

TAC Pilots Ferry Paratroopers To Taste of Real Thing in Panama Zone

Editor's Note: This is the last of four dispatches on the Tactical Air Command, prepared from material gathered in 16,000 miles of flying to TAC bases and in an actual TAC exercise.

By RALPH VILLERS
Albrook Air Force Base, C.Z.—Coming up on Rio Hato at just over 1,200 feet, the small, flat drop zone into which the paratroopers would jump looked hot, dusty and hard under the just-risen tropic sun.

Landmarks—the Pan American Highway, a dirt secondary road, a deep gully—stood right out, pointing to where the paratroopers would land, just as they had in reconnaissance photos shown the transport pilots 1,600 miles and 20 hours back at a briefing in North Carolina.

The noisy, but pilot-respected C130s, headed in to the drop zone in tight formation as the men of the Army's 82nd Airborne Division stood up in the cabins, hooked up the lines that would automatically open their parachutes and shuffled to the rear doors of the huge planes.

A green light flashed on and out the doors the paratroopers went, their green chutes blossoming under the fleet of troop carriers.

After more than seven hours in the air, flying a loose night formation and through weather from the Pope Air Force Base, N.C., the pilots of Tactical Air Command's 9th Air Force dropped the paratroopers on target and within a few seconds of the drop time set long before the planes took to the air.

Maj. William Burgoyne of Cairo, W. Va., a one-time jet fighter pilot turned troop carrier pilot, worked the fingers of his right hand to loosen them up and restore circulation after turning the plane over to his co-pilot, Capt. Willis Nord. Fingers can get pretty stiff when they are constantly wrapped around the engine throttles to make numerous adjustments while flying formation.

Colorado Leads U.S. in Number Of Bankruptcies

Denver—UPI—Colorado, a state with less than 1 per cent of the nation's population, accounted for more than 3 per cent of bankruptcy cases filed last year in all U.S. district courts.

Colorado residents filed 2,376 of the total 110,034 cases recorded.

A report prepared by the administration of federal courts showed the state had a record gain of 11.4 per cent over 1959, compared with the national increase of 9.3 per cent for the fiscal year ending June 30, 1960.

The report revealed that bankruptcy is higher in Colorado, Wyoming, New Mexico, Utah, Kansas and Oklahoma, making up the 10th Circuit Circuit, than in any of the remaining nine circuits of the nation. The district posted an overall increase of 17.1 per cent.

Colorado had one case per 740 residents; New Mexico, with 254 cases had one per 3,700; Wyoming with its 197 cases had one for every 1,670 persons; and Kansas, with 3,154 cases, had a bankruptcy-population ratio of one to 900. The 10th Circuit began fiscal 1960 with 6,030 cases pending. Only 5,459 of the 7,155 new cases filed during the year were disposed of, leaving a net increase of 1,696 cases in the courts' backlog.

Most of the cases filed in Colorado last year were by wage earners—1,722 of them. Merchants accounted for 86 filings; manufacturers, 8; professional people, 19; farmers, 18; miscellaneous businesses, 198; and miscellaneous occupations, 313.

Only 787 of 1,767 cases settled turned up enough assets to partially satisfy demands of creditors. They recovered \$258,000 of \$2,339,000 in claims or 11 per cent. The national recovery average was 18.8 per cent. Claims totaling \$235 million were settled for \$44 million nationally.

In 358 Colorado cases concluded debtors had only enough to pay for administrative costs and little or nothing to satisfy claims.

Even administrative costs were too high in 555 cases with claims totaling \$3,504,518.

The Eastern Seaboard, in contrast to the Rocky Mountain region's financial troubles, showed a decline in bankruptcies. The 2nd Circuit covering New England and part of New York was down 1.2 per cent, and the Middle Atlantic States, in the 4th Circuit, experienced a 5.3 per cent decrease in bankruptcy filings.

All during the night, running lights of other planes blinked all around as they flew three-quarters to a mile apart in loose formation at 25,000 feet on the way to Panama. It was impressive enough to make a novice keep his parachute reassuringly at hand.

But, said Burgoyne, "It's standard operation. We normally fly loose like that on long legs. Just a normal trip."

Fighters Race In
As the troop carriers turned and headed toward a landing in the Panama Canal Zone, and the more than 1,100 paratroopers on the ground grouped for their mock battle against an imaginary foe invading through Panama toward the canal, supersonic TAC jet fighters raced in to give aerial support to the ground troops.

The fighters had come all the way from Puerto Rico, refueling over the ocean from KB50J aerial tankers. Trailing behind the tankers, the tactical fighters aimed their wing probes at the drogues and hoses away in the wind, hooked up, drank in fuel and continued on their missions.

Every TAC pilot must be proficient at aerial refueling. With the tankers flying at near maximum speed, and the fighters at near stalling speed, some "artists" with their jets can hook up to take on fuel in 10 seconds, according to Col.

Nixon Points Out Kennedy's Mistakes

Columbus, Ohio—UPI—Former Vice President Richard M. Nixon said Wednesday he believes the greatest mistakes of President Kennedy's administration so far had been his missed opportunities for leadership and his heading in the wrong direction in the domestic field.

Nixon said that it was "essential that the public be told the facts and told what needs to be done instead of being told what the government will do for them."

Nixon told an airport news conference that Kennedy had talked about a number of things "but all that has been done has been to send down to Congress a whole series of messages dealing with the domestic program on what the government would do for the people."

Robert Orth, commander of the 838th Air Division at Langley AFB, Va., whose outfit includes a wing of tankers.

At Albrook AFB, some 40 miles from the Rio Hato maneuver area, C123 assault transports pulled into the air, headed for landings on grass airstrips to unload needed vehicles, weapons and supplies for the paratroopers.

It was only an exercise, but it was a close approximation of how a real Composite Air Strike Force would operate in a real emergency anywhere in the world.

The CASF is Tactical Air Command's principal weapon for fighting a limited war—or preferably preventing one. CASF's helped cool hot situations in the Midwest and Formosa in 1958 just by their presence in the areas.

Furnished Headquarters
As it would in a real CASF, TAC's 19th Air Force—a command with only 60 men and not one combat aircraft of its own—moved to Panama and furnished the "fighting headquarters" under the theater commander for TAC's fighters, transports, reconnaissance and weather planes.

The men in the 19th wear two hats—supplying the command element between participating units in a CASF and a higher headquarters, and as planners, which is the 19th's primary role.

In short, the 19th develops doctrines and requirements for effective global employment of tactical air units.

Maj. Gen. Maurice A. Preston, the 19th commander, phrased it this way:

"It is our job to look at the world at large and see where a need for action might grow up. Then we draw up a plan for it. Any conceivable place a need might grow up, we have a plan."

He pointed out that the movement of a CASF to the Midwest in 1958 was accomplished by a ready-made plan. From the time the word "go" was given in Washington, the first aerial tankers were aloft within four hours, and the first planes of the CASF began arriving in the Midwest within 16 hours.

The plan, are very detailed, providing for getting a certain strength force to a given area, and include where the fighters and transports will refuel and what fields they will land at.

In the Panama exercise, the 19th functioned just as it

would in a real crisis. An air operations center directed aircraft movements and liaison was set up with the Army to furnish fighter strikes in support of the ground forces. From the seriousness in the operations center, it could have been the real thing instead of an exercise.

Taste of Real Thing
Out in the Rio Hato maneuver area men in another little-known TAC unit, the 22nd Aero Medical Evacuation Squadron, an air-lifted, but ground-operating outfit, were getting a taste of the real thing.

The squadron from Sewart AFB, Tenn., under Capt. Thomas J. Hennessey Jr., fed the handful of paratroopers injured in the drop onto TAC assault transports for removal to a hospital in the Canal Zone. The 22nd and a sister unit, the 21st AME Squadron from Pope AFB, go in with assault landings and stage wounded to hospitals at the rear after Army medical administrator initial treatment.

Set up in tents on the edge of an air strip, the 22nd was equipped and able to carry on treatment until the injured could be flown out.

There's lots of work and little glory in the aero medical evacuation squadrons, but it's that way with much of TAC's Air Command—little heard-of, but ready if needed.

Girls Are Recording Shakespeare's Works

New York—UPI—Want to brush up on your Shakespeare? A couple of graduates from New York City's Hunter College have just embarked on the project of recording the entire works of the master.

The girls are Marianne Mantell and Barbara Holdridge, who founded their own record firm and already have recorded "Macbeth," "The Taming of the Shrew" and "Othello."

Surplus Store Opens This Morning

Medford Surplus Sales, a new Medford business, opened at 9 o'clock this morning at 225 East Sixth st. It handles U.S. government surplus items, plus sporting goods, hardware and clothing.

The firm, similar to a discount house, is a branch of Eugene Surplus Sales. Archie Weinstein is owner; Fred Manella, store supervisor; Sam Weinstein, store manager; and James C. Femrite, sporting goods manager. A number of other local persons are employed, they said.

Other branches of the company include Coos - Bend, Roseburg and 99 Surplus Sales, Eugene, as well as a number of other affiliated stores.

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