Air Force Wings Now Comprised Of Fast Jet Bombers

By ELTON C. FAY
AP Military Affairs Reporter

WASHINGTON (AP) — The Air Force, racing against the growth of Russian air power, now has at least half its fleet of strategic medium bombers composed of swift, high-altitude jet craft.

And by the end of this year the World War II design, conventional-engined B29 and B50 bombers may be gone from the medium wings, replaced by the atom bomb-toting Boeing B47 jets.

These developments apparently figures in the recent decision to rely less on manpower and more on air power to maintain the U. S. military position in the Far East.

In 1953, deliveries of all types of military planes from the aircraft industry totaled about 1,200.

Accellerated deliveries coupled with crew training during recent months, it was learned today, have enabled the Strategic Air Command to raise to between 8 and 10 the number of medium bomber wings equipped with B47s. A wing of that type normally contains 45 planes.

The rapid increase in the Soviet Union's operating air fleet of jet and rocket-powered interceptors has made more urgent the conversion of the U. S. strategic fleet from the slow (400 miles an hour) jet planes.

For long-range heavy bombardment the air force at present has about four wings (30 planes each) of Convair B36 bombers. These huge planes can carry 40 tons of bombs of any kind, including hydrogen weapons, at moderate ranges and operate over a radius of more than 5,000 miles with lesser loads. Their speed has been stepped up to above 435 miles by adding four jet engines to the six piston engines which give the bomber its ultra-long distance.

Delivery of the first production items of the Boeing B52 heavy, all-jet bomber is expected to start next fall. That plane, while lacking the range of the piston-engined B36, flies faster than even the medium B47. To compensate for the high fuel consumption of the jet engines, the B52 is being equipped for mid-air refueling from tanker planes, thus extending its range substantially.

Presumably it was with these factors in mind that President Eisenhower spoke last week of "our growing national air power," which he said possesses greater mobility and striking power than ever before. In that same statement announcing the planned withdrawal of two Army divisions from Korea he warned that, if the Asiatic Communists should break the truce in Korea, in all probability it would not be possible to confine hostilities to Korea.

That strongly implied warning that American air power would be loosed upon the homeland of the Chinese Reds in event of truce violation was in marked contrast to policies expressed when the Korean War was at its height.

Top Air Force officials then advised both the Defense Department and Congress that it would be unwise to attempt bombing Manchuria. The reasons given were two: that in such an operation Soviet-U. S. bombers, and that there was a lack of profitable targets for the use of atomic bombs.

But the Eisenhower statement presumably reflected a substantially changed picture. It includes these elements:

1. Full-scale production has been attained which could replace aircraft lost with modern, jet-powered bombers.

2. The use of jet bombers would reduce the percentage of losses to enemy interception.

3. If atomic weapons were used in strategic attack (and the administration has made it clear that warrant) fewer aircraft would be would be done if circumstances needed to produce the same bombeing results. If fewer planes were sent out on a mission, fewer would be lost.

4. Whether a target is "profitable" is relative. It depends on the availability of bombs. Two years ago atomic bombs were still critically few. Today production of bombs, of varied type, has been vastly stepped up with increased discoveries of raw material and improved refining and production methods.

Eisenhower, in his address before the United Nations Assembly last month, commented that the development of atomic weapons been such that they "have virtually achieved conventional status within our armed services."

That appeared to refer to the justification for their use as well as to their numbers and types.

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Government Seeks Lost $20 Bills

WASHINGTON (AP) — Employes combed the government's Bureau of Engraving and Printing today in the one in a million hope of finding 8,000 crisp new ready-to-spend $20 bills.

Admittedly, it was a forlorn hope. The odds were overwhelming that whoever stuffed plain white paper into two money packages over the new year's weekend had made off with the $160,000 which should have been in those packets.

By now the loot, which would be far and away the biggest haul ever made in the plant where your $1s and $5s and upwards are printed, may be buried somewhere or may be headed for a black market overseas.

It's possible some of the missing money may seep into circulation. Here's how you can tell if one of the bills comes your way:

Each of them is a $20 Federal Reserve Bank of New York note. It bears a picture of Andrew Jackson. It belongs to the series 1950-A, and the serial number falls into one of these groups:

B90236001A to B90240000A.
B90252001A to B9025000A.

Chief U. E. Baughman of the U.S. Secret Service made public those serial numbers last night even before his agents began questioning the engraving bureau employes who may have had access to the rooms where the money was packaged and—supposedly—started on its way to a huge burglar proof vault.

Yesterday morning when the plant reopened after the New Year's weekend two money packages in the vault turned out to be suspiciously light in weight.

Alarms sounded, and the paper-wrapped packages, sealed with official labels bearing the proper serial numbers, were found to contain nothing more than money - sized white paper.

Henry J. Holtzclaw, associated director of the bureau, said it certainly looked as if somebody — presumably an employe — had walked off with the $16,000, quite likely disguising it as a Christmas present.

DIVORCE

HOLLWYOOD (AP)—Actress Jane Wyman announced yesterday that she and composer Frederick M. Karger, her third husband, have failed to effect a permanent reconciliation. They separated a few weeks ago, got together again and now the actress has instructed her attorney to file a complaint in divorce court alleging mental cruelty.

INSPECTION

SAN FRANCISCO (AP)—Gen. Matthew Ridgway, U. S. Army chief of staff, arrived last night from Washington for a one-day inspection of 6th Army headquarters and installations.

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YOU JUST OUGHT TO TRY the '54 Ford . . . the car that brings a whole new set of value features to the low-price field. You'll find that each new feature is an extra dividend in driving enjoyment. And each new dividend establishes Ford, even more in '54, as the "Worth More" car.

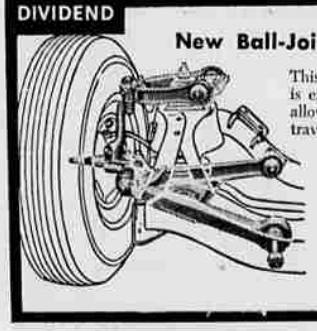
You get a special dividend in styling, for example, with Ford's distinctive new appearance . . . smooth, clean lines. You get sparkling new interiors, too, that are a dividend in themselves. New custom-selected upholstery and trim are color-harmonized with your choice of glamorous new body colors. And Ford's new Astra-Dial Control Panel is not only the most beautiful you've ever seen . . . it's designed for safety, too, with the speedometer located high on the control panel, where it's more nearly in your line of sight.

And each of the new Fords gives you special dividends in ride and performance . . . with new Ball-Joint Front Suspension, the greatest advance in chassis design in 20 years . . . with your choice of Ford's new low-friction Y-block V-8 or I-block Six, the most modern engines in any car today! And, as an additional dividend, Ford makes available *all* the power assists you might expect to find only in the costliest cars.

With 28 brilliant new models to choose from, you'll find the exact car to suit your tastes and requirements. Come in and see the '54 Ford. Test Drive it. Once you try it, you'll want to drive it home.

RIDE DIVIDEND

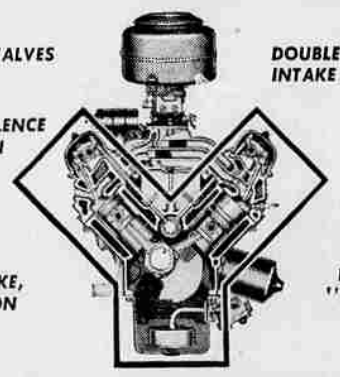
New Ball-Joint Front Suspension



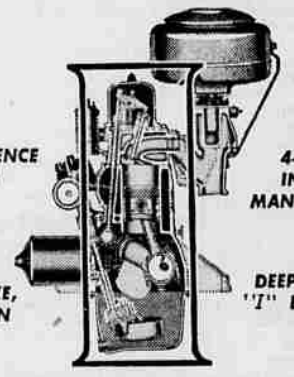
This revolutionary new suspension is exclusive to Ford in its field. It allows greater up and down wheel travel for a smoother ride. And it helps keep wheels in true alignment for consistently easy handling. Movement of the wheels is on ball joints, whether in up and down motion as wheels travel over rough spots, or in steering motion as wheels turn right or left. Lubrication points are cut from sixteen to four.

PERFORMANCE DIVIDENDS

The new 130-h.p. Y-block V-8



The new 115-h.p. I-block SIX



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TWENTY-TWO YEARS AGO Ford introduced to the low-price field a fine-quality precision-engineered V-8 engine. This basic design — soon to become famous throughout the world—quickly established a new standard of performance for low-priced cars. And *now*, with its 22 years' experience in building over 13,000,000 V-8's, it is only logical that Ford is first in its field to introduce a brand new type of V-8—the Y-block V-8 . . . together with the most modern Six in the industry—the new and advanced I-block Six.

Both new 1954 Ford engines have overhead valves for most efficient high-compression operation on today's fuels. Valves are free-breathing to give you the most GO . . . free-turning to seat tightly and maintain high compression. Both engines have a deep-cast block with skirt that extends well below the crankshaft for greater strength and rigidity . . . smoother, quieter performance and extra-long engine life. Their modern short-stroke, low-friction design cuts friction losses . . . gives you more usable horsepower, more miles per gallon of gasoline. And new high-turbulence combustion chambers assure a more thorough mixing of fuel and air for faster, more efficient firing of fuel.

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It does up to 75% of your steering work for you, when you need it . . . makes "tight spot" parking a pleasure. Yet it leaves you with the normal feel of steering on the straightaway.

Swift Sure Power Brakes
Power does up to one-third of the work of stopping your car for you! You are far less fatigued . . . much more relaxed in the stop and go driving of today's congested traffic.

Power-Lift Windows
Smooth, silent electric power opens or closes windows at the touch of a button. There's a master control on left front door beside driver plus an individual control under each power window.

4-Way Power Seat
You push one of two controls and the front seat goes up or down . . . push the other and it goes front or back. It's a real convenience when different-sized people have to drive the same car frequently.

Fordomatic Drive
Gives you the most versatile automatic shifting ever. You get the smoothness of a fluid torque converter, the "go" of an automatic intermediate gear. Ford also offers gas-saving Overdrive.

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