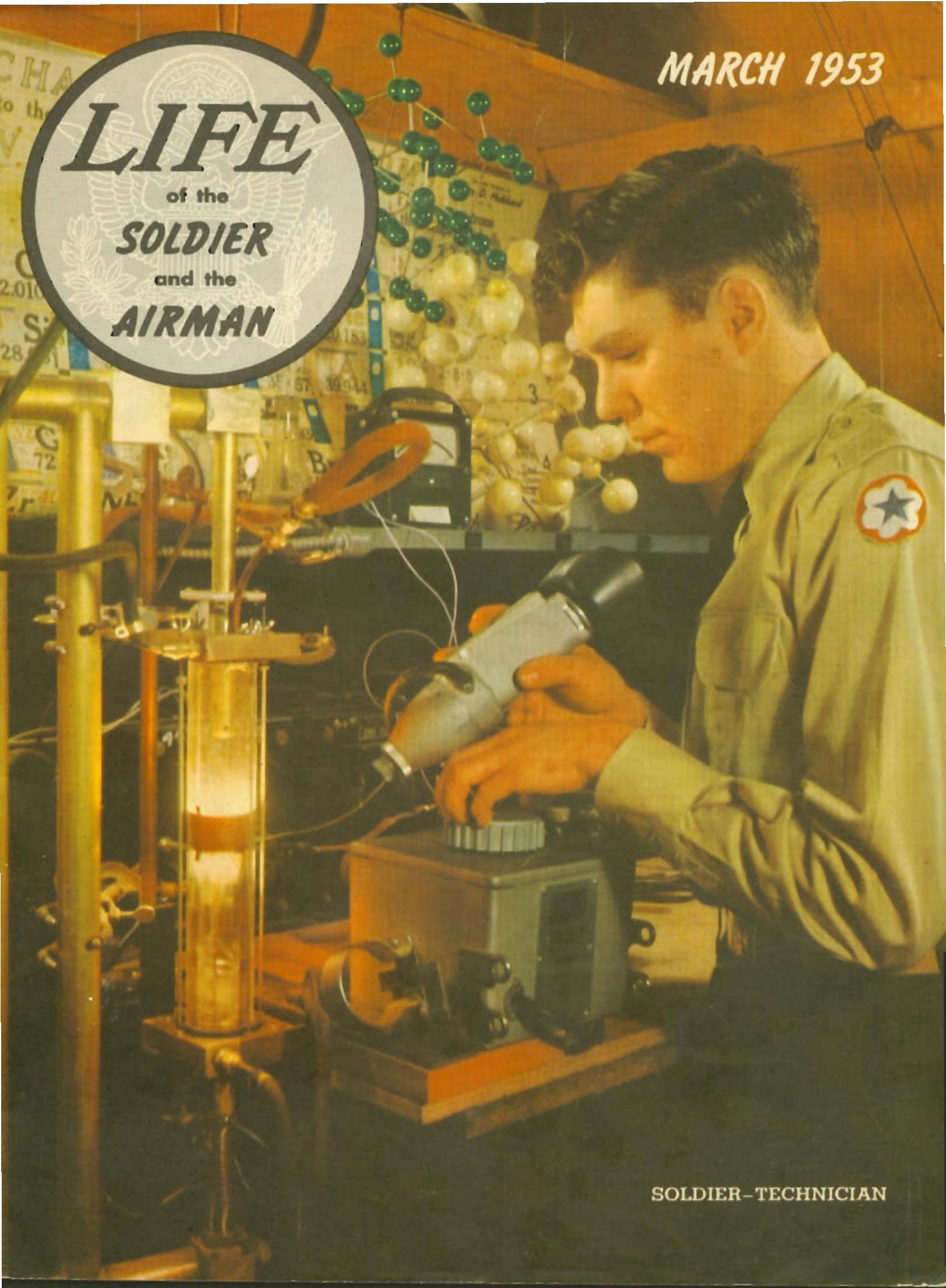


MARCH 1953

LIFE

of the
SOLDIER
and the
AIRMAN



SOLDIER-TECHNICIAN



MARCH 1953
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THIS MONTH'S COVER

Ektachrome by SFC Benjamin C. Zar



Measuring heat in a glass tube furnace where temperatures soar to 3500 degrees is Pvt. Eugene H. Bicknese of Spring Valley, Minn., at the Signal Corps Engineering Laboratory Fort Monmouth, N. J. He's a physicist-graduate of St. Olaf College, Northfield, Minn. For more information on technical specialists in the Army, see page 5.

PLEASE PASS THIS COPY ALONG



Student crew at Randolph Air Force Base, Tex., undergoes preflight inspection before taking off in B-29 Superfortress for long-distance mission.



In a CrewTAF "ready room," pilots learning advanced techniques in the F-86 Sabre exchange information about plane performance and air tactics.

A STACCATO of machine gun fire ripped the air; flaming napalm scorched the Arizona soil; and F-89 "Scorpion" Interceptors roared down the runway, scrambled aloft to intercept a bomber reported speeding toward a leading American industrial city—but wait, there is no cause for alarm. This scene is repeated daily in the training of personnel for the newest organization of the Air Training Command, the Crew Training Air Force.

CrewTAF, the more common designation for Crew Training Air Force, is a child of necessity. Born as the result of the Korean War, CrewTAF was endowed with bulging muscles, prolific growth, and the unprecedented responsibility of molding graduates from the Technical Training Command and the Flying Training Command into polished masters of the fastest fighters and bombers that the American aviation industry can produce.

The job of the Crew Training Air Force takes up where TechTAF and FlyTAF leave off. CrewTAF shows pilots, aircraft observers, gunners, engineers, and radio operators

how to exercise their newfound skills and make their aircraft a potent weapon of war. The Student Officer Pilots, commissioned after completion of Flight Training, do not win their silver wings until they have completed CrewTAF and shown their veteran instructors that they are qualified to fly and fight with the United States Air Force.

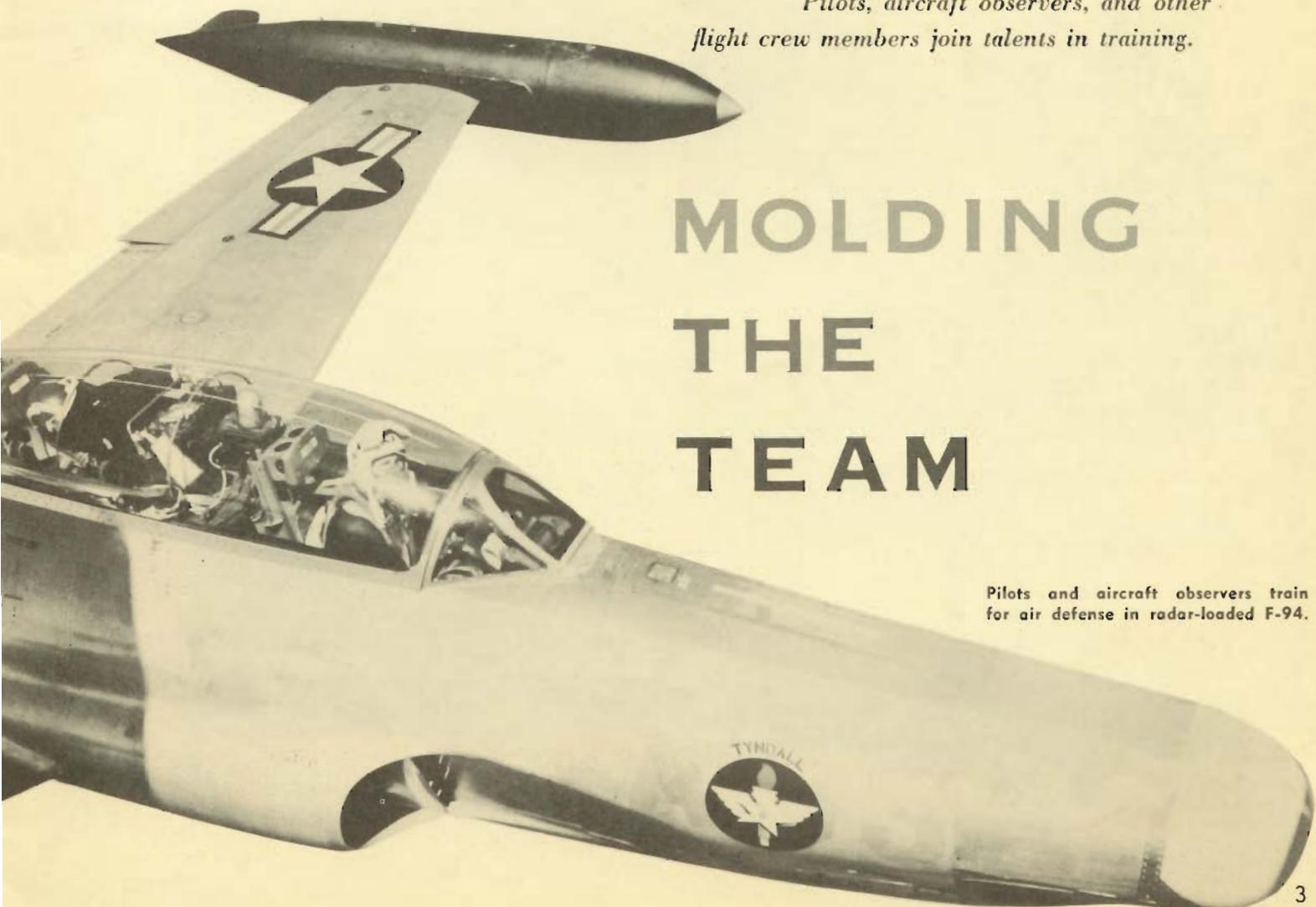
Each base of the Crew Training Air Force has a particular mission. Randolph Air Force Base, Tex., trains crews for B-29 duty. Wichita AFB, Kans., and Pinecastle AFB, Fla., put together the three-man teams for the B-47 "Stratojet," while Luke AFB, Ariz., specializes in fighter-bomber training with the F-84 "Thunderjet." Nellis AFB, Nev., uses the F-86 "Sabres" for training fighter pilots, and Tyndall AFB, Fla., Moody AFB, Ga., and Perrin AFB, Tex., use the F-86D, F-89 "Scorpion," and F-94 "Starfire" to train Air Defense Teams for All Weather Interceptor duty.

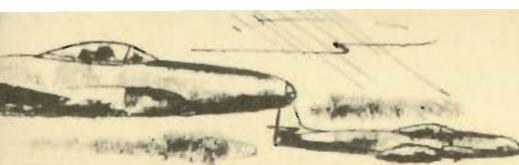
A typical CrewTAF school is at Wichita Air Force Base where the three-man crew for B-47 "Stratojets" is

Pilots, aircraft observers, and other flight crew members join talents in training.

MOLDING THE TEAM

Pilots and aircraft observers train for air defense in radar-loaded F-94.





Team (Continued)

trained. Here, selected graduates of the Flying Training Command are sent for 15 weeks of specialized training. Pilots don't just walk out and fly the B-47, they are graduated to the "Stratojet" after spending 6 weeks in the dual-controlled T-33. Then after completion of the T-33 phase, the pilot, co-pilot, and aircraft observer are teamed for transition flying in the B-47 under the ever-watchful eyes of specialized instructors. The final phase of the training is devoted to co-ordinating the skills of the pilot, co-pilot, and triple-rated aircraft observer to insure maximum utilization of the B-47 "Stratojet" as a weapon of war.

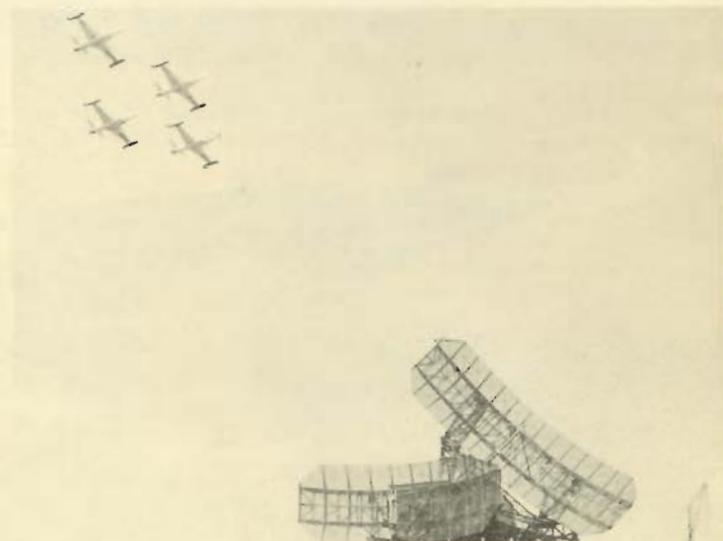
Flying the B-47 is a big job, but not too big for a well-trained crew, which has been transformed from a good crew to a great one by the experienced personnel of the Crew Training Air Force.



Navigators use radar on mock-up board to find position.



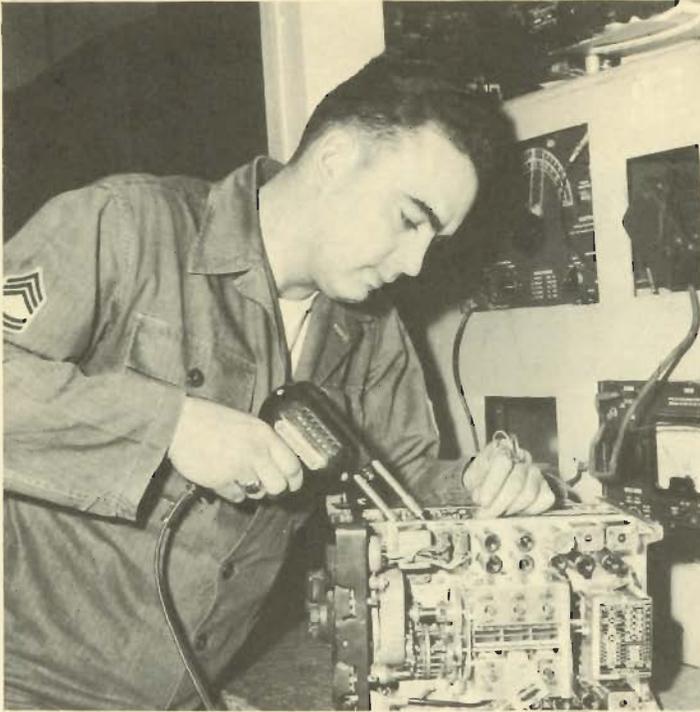
Student gunner with CrewTAF checks ammo on his B-29.



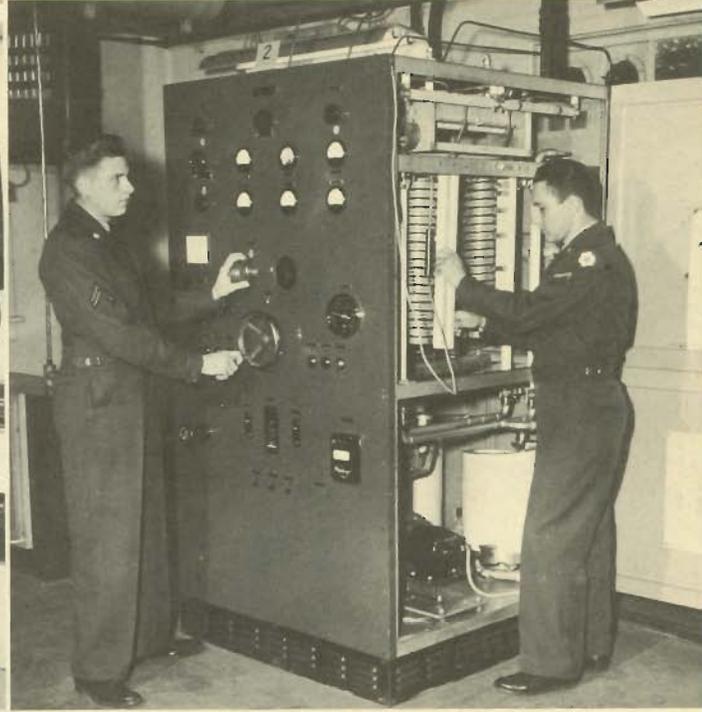
All-weather interceptors flying over a radar antenna.

Three-man B-47 crew starts training hop at an AF base.



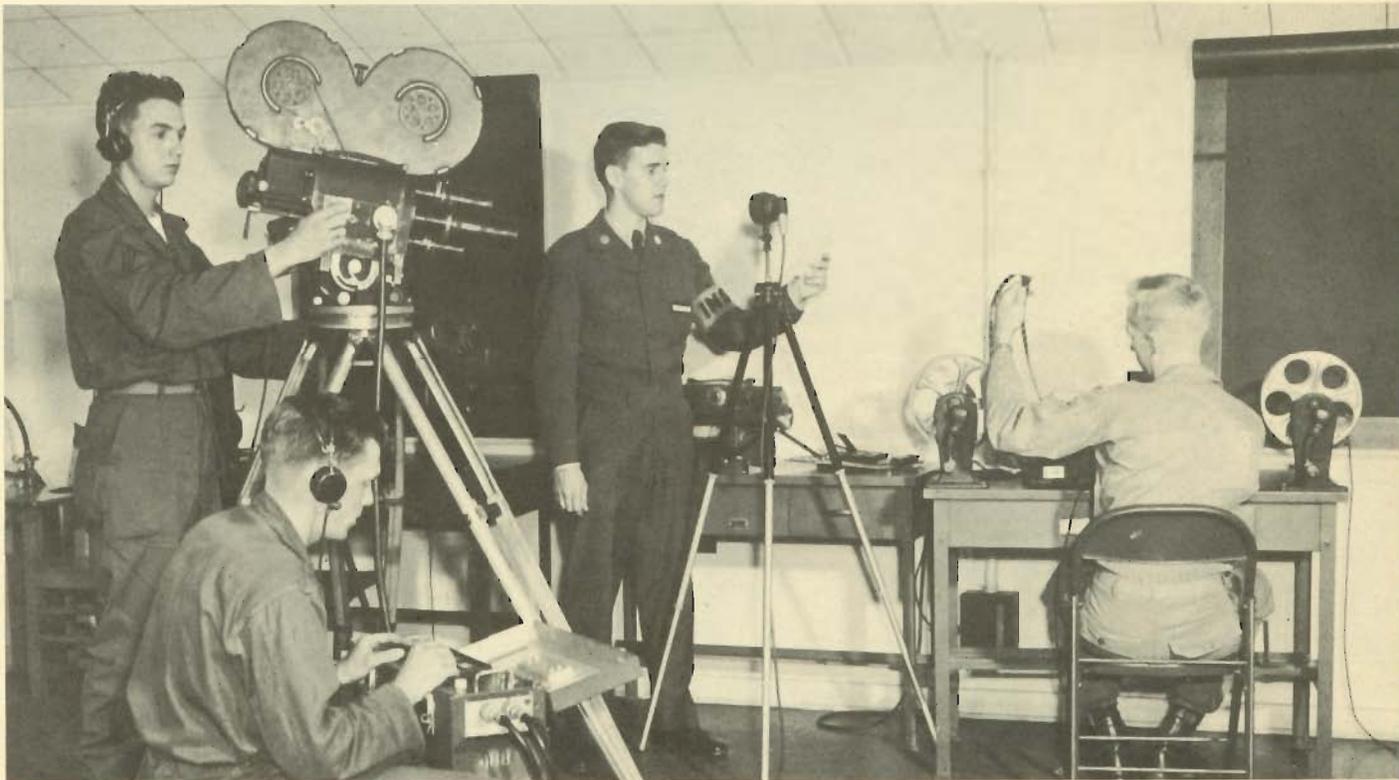


Among the technical soldiers in the electronics field is SFC Joseph A. Bernard, Cheka, Mass. He's soldering a connection in a radio receiver.

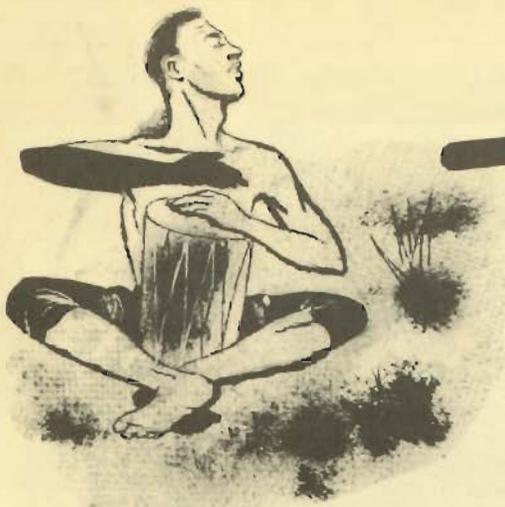


Cpl. Roger Bessmer, Independence, Mo. (left), and PFC Douglas Reinhardt, San Francisco, set up high-powered fixed station radio transmitter.

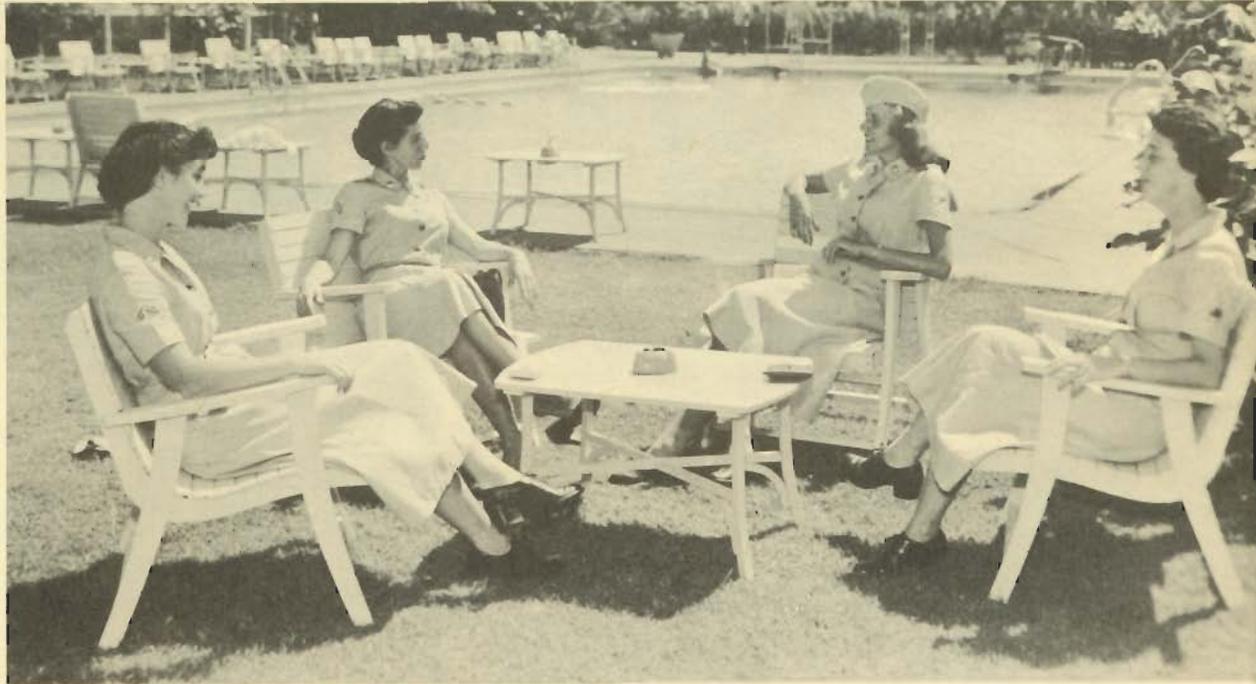
Technical Soldiers



Before mastering sound recording, these Army students had 4 weeks of basic photography and electronics training at Fort Monmouth, N. J.



Tropical Tour



Having enjoyable time; wish you were here! Wacs relax beside outdoor pool.

By Sgt. Ira Wolff

PICTURE yourself, a member of the Women's Army Corps, strolling through the colorful streets of Panama City. You listen to merchants hawk their wares in the city's many stores, including Hindu bazaars and Chinese novelty shops. Silks from the Orient, hand-woven rugs from Persia, silver ornaments from India: you have your pick of merchandise from the far corners of the earth.

You explore further the mysteries of Panama. You sit at a sidewalk cafe table carefully shaded from the sun and watch people from distant lands pass by. You are living in one of the true "crossroads of the world."

Along with your soldier "date" you visit a native cabaret in the cool of the evening and listen to strange music. You dance the rumba and the conga and the samba.

What wonderful photographs you can send home to the folks. A scant 15-minute drive from the center of Panama are the ruins of the old city which fell in 1671 to the guns of Henry Morgan, one of the most notorious of the New World pirates. The crumbling walls of the ancient city have

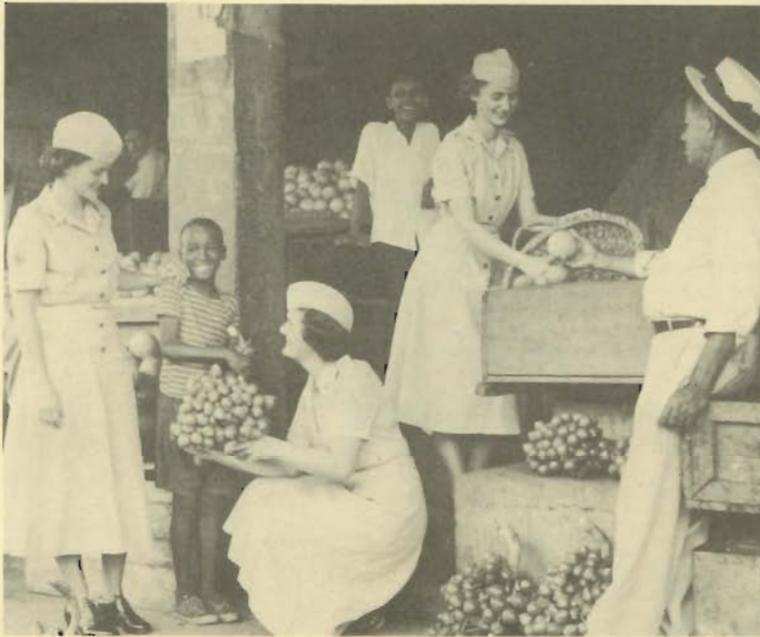
now grown to weeds, but the tower of the Cathedral of the Virgin Mary still stands, paying eloquent tribute to the everlasting glory of God.

These and innumerable other fascinating off-duty activities are open to you as a member of the WAC in Panama. Bowling alleys, swimming pools, golf courses, and tennis courts are available on Post.

But you will have much to do besides loll in the sun and enjoy the slow life of the Tropics. Yours is a serious mission: to aid in securing the safety of the Panama Canal, one of the most vital bastions of your country's defense network. The Canal helps maintain our international strength by facilitating the shipping of goods between our east and west coasts. It shortens, by hundreds of miles, shipping distances from our harbors to many foreign ports.

On this tiny Isthmus of Panama, there lies a wealth of adventure for the young women of America proudly serving their country in the Women's Army Corps.

Improving international relations: Sociable, considerate Wacs and soldiers make friends among the natives.



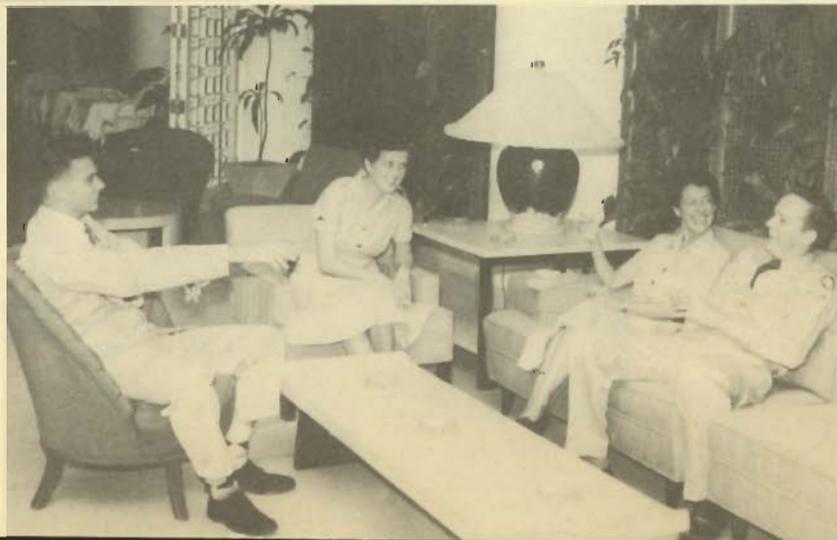
You can't keep a woman from her shopping! In a quaint market place these Wacs discover the tasty fruit piva.

We'll be back again! After a visit to the docks of fascinating Balboa, it's time for us to depart for camp.



Wacs in the Panama Canal Zone view Madden Dam, which controls much of the flow of water into the Canal.

Off duty, Wacs and soldiers enjoy an evening of relaxation as they exchange stories of tropic Service life.





Jet mechanics keep planes in the air.



In the engine course, A/3C Norman Larson, Seattle, Wash., learns how jets are powered.



Student and instructor discuss hydraulic landing gear structures at Amarillo AF Base.



Future mechanics take a day-long test of ability to perform various maintenance jobs.

By A/IC Tommy G. Thompson

TO BE a good surgeon a man must have a thorough knowledge of anatomy and years of experience at the operating table. Every lawyer must know legal codes and court procedures well. The qualifications of a good jet mechanic are just as important in his specialized Air Force career.

The development of the jet engine marks the most revolutionary change in airpower since the airplane was invented. Modern air strikes may soon be made at speeds faster than sound. Fighter and bomber designs are being revised for a modern, jet-propelled Air Force. All this calls for greater know-how, and the Air Force is training jet mechanics painstakingly to meet the need.

Airmen may now go directly from basic training to the general jet aircraft mechanics school at Amarillo Air Force Base in the Texas Panhandle. The course lasts 95 academic days, familiarizes students with maintenance and inspection methods, and prepares them for on-the-job training. Eventually these men can qualify as aircraft mechanics for fighters, light bombers, or medium bombers driven by jet engines.

These jet mechanics are the "inside men" of our air age.

The pilot is an expert at the controls, but the mechanic knows nearly every small detail about the plane, its structure and its operation. As the pilot's trouble-shooter, the mechanic literally keeps him in the air.

The mechanic's skills are largely the result of training. At Amarillo AFB he was taught the operating principles, periodic inspection, operation, adjustment, line maintenance and minor repair of flight controls, landing gear, hydraulic systems, electrical systems, power plants (including engine change), instrument systems, and auxiliary equipment and systems.

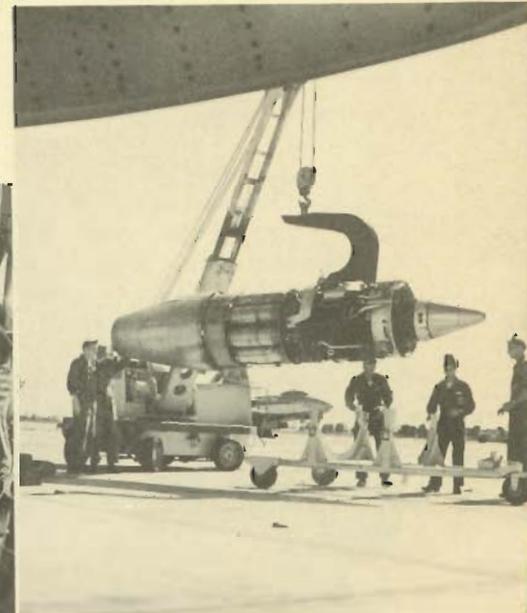
With the constant improvement of jet aircraft there is a lot for the mechanic to learn, and he learns every day. That's where on-the-job training comes in. After his studies at Amarillo are through, he serves as an understudy to more experienced jet men. Before very long he'll be supervising maintenance and repair work himself.

Maybe the pilot gets the glory in newspaper stories, but the pilot is the first to doff his hat to the jet mechanic. No fighter ace is born, no bombing mission can be a success without the work of a crew of skilled mechanics. None will ever be. The mechanic is that important!

THE 'INSIDE MEN'



A/3C Robert Biggs (left) and A/3C Robert Jennings working on a jet electrical system.



Jet mechanics, after schooling, work on one of the six engines of the new B-47 bomber.

Removing a catapult seat comes easy to airmen trained in jet inspection procedures.



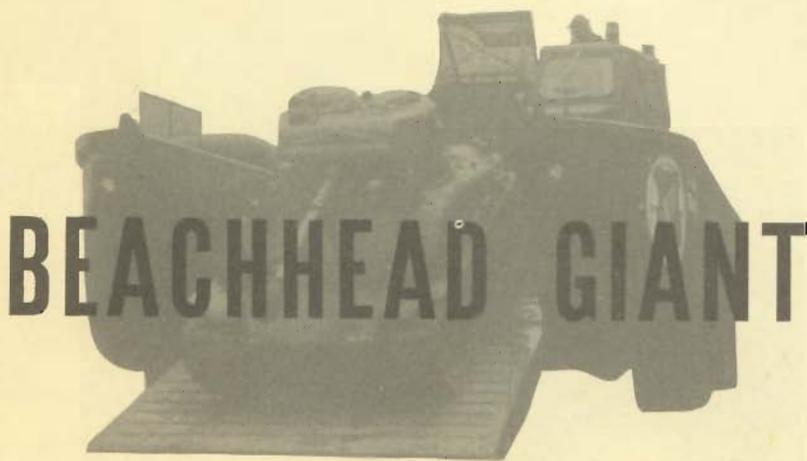
Half of twin-propeller assembly of the amphibious BARC as seen on land.

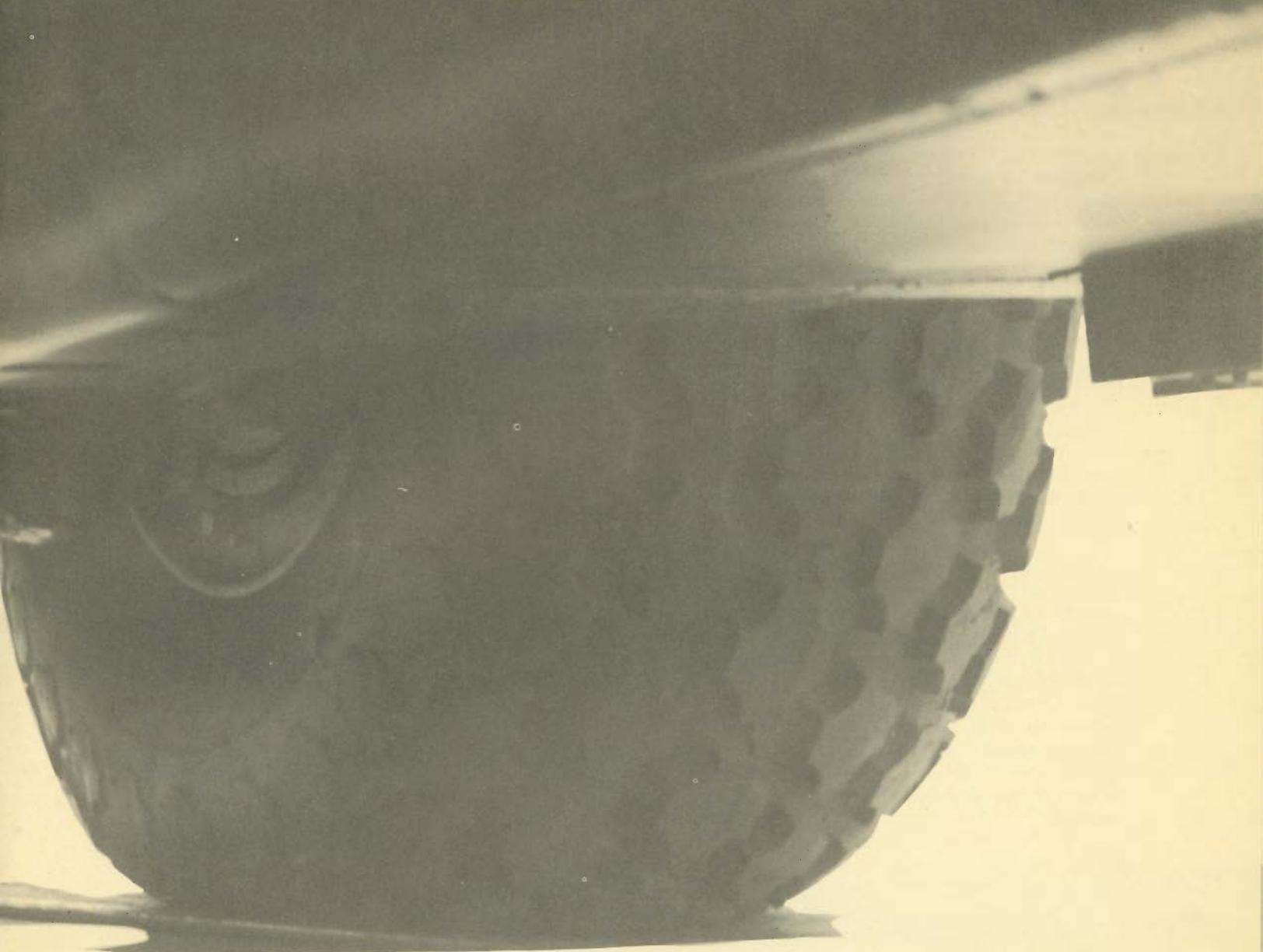
By M/Sgt. Walter W. Dowling

DID you ever hear the story of a duck that, by the process of American research and engineering genius, was transformed into a great sea-going eagle? Of course we mean that in a figurative sense — it's the story of the evolution of a DUKW (pronounced duck), that enormously useful amphibious vehicle which was developed during World War II. When the U. S. Army Transportation Corps recently unveiled its new 98-ton amphibious cargo carrier near Seattle, Wash., the comparatively modest-sized DUKW had evolved to a land-sea vehicle of giant proportions.

The new carrier, called the BARC, was designed and developed by the Transportation Research and Development Station, Fort Eustis, Va. It can carry a pay load of up to 100 tons, in comparison with a peak load of 5 tons for the DUKW.

The BARC has TC officials aglow with enthusiasm — it is opening up entirely new avenues of thought on the use of amphibious equipment. It can perform jobs ashore and afloat that dwarf the performance of anything now in use. It can take heavy loads from shipside in deep water, across a beach, and over rough terrain to an inland





supply point for direct discharge or for transfer to truck or rail. (In its trial run the BARC unloaded a 35-ton tank and a 35-ton crane!)

Many generals and admirals who wrestled with difficult landing operations and almost insurmountable problems of supply during the invasion of Europe and the reconquest of islands in the Pacific will sigh reflectively when they ponder the miracles they could have accomplished with fleets of these new BARCs. They remember foreign ports jammed with Allied ships that waited precious weeks before they could be unloaded because of the lack of amphibious craft that could transport cargo directly to railroad sidings and supply dumps.

This situation might have been disastrous to the Allied cause had not the 2½-ton amphibious truck been developed. The DUKW, with its high flotation tires, is able to cross over practically any beach in the world. It was an inspiring transportation development, and it contributed mightily to the final victory. In addition to helping relieve port congestions, DUKWs supported major invasions in areas where the enemy assumed we were unable to attack. How Nathan Bedford Forrest, the great Southern

cavalry leader who believed in "hitting 'em where they ain't!" would have loved the DUKW!

In the war in the Pacific against the Japanese, the DUKW was a tower of strength. It was necessary to make landings on small islands which were surrounded by coral reefs. This was "ducksoup" to DUKWs which could not only pass over the reefs but could go through the heavy surf better than any other landing craft. Once on the beach, they sped inland to their objective, and when their mission was accomplished, withdrew with equal speed. All during these operations, the DUKW was a stabbing thorn in the side of the Japanese.

More recently, the DUKW was in the news again, in the building of the great United States Air Force bomber base at Thule, Greenland. Operation Blue Jay, as it was called, posed some of the toughest logistical problems ever faced by our Armed Forces because of climatic and terrain difficulties. The mighty little DUKWs played a heroic role in that combined Army, Navy, and Air Force operation. A TC DUKW battalion, operating on a 24-hour basis, moved hundreds of thousands of tons of cargo from ships in iceberg-infested waters to the shore and

GIANT (Continued)

then to the site of the base. Many times during the operations teams of the rugged little DUKWs gently pushed icebergs out of the way and cleared a path to the shore. Fact! The TC battalion won its thrilling race against time and unloaded its quota of supplies before the icy hand of the grim northern winter clamped down and made further operations impossible . . . It was a notable achievement for the DUKWs and the men who run them.

Here are some statistics about the BARC: It has an over-all length of 61 feet, a width of 27½ feet, and a height of 16 feet. Despite its size, it needs only a single operator both on land and in the water and requires a crew of three for all operations.

Each of its four wheels is separately powered by an individual 165-horsepower Diesel engine. The transmission has three forward speeds and one in reverse, with a land speed of up to 15 miles per hour.

Steering on land is accomplished by hydraulic control and power. The driver can steer by front wheels only, leaving the rear wheels locked in a straight position, or use front and rear wheels simultaneously for sharp turns. He can also set the wheels for "crab" steering to either side.

Afloat, the BARC handles almost as easily as a small landing craft. It is driven by twin screw propellers, each powered by two of the four engines which supply power to the wheels when the great amphibian moves on land. By reversing propellers, one forward and the other reverse, the BARC can "spin" in a relatively tight circle for quick maneuvering.

That's the story of the evolution of the DUKW. Though the great potentialities of the BARC are yet to be realized, there's no doubt about this: It will loom like a Colossus in any future amphibious operations that this country may undertake. Its development is an important milestone in the short, but proud history of the Transportation Corps of the United States Army.

David and Goliath! The 60-ton BARC towers over a DUKW as they hit the beach after test.



Pay load! A huge BARC prepares to unload a 35-ton tank and a 35-ton crane on the beach.

The giant amphibian turns into the highway after leaving the factory on its way for a test.



A Transportation Corps officer marvels at the tire. It's 9½ feet high — largest ever made.

During the summer of 1916, Pvt. Bickford E. Sawyer was the bugler of a machine gun company of the 1st Infantry Regiment in Northfield, Vt. From reveille to call to colors, from assembly to taps, Private Sawyer mastered all the bugle calls. Among them was one that was to be an omen to his future — "pay call" — for today, as a major general, ex-Private Sawyer is chief of the Army Finance Corps, whose motto is "get 'em paid."

It has been an upward climb for the Medford, Mass., soldier—from private in Troop "B" of the 1st Cavalry of the Vermont National Guard to the two-star grade of major general as head of the Army Finance Corps. After studying at Norwich University, he was commissioned a second lieutenant in the Cavalry Reserve in April 1917 and 3 months later sailed for Europe to join the 1st Infantry Division. While overseas, Lieutenant Sawyer also served with the Third Army Corps Headquarters.

The years between the wars found 1st Lt. Sawyer as an instructor of Army Reserve units in Hartford, Conn., and then later joining the Army Finance Corps as a captain. He served as a finance officer in the Panama Canal Zone and was promoted to major. After 7 years in the Zone, he returned to the United States where he was assigned to the office of the Chief of Finance. Before he left this assignment, he had been promoted to lieutenant colonel and then colonel.

In 1942, when the Women's Army Auxiliary Corps (forerunner of the present-day Women's Army Corps)

was founded, Colonel Sawyer set up the finance department for this new group. Later, he was named chief of the fiscal branch of the Eighth Service Command with headquarters at Dallas, Tex.

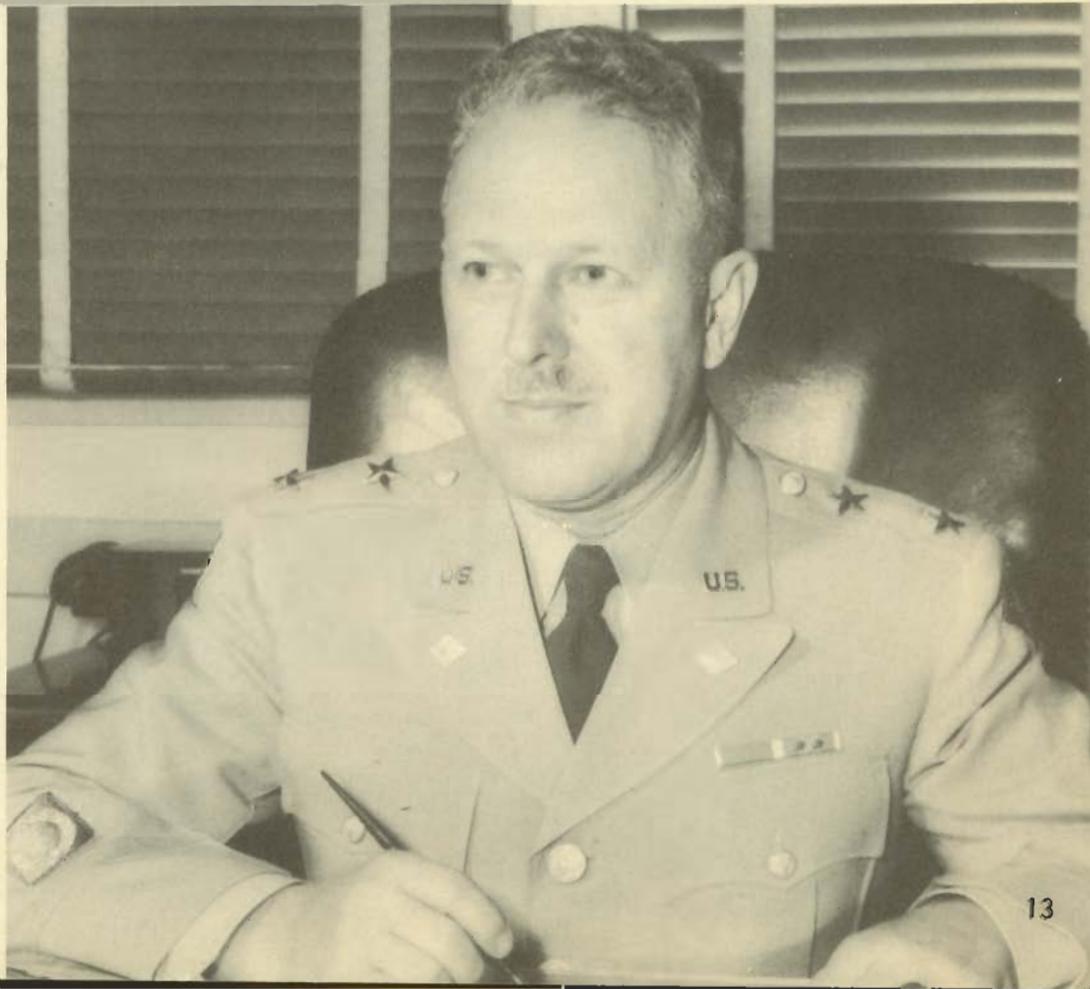
In June 1944, Colonel Sawyer went overseas to become fiscal officer for the Headquarters of the U. S. Army in the Pacific. He remained in the Pacific Theater for 3 years and returned to become deputy comptroller and later comptroller for the Fourth Army at Fort Sam Houston, Tex.

During his Army career, General Sawyer graduated from the Cavalry School in 1922, the Signal School in 1925, and the Army Industrial College in 1937. In his off-duty time, he took extension study courses and won a Bachelor of Laws degree from LaSalle University in 1937.

One of the most notable dates in the military career of Bickford E. Sawyer is July 28, 1951, for on this day he was promoted from colonel to major general and named Chief of Finance of the U. S. Army. He is one of the few two-starred major generals who has never worn the single star of a brigadier general.

Administrator, executive, planner—General Sawyer and his military career set an example for future and present-day members of the Army who may follow in his footsteps in the success climb from "private to general." The opportunities are there for all new soldiers.

Private to General





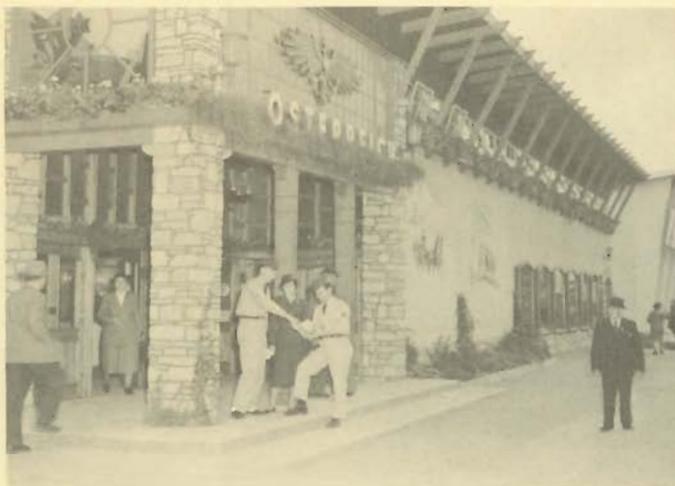
EUROPE in a DAY

YOU'VE seen the headline many a time: "Hometown Girl Makes Good." This is the story of Norma Jones of Boonville, Ind., who wanted to get out and see the world, and how she attained her goal.

Norma wanted to travel, and she wanted an interesting job. After comparing numerous job opportunities Norma discovered that one organization offered everything she was looking for; so in August 1950, Norma Jones joined the *Women in the Air Force*.

Norma selected the Air Weather Service as her career field—it was a glamorous and very vital occupation. After completing basic training at Lackland Air Force Base, San Antonio, Tex., she was assigned to Chanute Air Force Base, Rantoul, Ill., where she received specialized instruction to qualify as a weather observer with the United States Air Force. For more than a year WAF Jones worked side by side with other airmen of the Air Weather Service gaining experience in her chosen field.

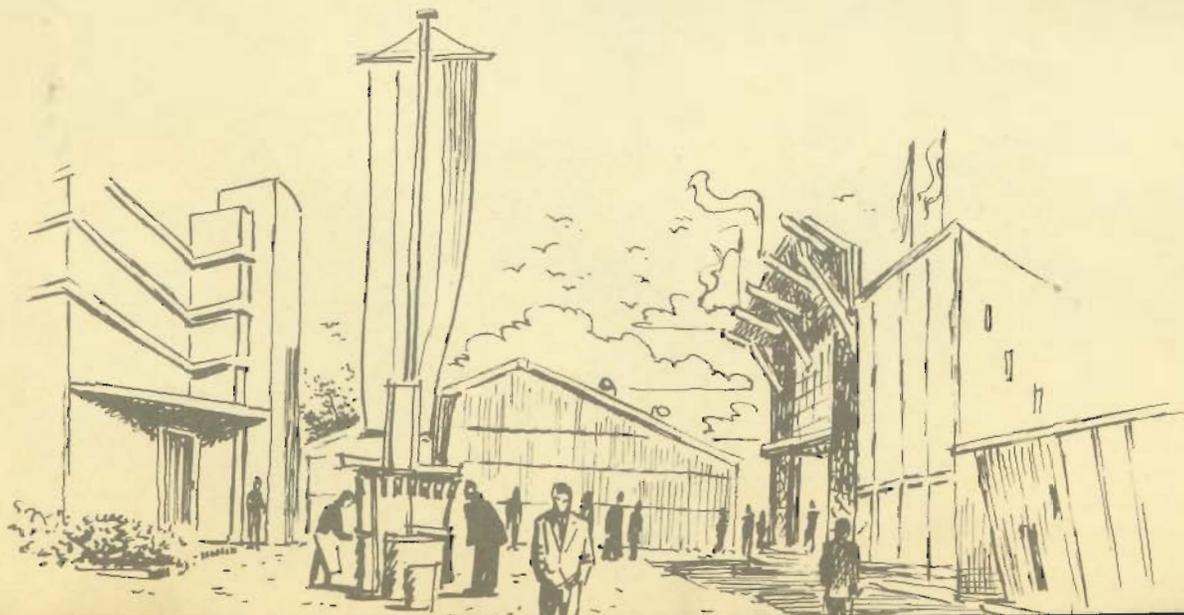
Then, in August 1952, Norma had a chance to serve overseas and she jumped at it. Soon after reporting to the 2058th Air Weather Wing in Wiesbaden, Germany, she was given a pass to attend the semiannual Frankfurt International Trade Fair, where with S/Sgt. Thomas Renner



S/Sgt. Thomas Renner and WAF Norma Jones stop to talk with a visiting officer in front of the Austrian building.



Norma and Tom lunch at an open-air cafe in Wiesbaden before departing for the Frankfurt International Fair.



of Huntington, Long Island, N. Y., acting as guide, she visited the exhibits of Luxemburg, Holland, Germany, Spain, Italy, France, Ireland, and Austria. She figuratively toured all of Europe in one day.

As they moved from one booth to another, Norma became fascinated with the new and wonderful costumes, products, and perfumes—things she had never seen in Boonville. At her feet were the delicate glass and chinaware of Germany, the linens of Ireland, the fashions of Paris, the wines of Italy, and the cheese of Holland. Here was a cross section of the world's best.

With a typical woman's approach, Norma examined each product carefully, mentally selecting what she would buy at a later date.

On they moved, through all the exhibits, finding at each something strange and exotic. Finally, when she'd tinkered with the toys, sampled the perfumes, viewed the costumes and fashions, and tried to translate (not too successfully) what was told to her, the tour came to an end.

As she rested her tired feet at the Metropole Hotel where she was quartered, WAF Norma Jones said: "Europe is wonderful! I'm going to enjoy every minute of my stay here."

In the main building of the Fair a floor plan came in handy.



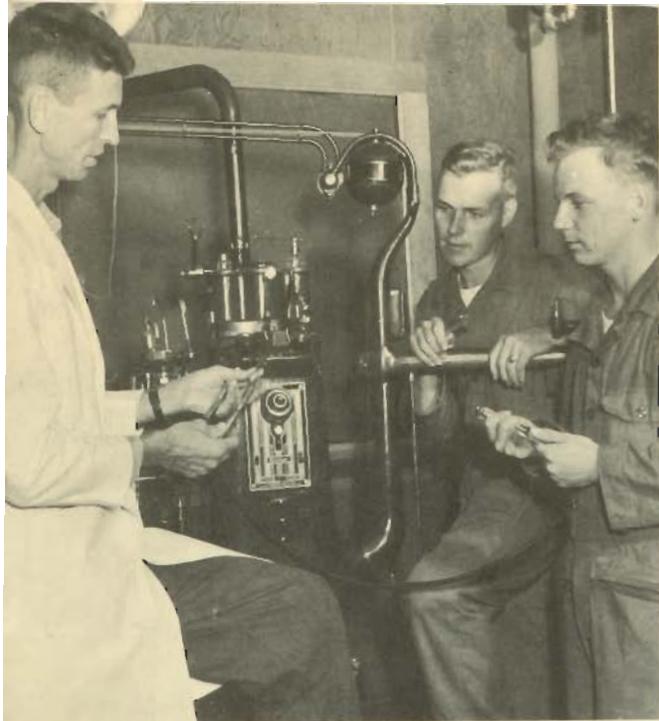
At the Austrian exhibit, Norma and Tom look over some of the Bavarian costumes they had heard so much about.

After exploring the Luxemburg building, Tom points the way to the Italian exhibit nearby.



A pleasant surprise was in store for Norma and Tom when the Dutch girl spoke in English.





Future Air Force dental technicians are schooled at the Great Lakes Naval Training Center in Illinois. Here, A/3C Richard Grzelakowski (center) and A/3C Eugene Lux (right) learn about technical dental equipment.

With the help of a large-sized toothbrush, A/3C Mary Runyan explains cleaning technique to fellow student.

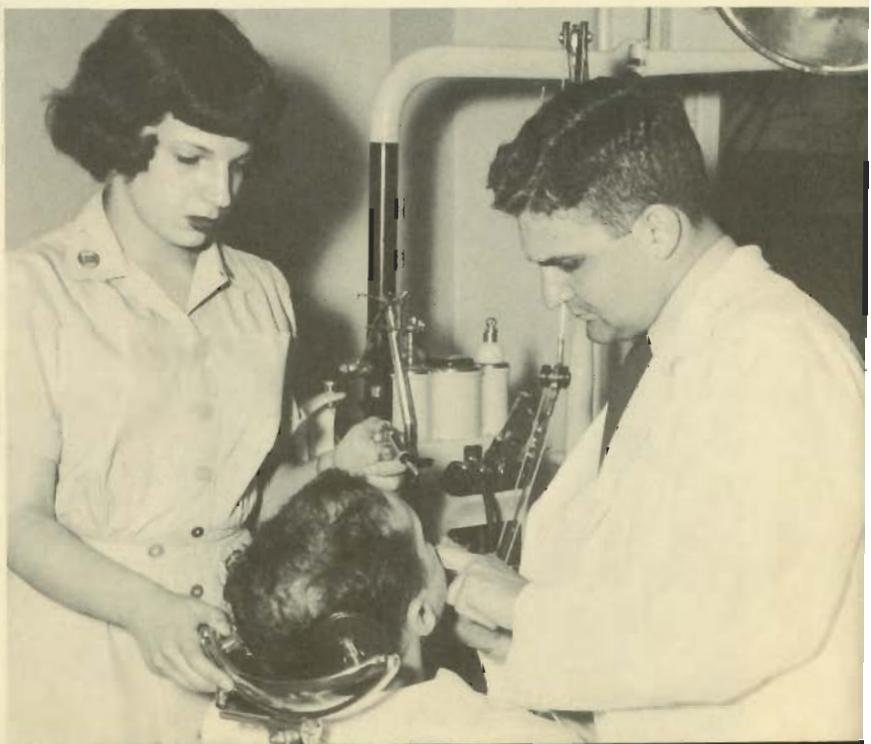


air men in white



It takes 12 weeks to train a dental technician. One course teaches use of a microscope in laboratory work.

After graduation, technicians like A/3C Corinne Scorsone, McKeesport, Pa., are assigned as dental assistants.





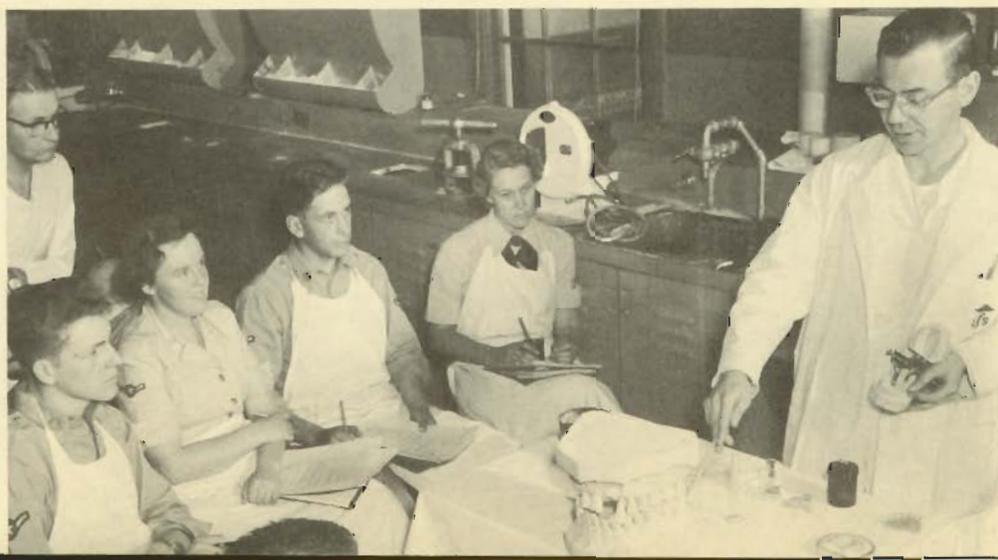
Students learn to operate dental X-ray machines at the school. Here, A/3C William Sims gets set to take photo.

A typing course helps prepare students to keep records. This is a needed part of the dental technician's task.



A/3C Gerald Ruffner, Decatur, Ill., carefully weighs small amounts of chemicals in dental materiel course.

With lecture notes handy, students pay rapt attention to an instructor as he discusses dental measurements.



When the roll is called in a unit of the 26th Infantry Regiment in Germany, the sergeant shouts: "Asso, Baldo, Birko, Bodo, and Hardo!" He may get a tail wagging which could mean "here," but he'll never get a bark or a growl. These odd names belong to canines of the 42d Infantry Scout Dog Platoon which works paw-in-hand with the intelligence and reconnaissance units of the regiment.

As "radar" on four legs, these scout dogs are among the elite in the canine world. Trained expertly by soldiers, they operate by their senses of scent and hearing. They do not "track." As their name implies, they scout—and without barking disclose the presence of anyone, save their handlers, in their reconnaissance area.

All German shepherds, the dogs are purchased by the Army from a European civilian market and are usually 2 to 3 years old at the time they "join" the Service. After their purchase, they are given a 6-week obedience training course which determines whether they'll be accepted or rejected. Their "advanced" training continues for 11 more weeks before they are shipped to four different dog platoons in Europe.

An average day in the training schedule for handlers and dogs includes kennel maintenance, grooming, and exercise for the first hour of the morning. The next 3 hours cover scouting and patrolling. The afternoon is devoted to drill, map reading (by the handlers), acclima-

W A L K I N G



Wearing Army dress blankets, the canines of the 42d Scout Dog Platoon pass in review. They like to parade each week.

Asso obeys a hand signal from his trainer in halting atop this high wall. He'll stay put till the "go ahead" is given.

tion to gunfire, and more obedience training. Then comes "chow"—only one 3-lb meal a day for the dogs—with the handlers serving their own dogs.

To be a canine master in this unusual overseas unit, a soldier must like dogs and like to work with them. Each dog is assigned to one handler, so that the soldier and the shepherd will get to know each other real well. The handler must be able to "read" every sign and signal made by the dog, for both in training and in field operations, the master does not speak to the dog. All communication from the soldier is given by hand and arm signals. The dog is taught not to bark or growl.

When a scout dog's "radar" locates a person in the foreground of his reconnaissance area, the dog stops short.

His master "reads" the message by noticing such signals as the dog rearing on its hind legs, ruffing hair on the nape of the neck, or by a slow deliberate wag of the tail.

Last year, the dogs of the 42d were featured in newsreel coverage in hundreds of theaters in the United States. A national newsreel agency made motion pictures of the dogs going through an infiltration course, performing obedience drills and platoon tactics. Not a single bark was heard.

Other types of dogs in the Service include those for messenger and sentry duty. However, the 26th Infantry Regiment's dogs are all scouts with a "radar" area of between 200 and 400 yards. It is by this distance that the reconnaissance vision of American soldiers in preparedness training has been extended in Germany.

R A D A R

*The story of scout dogs in Germany, and how they respond to silent commands.
Written by M/Sgt. Frank W. Penniman.*



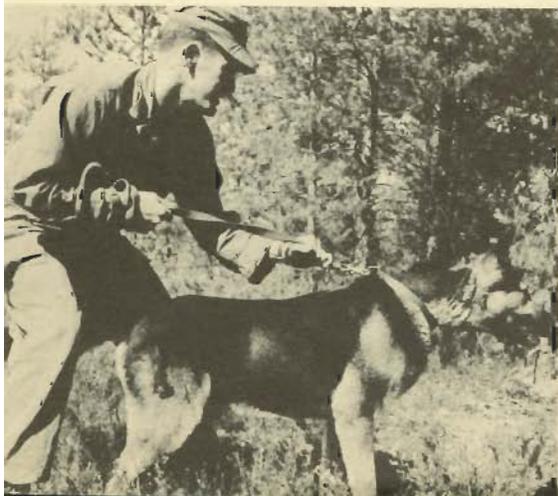
Ready for a forward-area scouting mission are Baldo and Bado with gas masks.



Asso digs his claws into the cleats on a 14-foot wall during exercise period.



"Stay as you are!" is the signal being given by these three soldier-trainers.



Harbo's upright ears tell Cpl. Ken Buckley that there's something strange ahead.



IPFC Stan Rosenfeld lets Birko get accustomed to water. Dogs often swim rivers.



Caesar is trained not to flinch while Sgt. Harold Harron fires a blank round.

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