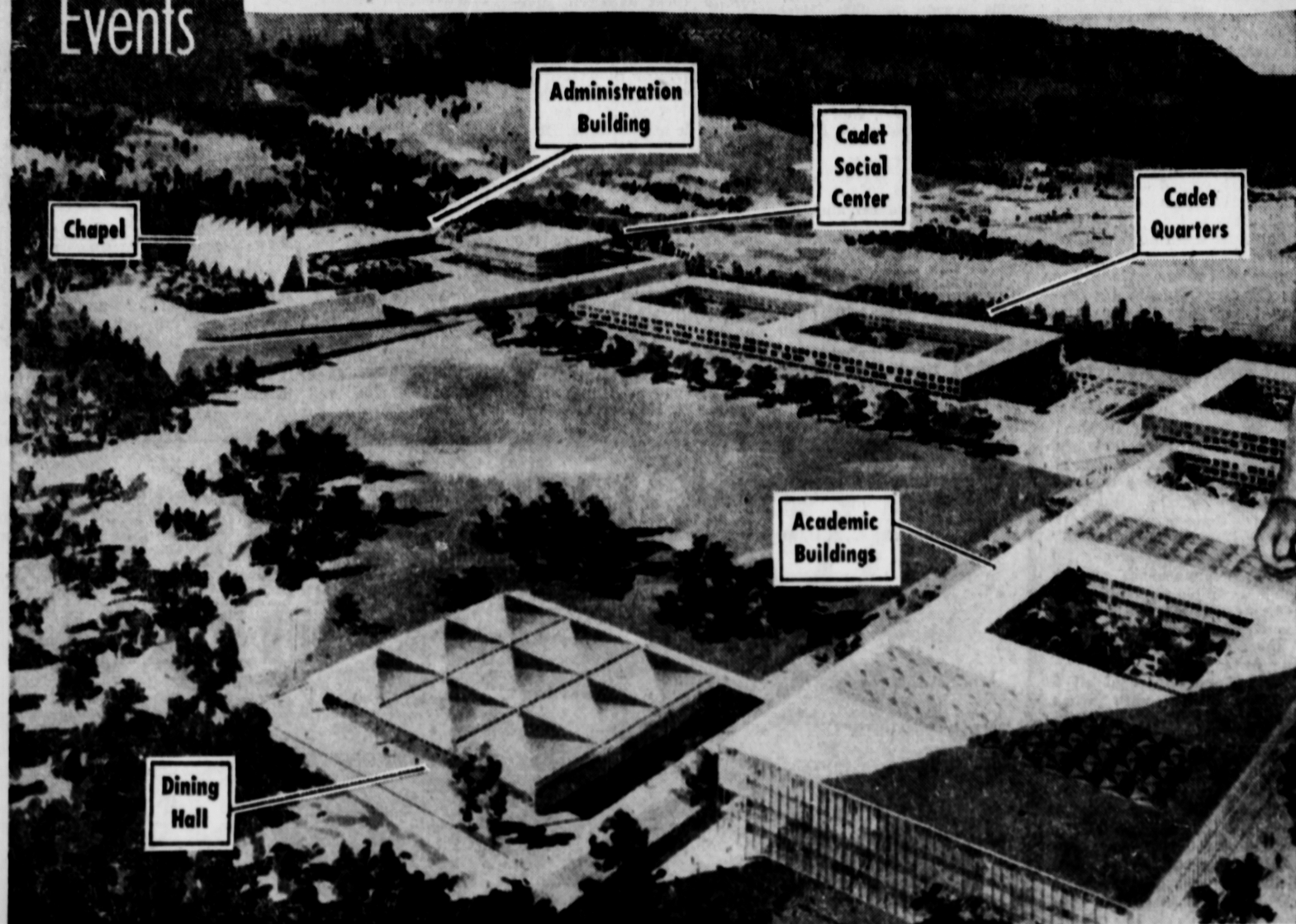


March of Events

Leadership in the Skies

That's Job of Our New Air Academy



ARCHITECT'S PREVIEW
OF NEW AIR ACADEMY

TOMORROW the country that invented the airplane is opening an Air Academy.

From all points of the compass, ranking generals of the Air Force are flying into Denver to see the enrollment of the first class—301 cadets.

The cadets take up their studies at Lowry Field which will be the temporary home of the United States Air Force Academy until its permanent, 17,500-acre site is ready at Colorado Springs in 1957.

THIS AIR MATE of West Point and Annapolis has been a long time coming. But it is an important step toward security for the U. S. Twentieth Century survival depends on high quality air leadership no less than on powerful bombers and atom bombs.

SURVIVAL IN AGE OF AIR POWER

It takes schooling to furnish this brand of wise and good air leadership.

Why the United States held off so long in equipping its Air Force with a counterpart of the Military and Naval Academies is hard to explain.

Every other nation with any air force worth mentioning has had a basic air officers' academy. We even equipped the South Koreans with one before we did the same for ourselves.

THE HEARST NEWSPAPERS watch this weekend's ceremonies at Denver with paternal pride. Their call for "a West Point of the Air" led to the introduction in Congress of the first bill to establish an Air Academy.

On April 21, 1938, the late Rep. Maury Maverick of Texas brought forward a bill to establish an Academy comparable "in dignity, importance and scientific and tactical training" to West Point and Annapolis.

Maverick was then head of the aviation subcommittee of the House Military Affairs Committee. His bill got nowhere.

He went to bat after William Randolph Hearst opened the columns of his newspapers to a series of articles by Capt. Eddie Rickenbacker exposing our woeful weakness in the air.

WEAKNESS EXPOSED BY SERIES

Another great World War appeared to be in the offing, both perceived, and no time could be wasted in shoring up the sagging air power of the United States.

The Rickenbacker series, printed in February 1938, demanded an aeronautical equivalent of West Point and Annapolis and training of 100,000 pilots.

IN HIS COLUMN entitled **IN THE NEWS** on May 24, 1940, Mr. Hearst put the case for an Air Academy in simple terms:

"Air command requires air knowledge."

It is apt enough to serve as an inscription over the portals of the great school now taking shape in the shadow of Pike's Peak.

AIR COMMAND REQUIRES
AIR KNOWLEDGE

Three Departments

LONG BEFORE THAT, on Dec. 6, 1925, Mr. Hearst foretold the need for such an institution. He wrote:

"It is quite obvious the airplane arm as a means of defense is becoming more important than either army or navy, and will continually become proportionately more and more important."

"It seems illogical, therefore, to put this most important of the three branches under the less im-

portant branches and to divide it into sections and to place the sections under commanding officers who, no matter how skillful they may be in their respective army and navy duties, are not as competent to conduct the air force as aircraft specialists.

"I should think the very obvious organization is to make three departments, army, navy and airplane departments, and to put each under competent technical heads, and to make the contact

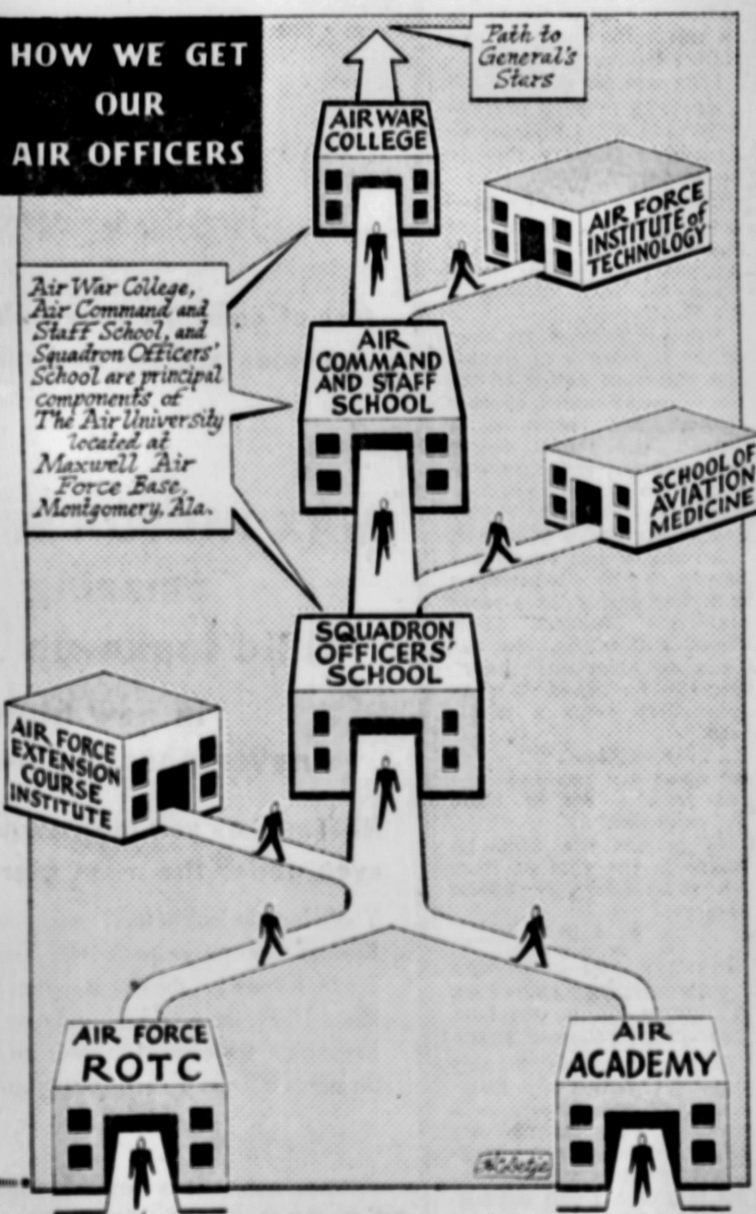
point of the three departments a secretary of national defense."

TWENTY-TWO YEARS later, unification of the armed forces did put the three branches, army, navy and air under a secretary of defense.

But a lot had to happen before the United States, birthplace of the Wright brothers, recognized the Air Age sufficiently to authorize an Air Academy.

As a people, we're often just hard to convince.

HOW WE GET OUR AIR OFFICERS



Many Still to Rise From Ranks

Even when fully operating, the Air Academy will furnish only 50 per cent of the new officer blood the Air Force needs.

About 1,200 regular officers must be taken into the AF yearly to maintain a regular force of 27,500 officers, as now authorized.

When operating at full throttle, the Academy will graduate around 600 new second lieutenants per year. The other 600 must continue to come principally from the AF Reserve Officers Training Corps (ROTC) at civilian colleges and from Officer Candidate School, for which any enlisted airman may apply after fulfilling certain requirements.

Army and Navy are almost as happy as the AF to get the Academy going. The reason: West Point and Annapolis, giving 25 per cent of their output to the AF, have both been left short.

Here is the mission of the Academy as officially set forth:

"To provide instruction, experience and motivation to each cadet so he will graduate with the knowledge and qualities of leadership required of a junior officer in the USAF and with a basis for continued development throughout a lifetime of service to his country, leading to readiness for responsibilities as a future air commander."



AIR CADET UNIFORMS
Summer (left), Winter (right)

A Long Time Coming True

THE Rocky Mountains form an immense backdrop for the new Air Academy.

But so, reminds George Carroll, aviation editor of the N. Y. Journal-American, does a memorable 1948 report by a Presidential commission. Its title: "Survival in the Air Age."

It made these points:

"The defense of the United States must be based on air power."

"In World Wars I and II, not a single enemy weapon except a few Japanese balloons and a few shells from submarines touched our mainland."

"This will not be the case in a future war."

Billy Mitchell's Battle

THE RUSSIANS HAD NOT yet exploded their first atom bomb when this document forewarned the American people about the facts of a changing world.

Yet seven more years were to pass before the U. S. took the big step of founding a basic service school for its professional military airmen.

GEN. BILLY MITCHELL'S dream has been a long time coming true. America's greatest apostle of air power led the first mass air attack in history, 1,500 planes in 1918; suffered court martial for his outspoken views in 1925, died in 1936 as the airplane really began to remake the world.

Will the Air Academy produce another Billy Mitchell, this time of the Atomic Age, a prophet to warn the American people how to defend themselves in an era of still newer uncertainties?

Thinking Generals

Brains, not muscle, will be the success factor at the Air Academy.

Says Gen. Harmon: "We'll be neither a trade school nor a football factory."

Primary emphasis will be put on the humanities, the social and physical sciences, with flying a secondary part of the four-year curriculum.

Purpose of the Academy will be to train air generals, not second lieutenants with a specialized knack for steering flying machines.

Pilot training will come later at places like Randolph Field.

Eisenhower Classmate Is 1st Prexy

"Skilled in politics and diplomacy, a first class flier and war-time commander."

Frank B. Allen, Washington INS man, thus profiles Lieut. Gen. Hubert R. Harmon, 62



(photo inset), first superintendent of the Air Academy.

He comes from Chester, Pa., was graduated in 1915 in the same West Point class with President Eisenhower and learned to fly in Jennies of World War I vintage.

In World War II, he lost a brother, also an AF general, whose plane vanished on a flight from Guam to Hawaii.

Retired in 1953 after a well rounded military career, Harmon was called back especially for his present assignment.

He was on the five-man commission that chose Colorado Springs as permanent site for the Academy. The others: Gen. Carl A. Spaatz, USAF (Ret.), first Chief of Staff of the independent AF; Brig. Gen. Charles A. Lindbergh, AF reservist; Merrill C. Meigs, Hearst Corporation vice-president, and Dr. Virgil M. Hancher, University of Iowa president.