferred to a bombardment squadron in Hawaii and in 1940 assumed command of a pursuit group there. Later he was called to Washington to serve in Headquarters, Army Air Forces, as Assistant Chief of the Plans Division, under Col. Carl "Tooey" Spaatz.

When the Air Staff of the Army Air Forces was created in July 1941, Walker found himself working again for his old friend Harold George, Chief of the new Air War Plans Division of the Air Staff. It was there that he participated in preparing the most influential document that ever affected the Army Air Forces: AWPD-1, Air War Plans Division Plan No. 1. It became the approved plan for the organization, equipment, deployment, and employment of the Army Air Forces for the defeat of the Axis powers, and it laid the foundation for the creation

Lt. Gen. George Kenney (left), who picked Walker to head the Fifth Air Force's V Bomber Command, with Maj. Gen. Ennis Whitehead, Deputy Commander of the Fifth.

of the United States Air Force. In April 1942, Walker was assigned to the War Department General Staff, Operations Division.

Ken Walker was a pioneer in the practical application of airpower—a zealot in the prosecution of the bomber offensive. His whole professional life was devoted to that concept. In his working hours, which often lasted until midnight, he was intense, single-minded, high-strung. But there was another side to his disposition, which was in striking contrast. He was affable and relaxed when not at work. He liked to dance, played squash, and enjoyed riding—doubtless a reflection of his upbringing in New Mexico and Colorado. He played the guitar and sang homely songs about cowboys and ill-fated pilots in a barroom tenor that matched the quality of his bar. He enjoyed telling stories, and his sense of humor was pervasive.

In September 1942, Ken Walker realized his most cherished dream. Then Maj. Gen. George Kenney, an associate who had also been an instructor at the Air Corps Tactical School and had just been named commander of both the Allied Air Forces in the Southwest Pacific and the AAF's Fifth Air Force, sent for him and gave him command of V Bomber Command. Ken threw himself into his new command with all the enthusiasm that he had devoted to his other assignments. He believed in personal leadership of the "follow-me" variety. He won the Silver Star. He flew on a number of combat missions —too many to suit George Kenney and Ennis Whitehead, the Fifth Air Force Deputy Commander. His was a special talent, not to be risked too often. He was cautioned against further participation in combat operations.

Through most of his military career Ken Walker had chosen to take risks—including the risk of actions bordering on insubordination. He took that risk once too often. On January 5, 1943, his B-17 was shot down over Rabaul. But the slogan that he created and by which he lived and died remained, and remains, unmarred. His bomber formation fought its way to the target and carried out its mission. His spirit is that of the United States Air Force, which he did so much to create and which he did not live to see.

General MacArthur endorsed the recommendation for his Medal of Honor, which was awarded posthumously.

The citation reads:

"For conspicuous leadership above and beyond the call of duty involving personal valor and intrepidity at an extreme hazard to life. As Commander of the V Bomber Command during the period from 5 September 1942, to 5 January 1943, Brigadier General Walker repeatedly accompanied his units on bombing missions deep into enemy-held territory. From the lessons personally gained under combat conditions, he developed a highly efficient technique for bombing when opposed by enemy fighter airplanes and by antiaircraft fire. On 5 January 1943, in the face of extremely heavy antiaircraft fire and determined opposition by enemy fighters, he led an effective daylight bombing attack against shipping in the harbor at Rabaul, New Britain, which resulted in direct hits on nine enemy vessels. During this action his airplane was disabled and forced down by the attack of an overwhelming number of enemy fighters."

"A well-planned and well-conducted bombardment attack, once launched, cannot be stopped." This legacy from Ken Walker is the first tenet of the creed—and the brief history—of the United States Air Force. ■

HIGHLIGHTS 1979

March AIR FORCE Magazine
Soviet Aerospace Almanac Issue—A comprehensive examination of Soviet aerospace forces, including organization, doctrine, and concepts . . . key personnel . . . Soviet R&D . . . military space applications . . . statistical data on Soviet aerospace forces and budgets. A Gallery of Soviet Weapons Systems, prepared by the editor of "Jane's All the World's Aircraft," plus many other exclusive articles and features . . . a must for military planners . . . a unique year-round reference issue.

May AIR FORCE Magazine
Annual Air Force Almanac Issue—Exclusive articles by the Secretary and Chief of Staff, USAF . . . reports and organization charts from all major commands and agencies . . . statistical data on budgets, forces, and personnel . . . Gallery of USAF Weapons Systems prepared by "Jane's All the World's Aircraft" editors. Large additional distribution within the Air Force . . . important reference issue throughout the year.

July AIR FORCE Magazine
"The Electronic Air Force"—Special editorial coverage of what is happening now and plans for the future. Essential reading throughout the Air Force, particularly in AFSC, ASD, ESD, and the Labs as well as all user Commands.

September AIR FORCE Magazine
Annual Convention, Aerospace Development 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. Also, Annual Directory of key civilian and military Air Force leaders in Washington and the field.

November AIR FORCE Magazine
Convention, Briefings and Displays Report Issue—Widely read for its comprehensive reports on the AFA Convention, addresses by key USAF leaders and industry briefings on latest technical developments.

December AIR FORCE Magazine
"The Military Balance"—Exclusive US 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 desk-top reference sought after and referred to by military decision-makers in the US Air Force, DoD, NASA, the Congress, and other military services.

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The Bulletin Board

By James A. McDonnell, Jr., MILITARY RELATIONS EDITOR

"Fight" to Protect Pay, Benefits Promised

Air Force leaders have promised to speak out in support of pay and benefits and press for needed improvements. Leading the way is Chief of Staff Gen. Lew Allen, Jr., who told an AFA Convention audience he will "fight for the rewards our people deserve for voluntary service." (*See also p. 52.*)

This includes reasonable compensation, he made clear, in asserting that the government "must pay a price for people." He warned that the "trends . . . in compensation and benefits . . . have reached a point where either recruiting and retention will fall or standards will have to give way." He did not comment, however, on the "caps" placed on military pay raises that have angered much of the service community (*see "AFA Believes," on the adjoining page*). General Allen's remarks were lauded on Capitol Hill.

The concern over perceived erosion of pay and benefits drew close attention at other Convention gatherings. Lt. Gen. Paul W. Myers, USAF's new Surgeon General, unveiled steps he's taking to improve CHAMPUS, such as nudging county medical associations to get more civilian physicians to participate. Myers and other officials also reported vigorous behind-the-scenes efforts by USAF to get Congress to raise the CHAMPUS reimbursement rate from the seventy-fifth to the ninetieth percentile. Dr. Myers, who addressed AFA's Junior Officer Advisory Council, Enlisted Council, and Senior Enlisted Advisor Conference, deplored the fact that USAF is short 338 physicians. But he said his 366 physician assistants are doing a "magnificent" job in helping plug the gap. The JOs and NCOs echoed his sentiments.

In related actions, Brig. Gen. H. J. Dalton, USAF's Director of Information, told the conferees that Air Force leaders are indeed going to bat for the troops over benefits. "You'll hear the Chief [General Allen] speaking out strongly for the military on many occasions," General Dalton stated.

Maj. Gen. Charles C. Blanton added that in addition to General Allen, such other top leaders as personnel chief Lt. Gen. B. L. Davis and Assistant Secretary (Manpower, Reserve Affairs, and Logistics) Antonia H. Chayes, are "strong spokesmen for the troops" and are where they are "at the right time." General Blanton is USAF's Director of Legislative Liaison.

Other dignitaries who appeared before the Convention Conference attendees included Sen. Robert Morgan (D-N. C.) and Brig. Gen. Norma E. Brown, DCS/P, AFLC. Their topics covered the impact of pending legislation on the military and an examination of the necessity for supervisors to be aware of the needs of both single members and those Air Force members married to other members (along with an increasing number of civilians married to blue-suit women).

At another Convention gathering, Maj. Gen. Daniel L. Burkett, Commander of the Air Force Commissary Service, said the "Commissary benefit" is getting better all the time (*see below*).

RegAF Vacancies Top 13,000

Air Force has slightly more than 56,000 Regular officers against a ceiling of 69,425, or more than 13,000 vacancies. And while officials are anxious to offer Regular commissions to many non-Regs currently cut out of the pattern, they cannot do so.

That's because the vacancies are mainly in the lieutenant ranks, but grade limitations prohibit USAF from using them to augment officers with more than eleven years' service.

So authorities look for FY '79 and subsequent annual appointment programs to move along much like those of the recent past. They do say selection chances will be slightly improved "due to the smaller numbers accessed in the year groups that are coming into the zone for consideration." There are 39,460 non-Regular officers.

Only if the Defense Officer Personnel Management Act (DOPMA), after all its many failures, should suddenly be enacted next year would "the outlook for Regular appointment be greatly improved as all career officers would be [offered] Regular," USAF officials pointed out. They say that they will fight again for passage in 1979.

Regular status carries job security, RIF protection, general peace of mind, tenure for twenty-eight to thirty years, and a good shot at making colonel. Non-Regular status carries none of these.

Under DOPMA, the 69,425-member Regular Air Force officer ceiling would be removed, thus opening massive appointments for non-Regulars with eleven and more years' service. Until and unless that day arrives, appointments will continue to go primarily to modest numbers in the junior-year groups and in the captain and major promotion eligibility zones. A year from now "we expect to have about the same numbers of Reg/non-Reg officers on active duty" as now (*see accompanying chart*), the Regular officer planning office told AIR FORCE Magazine.

Meanwhile, officers receiving RegAF bids under current programs are grabbing them in record-breaking numbers. Declinations in 1977 averaged between three and nine percent. Only among nurses were declinations heavy—forty-one of the 187 selectees turned them down. Typical last year was the five-year line group selections that showed these results: 3,463 considered, 1,356 selected, and 1,254, or ninety-four percent, accepted.

Final results of this year's boards were not complete at press time, but again declinations were few and far between. For example, the 78A temporary captains/RegAF board, which convened last winter, selected 1,166 of the 2,777 non-Regs it considered. As of mid-September, 944 had accepted and only seventy-two

had declined. Action was pending on the other 150 selectees.

As of August 31, 1978, the USAF officer force was distributed as follows:

	Regular	Non-Regular	Total
Line	51,324	30,672	81,996
Chaplain	475	377	852
Dental	666	824	1,490
JAG	618	467	1,085
Medical	827	2,364	3,191
Nurse	1,020	2,768	3,788
Med Service	547	599	1,146
Veterinary	175	116	291
Biomed Science	531	1,054	1,585
Unknown	2	319	321
Total	56,185	39,560	95,745

WASPs Still Waiting

The Pentagon—ever so slowly—is establishing machinery designed to give WW II Women's Airforce Service Pilots (WASPs) and "other similarly situated groups" a shot at honorable service discharges and veterans benefits.

The law authorizing the program was enacted November 23, 1977, following a strong AFA campaign. However, the Defense Department's proposed regulation didn't surface until September 13, 1978, when it appeared in the Federal Register. If it survives that step without change, an official DoD directive should appear in the near future, a spokeswoman in the Air Force Secretary's Personnel Council told AIR FORCE Magazine.

A special board in the Council office will field all requests for active-duty determinations, for all the military services. But not until the new board—the Department of Defense Civilian/Military Service Review Board—is in business. When that will be was not clear.

Once it convenes, the Board will determine whether the service rendered to the armed forces by the WASPs, merchant seamen, and other groups constituted active duty. If so, honorable discharges would follow where individuals can provide ample documentation. It would then be up to the Veterans Administration to handle applications for VA benefits. In all, a lengthy and complicated process for people who have already spent decades waiting for deserved recognition and treatment.

The spokeswoman made clear that, contrary to the popularly held view, the law does not automatically extend discharges and benefits to the ex-WASPs. They, like other groups, must go through the application and board-determination process outlined in the proposed directive, she said.

AFA Believes . . .

Rep. Herb Harris and the Pay Cap

On the wall of the office of Rep. Herbert E. Harris II (D-Va.) hangs a representation of Don Quixote. That might help explain why, in mid-September, he introduced a resolution in the House to overturn the President's proposed 5.5 percent pay cap on military personnel (and federal employees). The thrust of the resolution would have allowed the 8.4 percent pay adjustments that the President's own advisors had recommended as necessary to achieve comparability with the civilian sector. Certainly not many people would give such an effort much of a chance in today's climate of "Proposition 13" demands for tax relief.

Yet Congressman Harris's rationale made a lot of sense. Discussing his proposal with this writer a few days before he submitted it, he stressed that he was, of course, against inflationary trends and he thought it was a commendable goal for the government to "set an example" for private industry. But he was equally aware that a federal pay cap puts wage controls on just one sector of the economy, a move that Harris believes is an unfair and ineffective way to provide such an example.

Further, as he said on the floor of the House, "Under the Comparability Pay Act of 1970, Congress moved to take federal and military pay increases out of the annual political squabbles between Congress and the President over federal pay. . . . Each year, the Bureau of Labor Statistics surveys private industry rates of pay for positions comparable to federal government positions. The President receives a comparability recommendation from the Civil Service Commission and OMB after consultation with public employee groups. . . . Now, if the President wants to change the way comparability pay is computed, let him come forward with a plan to alter it. . . .We are not fooling anybody by delaying comparability pay adjustments—nobody, that is, except the military and federal employees who have been promised comparability."

As might have been predicted, Congressman Harris's resolution died in late September when not even a quorum could be found to consider it. And, by the time you read this, the new rates will have been in effect for a month. So, one might say, why raise the issue?

AFA believes the issue should be raised for a number of reasons. One, it *was* an unfair approach. Secondly, as Congressman Harris told us, in explaining why he was raising a relatively lonely voice, if the Congress just "rolls over and plays dead" on this issue, it makes it all the easier next year for the President to follow the same course.

What is often lost sight of in all the smoke around this issue is that the comparability increases are not "raises" in the same sense as a fogey (indicating additional experience) or a new set of rank insignia, indicating more pay for more responsibility. Rather, these comparability increases are, in Mr. Harris's phrase, "catch-up-with-industry adjustments . . . designed to keep military . . . personnel comparable with workers in private industry . . . and to enable the military and Civil Service to recruit and retain high-quality employees."

As we talked, the Congressman asked what our position was. We could point to AFA's solid support for no capping of pay as outlined in our then-current 1977–78 Defense Manpower Policy Paper. We are proud to say that again, this past September, AFA's Convention delegates unanimously went on record as opposing a pay cap.

That's why the issue cannot be allowed to die. The time when the government begins considering next year's comparability figures is not far away. The Comparability Pay Act of 1970 will be a tiger with badly worn teeth if it continues to be ignored in favor of a politically determined arbitrary pay cap. We salute Herb Harris's efforts to get the "caps" on the tiger's teeth and not on the service-person's pay.

—JAMES A. McDONNELL, JR.

The Bulletin Board

Abortion Services Defended

USAF firmly opposes the recent action by the House of Representatives to ban abortions in military hospitals. Earlier this year, then-USAF Surgeon General Lt. Gen. George E. Schafer told the House Appropriations Committee that "it would perhaps be tragic" to shut off funds for performing abortions on dependents and female military members.

The military community, General Schafer explained, would view such a step as "a real loss of current health-care benefits" and "as an attempt to legislate moral conduct through control of funding." General Schafer has since retired, but his successor, Lt. Gen. Paul W. Myers, feels the same way, his office told AIR FORCE Magazine.

The House, however, voted 226 to 163 to ban use of any government money for abortions, except where the mother's life is endangered. The Senate had not acted at press time, but Pentagon officials were urging senators to reverse the House action.

In 1977, according to official service statistics, slightly more than 10,000 abortions were performed in military hospitals; 3,489 of these were recorded in USAF facilities. The latter figure included 1,115 service women, 1,976 dependents, 355 retired dependents, and forty-three others. The total USAF cost was put at $1 million.

Commissary Benefits Growing, Chief Holds

Far from being eroded as many USAF members claim, "commissaries is one benefit that is steadily improving." That's the view of Maj. Gen. Daniel L. Burkett, Commander of the Air Force Commissary Service (AFCOMS).

"We're pulling people back into the stores," he declared, noting that AFCOMS sales have increased by nearly $150 million in two years and should hit $1.3 billion this year alone. Special bargains for customers, longer hours, better service, new store construction, and renovation of old stores are responsible, he said.

The AFCOMS chief, who is retiring this month, put customer savings at about twenty-five percent, adding that it should remain at that level for several years. He also sees no increase in the four percent surcharge, which is expected to produce $52 million this year to finance new construction and the purchase of new equipment and operating supplies. The threatened two percent "user's fee" has been shelved.

General Burkett said the attacks on military commissaries, so persistent a couple of years ago, have been beaten back and won't recur as long as the stores continue to operate efficiently. Thus, appropriated funding to pay store employees' salaries seems assured in forthcoming years.

Management reforms General Burkett instituted in store operations have reduced commissary payrolls by more than 1,000 persons. He sees additional manpower savings as the system establishes "super complexes." This program provides one operating office for as many as eight different commissaries in the same section of the country. The first super complex is now being established in San Antonio, Tex., with an office at Lackland AFB. It will run the comstores at Lackland, Randolph, Kelly, Brooks, Laughlin, Bergstrom, Goodfellow, and Dyess AFBs. Other Stateside commissaries

Ed Gates . . . Speaking of People

USAF Is Again Denied Promotion Stability

Once again the Senate, through its refusal to accept the House-passed DOPMA (Defense Officer Personnel Management Act) legislation, has denied Air Force officers and their leaders the promotion stability the other services enjoy. In bottling up the personnel management package in committee, the solons also blocked a host of reforms designed to improve the promotion system and benefit most officers.

These reforms included (1) an easy-to-understand "single" promotion program replacing the complex dual temporary-permanent hike system; (2) a logical, clear-cut pattern for officers of the Reserve components who are on active duty to make Regular Air Force at the eleventh year of service; and (3) a needed boost in severance pay. Most important, the Air Force, after years of going hat in hand to Congress for continued temporary grade ceiling relief, would have received permanent grade tables. The intolerable temporary ceilings that every couple of years threaten to turn USAF promotion planning into turmoil would have faded from view.

So what else is new? Air Force officers have witnessed these periodic, last-minute extensions of temporary promotion authority nine times since grade limits were established in 1954.

But now an additional disturbing factor enters the picture. It is the prospect of what might be called a "new DOPMA," featuring reduced grade ceilings, lower "opportunity" for promotion, and stretched-out promotion phase points. Other likely features include relaxation of the up-or-out system and elimination of Regular commissions for Academy graduates. Air Force authorities don't relish any of these proposals.

None of these planks was part of the DOPMA that emerged from the Pentagon and was twice approved by the House Armed Services Committee—the only Capitol Hill unit that consistently goes to bat for service personnel—and the full House. Instead, they sprouted within the Senate Armed Services subcommittee for manpower and personnel, headed by Sen. Sam Nunn (D-Ga.).

Senator Nunn, after shelving the "old DOPMA" late this past summer, has moved to extend USAF's temporary grade ceilings another year, until next September 30. Assuming that this extension is approved—it was pending at press time—USAF's promotion program will continue to operate in the next few months about as at present.

But, probably by next spring or summer, Senator Nunn and the Senate Armed Services Committee are expected to come up with the "new DOPMA" containing the adverse promotion actions and the other objectionable features cited above. The Senator long has contended that the services are fat with general officers and colonels. Cutting down rank generally is overdue, he feels, indicating that considerable money could be saved in the process.

One fear is that the Nunn group plans to slash promotion opportunity for all three field grades. Indeed, there is talk of

are to be "super-complexed" in similar fashion soon, but for the moment nothing is planned overseas.

General Burkett also said that:

- Generic items won't be sold in Air Force commissaries, mainly because most customers prefer name brands.
- Beer won't be sold, either.
- Joint commissaries and base exchanges are going up at Wright-Patterson, McGuire, Cannon, and Tyndall AFBs, and at Arnold AF Station, Tenn. The McGuire facility will also serve adjoining Fort Dix.
- Air Force stores are being altered to accommodate the handicapped.
- Defense Department studies continue on possible consolidation of the Army, Navy, and Air Force commissary systems, but chances of such action seem remote.

Reservists Hear This!

Non-active-duty Air Force Reserve officers, if they hurry, have time to apply for resident professional military education (PME) and a flock of Reserve courses convening next year. Included are the Air War College and Squadron Officer School. The selection board convenes in January at the Air Reserve Personnel Center, Denver, Colo. For details call toll-free (800) 525-1967 or AUTOVON 926-4831.

Recruiter "Integrity" Demanded

Declaring that he has seen "some horrible examples" of recruiting malpractices in other military services, Brig. Gen. William P. Acker, USAF's recruiting chief, says he won't tolerate any of it among his people. He added, in a ringing statement in the *Air Force Recruiter,* the Recruiting Service's prize-winning newspaper, that he would rather not meet recruiting quotas "than compromise our integrity to merely make numerical goals."

He promised "firm, quick disciplinary action" against any member of the Air Force recruiting organization "who compromises the recruiting process." His concern emanated from media reports of Army, Navy, and Marine Corps recruiter violators. The charges included slipping potential recruits answers to test questions and ignoring adverse police records. Recruiters also are frequently accused of making promises they know cannot be met, all to help fill their quotas. Critics have scored pressures heaped on recruiters.

The Air Force has been conspicuous by its absence from adverse publicity, and General Acker said he wants to keep it that way. He acknowledged that, with the recruiting climate growing tougher, pressure exists. But there is "nothing wrong with well-directed pressure to excel," he said.

He said he wants to meet quotas "the right way. . . . I go on the record loud and clear—I would rather shortfall than compromise our integrity to make numerical goals!" Adjoining his declaration is a statement on integrity by JCS Chairman Gen. David C. Jones, which first appeared in the May 1978 AIR FORCE Magazine.

General Acker, in a related move, told prospective NCO recruiters that private housing, leased by the government, is available in metropolitan areas. Occupants pay only the phone bill. The Recruiting Service has been having trouble attracting volunteers for several large cities. He also emphasized that recruiters receive up to $190 a month in special pay, increased ration allowances, and a special clothing allowance.

Partial SBP Improvements Near

Congress at press time was clearing for the President a bill improving the Survivor Benefits Program (SBP). However, it lacks two important changes requested by the services. The final measure provides

carving the eighty percent opportunity figure for making major to a totally unacceptable fifty percent. Should this occur, the number of nonselectees would soar.

Under a modified up-or-out program, many of the increased number of nonselectees would not be fired. Rather, they could remain in uniform and thereby, proponents contend, save the services a bundle of dollars (in regular pay, replacement training costs, and separation and retirement pay).

All this, of course, is anathema to Air Force planners who know that even a slight cut in promotion chances will cause turmoil throughout the corps. But they also know that a meat-axe approach like the fifty percent O-4 opportunity plan would court disaster.

"We're already having trouble keeping young pilots and scientific and engineering officers. Slashing promotions would undermine morale and touch off large-scale separations," a prominent Air Staff official told AIR FORCE Magazine. He added that the heavy turnover would be frightfully expensive in procurement of new officers and replacement training outlays. "The savings from an officer force of diminished rank would more than be wiped out," he said.

Pilot replacement costs are particularly chilling. It now costs the government more than $200,000 to put one person through undergraduate pilot training, plus up to half a million to check him out fully in a combat weapon system. Just one early separation of a fully qualified pilot offsets a big share of the dollars supposedly "saved" via a general promotion slowdown.

More important, of course, is the adverse impact of heavy turnover on unit efficiency and on Air Force readiness generally.

The big question now is whether the "new DOPMA," when it emerges from the Nunn group early next year, will prove acceptable to the Pentagon. It seems unlikely at this point that the Air Force could swallow it, although some quarters feel that compromises may be reached.

And what about the House Armed Services Committee? It toiled above and beyond the call of duty in not once, but twice, accepting almost in toto the DOPMA it received from the Pentagon. The Committee examined the huge bill in great detail, held extended hearings, and then sold the product to the full House; it's not likely to embrace any ill-conceived proposition advanced by the Senate.

The House Committee, in addition, backed up the services on the controversial up-or-out issue, declaring that up-or-out gives "the armed forces what they never before had in peacetime—a youthful, vigorous, fully combat-ready officer corps."

This contrasts with Senator Nunn's position that up-or-out "prohibits the continuation on active duty of highly qualified officers, even when they wish to continue."

The House, it should be remembered, passed DOPMA in plenty of time for the Senate to act. But the Nunn group raised objections to the measure, then stalled, until finally the senators announced that not enough time remained in the congressional session to take up the package.

The Defense Department says it will try again next year to get a DOPMA something like the one it has been pushing, although it is not averse to bargaining. The basic measure contains many important provisions in addition to those already cited. Some would standardize procedures among the services; others would strengthen management's hand in planning and operating officer personnel programs.

It is to be hoped that the Senate, guided by its Armed Services Committee, will act responsibly and develop a package the services can live with. If it does not, Air Force would seemingly be much better off with a continuing temporary grade ceiling and no DOPMA. ■

The Bulletin Board

Modeling USAF's new uniform shirt at Hq. USAF are Lt. Col. Charles A. Coble, left, and Maj. Gen. Larry M. Killpack. The apparel features a convertible collar that can be worn with or without a tie. General Killpack is Assistant DCS/Manpower and Personnel and Colonel Coble serves as Executive in that office.

SBP coverage to Reservists with retirement eligibility who haven't reached age sixty.

It also:

- Contains raises equal to cost-of-living increases since 1972 for service widows getting benefits under the Retired Serviceman's Family Protection Plan and continues benefits for RSFPP widows who remarry after age sixty.
- Reinstates SBP benefits to widows who remarry after age sixty and thus lose their Dependency-Indemnity Compensation (DIC) checks.
- Eliminates the Social Security offset in SBP for widows who work and aren't receiving Social Security benefits.

The final measure does not contain the following provisions earlier approved by the House: (1) reduction in the Social Security offset from 100 to fifty percent of the Social Security benefits that result from the deceased spouse's military service; and (2) a change in the method of recomputing the cost of SBP after cost-of-living raises for retirees. The change would correct an inequity in SBP payments by retired members, thereby reducing their monthly outlays by an average of $13.

The Senate Armed Services Committee knocked the two provisions out of the bill but has promised to reconsider them early next year. AFA strongly supports the two planks.

Few Switch Service

The interservice transfer program still exists, but Air Force officers don't cotton to it. Possibly it's because their service does not encourage transfers.

At any rate, only five USAF officers applied for transfer during the last eleven months of FY '78, and only one was approved. During the two previous years, twenty-four officers applied for transfer but only eight got it.

Larger numbers of non-USAF officers have tried to switch. The figures, supplied by Hq. USAF, show that thirty-nine officers applied for transfer to the Air Force during the final eleven months of FY '78 but only sixteen were approved. (Both the losing and gaining services must approve.) During the two previous years, twenty-five of fifty-seven requests to go USAF were approved.

Most of the transferees to USAF status were in the professional, technical, or scientific fields. Officers switching service retain their rank and seniority. There is no interservice transfer route for enlisteds, but they can seek enlistment in another service when their present hitches end.

One possible lure to transfer out of the Air Force is quicker promotion. Navy, for instance, normally promotes to O-4 more than two years ahead of Air Force. AFR 35-39 covers officer transfers.

Short Bursts

That **ninth extension** of USAF's **temporary officer grade ceiling** has been approved, for one year. It became essential when the Senate Armed Services Committee shelved the House-passed Defense Officer Personnel Management Act (DOPMA), which contains permanent grade relief authority for the Air Force (*see "Speaking of People," p. 98*).

J. Craig Cumbey, USAF's Director of Civilian Personnel, his aides, and an Air Force Institute of Technology research team are probing the **extent of drinking and alcohol abuse** among the service's **civilian employees.** Survey questionnaires are being answered by civilian employees at fifty Stateside bases. Survey data "are critical to determining the impact of alcohol on the civilian force's effectiveness and the Air Force mission," Mr. Cumbey told base civilian personnel officials.

Congress has passed and sent to the President a FY '79 **VA medical budget totaling $6 billion.** It leaves intact some 3,000 VA hospital beds the Administration wants to close. The lawmakers also added $140 million to the President's VA funding request for research and construction of medical facilities.

Headquarters has ordered unit commanders **to tighten up on granting advance leave.** The crackdown follows disclosures that "a large number" of USAF people have received advance leave that becomes excess and must be repaid if the member separates before his enlistment ends. This causes problems USAF says it can do without. Advance leave, which can total up to forty-five days, is any requested amount exceeding that actually accrued.

The government could save huge sums **by hiring civilian employees to replace up to 377,000 uniformed members** who are not performing genuine military jobs. That's the opinion of a new Brookings Institution study titled **"Shaping the Defense Civilian Work Force"** and prepared by Col. Martin Binkin, USAF (Ret.), and two associates. Colonel Binkin has also authored or coauthored reports for Brookings on military compensation, the Reserve Forces, and women in uniform.

The Administration has set up a **new blue-ribbon study of government pension programs,** including the military's. Heading the probe, supposed to last two years, is **Xerox Corp. board chairman C. Peter McColough.** The new study follows by just a few months the report of the President's Commission on Military Compensation (PCMC), which has

become bogged down in the Pentagon. A well-informed general officer predicts no action on the PCMC package in 1979. And none in 1980, "unless there are substantial changes."

"Don't call us," the retirement office at the USAF Military Manpower and Personnel Center is telling near-retirees seeking the word **on the size of their retired paychecks.** Instead, the retirement office is telling them to **"call your CBPO"** because it's supposed to have the answers.

Installation of **toll-free phone service for retirees** wanting to call the AF Accounting and Finance Center in Denver remains under study. The USAF Retiree Council has asked for the free service several times.

Senior Staff Changes

RETIREMENTS: B/G Ernest J. **Clark;** B/G Clyde H. **Garner.**

CHANGES: B/G Spence M. Armstrong, from Dep. Dir. for Program Integration, DCS/RD&A, Hq. USAF, Washington, D. C., to Dep. Dir., Comd. Control, Comm., & Info., DCS/RD&A, Hq. USAF, Washington, D. C., replacing B/G William R. Yost . . . **B/G Emil N. Block, Jr.,** from Acting Dir., Opnl. Rqmts., DCS/RD&A, Hq. USAF, Washington, D. C., to C/S, Hq. MAC, Scott AFB, Ill., replacing M/G John W. Collins III . . . **B/G Donald J. Bowen,** from Dep. Dir., Plans & Pgms., DCA, Arlington, Va., to Dep. Dir., CCTC, DCA, Arlington, Va. . . . **B/G Thomas B. Bruton,** from Staff Judge Advocate, Hq. MAC, Scott AFB, Ill., to Staff Judge Advocate, Hq. SAC, Offutt AFB, Neb., replacing B/G Felix J. Zaniewski.

M/G John W. Collins III, from C/S, Hq. MAC, Scott AFB, Ill., to Dep. Insp. Gen., Hq. USAF, Washington, D. C. . . . **M/G Edwin A. Coy,** from Dir. of Comd. Control, Comm., & Info., DCS/RD&A, Hq. USAF, Washington, D. C., to Cmdr., 1st STRAD, SAC, Vandenberg AFB, Calif., replacing M/G David L. Gray . . . **B/G Alonzo L. Ferguson,** from Dep. Dir., J-3 (NMCC), JCS, Washington, D. C., to Dep. Dir. for Ops. & Training, DCS/OP&R, Hq. USAF, Washington, D. C.

M/G David L. Gray, from Cmdr., 1st STRAD, SAC, Vandenberg AFB, Calif., to DCS/Plans, Hq. SAC, Offutt AFB, Neb. . . . **M/G John H. Jacobsmeyer, Jr.,** from DCS/Comm.-Elect. & Computer Resources, J-6, Hq. NORAD, & DCS/Comm.-Elect., Hq. ADCOM, Peterson AFB, Colo., to Vice Dir., DCS, Arlington, Va. . . . **B/G Milton R. Peterson,** from Dir., Cost & Mgmt. Analysis, AF Compt., Hq. USAF, Washington, D. C., to Dep. Dir. for Program Integration, DCS/RD&A, Hq. USAF, Washington, D. C., replacing B/G Spence M. Armstrong . . . **B/G Winston D. Powers,** from Dep. Dir., Comd., Control, & Comm., DCS/OP&R, Hq. USAF, Washington, D. C., to DCS/Comm.-Elect. & Computer Resources, J-6, Hq. NORAD & DCS/Comm.-Elect., Hq. ADCOM, Peterson AFB, Colo., replacing M/G John H. Jacobsmeyer, Jr.

B/G William R. Yost, from Dep. Dir., Comd. Control, Comm., & Info., DCS/RD&A, Hq. USAF, Washington, D. C., to Dir., Comd. Control, Comm., & Info., DCS/RD&A, Hq. USAF, Washington, D. C., replacing M/G Edwin A. Coy . . . **B/G Felix J. Zaniewski,** from Staff Judge Advocate, Hq. SAC, Offutt AFB, Neb., to Ehrling Bergquist USAF Rgn. Hosp. (Patient), Offutt AFB, Neb. ■

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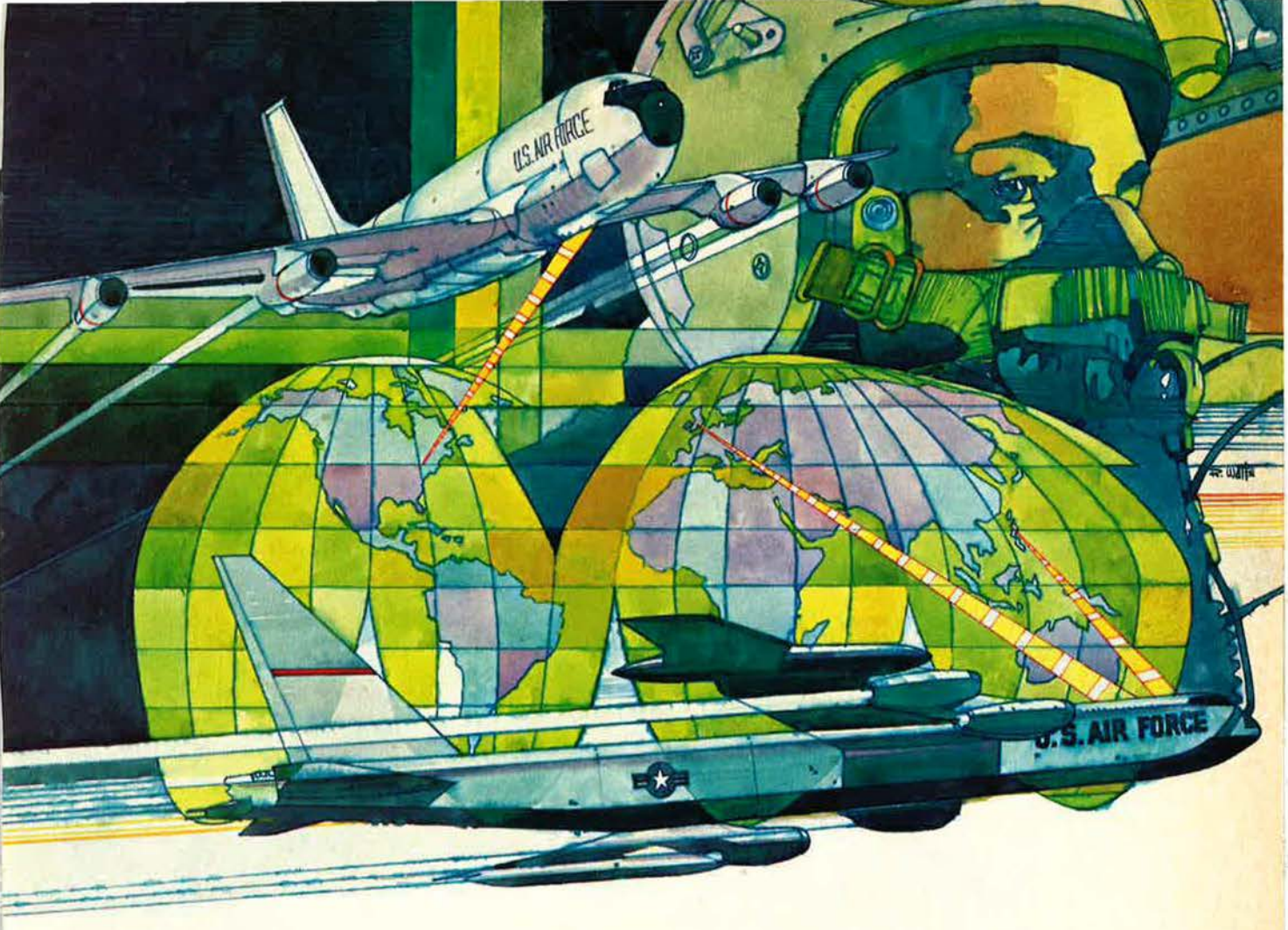

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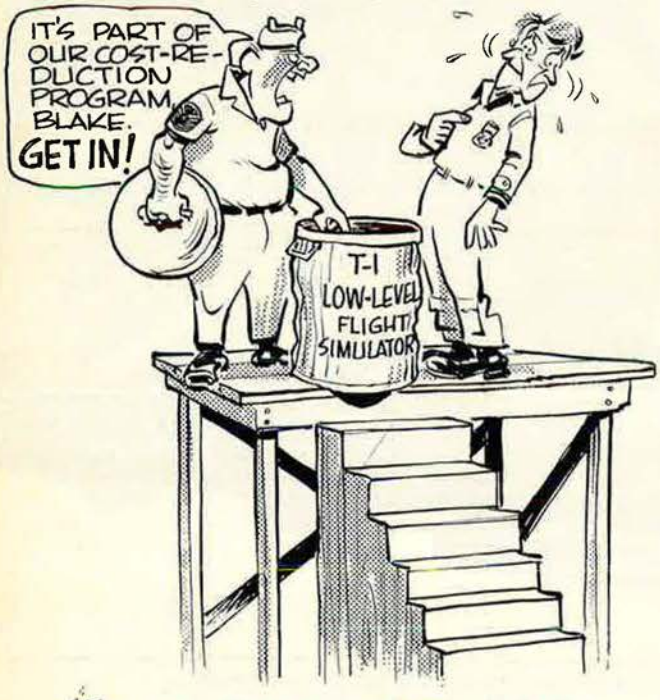

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