

SAC Shows Efficiency In Series

By ROBERTA ULRICH
SPOKANE, Wash. (UPI)—They call it "the world series of bombing," but it's far more than a game.

The week-long 13th annual combat competition for Strategic Air Command bomber and tanker crews, which ends Friday with presentation of trophies, is a demonstration of SAC's ability to get off the ground fast and find its targets accurately.

The devil-may-care, wild-blue yonder boys of World War II are gone. These airmen are serious experts whose timing is scored within seconds and whose accuracy is rated to pinpoints.

Flying along from Fairchild Air Force Base near here on a competitive mission aboard a KC-97 tanker, I saw how closely SAC grades its crews.

The crew with which I rode, representing the 303rd Aerial Refueling Squadron from Kindley Air Force Base, Bermuda, had been given its refueling location course little more than two hours before a klaxon sounded at 8:23 p.m. At 8:39 p.m. their giant aircraft had left the ground.

It flew over central Oregon and there, exactly two hours after takeoff, its boom operator, S.Sgt. Frederick Ramlow, Round Lake, Ill., shoved his fuelhose into the B-52's tank.

To a member of a generation which thought the B-17 was an awfully big airplane, a B-52 jet bomber is a pretty impressive sight just sitting on the ground. A B-52 carefully poking its giant nose within 29 feet of the rear window of another airplane at 15,000 feet and 300 miles per hour is downright awesome.

Winds buffeted the two planes as the B-52 approached and the bomber commander, Capt. Hilton J. Dease, Birmingham, Ala., inquired, "Any chance of getting out of this mess?"

Despite the turbulence, the 97's commander, Capt. Ancylon C. Ezelle Jr., Hattiesburg, Miss., held steady while Ramlow, guided by lights which make the B-52 look like a big ferocious insect, made contact. Lying on its stomach with the myriad controls at his fingertips and a view of the B-52 and the clouds through a window below him, the boom operator manually guides the fuel line—20 feet of rigid boom and 20 feet of flexible hose—to the bomber. This operation gives pilots the willies; most won't watch.

The refueling finished, the bomber went off on its simulated bomb run, to be scored by radar, and the tanker moved off on its navigation run with navigator Capt. Ted A. Sage, Elyria, Ohio, finding his way by the stars.

An umpire, Capt. Donald R. Setterberg, Kennecott, Wash., a navigator from Selfridge Air Force Base, Mich., scored the crew from takeoff until the plane landed at Fairchild 6½ hours and 1,822 miles later.

Only today will its members know how they and their fellow crews from the 303rd ("Every Man a Tiger") ranked in the competition for the Fairchild and Saunders trophies given the top bomber and tanker crews.

GOP Plays Dishonesty

WASHINGTON (AP)—The Republican National Committee today branded as "dishonest" a memorandum on the record of the first session of the Kennedy Congress which it said White House staffers showed 20 Washington newsmen at an off-the-record briefing in a private home.

The committee in its publication "Battle Line" said Theodore C. Sorensen and Lawrence F. O'Brien, aides to President Kennedy, tried unsuccessfully to convince the reporters that Kennedy had scored the greatest first-year legislative record in history, succeeding with 33 major bills.

"The basically dishonest nature of the White House memorandum," said the committee, "is confirmed by the fact that Sorensen and O'Brien did not have the courage to list their names on it nor to indicate in any way on the document that it was prepared by the White House."

The committee accompanied an extensive reply to the memorandum with what it called a copy of it, on the face of which the committee stamped the word "Propaganda."

"The document is dishonest," the committee said, "in that it implies all but one of the 33 major bills listed originated with the Kennedy administration. Most are treaties that have been kicking around the Hill for years. And many, such as new judgeships, had been proposed for years by the Eisenhower administration."

