

SURVIVAL IN THE AIR AGE



*Recommendations
of the President's
Air Policy Commission*

"WE NEED A NEW STRATEGIC CONCEPT FOR THE DEFENSE OF THE UNITED STATES. THIS STRATEGIC CONCEPT MUST BE BASED ON AIR POWER."

▶ "The Air Force is inadequate even . . . when we are relatively free from danger of sustained attack . . . it is hopelessly wanting when a serious danger of atomic attack will exist . . . the minimum force necessary . . . is an Air Force . . . organized into 70 combat groups.

▶ "We view with great anxiety the pressures from many sides directed toward the maintenance of yesterday's establishment to fight tomorrow's war . . . traditional divisions of appropriations must be ignored . . . we make no recommendations for change in the appropriations for the Army and the surface Navy, but confine ourselves to recommendations for the maintenance of naval aviation and an immediate buildup, beginning January 1, 1948, of the Air Force.

▶ "Year to year planning . . . of aircraft procurement . . . must give way to long term planning . . . we recommend the placing of orders for planes . . . over a five year period whenever possible . . . the ability of the aircraft industry to expand will control, to a large extent, the magnitude of our strength in a future war.

▶ "Intensive research and development . . . is essential . . . by VJ-Day our reserve of research information was largely exhausted . . . the most serious shortage is in personnel . . . the United States is seriously short of equipment for research in the transonic and supersonic speed range.

▶ "As a potential military auxiliary, the airlines must be kept strong and healthy . . . the airlines . . . are passing through one of the most serious crises . . . will contribute to the rapid deterioration of service to the public . . . problems . . . will not be solved until safe all-weather flying has been achieved . . . we recommend a Department of Civil Aviation . . . there should be established an Air Safety Board."

PLANES

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A summary of "Survival in the Air Age", the report of the President's Air Policy Commission, will be provided upon request to "Planes" readers. Copies of the complete report can be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Price — 75 cents in cash or money order. Mats of charts and illustrations available upon request to publishers.

"The Members are in Unanimous Agreement on the conclusions expressed"

Not since 1925 has America taken such a thorough look at its aviation resources. That was when President Coolidge's Morrow Board issued its report. All of today's aviation potential — combat air forces, airlines, airways, airmail, etc. — can be traced to the 1925 Morrow Board.

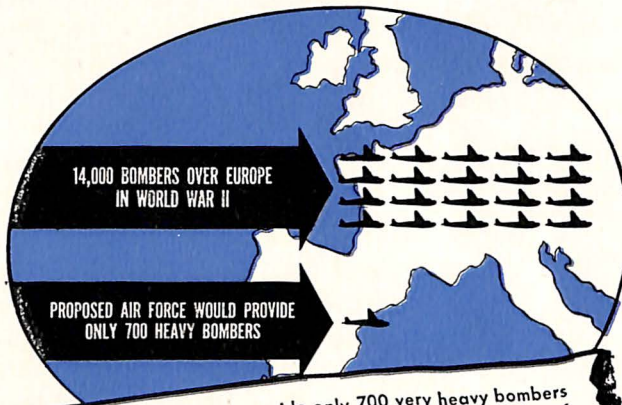
This year both the Executive and Legislative branches of the government are analyzing U. S. air policy.

A report on air policy from the viewpoint of the nation's lawmakers will be issued March 1. Assisted by an advisory committee of experts from civil aviation and the armed forces, five senators and five congressmen will sift findings of the new Presidential study in the light of Congress' overall legislative program.

STRATEGIC FORCES

INDUS

**AIR FORCE "INADEQUATE" TODAY,
"HOPELESSLY WANTING" FOR
ATOMIC WAR**



The 70 groups would provide only 700 very heavy bombers for the strategic bombing of enemy targets. This force of bombers seems minute as compared with the 14,000 bombers of the United States Air Force and the Royal Air Force committed to combat in the European theater during the war.

NEEDED NOW

TODAY'S FORCE

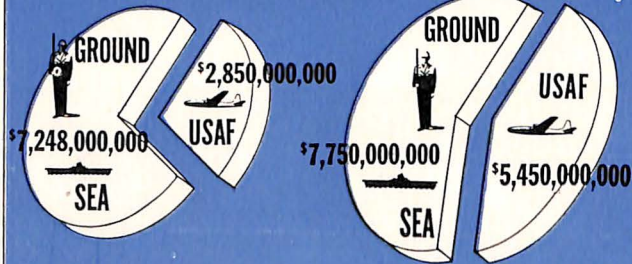
BY JULY 1948
with present funds

= 10 GROUPS

The Air Force as presently composed is inadequate. It is inadequate not only at the present time when we are relatively free of the dangers of sustained attack on our homeland, but it is hopelessly wanting in respect of the future Phase II period when a serious danger of atomic attack will exist.

TODAY

RECOMMENDED FOR 1949



We are impressed with the need for a proper balance between the three services and have concluded that such a balance does not exist now because of the relative and absolute inadequacy of the Air Force Establishment.

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**PRESENT YEAR-TO
YEAR PROGRAM**

**HOW LONG-RANG
PROGRAM WOULD**

LOWER UNIT COSTS

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**RECOMMENDED
1949**

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An Office of War Mobilization to insure industrial readiness



A Commission to review U. S. Military Establishment every second year

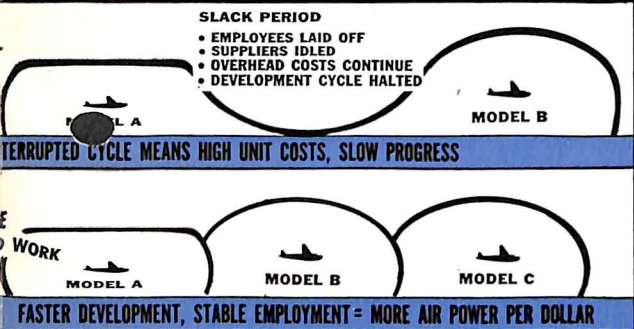


Consolidation of Air Transport Command and Naval Air Transport Service.

A strong aircraft industry is an essential element in the Nation's air power. Our air establishment would be useless unless backed by a manufacturing industry skillful in technological application, efficient in production, capable of rapid expansion, and strong in basic financial structure. On the basis of the evidence, the over-all aircraft industry of the United States now meets only the first of these specifications.

TRY

CHANGE PLANE BUYING PROGRAM MUST PRESENT YEAR-TO-YEAR PLANNING



submitted to us indicates that the savings on the uninterrupted production of airplanes over a 5-year period, as compared to annual procurements of the same total number of planes, can be as high as 20 to 25 percent.

PEACETIME PRODUCTION WILL PROVIDE AN INDUSTRY CAPABLE OF HUGE EMERGENCY EXPANSION

CAPACITY	AIR FRAMES	560,000,000 lbs.
PRODUCTION		21,000,000 lbs.
PRODUCTION		56,000,000 lbs.

... level at which the industry must be held to provide for expansion in an emergency."

RESEARCH

Most Serious Shortage: Personnel . . . Urgent Need: Extending Fundamental Knowledge . . . in all Speed Ranges . . . Seriously Deficient in Our Knowledge of Theory



Education . . . make aero science careers attractive



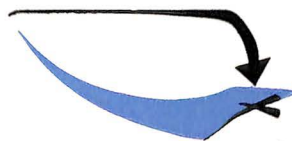
Need Super-Speed research equipment



Theory for control of pilotless flight



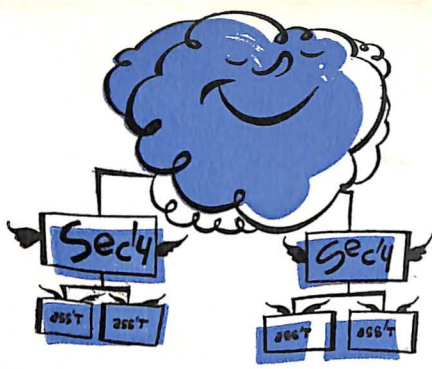
Research contracts on 5-year basis



Offensive, defensive guided missiles



Atomic propulsion of aircraft



A Department of Civil Aviation



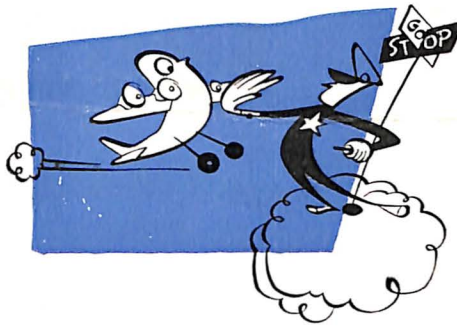
A Federal Corporation to develop cargo planes



Free light plane producers from too complex design regulations



An Air Safety Board should be established



Defer, for a short time, decisions on new airline routes



Interested groups must reach agreement on landing aids system.

PLANES QUIZ

TRUE-FALSE

1. Report of the President's Air Policy Commission this year guarantees that America will have air supremacy.
2. The Air Policy Commission is composed of leading aircraft manufacturers and air force and Navy officers.
3. The Air Policy Commission recommends continuous government research and development of personal aircraft, helicopters and electronic instruments.
4. The Air Policy Commission has recommended that state and local governments be given representation on top-level national air policy councils.
5. The Air Policy Commission approves control of the U.S. air transport system by surface carriers and okays a single U. S. international airline.

1. False. The President's Commission, after exhaustive study, has recommended what it considers necessary for "Survival in the Air Age". However, the recommendations cannot go into effect until Congress has acted upon them.
2. False. Members of the Commission are: Thomas K. Finletter, New York attorney; George P. Baker, Harvard transportation professor; Palmer Hoyt, Denver publisher; John A. McCone, West Coast industrialist; and Arthur D. Whiteside, head of a New York business research firm. None of them is connected with the aircraft industry.
3. True.
4. True. The Commission asks for "a state-local aviation panel, advisory to the Air Coordinating Committee".
5. False. The Commission asks the CAB to "prevent the control by surface carriers of the U. S. air transport system or any important segment thereof". It agrees with present policy of limited competition on overseas routes.



"... the defense of the U. S. must be based on air power."

STATEMENT FOR THIS SPECIAL ISSUE

of

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By **Thomas K. Finletter,**
Chairman,
President's Air Policy
Commission



January 14, 1948

We are living in the Air Age. The modern long-range airplane flying thousands of miles at nearly the speed of sound, the guided missiles of the future, and the terrible weapons of mass destruction which these things will carry leave us no alternative but to maintain a striking air force in being so strong and capable of such a devastating counter-attack that an aggressor will think twice before he attacks the United States or its vital interests.

A strong aircraft industry is an essential element in the Nation's air power. Our air establishment would be useless unless backed by a manufacturing industry skillful in technological application, efficient in production, capable of rapid expansion, and strong in basic financial structure. The needs of this important element in our national defense must be dealt with sympathetically by those charged with the future security of the United States.

We earnestly hold that soon war will be unnecessary—that the United Nations will be given the power to enforce peace under the rule of law, and that the world can then disarm and live in peace. But until this happens the United States must be strong. Above all, it must be strong in the air.

During the five months in which the Commission made its study the best qualified governmental and private sources were consulted and a vast amount of data were compiled and coordinated by its staff. The Commission was unanimous in its findings as expressed in its report.

—T. K. FINLETTER



In addition to Mr. Finletter, members of the Commission are: Vice Chairman, George P. Baker, Professor of Transportation, Harvard University; Palmer Hoyt, Publisher, the Denver Post; Arthur Whiteside, President, Dun and Bradstreet, New York; John A. McCone, President, Joshua Hendy Corp., Los Angeles, Calif. Mr. Finletter is a member of the New York law firm of Coudert Brothers. Executive Director of the Commission was S. Paul Johnston, Director of the Institute of the Aeronautical Sciences.

The Commission was appointed by President Truman on July 17, 1947.
The report of the Commission was published on January 13, 1948.