

Gloria Littlepage, Dept. 189 stenographer for Grumman/Hughes Activities has worked at Fort Worth division nine months. A New London, Texas, native, Gloria was formerly a secretary to a trust officer of a Fort Worth bank. She attended Texas State College for Women, majoring in English. She's married and has two sons: Mark, 3, and Kirby, 1. Husband Harold works in Dept. 181. Gloria claims bowling and swimming as hobbies but admits that most of her time is spent taking care of her two small sons.



D. D. McClanahan, Dept. 182 engineering illustrator, is a versatile coach. So far this year he has coached the Jets, a GDRA Hi-Junior baseball team, and a pee-wee basketball team. Now he's working with the 115-pound Pee Wee football team. McClanahan has participated in GDRA softball play since joining Fort Worth division 11 years ago. He and his family, wife Rose, daughter Karen, 7, and son Keith, 2, are also members of GDRA Boating Activity. McClanahan was an illustrator in the Army.



W. C. Shumaker, Dept. 94 instrumentation mechanic, is widely known as "Chief," and rightly so. He's a Choctaw Indian from Ardmore, Okla., A 20-year FW division employee, Shumaker went to work for Convair in San Diego in 1941. He was educated at the Shilocco Indian School near Arkansas City, Kan. Shumaker helped start the only Indian mission in Fort Worth, and he's presently serving as its music director. He is married and has four daughters and six grandchildren.



D. D. Slater, Dept. 25 construction field engineer, is in charge of all outside facility construction at the Fort Worth division. "And," says Slater, "there's a lot of outside construction going on at present." Slater came to Fort Worth division 14 years ago in plant engineering design. He is a native of Kilgore and a graduate of University of Texas, with a degree in electrical engineering. Slater's wife, Rita, is a professor at TCU School of nursing. He claims water skiing as perhaps his favorite hobby.



Dept. 8 industrial engineer Bob Linsteadt spends a lot of time with children. He has been commissioner of Mid-Cities Football League the past two years; he is also director of youth and sports for Hurst Jaycees. Linsteadt has four children of his own to work with, two daughters and two sons. He has worked at FW division 10 years, serving as a Dept. 75 assistant foreman through the B-58 program. Linsteadt spent 3½ years in the Navy during the Korean conflict. He is attending TCU.

## 'WIMPY' Coupons Offer Discount to W&M Fans

What's a "WIMPY"? It's a Wing and Masque Players coupon book containing \$5 worth of coupons for \$4. They're on sale today at the inplant recreation office.

"WIMPYS" are similar to season tickets, except the buyer can

use the entire book for one pro-north-south, and Pat Olsen and Dana Hall, east-west. duction, or for various productions throughout the season," said Commissioner Clyde Shrell.

Regular single-ticket price for the coming season will be \$1 during first week of production and \$1.25 for the second week.

Purchasers of "WIMPY" books will be, in effect, paying 80 cents for a first-week production and \$1 for second-week runs.

The upcoming Wing and Masque season will include two comedies, a fantasy, a musical review, and a drama.

An added feature will be a "Spotlight Time" from 8 to 8:15 p.m. prior to each production.

## Wednesday Bridge Winners Announced

Winners of Wednesday-morning bridge games during July were:

July 6, Mrs. Ewell Smith and Pat Olsen; July 12, Mr. and Mrs. M. C. Huey, north-south, and Dana Hall and Pat Olsen, east-west; July 20, Pat Olsen and Dana Hall; and July 27, Mrs. Ewell Smith and Mrs. Hazel Little.

## Log Book Entries

### Promotions

Promotions to and within supervision, effective July 25:  
Dept. 22: to manufacturing control assistant foreman, T. E. Edwards, C. W. Shaw.  
Dept. 25: to assistant foreman, L. S. Brooks, L. Gold, E. L. Lewis.  
Dept. 30: to assistant foreman, D. H. Francis, R. C. Johnson, L. Nabers.  
Dept. 52: to assistant foreman, W. A. Long, Dept. 178: to field operations supervisor, E. L. Gant, T. H. Lide.  
Dept. 179: to field operations supervisor, E. C. Wells Jr.  
Dept. 187: to purchasing agent, E. A. Haines, D. C. Wren; to chief of procurement-111, R. R. Mayer; to subcontract management administrator, I. J. Smith.

### Awards

The following received Employee Suggestion awards totaling \$4,642.60 for the period ending July 27:  
Dept. 3, Loraine Fry; Dept. 4, C. R. Sanders, W. D. Sanders; Dept. 7, R. E. Cushman.  
Dept. 14, E. A. McKibben; Dept. 17, J. M. Little; Dept. 22, J. W. Davenport.  
Dept. 24, J. C. Bell, B. L. Dyer, D. C. Henry, Robert Worrell, J. D. King Jr.  
Dept. 25, R. J. Chandler, A. N. Leonard; Dept. 26, H. L. Lasseter, T. E. Powers, T. Whatley.  
Dept. 30, T. W. Eichenberger, C. T. Price; Dept. 31, W. A. Ballard, E. C. Hunnicutt, C. Reynolds.  
Dept. 35, L. I. Elliott, J. D. Wood; Dept. 37, J. R. Johns; Dept. 56, H. B. Ivey, E. T. Paddock.  
Dept. 58, W. O. Corn; Dept. 65, D. N. Harper; Dept. 065-3, R. Radwan.  
Dept. 81, LeRoy Caraway, D. E. Kappel Jr.; Dept. 83, T. D. Merwin; Dept. 84, M. N. Coker; Dept. 105, M. J. Franklin.  
Dept. 180, E. G. Rucker Jr.; Dept. 187, W. E. Wright; Dept. 211, Gladys Riley; Dept. 280, W. H. Hench, E. D. Howell.

### Retirements

COSTAN—A. E., Dept. 26-1. Seniority date March 3, 1949 (FW), retirement effective July 29. 2844 Bonnie View, Dallas, Texas.  
EICHHOLTZ—E. B., Dept. 64. Seniority date April 1, 1963 (FW), retirement effective July 29. 119 S. Broadway Rd., Azle, Texas.

### Deaths

FLOYD—C. T., Dept. 81, died July 23. His wife survives.  
OSWALD—John G. Jr., Dept. 15-4, died July 27.

### Personals

We would like to extend our thanks and appreciation to our many Fort Worth division friends for the floral offerings, cards and other expressions of sympathy upon the recent death of our wife and mother.  
E. L. McMurray family, Dept. 180

### Hitchhikers

Ride Wanted From  
2012 Fairmount, 7:45 a.m. shift, call Stan Effertz, WA 7-5462.  
3241 Lubbock, 7 a.m. shift, call Jean Coons, WA 1-1986.  
Jarvis Heights area, 7 a.m. shift, call Johnnie Bowen, MA 6-4910.  
3500 Yucca (Riverside), 7:45 a.m. shift, call Anne Gorton, TE 4-1736.  
Snow Heights area (N. Richland Hills), 7:45 a.m. shift, call Wanda Mingus, BU 1-0683.  
Bedford-Eules area, 3:45 p.m. shift, call G. R. Beckham, BU 3-1380.  
1832 Glenwick, 3:45 p.m. shift, call J. B. Rattan, MA 6-4253.  
4104 Jerri Lane (Haltom City), 8 a.m. shift, call R. M. Weldon, TE 4-2340.  
417 Palmetto Dr. (River Oaks), 3:45 p.m. shift, (Lot 3, west lot or nuclear), call D. E. McIntire, PE 2-2324.  
2628 Pioneer (Glen Garden), 7:45 a.m. shift, call S. F. Smith, JE 4-7688.  
4316 Diaz (Arlington Heights), 7 a.m. shift, call W. R. Welborn, PE 2-6759.  
1217 Marydale (Arlington), 7:45 a.m. shift, call William Fitts, CR 7-2174.  
1203 15th Pl. (N. Side), 7 a.m. shift, (N. W. lot), call R. W. Robinson, MA 6-2357.

### Lost and Found

LOST—14 karat white gold diamond Elgin watch. Lost on 50-foot aisle July 29. Sentimental value, small reward. Contact Judy Summers, ext. 3515 or BU 2-3789.

### Car Pools

MEMBERSHIP WANTED—from Hurst, 8 a.m. shift, call C. R. Stapp, BU 2-1817.



SWING YOUR PARTNER—Advanced students show what they have learned at GDRA Thursday-night square dance classes, as caller Melton Luttrell gives command for Texas Star.

## Still Time to Join Swinging Square Dance Sessions, Ross Carney Claims

"Would you like to be a part of the 'in' crowd?"

"If so, now's the time to join the gay, shuffling GDRA square dancing group at GDRA," says Square Dancing Commissioner Ross Carney.

The annual "Watermelon Feast" sponsored by GDRA Square Dancing Activity is scheduled at 8 p.m. Aug. 20 in GDRA Picnic Area No. 1. Cost is \$2 a couple.

A new class for beginners started last week and will run for 10 weeks. "There's still time to join by starting tomorrow night," Carney emphasized.

## Art Exhibit Will Be Judged Saturday

Judging of the annual GDRA Art Exhibit is scheduled Saturday, and presentation of awards is set for 3 p.m. Sunday at GDRA Clubhouse.

"Art Activity members planning to enter paintings in the show must have them at the Clubhouse by Friday," said Commissioner Ed Weimer. Paintings will be hung in the Clubhouse for judging on Saturday.

Prizes will be presented for first, second, third and honorable mention in portraiture, landscape, still life, non-objective, and creative work, making a total of twenty awards.

Paintings will hang in the Clubhouse for one week, then be transferred to the Fort Worth National Bank, where they will hang for one week.

The class meets from 7 to 8 p.m. each Thursday night at the GDRA Clubhouse, under the direction of Melton Luttrell, Dept. 62.

"All the fundamentals are taught in this beginners class," Luttrell said.

Registration fee is \$3 a couple. Those wishing to enter classes may sign up at the inplant recreation office.

Classes for advanced dancers meet from 8:15 to 10 p.m. each Thursday. Music is furnished by the "Rhythm Outlaws."

Some of the special events for square-dance activity members during the year include: annual activity party in February; "Watermelon Feast" in August; and participation in GDRA Fair.

Further information regarding classes may be obtained from inplant recreation office, ext. 4582.

## Clark Wins First In Camera Contest

Thirty people were present for the recent GDRA Camera Activity color-slide contest, in which 48 slides were entered. Subject matter was "people."

Jess Clark's slide entitled "End of a Perfect Day," placed first. Second place went to Larry Blackman for his slide, "You Mean All Twenty-Five."

Third place was won by Lige Turner for "Golden Girl," and fourth place went to Jerry Pack for "Happy Birthday."

Next Camera Activity meeting will be a black and white contest at 7:30 p.m. Aug. 24 in the Clubhouse.

## Time to Organize

"It's time to organize your fall bowling leagues," advises Commissioner Harry Carlberg.

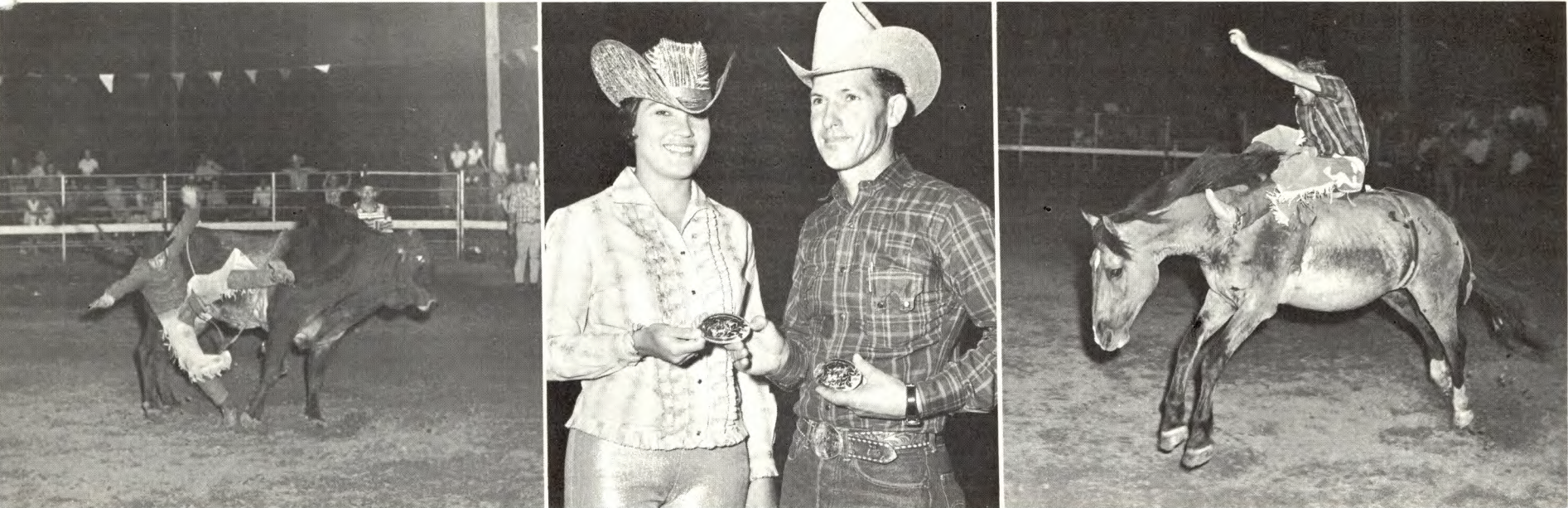
"Teams and leagues should be organized, rules reviewed, revised and updated, and requests for additional bowlers submitted to me at mail zone Y70, ext. 2966," Carlberg said.

## The Passing Years

The following employees were due to receive service emblems during the period Aug. 1-15:

Thirty-year: Dept. 77, D. E. Palumbo.  
Twenty-five year: Dept. 4, R. W. Tidball; Dept. 5, W. J. Leatherwood; Dept. 7, M. T. Lloyd.  
Dept. 24, H. R. Montgomery; Dept. 27, J. H. Crouch; Dept. 29, C. C. Davis Jr.; R. J. Howard, J. T. Howell, J. D. McCaig.  
Dept. 50, C. R. Carter; Dept. 54, L. T. Hitt; Dept. 56, R. V. Lamb Jr.; Dept. 64, D. H. McCracken, R. L. Sullivan.  
Dept. 65, P. Shannon; Dept. 79, W. O. Penick; Dept. 81, V. C. Almand, C. A. Jenkins.  
Dept. 82, J. W. Hamby; Dept. 92, J. O. Muncy Jr.; Dept. 102, R. W. McGuffee.  
Dept. 178, C. Baber, R. E. Brown, C. L. Stevenson; Dept. 346, C. B. Cook, W. C. Evans Jr., F. J. Schieman, B. J. Ward.  
Twenty-year: Dept. 7, J. O. Queen; Dept. 24, J. S. LaDue; Dept. 30, E. H. Lawrence.  
Dept. 35, W. F. Kelly; Dept. 52, C. L. Baumgarner, J. Burdine.  
Dept. 65, A. A. Norman, J. H. Roberts; Dept. 73, D. W. Short; Dept. 92, A. F. Garner.  
Dept. 94, J. J. Day; Dept. 97, G. G. Wallace; Dept. 167, R. P. Scott; Dept. 178, J. T. Hathcock.  
Dept. 181, C. L. Stinson; Dept. 304, R. K. Baxter; Dept. 346, R. C. Bell, H. E. Hoover.  
Fifteen-year: Dept. 2, C. W. Doyle Jr.; Dept. 8, D. H. Norton; Dept. 10, L. E. Bowman.  
Dept. 15, O. D. Faith, J. R. Henry, C. H. Corbin; Dept. 19, D. R. Stewart.  
Dept. 20, D. D. Wall, E. Brown, W. Cavitt; Dept. 22, R. G. Warren; Dept. 23, F. H. Crane.  
Dept. 24, H. R. Woglom; Dept. 25, A. E. Cleaver; Dept. 30, J. F. Cooper; Dept. 32, J. D. Jacobs.  
Dept. 60, J. K. Watson; Dept. 61, R. F. Falkenburg Jr.; Dept. 62, R. R. Gibbons, W. T. Pietrzak, T. L. Ream, G. H. Robertson, M. F. Brust.  
Dept. 64, W. W. Elsnor, F. M. Paget Jr., R. F. Smith, D. S. Cates; Dept. 65, D. N. Harper.  
Dept. 84, W. L. Grimes; Dept. 91, W. W. Holden; Dept. 170, E. E. Griffith; Dept. 178, J. H. Reid Jr.; Dept. 346, W. C. O'Brien.  
Ten-year: Dept. 3, C. A. Hackney, V. L. Baldwin; Dept. 4, L. M. Baker; Dept. 11, N. R. Reeves.  
Dept. 24, W. G. Overton; Dept. 29, J. L. Lewis; Dept. 58, A. L. Witt.  
Dept. 61, J. W. Allen, T. W. Devries, R. N. Hale, F. O. Leopold Jr., W. R. McGuire, B. E. Morris, J. R. Thomas.  
Dept. 62, C. J. Bezner, I. H. Darwin, J. H. Frey Jr., F. L. Hazlewood Jr., H. J. Hunter, R. J. Mabry, H. W. Nickell, C. H. Van Hoozer, G. S. Van Meter Jr., J. P. Wier.  
Dept. 64, L. Alexander, C. S. Bible Jr., T. C. Hamilton, A. J. Mayer, H. E. Roane.  
Dept. 65, R. S. Clemmer, A. T. Pearce; Dept. 83, O. D. Birdwell, D. J. Taylor, M. L. Williamson.  
Dept. 94, W. E. Ferguson; Dept. 105, R. Brown; Dept. 181, D. C. Clark; Dept. 187, M. A. Burns; Dept. 304, S. B. Rubin.





RIDE 'EM—Thrills came at fast pace at recent GDRA Rodeo. At left, novice Brahma bull rider makes neat three-point landing. But at right, James Borden of Coburn Catering completes his ride in bronc-riding event. In center photo, Reta Cliett, Rodeo sweetheart, presents belt buckle to Carl Ford, all-around cowboy.

## Carl Ford Captures 'All-Around' Cowboy at Two GDRA Rodeos

Over 1,500 watched as GDRA cowboys and cowgirls provided thrills and spills aplenty at the last of two summer rodeos last week.

Carl Ford, Dept. 20, won the all-around cowboy award, accumulating the most points for the two rodeos.

High-point winners in each category were: bareback, Ford; calf roping, Jack Matthews; bull dogging, T. M. Smith; bull riding, Don Smith.

Top barrel racers were Jo Robi-

son, senior division, and Patti May, junior division.

Winners of each event in the July 31 rodeo were:

Bareback: Ford, first; Mitch Patrick, second; James Borden and Steve Meyer, tied for third.

Calf Roping: Matthews, first; Howard Thompson, second; V. W. Grable, third.

Bull Dogging: Bud Penn, first; Gary Cromwell, second; and Paul Dusek, third.

Bull Riding: Don Smith, first; Patrick and James Davis, tied for second; and Jess Mayberry and Darrell Slinkard, tied for third.

Barrel Racing: Senior girls, Jo Robison, first; Helen Slinkard, second; and Sharon Wilson, third. Junior girls, Patti May, first; Pam Blackman, second; and Liz Kneifl, third.

## At GDRA Badminton Has 'Family Appeal'

Stamina, quickness, accuracy — not necessarily size and strength — are the main requisites of the badminton player.

"For this reason, it's an excellent game for the entire family," says Commissioner D. A. Redwine.

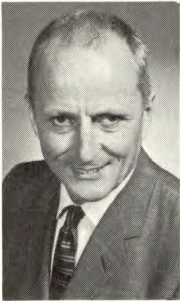
Because almost any wind plays havoc with the 80-grain shuttlecock, badminton is usually at its best indoors, thus can be enjoyed year-round.

At GDRA, enthusiasts play from 7 to 11 p.m. on Sunday and Tuesday evenings in Fieldhouse No. 1.

"Badminton involves lots of reaching — up, down, side-ways," Redwine says. "This type exercise is especially good for the respiratory and circulatory systems."

Redwine says the game of badminton was originated in England about 1873.

"The game has gained tremendously in popularity in the U.S. during the past few decades," the commissioner says, "and more and more people are playing the game at GDRA."



D. A. Redwine

## Meet Aug. 16

## Second SCUBA-Diving Course Scheduled to Start August 17

Introductory meeting for the second beginner's SCUBA-diving course is scheduled at 7:30 p.m. Aug. 16 at GDRA Ranch House.

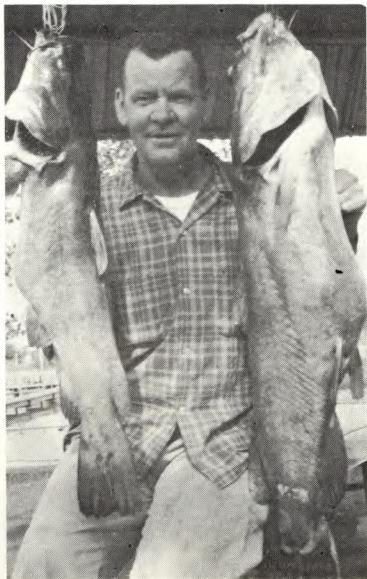
Classes will start Aug. 17. Pool and lecture sessions will be held three times a week through Sept. 7.

Cost is \$8 for the course, which includes diving manual, pool entrance fee, SCUBA equipment rental, and compressed air. "Students will be required to purchase a mask, fins, and snorkel," said Commissioner Dallas Curtsinger.

To qualify for SCUBA classes, a person must be a member of GDRA Skin-Diving Activity, age 14 or over, and have certain swimming abilities. Skin Diving membership is \$1.

Swimming requirements are: ability to swim 250 yards (any stroke), swim 50 feet under water, float for 5 minutes, tread water for 5 minutes, and recover a 10-pound weight from pool bottom.

The course includes lectures on the physiology of diving, diving diseases, artificial respiration, de-



BIG CATS—L. I. Burnett, Dept. 23, displays 20 and 40-pound Yellow Catfish caught at Lake Leon.

compression tables, gas laws and water safety. Pool sessions include direction in the use of basic skin diving and SCUBA equipment.

Those interested may enroll at the inplant recreation office on the 50-foot aisle, ext. 4582.

The following completed SCUBA-diving course held earlier this year: Gayle Blumberg, Dwight Boshers, Mike Boshers, Jeffery Caldwell, Marty Ferguson, Otha B. Hardy III, Kenneth M. Harnack, Rick Jeter.

Also, Wilber A. Kasten, Bill Kasten, John Klegka, Mark Smith, Harold Whittenton, Gunther Schmidt-Lindner, Rick Woodward, and Patrick Yandell.

### Boat Club to Host Australians, British

GDRA Boating Activity members will host British and Australian families Aug. 20 and 21 at a cruise and outing at Lake Whitney.

Movies of the last three cruises held at Possum Kingdom, Garza Little Elm and Texoma Lakes will be shown at the regular monthly activity meeting at 7 p.m. Aug. 17 at GDRA Clubhouse.

## Mets and 'Dinks' In State Tourney

GDRA Mets and Rinky Dinks finished second and third respectively in the Fort Worth City Softball tournament, with Normandale Baptist team taking first.

"However," said Commissioner Raymond Evans, "since Normandale was unable to go to the state tournament, Mets and Rinky Dinks represented Fort Worth."

State tourney was scheduled last weekend in Alice, Texas. Results were not available at GD News press time.

GDRA tournament play is tentatively scheduled to begin this week at GDRA Softball Field.

Met-ettes took first place in girls league play with 9 wins and 3 losses. Miss-hits placed second with 7 wins and 5 losses. Other teams were the Playmates and Swingers.

## Plant Golf Tourney Now in Full Swing

The annual GDRA plantwide golf tournament is scheduled to be played the next two weekends.

Entry deadline was Aug. 8.

Championship, first and second flights will be played at Diamond Oaks Country Club. Other flights are scheduled at Z. Boaz Golf Course.

Winners of the July individual handicap sweepstakes at Rockwood Golf Course were:

"A" Flight: Dave Hagan, low gross; A. D. Thelan Jr., low net.

"B" Flight: Jack Klovstad, low gross; J. E. Toppliff, low net.

"C" Flight: W. R. King, low gross; J. W. Wimberly, low net.

"D" Flight: G. A. Lindsey, low gross; C. R. White, low net.

Calloway Flight: G. R. Marshall, first; G. L. Davis, C. R. Shaddox, C. B. Clark III, and B. J. Bernhardt, tied for second.

## Pee Wee Gridders' Parents to Meet

A meeting for all parents of GDRA Pee Wee Football players is scheduled at 8:30 a.m. Aug. 20 at GDRA Fieldhouse.

"Parents of each child are urged to attend this meeting," said Commissioner Lynn Wallace.

Practice sessions for all three GDRA teams started yesterday. Other sessions are scheduled from 6:15 to 8 p.m. Thursday and Friday and from 8 to 10 a.m. Saturday of this week.

Uniforms will be issued all team members at 8 a.m. Saturday at the Fieldhouse.

## Hines Wins Sports Car Photo-Rama

Stan and Jo Hines took first place in the recent Photo-Rama held by GDRA Sports Car Activity.

Second place went to Jack and Bobby Voight; third place was won by Keith Lausch and Dorothy Corley.

The rally route covered 50.5 miles of West Texas roads. Check points along the course were set up by Ron Clarke and Ed Gomez.

## Dept. 15 Defeats Azle Team 5 to 3

Dept. 15 defeated First Baptist Church of Azle 5-3 in City Softball League play recently.

Mickey Hampton and H. E. Renois handled pitching chores. Joe Stubblefield, with two triples and a double, and Kenneth Bryant, with a pair of two-baggers, pace batsmen.

Steve Noakes, Bill Gist, W. Prather, Richard Staples and Dean Bass shone defensively.

## Activities Calendar . . .

General Dynamics Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of General Dynamics News. For more information, phone GDRA office, ext. 4582.

**Tonight, Aug. 10**

ASTRONOMY: telescope making, 7:30 p.m., GDRA Astronomy Room.

KARATE: class, 6:30-8:30 p.m., GDRA Fieldhouse.

TABLE TENNIS: play, 6 p.m., GDRA Fieldhouse No. 2.

**Thursday, Aug. 11**

ART: class, 7:30 p.m., GDRA Council Room.

RADIO: operating, 7:30 p.m., GDRA Radio Room.

SQUARE DANCING: classes: beginners, 7 p.m.; advanced, 8:15 p.m., GDRA.

TENNIS: men's tennis club, 5-10 p.m., 7 p.m., advanced, 8:15 p.m., GDRA.

VOLLEYBALL: play, 6:30 p.m., GDRA Fieldhouse Nos. 1 and 2.

**Friday, Aug. 12**

ART: class, 9:30 a.m., GDRA Council Room.

BRIDGE: duplicate session, 7:45 p.m., GDRA Clubhouse.

**Saturday, Aug. 13**

VOLLEYBALL: play, 3-5 p.m., GDRA Fieldhouse Nos. 1 and 2.

**Sunday, Aug. 14**

BADMINTON: play, 6-11 p.m., GDRA Fieldhouse No. 1.

FENCING: classes, 7-11 p.m., GDRA Fieldhouse No. 2.

GO KART: race, 2:30 p.m., GDRA.

TABLE TENNIS: play, 1-6 p.m., GDRA Fieldhouse No. 2.

**Monday, Aug. 15**

MOVIE: "Battle Zone," with John Hodiak and Steven McNally. Shown lunch period, 50-foot aisle.

**Tuesday, Aug. 16**

BADMINTON: play, 6-11 p.m., GDRA Fieldhouse No. 1.

FENCING: practice, 6-11 p.m., GDRA Fieldhouse No. 2.

SKIN DIVING: meeting, 7:30 p.m., GDRA Council Room.

**Wednesday, Aug. 17**

ASTRONOMY: telescope making, 7:30 p.m., GDRA Astronomy Room.

BOATING: meeting, 7 p.m., GDRA.

BRIDGE: duplicate session, 9:30 a.m., GDRA Clubhouse.

CHESS: play, 7:30 p.m., GDRA Clubhouse.

KARATE: classes: 10 a.m.-noon; 6:30-8:30 p.m., GDRA Fieldhouse No. 1.

TABLE TENNIS: play, 6-11 p.m., GDRA Fieldhouse No. 2.

**Thursday, Aug. 18**

ART: class, 7:30 p.m., GDRA Council Room.

RADIO: meeting, 7:30 p.m., GDRA Radio Room.

SENIOR CITIZENS: meeting, 1 p.m., GDRA.

SQUARE DANCING: classes: beginners, 7 p.m.; advanced, 8:15 p.m., GDRA.

TENNIS: men's tennis club, 5-10 p.m., Courts 1 and 2, GDRA.

VOLLEYBALL: play, 6:30 p.m., GDRA Fieldhouse Nos. 1 and 2.

**Friday, Aug. 19**

ART: class, 9:30 a.m., GDRA Council Room.

BRIDGE: duplicate session, 7:45 p.m., GDRA Clubhouse.

**Saturday, Aug. 20**

FOOTBALL: parents meeting, 8:30 a.m., GDRA Fieldhouse.

VOLLEYBALL: play, 3-5 p.m., GDRA Fieldhouse Nos. 1 and 2.

**Sunday, Aug. 21**

BADMINTON: play, 6-11 p.m., GDRA Fieldhouse No. 1.

FENCING: classes, 7-11 p.m., GDRA Fieldhouse No. 2.

TABLE TENNIS: play, 1-6 p.m., GDRA Fieldhouse No. 2.

**Monday, Aug. 22**

MOVIE: "Adventures of Sinbad," color cartoon feature. Shown lunch period, 50-foot aisle.

**Tuesday, Aug. 23**

BADMINTON: play, 6-11 p.m., GDRA Fieldhouse No. 1.

COIN: meeting, 8 p.m., GDRA.

FENCING: practice, 6-11 p.m., GDRA Fieldhouse No. 2.

GARDEN CLUB: meeting, 7:45 p.m., Botanic Garden Center.

**Wednesday, Aug. 24**

BRIDGE: duplicate session, 9:30 a.m., GDRA Clubhouse.

KARATE: class, 10 a.m.-noon, GDRA Fieldhouse No. 1.



DIVERS—Members of recent SCUBA-diving class are shown at a pool session. New classes will start Aug. 17, with introductory meeting Aug. 16 at GDRA Ranch House.





FIRST IMPRESSIONS—Visiting 111 military and vendor personnel get warm reception at Fort Worth division. At left is Geneane Borth, receptionist, who sees

that travel and accommodations needs are met. Head man for Reception Center is Joe Turner, right. About 500 customers visit area each month.

## Program Aims at Upgrading Performance of Management

"Management Upgrade" — a program designed to help in identification, selection, motivation, development, utilization and treatment of management people — is under way at Fort Worth division.

"Our management strength, in the classical sense, will be put to a very severe test in the F-111 production program," President Frank W. Davis told Operating Council members recently. "We must do all within our power to improve the quality of our management people."

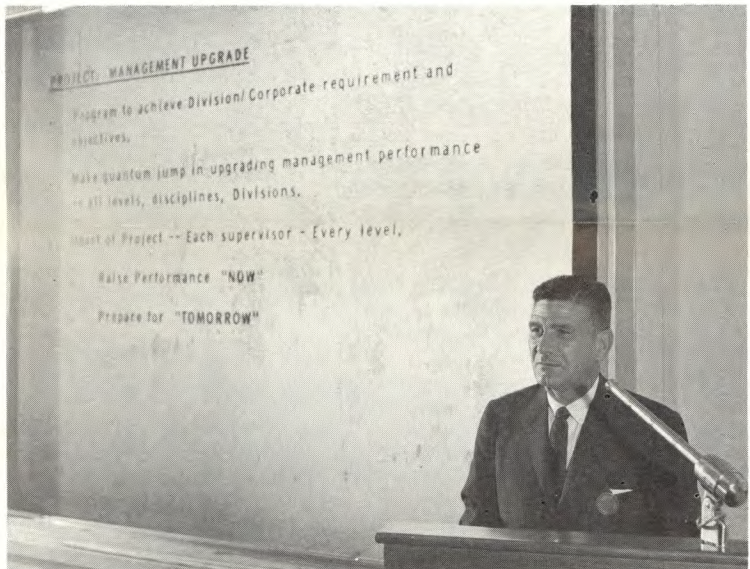
J. L. Budros, Corporate director of compensation and personnel development, outlined Management

Upgrade objectives at the council meeting.

During the program, supervisors at every level will be encouraged to raise their — and their employees' — level of performance. "Stretch-out" performances of 110 to 120 per cent will be expected of management personnel.

"A quantum jump in increasing management performance at all levels" is the program's ultimate goal.

Details for implementing various steps in Management Upgrade will be announced at the appropriate time.



TOPIC IS MANAGEMENT—J. L. Budros, Corporate director of compensation and personnel development, discusses Management Upgrade program with Operating Council at Fort Worth division.

## Registration For TCU Classes Scheduled For Sept. 1 and 8

Registration for TCU classes to be held both in-plant and on the campus this fall will be held from 1 to 5:30 p.m. Sept. 1 and 8 in Room 113C.

Fall classes start Sept. 15. In addition to regular registration, counseling for graduate students will be conducted in Room

113C on Sept. 8.

Campus registration is scheduled from 6:30 to 8:30 p.m. Sept. 12, 13 and 14 in Daniel-Meyer Coliseum.

Tentatively, 28 courses have been scheduled for in-plant, including: marketing, business writing, accounting, business law, business finance, principles of management, economics, freshman English, English literature, U. S. government, U. S. history, statistics, social science, general psychology, elementary set theory, algebra, analytical geometry and calculus, and engineering drawing.

Additional courses may be offered in-plant if sufficient interest is shown and classroom space is available.

Additional information is available through C. E. Nevitt in educational services, ext. 3443.

### Fire Chief Teaches In Training School

A. L. Bridges, chief of Fort Worth division fire department, served as an instructor at the Texas Firemen's Training School recently at College Station, Texas.

The annual school is sponsored by the engineering extension service at Texas A&M University.



RETURN—Maj. Gen. David M. Jones, speaker at Aug. 18 Management Assn. meeting, was head of B-58 Test Force at Carswell AFB when this photo was taken a few years ago.

## Former Commander Of B-58 Test Force Will Speak Aug. 18

Maj. Gen. David M. Jones, former commander of the B-58 Test Force at Carswell AFB, will speak at the Management Association's Aug. 18 meeting at Ridglea Country Club.

Gen. Jones is now deputy association administrator, Manned Space Flight Programs, (NASA) Headquarters, Washington, D.C. Social hour starts at 5:15 p.m.; dinner at 6:15 p.m.

The spotlight speaker will be a top Corporate official.

Sponsoring unit is 111 program control, under direction of H. J. McIntire.

Gen. Jones participated in the famed Doolittle raid on Tokyo in 1942 and earned the Distinguished Flying Cross for his efforts. He was shot down over North Africa later that year and spent 2½ years as a prisoner of war in Germany.

## 'Smoking Course' Offers New Angle On How to Stop

If you're looking for a new angle on how to stop smoking, Management Association may have the answer.

It's a free five-session, 7½-hour "course" on the subject — the Lone Star Health Forum — sponsored by the Seventh-Day Adventists.

Management Development Committee has scheduled the seminar for September.

If you're interested in attending, contact Ray Irving (ext. 3858). Also notify him of your time preference for the class — either 5 to 6:30 p.m. or 7:30 to 9 p.m.

Dr. Gerald A. King and H. J. Brendel are instructors.

"Persons attending the seminar will attend group therapy, see films and hear lectures," Irving said. "Each person attending will receive his own loose-leaf personal control-program to follow the next day."

### Warm Welcome

## Customer Reception Area Stresses Comfort, Service

"If it weren't for our customers, we wouldn't have much business."

This slogan — penned on attractive gold cards — greeted visitors to the 111 Reception Area last week.

It augments an impression one almost always gets on entering the area: Fort Worth division likes to make its customers — both vendors and military — comfortable while they're waiting to do business.

"About 500 customers a month are handled through the area," says Joe Turner, Dept. 5, who is in charge.

Turner, along with Secretary Geneane Borth, routinely take care of a wide range of customer desires, which on a typical day could include:

Arranging transportation, setting up luncheon engagements; arranging for accommodations; preparing for a conference; or scores of other requests.

The waiting area is well-lighted, with comfortable chairs and couches. Late issue magazines are available. And if a customer needs privacy he can use one of two small conference rooms.

## Education Advisers Plan Aug. 15 Visit

College advisers for various engineering fields will visit Fort Worth division during the week of Aug. 15.

Persons interested in talking to them should contact D. F. Anderson in educational services (exts. 3442-3444).

Anderson said that employees wishing to participate in the SMU-TCU Graduate Engineering Program must be formally admitted to the SMU graduate school before registration.

Students not enrolled in either the spring or summer terms should file readmission applications immediately.

Classes will begin the week of Sept. 5 and end Dec. 22.

## Arlington State Offering Degrees

Arlington State College of the University of Texas will offer master's degrees in physics, mathematics, electrical engineering, engineering mechanics, psychology and economics starting this fall.

Further details of the program are available through the Arlington State College registrar.



Desks, typewriters, telephones and other equipment is available.

The slogans, incidentally, are changed periodically. This would be when the author, J. T. Cosby, vice president-111 programs, gets the inspiration.

Last month it was: "Our mission is to design, build and deliver on schedule better airplanes than anyone else in the world. AND DON'T YOU FORGET IT."

And before that: "Management is the art of making the right thing happen at the right time. Our boss expects this. Our customers demand it. AND WE INTEND TO DO IT."

The slogans — like the Reception Area itself — give the impression that Fort Worth division likes to keep its customers satisfied.

## SPEECH COURSE LIMITED TO 20

A course in speechcraft and self-improvement will be sponsored by Management Association Longhorn Toastmasters Club starting Sept. 19.

The eight-session course will be limited to the first 20 to enroll. Classes will be held on Monday and Wednesday of each week at Ridglea Bowl.

Cost is \$25 a person, which covers all speechcraft materials and a dinner at each session.

Registration may be made through: Don Aertker, ext. 2664; Ralph Devore, 3529; John Jackson, 3151; and Dick Wilson, 3529.

## Creasy to Represent Division at Workshop

Four from Fort Worth division will attend the Air Force Contractor Cost Reduction Workshop and awards ceremony Aug. 17 and 18 in Los Angeles.

Rand Creasy, division value control coordinator, will represent the division.

Air Force Plant Representative's Office will be represented by Col. J. L. Mundorff, AFPR; C. C. Pinson, chief industrial management evaluation, in charge of cost reduction; and Maj. E. A. Kostyniak, chief development engineer, in charge of value engineering.

## Con-Trib Donations Top Quarter Million

Employees contributed over \$227,000 to various agencies through their Con-Trib-Club from Dec. 1, 1965, through June 30. Recipients were:

United Fund of Fort Worth and Tarrant County, \$217,049; Emergency Aid Fund, \$7,982; Fort Worth Chapter Muscular Dystrophy, \$22; Fort Worth-Tarrant County Tuberculosis Society, \$18.25; John Peter Smith Hospital-Polio Fund, \$77; Tarrant County Association for Physically Handicapped, \$67; Texas Rehabilitation Center, \$10.

Other organized charities, \$1,200; and Edwards AFB, \$651.78.

## GRUMMAN PILOTS FLY 'SWIP' PLANE

The first of two development models of the Navy F-111B built under the super-weight improvement program (SWIP) was flown for the first time recently.

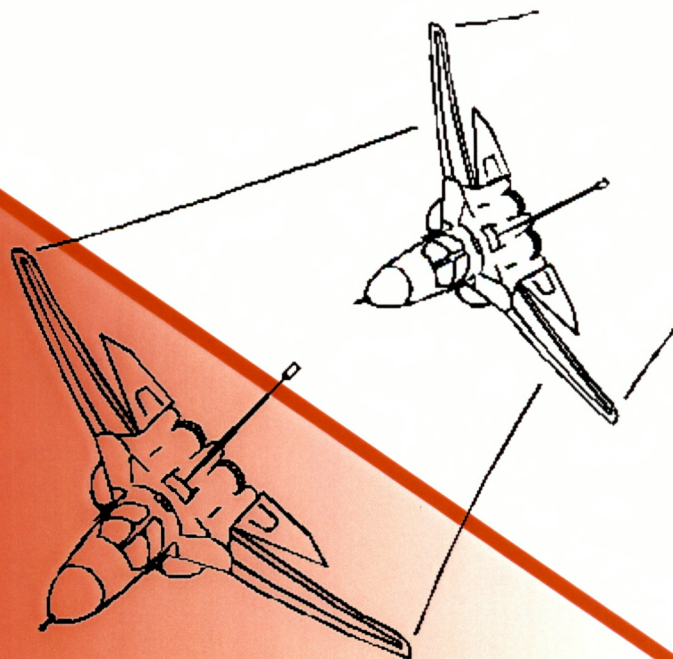
F-111Bs are being built and flight-tested by Grumman Aircraft Engineering Corp.

The F-111B was piloted by Grumman test pilots Ralph Donnell and John Morris in an 80-minute flight from the Grumman facilities at Calverton, N. Y.

This aircraft—No. 4—is lighter than earlier development models and incorporates high-lift devices, operational crew escape capsule, and an improved engine-inlet match.

Fifteen F-111 development aircraft are now flying in the program—11 Air Force F-111As, four Navy F-111Bs.





# 1968

NEWS PAPER CUTTINGS AND  
ARTICLES OF INTEREST for  
the year 1968

**AN SRLMSQN PERSPECTIVE**



## From Memoirs of the RAAF F111C Test Pilot (TP) in 1968 – GpCapt (Ret'd) Ron Green

### Acceptance Ceremony for the First F-111C

The official acceptance of the first F-111C took place at General Dynamics, Fort Worth, Texas on the **4<sup>th</sup> September 1968**. Leading the assembled VIPs at a gala ceremony was the Australian Minister for Defence, the Hon Allen Fairhall. Other senior VIPs included the Secretary, Department of Defence (Sir Henry Bland, CBE), the Chief of Air Staff (Air Marshal Sir Alister Murdoch, KBE, CB), and the Australian Ambassador to the US (Sir Keith Waller, CBE). The RAAF US Air Attache (Air Commodore Robey) and the F-111C Project Manager and designated OC 82 Wing (GpCapt Dallywater) were also present. During his formal acceptance speech on behalf of the Australian Government, the Minister for Defence somewhat foolishly announced that, from that moment on, the Australian aircraft would be known as the "F one double one".

The ceremony took place with guests seated in front of F-111C A8-125, not realising that it was in reality A8-131 that had a temporary false tail number painted over for the event. F-111Cs 125, 126 and 127 were all in the flight test department at that time. A8-126 was complete and ready for handover (it was formally accepted by a RAAF crew and flown the next day), and the other two were in the final stages of acceptance test.

During the formal acceptance ceremony, the assembled guests were unaware that a wing carry-through box (WCTB) assembly undergoing fatigue test had experienced a catastrophic failure on the previous day. It is still not known if any USAF personnel were aware of this on the 4<sup>th</sup> September, or whether the contractor had managed to keep news of the failure concealed for this major acceptance event.

The following morning on the **5<sup>th</sup> September**, the RAAF crew (TP SqnLdr Ron Green and FTE Harry Walton) arrived at the flight line and formally signed for A8-126 from the RAAF Resident Engineer Officer (WgCdr Tony Dietz). Hence A8-126 became the first RAAF F111C to be accepted and flown by a RAAF crew.

A8-126 was fitted with 600 gallon tanks at stations 2 and 7 (ie the Pacific Ferry configuration) as the intent was to conduct a range proving test program at Edwards AFB. Up to this point, no range testing had been done to determine the performance benefit associated with the extended wing or the range improvement with large external tanks. A full RAAF Maintenance Team was already in place at Edwards AFB to support these tests.

The flight to Edwards AFB was uneventful apart from the civil ATC controllers who had difficulty in appreciating an Australian military aircraft using a tail number call sign with one letter and four figures, being long accustomed to the American military designator of six figures. Arrival at the F-111 JTF (Joint Task Force) was routine and the RAAF Team placed the aircraft into the hangar for a detailed inspection the following day.

### A8-126 at Edwards AFB

Immediately after arrival and shut down, the RAAF TP was given an urgent message to call the Project Office (PO) in Washington. Upon calling the F111C Project Manager, he detected a very agitated PM whose first words were *"you are not to fly that aircraft again without my personal authorisation"*. After calming down a little, he then explained that a major structural test failure of a WCTB had occurred two days earlier. He also explained that there was some considerable concern in the Washington PO and back in Australia about the implications, including possible cancellation of the complete project, and the legal implications for Australia as they had just accepted and flown the first aircraft A8-126.

Two weeks later, the Washington PO finally gave approval for a "once a week taxi excursion" until a decision was made on the future of the aircraft. This approval was given based on



engineering concerns over the deterioration of seals in the hydraulic systems due to lack of pressure, accumulator pressures dropping and other similar symptoms due to lack of use.

Hence on every Friday afternoon, A8-126 was started up and taxied to the threshold of runway 04. When there was a gap in the traffic, ATC would give approval to enter and line up, then fast taxi when ready. With this approval, the aircraft was lined up, engines run to full mil power, parameters noted, power increased to min A/B then max A/B, again noting engine parameters. At this point, brakes were released and the aircraft allowed to accelerate. The nose was rotated to take off attitude, at which point the throttles were immediately reduced to idle, and the aircraft allowed to roll to the end of the runway, then taxi back to the JTF line. The RAAF contingent quickly became known to the locals as the owners of the fastest go-kart on the West Coast of USA.

By mid December 1968, word was received that a "Government to Government agreement" had been reached and that A8-126 was to be returned to the Fort Worth facility.

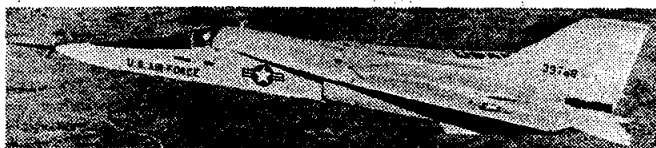
However, the aircraft could not be returned immediately. During the period that it had been grounded, the RAAF on-site maintenance team had received a constant flow of kits for approved ECPs (Engineering Change Proposal) for installation on A8-126. These could not be installed earlier due to uncertainty over the aircraft's future ownership. Once this was solved, the modification kits were rapidly installed. The extent of these modifications required a full FCF (functional check flight), which also required approval from the Washington PO.

The Washington PO eventually provided approval for one FCF, and for one ferry flight back to the factory at Fort Worth. The FCF lasted nearly six hours and a great deal of range performance data was gathered. The flight to Fort Worth was uneventful except for the illumination of a translating cowl caution light on final approach to the contractor airfield at Carswell AFB.

A8-126 then remained with the rest of the F-111C fleet that had never been accepted and flown until its second delivery well over four years later in 1973.



# Who will find it first?



Model 937-48 1968

# DRAMATIC HUNT FOR MISSING F111

SAIGON, Sat. 30<sup>th</sup> A six-million dollar F-111 super-jet fighter-bomber has become the prize in a race between American and Communist search forces in North Vietnam and Laos.

Pentagon sources yesterday said America would go to any lengths to stop secret equipment on the aircraft falling into Red hands.

If necessary the wreckage would be bombed.

Or a demolition team would be parachuted to the wreckage.

The F111, with a two-man crew, was reported missing on Thursday while on a mission over South-East Asia.

On Friday Radio Hanoi claimed that the plane was shot down in North Vietnam.

But U.S. military experts are not sure Hanoi is telling the truth.

They are not even sure which nation the F111 came down in.

Whether operating in North Vietnam or Laos, the supersonic plane could easily have become disabled in one nation and crashed in the other.

Hence the widespread, nothing-spared search.

Officially, the Pentagon is saying nothing.

But unofficially, senior men there admit they are worried that the Reds will find the wreckage first.

Top-secret and intricate electronic equipment in the F111 would be a rich prize for them.

United Press International reported the F111 had automatic devices to destroy the equipment.

## ● SECRETS

But according to AAP, the devices acted only on coding equipment.

The F111's secrets include:

- An automatic pilot system which allows flight as low as 50 feet from the ground — it senses hills or other obstructions and automatically flies over or around them.

- Electronics equipment to counter Communist radar and ground- and air-launched missiles.

- A combination navigation and bombing system which keeps precise track of location while the pilot pinpoints his target on a small radar screen.

- Computer-controlled equipment which tells the pilot when to drop bombs or does it automatically itself.

- An afterburner — a super-accelerator — which can be turned on smoothly through five steps, unlike previous afterburners, which could be only on or off.

Meanwhile, other F111 again attacked targets in southern North Vietnam.

U.S. spokesmen said an Air Force Phantom jet scored a possible kill of a MIG21 in one of two dog-fights over the Hanoi area.

In the ground war, Viet Cong shelled a big U.S. helicopter field and five

Allied infantry bases yesterday and early today.

Many helicopters at Camp Holloway, in the Central Highlands, were damaged.

Mortar and artillery attacks ranged from the Highlands to the northern end of South Vietnam.

One Red barrage was aimed at a main bridge just below the demilitarised zone.

The United States today returned three North Vietnamese prisoners to Hanoi.

But American officials refused comment on whether they negotiated directly with the Communists to arrange the release.

If so, it would have been the first known personal contact between U.S. and North Vietnamese officials since the Geneva Convention in 1954.

The prisoners, seamen from a party of 19 captured in July 1966, were released in response to the freeing by Hanoi of three captured U.S. pilots on February 16.

## ● CIRCULAR

The prisoners were flown from Da Nang to Vietnam today and put on board an International Control Commission flight to Hanoi.

A Viet Cong circular captured this week revealed that two days after the start of the Tet offensive on January 30, the Viet Cong High Command told all Communist guerrilla units in South Vietnam they had won an important victory but failed to achieve their main objectives.

The circular warmly praised Communist forces at all levels for their simultaneous attack on cities and military installations through the country.

DAIRY TELEGRAPH

MARCH 31<sup>st</sup> 1968



# Second F111 lost on Vietnam flight

MARCH 1968

SAIGON, Sun. <sup>31st</sup> A second U.S. F-111 fighter-bomber has crashed on a flight in South-east Asia, a U.S. Air Force spokesman said today.

**ASSOCIATED PRESS** quoted authoritative sources saying that F111 missions had been halted at least temporarily.

An Air Force spokesman said the F111 crashed in northern Thailand as a result of an in-flight emergency and not through enemy action.

He disclosed that the F111 — like the one lost last Wednesday — was on a North Vietnam bombing mission when it crashed.

The spokesman, announcing the loss of the second F-111, said the two-man crew had been rescued.

North Vietnam claimed in a Hanoi broadcast that its armed forces had shot down a second F-111 over North Vietnamese territory yesterday.

When the loss of the first F-111 — the controversial swing-wing jet, 24 of which have been ordered for the RAAF — was announced on Thursday, a U.S. spokesman did not rule out the possibility that it had been shot down.

The wreck of the first F-111 has not yet been found and the fate of the crew has not been disclosed.

## Limited

Six of the multi-million-dollar F-111s began operating over Vietnam last Monday from Takhli air base, in Thailand, 100 miles north of Bangkok.

Their raids so far have been limited to the region just north of the Demilitarised Zone (between North and South Vietnam).

Official sources said the F-111s had flown combat missions for six consecutive days.

All or most of these flights were made against truck parks and other targets in the southern end of North Vietnam.

These were relatively secondary targets and not as heavily defended as those in the Hanoi-Haiphong area.

United Press International said U.S. Air Force headquarters in Washington had sent a team to South-east Asia to investigate the loss of the two F111s.

The six F111s, each of which cost at least \$6m., had been sent to Asia on March 17 before final operational checks had been completed.

Officials said they were urgently needed because their complex electronic gear for pinpointing targets could overcome bad weather over Vietnam.

U.S. military sources said the F111 lost on Wednesday was the object of a desperate search by Americans anxious to keep

its secrets from Hanoi.

Its secret devices could be of inestimable value to the Communists if they were discovered intact.

The plane is reported to have carried no automatic self-destruction equipment except for coding items.

Washington reports said the second F111 crash was expected to boost Congressional demands for a renewed investigation into the F111 program.

## Critical

Influential Members of Congress such as Senator John McClellan, have been critical of the F-111 ever since the then Secretary for Defence (Mr. McNamara) chose it as the new stand-by plane for both the Air Force and the Navy.

Senator McClellan has characterised the F-111 program as a "multi-million dollar blunder."

Last Thursday, the Senate Armed Services Com-

mittee voted 11 to two against any more funds for the Navy's version of the all-purpose plane, the F111B.

The F111A, built for the Air Force, has not been subjected until now to the same amount of criticism as the navy version.

Experts described the F111B as too heavy for aircraft carriers and the Navy already is looking at possible alternatives.

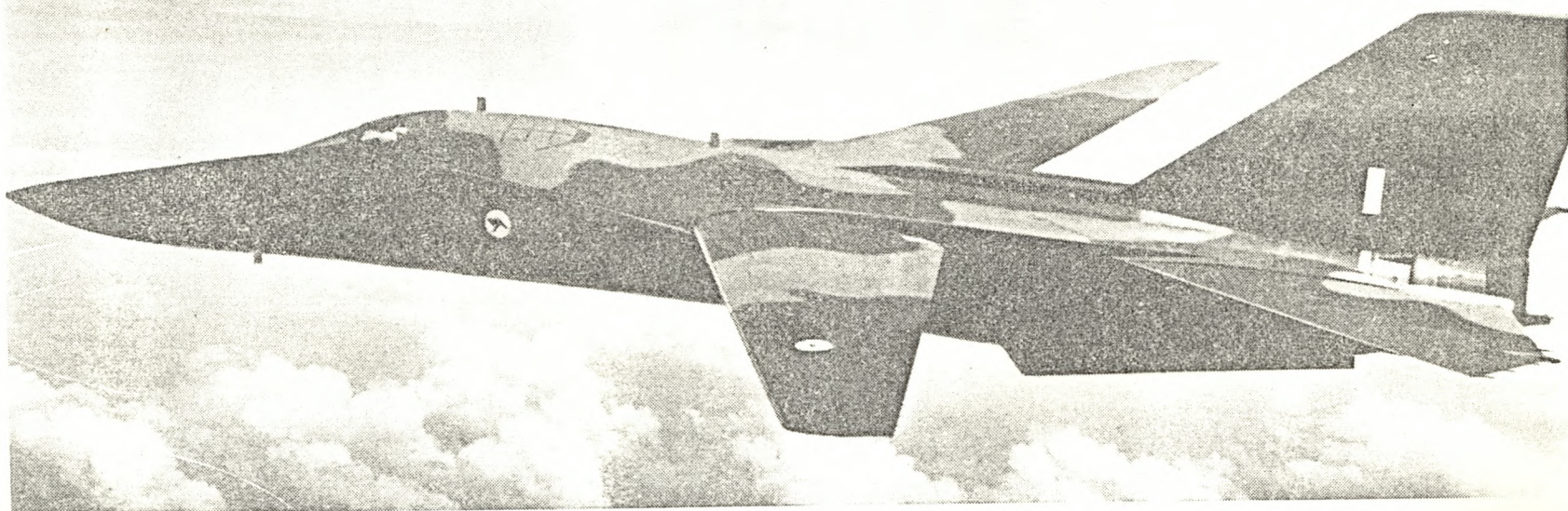
The choice of the General Dynamics Company to build the aircraft has been under fire, and the increasing costs of production also have displeased the critics.

The Hanoi broadcast said:

"At 3.40 p.m. yesterday the People's Armed Forces in Ha Tay province shot down with the first rounds a U.S. swing-wing F111A jet.

"This was the second of its kind brought down over North Vietnam within three days.





## First F-111C Flight

## RAAF TAKES DELIVERY

**T**HE FIRST of the RAAF's new strike-reconnaissance aircraft, the F111C was formally handed over to the Minister for Defence, Mr Fairhall at a ceremony at Fort Worth, Texas, on September 4.

Among those who also attended the handing-over ceremony was the Secretary, Department of Defence, Sir Henry Bland; the Chief of the Air Staff, Air Mshl Sir Alister Murdoch; the Head of the Australian Joint Services Staff, in the United States, Maj-Gen D. Vincent; the Australian Air Attache to the United States, Air Cdre F. S. Robey; and the Australian Manager for the F-111C project in the United States, Gp Capt S. W. Dallywater.

Tributes to the capabilities of the F-111 aircraft in combat have been paid by high officials in the United States.

Air Force Secretary, Harold Brown, said that the F-111s range, together with its low altitude penetration capability and weapons carrying capacity make it a formidable attack aircraft in hostile environments. Compared with the F-105 and F-4 generation of aircraft, it had much more range at maximum speed, and an increased combat range, weapons load and radar bombing accuracy.

USAF Chief of Staff, Gen John P. McConnell, said that although three of the planes had been lost in South-East

Asia, the USAF was confident that the F-111 would fill its requirements for a night-adverse weather attack aircraft.

USAF Deputy Chief of Staff, Lt-Gen Robert D. Ruegg, said the USAF believed that the F-111 represented the most advanced weapons system for putting bombs on target under all weather conditions that industry and technology was capable of producing.

The aircraft, he said, was better than anything else in the field.

Operating at altitudes in excess of 60,000 feet, the F-111C can fly at two-and-a-half times the speed of sound. At sea level it can fly supersonically, and perform in any weather, day or night.

Actual range figures are classified, but one version of the F-111 family, the F-111A, has flown the Atlantic without being refuelled and without using external tanks. Weapons capability is also classified, but it will be able to carry a variety of conventional weapons. Bombing accuracy with

## How To Say F-111C

Confusion has arisen as to the correct words to use for F-111C. To end the confusion it has been decided officially to refer to the new aircraft as the "F-one hundred and eleven C". The alternatives "F-triple-one C" and "F-one-one-one C" no longer apply.

No nickname has so far been given to the aircraft. At one stage the name "Taipan" was proposed, together with such aboriginal names as Galawindi (firestick) and Arkana (boomerang).

However it is now unlikely that a name other than F-111C will be adopted.

the aircraft's radar system exceeds expectations.

Fully extended to 16 degrees of sweep, the F-111C wings create maximum lift during short take-offs and landings. As speed increases and lift turns into drag, the span and surface area are reduced by sweeping the wings up to 72.5 degrees until the tips rest close to the tail.

In the picture above, RAAF markings are clearly visible on the revolutionary "swing wing" jet, one of 24 to be delivered to the RAAF this year.

## 4 YEARS IN VIETNAM

Thursday, August 8, 1968, marked the fourth anniversary of the RAAF's commitment to the Vietnam conflict.

Four years ago a RAAF Caribou Transport Flight of three aircraft was deployed to South Vietnam to assist South Vietnamese and United States transport squadrons maintain urgently needed supplies to isolated outposts.

Since then the flight has grown into a squadron, carrying out many more tasks, and carrying many more loads.

In the four years that they have been operating in South Vietnam, the RAAF Caribou crews of No 35 Sqn have moved well over 48-million pounds of freight, over four million pounds of mail and carried a quarter of a million passengers. The Caribou have flown many thousands of miles in all kinds of weather on their varied transport tasks, ranging from medical evacuation of Army personnel, passenger, freight and mail delivery flights, flare-dropping operations and the dropping of paratroops.

### Build-Up

The Caribou transport squadron had been operating in South Vietnam for nearly two years before it was joined by an Iroquois helicopter squadron (No 9) and, about a year later, by No 2 Canberra jet bomber squadron.

There are now more than 700 RAAF personnel serving in Vietnam.

The Caribou transport squadron and the Iroquois helicopter squadron are based at Vung Tau, while the Canberra jet bomber squadron operates out of Phan Rang, about 160-miles north-east of Saigon.

RAAF losses in Vietnam during the past four years have been two Caribou transport aircraft and an Iroquois helicopter lost in flying accidents, but not to enemy action.



The September, 1968, issue of "Aircraft" magazine is devoted to a special report on the Royal Australian Air Force to coincide with the delivery to the RAAF of the first F-111C aircraft in the United States.

● Pictured above is the front cover of the special edition featuring the Air Board.

Members of the Board are (from left) AVMs E. Hey, C. G. Cleary, C. D. Candy; Air Mshl Sir Alister Murdoch (seated) The Secretary, Department of Air (Mr F. Green). On the extreme right is AVM W. E. Townsend, Deputy Chief of the Air Staff.

The special edition of "Aircraft" includes the following articles:

● The Minister for Defence (Mr Fairhall) on "The RAAF in Australia's Defence Structure".

● The Minister for Air (Mr Gordon Freeth) on "Airpower — Today and Tomorrow".

● The Chief of the Air Staff on "RAAF Capability".

● AVM Hey on "Keeping the RAAF in the Air".

● AVM Candy on "A Place in the RAAF".

● AVM Townsend on "The F-111C in the RAAF".

● Air Cdre R. T. Susans on "Operational Requirements" and

● The RAAF in Vietnam.

## STRENGTH NOW 21,564

The total strength of the RAAF increased by 1,434 to 21,564 in the year ended June 30, 1968, according to figures published by the Department of Defence.

Total strength of Australia's armed forces increased by 3,475 men to 80,962 in the same period.

Army strength increased by 1,480 to 42,944, of which 27,152 were regulars and 15,792 national servicemen.

Navy strength increased by 561 to 16,454.



● An important part of the week's work for the RAAF airfield defence guards at Vung Tau airfield, South Vietnam, is familiarization with the numerous weapons they use. Here AC Alan Giltrap, of Perth, WA, settles down behind an M60 machine-gun on the firing range at Vung Tau. His job is to protect RAAF installations on the base.



# • RAAF TODAY

A favourite theme in the early 1950s of answers to critics of air power was summed up in the statement "Air Force ability to support national policy rests in the inherent capabilities it has possessed for years".

With due respect to the author of that statement, I suggest that such an answer would not satisfy those who today seek a realistic assessment of the capability of the RAAF. In the first place, capabilities can scarcely be described as inherent, as many a parent can vouch for, either with dismay or relief.

The basic faculties essential for developing an ability to do something may perhaps be regarded as being hereditary, but from then on capability must be acquired, taught, developed, and constantly re-examined. Capability thus becomes a dynamic process and is in sharp contrast to the suggestion implicit in the quoted statement that one can rest on capabilities acquired in the past.

A facetious but nevertheless very pertinent reply to the question "what is your capability", is "capability to do what?". Unless capability is discussed in relation to specific tasks or responsibilities the discussion has little or no validity.

In turn, unless capability can be assessed on the basis of practical experience in implementing the tasks or responsibilities, the assessment is at the best philosophical and its accuracy must be subject to the acid test of experience.

For example, we all like to think we would be capable of calm resolute practical action in a time of domestic emergency. However, we won't know our real capability until such a situation arises, and being human we will tend to rationalize or excuse any deficiencies then revealed.

## UNIQUE

A military organization faces certain somewhat unique problems in assessing its capability. Like man, it has been called on to demonstrate its capability.

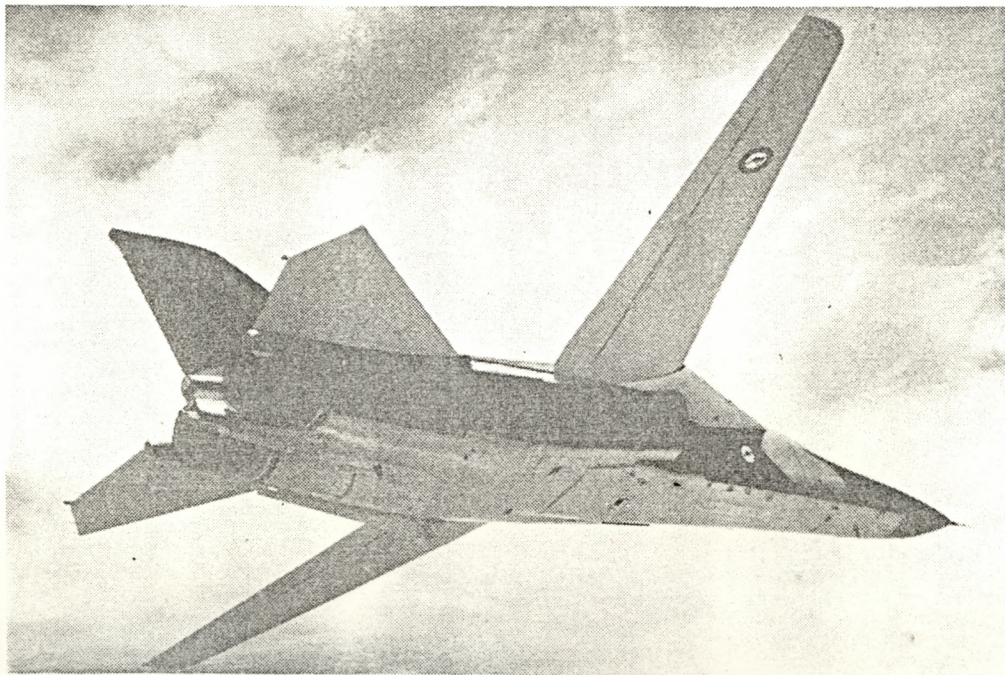
However, unlike the case of human experience, the revelation of deficiencies in military capability at that stage is too late, and rationalization then is small consolation amidst the smoke from the funeral pyre of national survival.

The military organization must constantly assess and reassess its capability — it must temper the philosophical trend of this peace-time assessment with the practical experience of other like organizations; it must apply the lessons of past campaigns, but in so doing must work forward from and not back to the past; and it must exercise its forces under conditions that simulate as nearly as possible those of operations.

An honest and objective assessment of capability as the result of this approach then forms the basis for action to develop improved techniques and acquire equipments and manpower to correct any deficiencies considered to exist in capability.

What then is the measure of the RAAF's capability? In broad terms, the effectiveness of the operational component of the RAAF is the ultimate measure, and in turn effectiveness is directly related to and inseparable from the degree, depth, and quality of the backing provided by the elements of the supporting components of the RAAF.

# Measure Of Capability



By  
**Air Marshal Sir Alister Murdoch KBE, CB**

Operational effectiveness is simply no more and no less than the capability of operational forces to carry out their assigned tasks in line with the roles of the RAAF which are:

- to provide the long range air strike component;
- to contribute to the air defence of Australia, its Territories, and overseas bases;
- to provide prompt, effective, and sustained contributions in support of allied operations in South-East Asia;
- to co-operate with allies and RAN in protecting Australian military and merchant shipping within Australia's area of responsibility;
- to contribute to the offensive air support of the Australian Army;
- to provide tactical air transport support for the Australian Army;
- to contribute to the strategic air transport support and resupply of the Australian Services;
- to provide strategic air reconnaissance and contribute to the tactical air reconnaissance.

Against these tasks the capability of the RAAF is subsequently examined.

## CHANGE

Another problem in assessing capability is the constant process of change that affects individuals and organizations. A static situation creates no problem, the initial assessment can be reviewed and refined with considerable surety and accuracy, but static military organization represents a moribund organization, withering away in a welter of complacency.

The RAAF is far from static; on the contrary, it can best be described as dynamic. For example, as a result of Government decisions made in 1962/63, and since then, the RAAF by the end of 1969 will have achieved:

- a complete re-equipment of its strike, SRT fixed wing, air defence and ground attack operational forces; and the pilot, navigator, and AEO training forces;
- a 100% increase in its control and reporting, long range transport, and SRT rotary wing force;
- A 50% re-equipment of its maritime reconnaissance force; and
- a 100% re-equipment of its special Transport Fleet.

While this has been going on, the RAAF has also deployed overseas six operational squadrons and committed three of them to active operations. So much for a convenient static situation against which to consider RAAF capability as a whole.

In looking at capability of the operational component of the RAAF consideration should first be given to the strike element.

In February, 1954, Sir Donald Hardman in an article "Unbalanced Defence" stated that "... in equipping the RAAF for the future it would be a tragedy if Australia didn't keep a bomber element, for an air force without a bomber element isn't an air force ...". Fourteen years have not weakened that argument or dimmed the implicit concept in any way.

Rather has time and the progress of events served to further emphasize the position of the RAAF's strike force in ensuring the RAAF's ability to meet its responsibilities for Australian defence.

As stated by the Minister for Defence on May 2, 1968, "Every reasonable appreciation of the strategic position in our sphere of influence supports the need for a strike reconnaissance aircraft capability".

The air strike force provides a means with which Australia could make an immediate response to any attack on Australia or its areas of responsibilities — a response that could

be made at the source of that attack. This ability to respond immediately and in depth is unique to an air force and, of course, is fundamental to the concept of national defence.

Not that there has been any thought that the RAAF strike force should alone be sufficient to deter any nation from actions inimical to Australian interests. Other Services and other national elements contribute to national defence capability and to the credibility of that capability.

## STRATEGIC

With the advent of the F-111C aircraft, the RAAF will, for the first time in its history, have the most modern aircraft available, with potential for strategic strike operations. The first task of these aircraft would be the "traditional" one of counter air operations against targets representing the ability of an enemy to conduct offensive air operations.

The RAAF has yet to exercise its F-111 force, but provision has been made in the aircraft purchase for the supporting facilities to enable the force to be highly mobile and to operate for protracted periods away from its parent base at Amberley.

There are no doubts within the Service that the F-111C will prove its ability to fulfil the vital role of offensive credibility.

Much has already been said concerning the RAAF's Mirage aircraft. The envisaged complexity of the aircraft evoked considerable discussion from both public and Press when the plan was first announced. However, the aircraft as a replacement for the Sabre has been introduced as scheduled and with few problems.

Three squadrons have already been re-equipped and one of those successfully deployed to Butterworth some months ago. The success of the Israeli operated Mirage aircraft in June, 1967, no doubt contributed to the now general