

Bomber Combining Super Speed and Long-Range Aim Of Air Force Construction

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WASHINGTON—(NEA)—The Air Force has super-fast bombers which can fly faster than 600 miles per hour.

And it has long-range bombers which can hit targets 4000 miles away and return to the original starting point.

But what the Air Force really needs, and wants, is a combination long-range, super-fast bomber, which it doesn't have today.

The closest thing to this combination is the Northrop B-49, Flying Wing. Both its speed and range are a secret. All the Air Force will say is that the plane has the longest range of all the jet bombers. The other jet bombers, according to the Air Force, have a radius of operation between 800 and 1000 miles.

The Air Force has just purchased 30 B-49s for experimental purposes. This is a big order and means that the experts have great confidence in the possibility of this radically-shaped airplane. They're taking a big gamble that it will eventually prove to be the answer to combining long-range with high-speed in a bomber.

Wing Holds Solution.
The idea of a flying wing was born in the mind of the pioneer airplane designer and manufacturer John K. Northrop in 1923. Today, it's a relatively simple principle of aircraft design. Then it was revolutionary and according to many of the experts of that day, completely impossible.

Northrop knew that it was the wing of a plane which provided the lift and enabled it to get into the air. He also figured out that the body of the plane, or fuselage, must be "drag" or just friction with the air as far as the aerodynamic characteristics of the plane went. From those two simple ideas he decided that a plane that was all wing would obviously have less drag and air friction and be all "lift."

At first, the obvious problem with this theory was how to keep such a wing stable in the air without a tail. Even birds have tails. So in 1928 Northrop came up with the first version of his idea. It was called a flying wing but it had a tail boom out in back for the rudder and elevator. It made many flights and provided much valuable experimental data.

Then in 1940 Northrop created the N-1M, a true flying wing. By long years of work on design, and experiment, he had licked the problem of stability in the air without the conventional tail. It made over 200 successful flights and proved the flying practicality of a flying wing.

Wing Drag Major Problem.
But up until then the advantage which Northrop could prove for his wing in the way of less drag was relatively unimportant because motors were being made better all the time. Then came the jet engines, however, with their great speed but with the very small range that they gave an airplane. This focused the attention of the experts on an airplane that would give jet motors more distance. The reduced drag of the flying wing seemed to be the answer.

After the N-1M, Northrop built the N-9M, the scale model for the B-49. He also demonstrated the greater efficiency of jet motors in flying wings. In the MX-324 and the N-7, two more experimental planes.

Tests and experiments to date with Northrop's "wings" have established the principle of their design as a permanent important contribution to aviation. It has been proved that drag in a "wing" is reduced from 25 to 45 per cent. For equal power and fuel the flying wing gives approximately 50 miles-per-hour more speed and 25 per cent greater range.

In addition, it is cheaper to make, easier to build, takes up much less space in storage or parked and is easier to service.

A final advantage claimed for the flying wing is that it would be much harder to spot on an enemy radar screen than would a plane of conventional design.

Priorities in Sale Of War Surpluses Ends August 31

The end of priorities and preference rights effective August 31, 1948, to war surplus purchasers of personal property from the War Assets Administration was announced today by Mr. O. C. Braden, regional director. Priorities will continue past that date for sale of real property.

In announcing this change in procedure, Mr. Braden stated that "in line with past policies, every effort will be made to dispose of as much property as possible to priority groups, including veterans for set-aside items, before the expiration of these preference rights."

The Seattle Region of the War Assets Administration is comprised of the four Northwest States—Oregon, Montana, Idaho and Washington. Since the inception of the disposal program for war surplus personal property, approximately \$196,235,360.00 has been disposed of to priority groups as follows: Federal Agencies \$33,996,819.00; Veterans of World War II \$122,834,375.00; State and local governments \$15,273,655.00; Non-profit institutions \$2,260,411.00. In addition to these sales, a considerable amount of property has been donated to

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qualified recipients.
Included in sales to Veterans of World War II have been approximately 26,000 pieces of automotive equipment, 3,000 typewriters and office machines, over 15,000 items of office furniture, several hundred items of medical and dental equipment, and many thousands of other items of hardware, electrical, construction equipment, and miscellaneous categories. This property has been used by these veterans in establishing and continuing their own business and also for their own personal use. In effecting such a disposal program, those returned service men and women have been able to again take an active and productive place in their respective communities.
Effective immediately, by presenting evidence of honorable discharge from the armed services, Veterans of World War II will be able to purchase on a first-come, first-served basis, items of war surplus for their own personal use or use in their own professional business or agricultural enterprise at the Customer Service Center of the War Assets Administration at 1301 Second Avenue, Seattle. The material being offered consists of limited quantities of office furniture, shop equipment and other miscellaneous items.

PTA. Legion To Work for Federal Aid to Schools

CLEVELAND, July 7.—(AP)—The American Legion Commander and the head of the National Congress of Parents and Teachers today pledged to help the National Education Association get a Federal-aid-to-schools bill through Congress.

The Legion, said National Commander James O. O'Neill, "stands four-square behind proposed legislation to extend Federal financial support for schools."

"More specifically," he added, "I favor that Congress be recalled into session this summer to take up and pass legislation for Federal aid to schools and to resolve other major issues neglected during the regular session."

A Senate-approved measure to provide Federal aid for equalizing educational opportunities failed to reach the House floor for consideration in the 1948 session. That failure evoked widespread criticism as the five-day meeting of 3,500 NEA delegates from every state and territory opened here yesterday.

Mrs. Mabel Williams Hughes of Arlington, Tenn., national PTA president, pledged her organization to "work shoulder to shoulder" with the NEA's 440,000 members, "resolutely determined that what has happened to American education cannot and must not happen again."

Miss Mabel Studebaker, for 23 years a teacher at Erie, Pa., today was nominated without opposition for election Friday as president of the association.

Elks National Foundation Gets Record Donation
PHILADELPHIA, July 7.—(AP)—A check for \$400,000, described as the largest single gift from any state, was presented to the Elks National Foundation yesterday by Pennsylvania.

It represented subscriptions

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State-Wide Adult Driving School For Adults Launched

A state-wide adult driving school program is being launched as one phase of the campaign to reduce Oregon traffic accidents.

Schools will be sponsored in each community by local civic organizations and police departments, and will be under the direction of state driver training officials, Newbury said. First of the local schools opens in Dallas, Monday, July 12.

Instruction is designed to ground beginners in the fundamentals of safe driving, traffic regulations, and actual handling of the car. Experienced drivers are also being urged to take the opportunity for checking their driving ability.

Five daily sessions are planned for a total of six hours concentrated instruction and actual driving practice.

In recommending the course to all drivers, regardless of experience, Newbury pointed out that a high percentage of accidents happen because of faulty driving habits.

Fire Wrecks Garage, Destroys 33 Autos

BEND, Ore., July 6.—(AP)—Fire that wrecked a garage and destroyed 33 automobiles yesterday stranded a number of out-of-town visitors here without immediate transportation.

Pilot Butte Inn reported 28 cars belonging to guests were among the vehicles destroyed. Loss was estimated by E. W. Williamson, garage owner, at \$75,000, exclusive of the autos.

Cause of the fire that broke out just before midnight was not determined.

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