NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE

AUDIOVISUAL TRANSCRIPTS
(By Gallery)

EARLY YEARS GALLERY

"Whence We Came"

During World War II, the dogfight defined individual aerial combat. However, before war's end, strategic bombardment proved to be a vital Army Air Service capability.

In 1921, Brigadier General "Billy" Mitchell demonstrated strategic bombardment by sinking obsolete battleships. However, by 1924, his aggressive promotion for an independent air arm had angered many politicians and high-ranking military leaders. Following his famous court martial, General Mitchell, demoted to Colonel, resigned in 1926. Later, Captain Ira Eaker, an assistant defense counsel in the Mitchell court martial said, "Without Mitchell's sacrifice, there would have been no military aviation."

The Chief of the Air Service, Major General Mason M. Patrick, in support of an independent air force argued: "Air Power…should sit in the counsels of war on an equal footing with the commanders of the land and sea forces."

Congress passed the Army Air Corps Act in 1926 and the Army Air Service became the Army Air Corps, but remained ill-equipped and understaffed. Air Corps growth and development suffered from insufficient funding during the 1920s and the depression of the 1930s. In 1933, the Drum Board favored establishing General Headquarters, Air Forces … performing strategic reconnaissance, long-range bombardment, and tactical ground force support. However, the Army General Staff feared a GHQ Air Force would neglect the ground support role. In 1934, President Roosevelt cancelled commercial airmail contracts and asked the Air Corps to carry the mail.

The poorly trained Air Corps pilots, using outdated equipment, suffered numerous accidents and several pilot deaths. This disaster drew attention for needed Air Corps funding and improvements in equipment, maintenance, and training. Major General Foulois, then Chief of the Air Corps, commented, "It was from this tragic experience that the first great step was made toward the creation of an independent air force."

The General Headquarters, Air Force emerged in1935 and was given responsibility for providing Army ground support. However, Major General Frank M. Andrews, GHQ, Air Force Commander, stated, "The United States could best defend itself by attacking the enemy as far from our shores as we can reach him."

In 1938, Major General "Hap" Arnold became Commander, Army Air Corps, and as threatening war clouds spread over Europe the Air Corps prepared for the possibility of war.

War came on December 7th, 1941. During World War II America's military leader learned that strategic warfare conducted through aerial bombardment was a major factor in achieving victory.

In December 1945, President Harry S. Truman wanted Congress to replace the War and Navy Departments with a Department of National Defense. He also asked for the creation of a separate air force. The Navy expressed opposition fearing loss of the Marine Corps and Naval Aviation. However, the Army Air Force leadership insisted upon a separate air force, the strategic mission, and equality with the Army and Navy. In 1946, General Carl Spaatz became Commanding General of the Army Air Force. Finally in the fall of 1946, an agreement between the Army Air Force and Navy leadership led to the National Security Act of 1947. President Harry S. Truman signed the National Security Act on July 26 and on September 18 1947; a new and independent branch of the military service emerged… the United States Air Force.

"World War One"

On April 6, 1917, the United States declared war on Germany. Many ground troops had to be trained for fighting in France. It was also necessary to build a force to fight in the air.

Not only were airplanes needed in large quantities but men had to be trained to fly and maintain them. It wasn't long before hundreds of young flying cadets, wearing identifying white bands on their hats, began reporting to flying schools in the United States, Canada and Europe.

Ground school courses were designed to prepare the men for flight, aircraft construction, cockpit controls, control surfaces, armament, and the operation of machine guns. For men who were anxious to fly, it seemed as though the ground school classes would never end.

But the day finally came when it was time to go up and apply what had been learned in ground school. Very few had ever ridden in an airplane, and the first flight was an experience that each cadet would remember in a different way.

Initial flight training was directed by an instructor who flew in the front seat. His job was to teach the student the dos and don'ts of flying, such as how a plane goes into a tailspins and how to recover safely before crashing.

The big moment finally came when it was time to go up alone — the first solo flight. After a few words of both caution and encouragement from the instructor, the cadet took off alone for a short flight around the airfield. Then came the most hazardous part — the first solo landing. A three-point landing on the first flight was more luck than skill.

The student continued to fly, both with and without an instructor, gaining experience and confidence. Much time was devoted to flying single seat planes, in preparation for combat duty at the front.

Finally, graduation day arrived. They'd earned their wings.

While pilots were needed to fly the planes, many men were needed to maintain both engines and planes. Their responsibility would be to keep the airplanes in top flying and fighting condition.

Pilots had the greatest respect for their ground crews, knowing their chances for survival was increased by their efforts.

The first American squadron to fly combat was the 103rd Aero Squadron, formed from the famous Lafayette Escadrille. They began combat flights as the 103rd in February of 1918.

Two months later, the United States began sending additional squadrons to the front. Two fighter units, the 94th and 95th Aero Squadrons flew obsolete Nieuport 28s purchased from France. The 94th scored its first two victories over a relative inactive sector near Toul, France on April 14, 1918. When the 24th and 147th Aero Squadrons arrived at Toul, the four units were organized into the famous First Pursuit Group.

Additional fighter squadrons, sent to the front in the summer of 1918, were flying the latest French-built plane, the SPAD XIIIs. SPADs were also assigned to the First Pursuit Group, replacing the older Nieuport 28s. The highly regarded SPADs made it possible for the American pilots to meet the enemy on equal terms.

Almost daily, American fighter units crossed the lines to look for enemy planes and observation balloons.

Along the British front, which extended to the English Channel, two American flying squadrons were flying with the Royal Air Force. These two units, the 17th and 148th Aero Squadrons, flying British Sopwith Camels, were pitted repeatedly against some of Germany's top fighter units. The Americans compiled an impressive record against them.

America's first observation squadrons began by flying antiquated AR-1 airplanes. This situation was remedied in April 1918, when the U.S. Air Service purchased a most capable observation plane from France, the Salmson. The observer rode in the rear cockpit and was provided with two flexible machine guns to defend against attack. The Salmson was used to spot enemy troop concentrations and movements; photograph enemy targets, direct artillery fire, and maintain surveillance of the enemy's rear areas. Flying deep into Germany territory, the Salmson frequently came under air attack by enemy fighters.

The U. S. Air Service also used captive balloons for observing the enemy. Suspended in the air immediately behind the American lines, the balloons were vulnerable to attack by enemy fighter planes.

The United States obtained its first bombing airplane from France. Called the Breguet, it looked awkward but was strongly constructed and could fly high and fast with a full load of bombs. It was used to attack railroad yards, supply depots, and troop concentrations far behind the enemy lines.

The American-built DH-4 began arriving at the front in appreciable number in August 1918. Most of them were built in Dayton, Ohio and a total of 1,213 were shipped to overseas squadrons. 543 of the American DH-4s saw combat before the cessation of hostilities. They were powered by the famous Liberty engine and served a dual role, assigned to both observation and

bombardment squadrons. The rear cockpit was equipped with one or two machine guns and depending upon the mission flown, it might also carry a camera, bombsight, or wireless set for sending messages.

After long dreary months of combating both the enemy and the infamous French mud, the men on the front were elated when they learned the fighting would stop on November 11, 1918 at 11:00 a.m. Now they could go home and pick up where they had left off.

The men who returned were greeted with a tumultuous welcome from throngs of proud fellow Americans. A few were received as special heroes. Long to be remembered would be men such as Billy Mitchell, who directed the American combat effort in the air, and Eddie Rickenbacker — America's "Ace of Aces."

But some men, such as the legendary Raoul Lufberry, who died while attacking a German two-seater, would never return. They would remain in France, resting in the soil of the nation where they had made the supreme sacrifice.

"Kettering Bug"

[Silent]

"Billy Mitchell"

[Music only]

"O-38: Rare Bird of the Arctic"

ALASKA TERRITORY – JUNE 16, 1941

"MAYDAY, MAYDAY … EMERGENCY … CRASH LANDING … ARMY 'THREE-TWO-FOUR' … POSITION, ONE-FOUR-FIVE WEST … SIX-FOUR, POINT EIGHT NORTH … NO INJURIES … NEED ASSISTANCE … REPEAT … MAYDAY, MAYDAY … CRASH LANDING …"

When the engine failed on the O-38, the pilot brought his plane to a force landing on the side of a mountain. As old fliers say, "… it was a good landing — they walked away from it."

Pilot, First Lieutenant Milton Ashkins, and his mechanic, Sergeant Raymon Roberts, were in luck. Their distress call had been heard. A few hours later a rescue aircraft located the wreckage and airdropped emergency gear and rations to the stranded airmen.

Although, the crew escaped without injury, the O-38 was significantly damaged, seemingly entrapped forever in rugged terrain some 70 miles east of Fairbanks. Army O-38, number

"THREE-TWO-FOUR" would be written off as a total loss. And thus began a hibernation which was to last for 27 years.

It took 10 days for the two crewmen to walk to safety. They made their way along the Salcha River to Aurora Lodge on the Richardson highway, were they were picked up and later driven to Fairbanks. Years later, Lieutenant Ashkins, then a retired brigadier general, described the walk out to civilization as one of the most enjoyable episodes of his Air force career.

156 O-38s were built by the Douglas Aircraft Company. Used primarily for aerial photography, artillery spotting, and visual reconnaissance duties, "THREE-TWO-FOUR" was delivered in 1933 at a cost of $12,635 dollars. Eighteen months before Pearl Harbor, this O-38 became the first Air Corps aircraft assigned to the Alaska Territory.

Different from standard Air Corps paint schemes, recently applied silver and orange colors provided a prominent visual aid for locating the aircraft while operating in the often bleak arctic environment. The O-38 was welcomed by Army Air Corps personnel stationed in the far north and immediately adopted by the some of the local natives. For winter operations, skis proved more practical than wheels.

In 1967, the United States Air Force Museum learned that "THREE-TWO-FOUR" was waiting in the Alaska wilderness. If salvaged and restored, the O-38 could become a significant addition to the museum's collection.

The Alaskan Air Command assumed the initial task: check out the O-38 crash site. Initial inspection found the vintage aircraft to be in a remarkable state of preservation — very little deterioration had taken place. However, the severe arctic winter was fast approaching … "THREE-TWO-FOUR" would have to wait a few months longer.

In the spring of 1968 an Air Force Museum restoration expert was sent to Alaska. He made a detailed survey of the plane and the crash site. His conclusion: the O-38 was indeed restorable and could be salvaged.

The recovery operation began from Eielson Air Force Base, near Fairbanks. Five base personnel were assigned to the project. Many hours were spent studying manuals, drawings and photographs. By the first of June, 1968, a detailed plan had been developed. The recovery team knew what needed to be done.

With the Air Force Museum's expert on hand to direct the project, the team was flown to the crash site … equipment unloaded … base camp established … and a campfire started with oil from the downed O-38.

Recovery work began in earnest, enthusiasm ran high. Small pine trees, which cushioned the landing 27 years earlier had grown, were now hemming in the wreckage. A few had to be cut down to clear the site. Later, some would be put to good use by the ingenious recovery team.

The first job was to remove the 600 pound engine … damaged propeller components and various accessories were carefully removed … and care was taken to insure all the parts taken from the aircraft were saved. Despite periods of bad weather — work continued.

A tripod and pulley hoist was assembled and attached to the engine. The engine oil tank was removed. At last, the engine swung free.

As work progressed, a mystery developed. Both crew seats and the tail wheel were missing. The resourcefulness of an old prospector who lived several miles from the crash scene provided the solution. The crew seats made comfortable chairs in his cabin … and the tail wheel? Well, someday he was going to make a wheel barrow.

After five days of work, the fuselage was moved into a level clearing. An Army Ch-47 *Chinook* helicopter dispatched from Fort Greely provided the means for airlift from the crash site. Connected by a sling strap and climbing for altitude, the O-38, although assisted, was once again airborne in "The Land of the Midnight Sun."

Following the formation flight to Eielson Air Force Base, the many parts were sorted, crated and loaded aboard a C-130 cargo plane for the O-38's final flight. After nearly three decades of waiting, the O-38 was returning to the "lower 48" and a new home — the United States Air Force Museum.

On the restoration hangar floor what seemed to be just a pile of scrap metal, wire, fabric, and wood was in the eyes of the restoration crew, the beginning of a challenging and historic project. The top-center wing section was removed, weight bearing structures were straightened, and extensive fuselage repair and reconstruction begun.

The engine and accessories were completely taken apart, restored, preserved, and reassembled. Salvaged metal fittings were used as patterns for missing or damaged parts. The wings, almost totally demolished, were rebuilt one rib at a time. A main wing spar was reproduced using factory drawings. Professional pride and skilled workmanship were dedicated to achieve perfect reconstruction of assemblies and structures.

Slowly, the O-38 took shape. Metal work was completed. Propeller blades were repaired, and then polished to mirror-finish. New fabric coverings were stitched together. New wheels and tires. A new coat of paint. Finally, "The Last Bolt." PROJECT COMPLETED.

Although, reconstructed as originally built, Army "THRE-TWO-FOUR" will never fly again. The O-38 before you is a priceless artifact, a survivor of a by-gone era in America's military aviation heritage. Here, at the National Museum of the United States Air Force, it will remain for future generations to view and appreciate.

AIR POWER GALLERY

"The Liberators"

I went into the Army in 1942. It was recommended that— almost demanded—that upon graduation from high school you go right down to the draft board and register for the draft. We were aware that there were various camps, DP camps, also prisoner of war camps, but the concentration camps, or what we called the death camps, were a complete secret. We had no idea until the day that we walked into their gates.

And as we entered a city which was called Rosenheim, we smelled a very unusual odor throughout the city. But being a physician, the odor was unmistakable and I got permission from my commanding officer to take a jeep, and with three other enlisted men. We drove the eight kilometers, and there we found a large area which was completely surrounded by barbed wire. And the closer we got, the more intense the odor became. The gates were open, and as we drove in, we saw hundreds of emaciated people running around with what appeared to be striped pajamas. We later found out that these were not pajamas, but these were prison clothes. I want to tell you now, I never want to see a sight again as we saw when we pulled in there. 14,000—and in the letter by the way, I said 1400—14,000 starving, diseased, stinking people. It was terrible. I'm 21 writing this. Most of them were Jews that Hitler had put away for "safe keeping." Some of them had been in camps for as long eight years. So help me, I don't see how they stood it. No longer were most of them people. They were nothing but things that were once human beings. As we pulled off the highway into the camp, we had to shove them off the truck. And I almost feel ashamed in saying this, but I told you we were so afraid they were going to overwhelm us, they were so glad to see us.

They didn't know what it was, whether it was a jail or a concentration camp. But there were a lot of people around, running around. Well, there were 18—I learned later there were 18,000 people in the camp. Starved, sick, dying. And about 700 bodies. We asked them where the records were located, and they didn't know. We found the commandant's office and we searched that. And he must have taken them or burnt them before he left. That was our initial appearance in the camp. And I'll tell you, it was very shocking. Because I'd never seen anything like it, or ever heard of anything exactly like it. So here we were with this tremendous problem. I organized a stronger patrol with some medical people, and we went back. We brought food, as I said, the very next day. And they gorged themselves on the food. Everyone who gorged themselves got very, very, very, very ill because their body could not handle the food that we gave them. When the Red Cross came, they had some nutritionists with them and they were able to handle the dietary portion for these people. The doctor told me, he said, "You cannot feed these people. If you even hit 1000 calories, that's almost too much." And so we started out feeding them with very weak potato soup.

We spent 93 days there. And it—I can sit here now, I'm shaking all over. Shaking all over and talking about it 50 years later. But it never goes away. You know, you—I dream of it. Then it, all this other stuff just flashes right up before my eyes. It looks so real that for a second you think you're there. And it's hard to get out of your mind. And I don't think that anybody will ever—that had that kind of experience—will ever get that out of their mind. They had no idea just what

they were sending us into. And, it was bad enough to see death on the battlefield, even when the enemy was shooting at us. But to go in and see death on this grand scale, it was just a terrible thing. And terrible is a mild word.

"Doolittle Raiders"

NARRATOR: APRIL 18, 1942. Sixteen B-25s, "Mitchell" medium bombers, sit on the pitching deck of an aircraft carrier at sea. Their mission: Bomb Tokyo, just four months after the attack on Pearl Harbor.

GEN. JAMES H. DOOLITTLE, COMMANDER: It had three real purposes: one purpose was to give the folks at home the first good news that we had had in World War II. It caused the Japanese to question their warlords. And from a tactical point of view, it caused the retention of aircraft in Japan for the defense of the home islands when we had no intention of hitting them again seriously in the near future. Those airplanes would have been much more effective in the South Pacific where the war was going on.

A Navy captain named Low conceived the idea of taking Army medium bomber off a Navy carrier and attacking Japan. The B-25 was selected because it was small, because it had sufficient range to carry 2,000 pound bombs 2,000 miles and because it took off and handled very well. First, I found out what B-25 unit had had the most experience and then went to that organization and called for volunteers, and the entire group, including the Group Commander, volunteered.

NARRATOR: The training was hard. No one had ever taken off a fully loaded B-25 in less than 500 feet. First they had to prove it could be done. Then they had to train the people to do it. Before they were through, one of the Mitchells would lift off in only 287 feet. The crew proved they were good and so were their airplanes.

The raid was carefully planned. Nothing was left to chance. Norden bombsights were replaced by 20-cent improvised models to prevent the secret devices from falling into enemy hands. Doolittle then considered what to do if the task force was spotted by the Japanese.

DOOLITTLE: If we were intercepted by Japanese surface or aircraft, our aircraft would immediately leave the decks. If they were within range of Tokyo they would go ahead and bomb Tokyo even though they would run out of gasoline shortly thereafter. That was the worst thing we could think of. And if we were not in range of Tokyo we would go back to Midway. If we were not in range of either Tokyo or Midway, we would permit our airplanes to be pushed overboard so the decks could be cleared for the use of the carrier Hornet's own aircraft.

NARRATOR: On the morning of April 18th, 1942, the taskforce was sighted by Japanese patrol boats. The boats were quickly destroyed but they could have transmitted a position report. It was eight hours before scheduled takeoff; an additional 400 miles to the target, gas reserves would be dangerously low but they were spotted and they would have to go.

DOOLITTLE: The program went almost according to plan. We were to bomb our target, turn in a generally southern, get out to sea as quickly as possible and after being out of sight of land turn and take a westerly course to China.

We came in on the deck. We pulled up to about 1,500 feet to bomb in order to make sure we weren't hit by the fragments of our own bombs.

I would say that the feeling was to get the job done and get the heck out of there. The actual damage done by the raid was minimal. We were sixteen airplanes, each carrying one ton of bombs. In later raids, General LeMay with his 20th Air Force, sent out 500 airplanes on a mission, each carrying 10 tons of bombs.

NARRATOR: Reaching a safe haven after the raid wasn't easy. Because they had to take off much sooner than planned they were very low on fuel.

DOOLITTLE: One crew sent to Vladivostok. The other 15 of us proceeded until we got to the coast of China. When we got to China, two airplanes were so low on fuel that they landed in the surf, alongside the beach. Two people were drowned. Eight of them got ashore. The weather was quite bad and so we flew on till we got to where we thought we were as close as we could get to where we wanted to go—having been on dead reckoning for quite awhile, we weren't preciously there—and then we all jumped.

NARRATOR: Eighty crew members flew in the Doolittle Raid. Sixty-four returned to fight again. They were part of a team, recognized for its professionalism and heroism, a rich heritage remembered by a new generation of airmen.

"Women Airforce Service Pilots"

During the early days of World War II, a group of dedicated young women aviators banded together. They represented, in the words of America,s First Lady Eleanor Roosevelt, "a weapon waiting to be used." These women were flying for freedom.

General Hap Arnold, commander of the Army Air Forces, rejected proposals throughout 1941 to employ women for aircraft ferrying operations.

"The use of women pilots serves no military purpose in a country which has adequate manpower at the time."

However, the bombing of Pearl Harbor in late 1941 changed Arnold's position about employing women to ferry aircraft.

On September 6th, 1942, a veteran flying instructor, Betty Gillies of Long Island, received a telegram, that read, in part, "Air transport command is establishing a group of women pilots for domestic ferrying. Necessary qualifications are commercial license, 500 hours, 200 horsepower rating. To advise if you are immediately available."

The wire was signed by Henry H. “Hap” Arnold, Commanding General of the United States Army Air Forces.

During this time, two women aviators, Jacqueline Cochran and Nancy Harkness Love, recognized the role that women could take during a time of war. And each pursued independently the military use of women pilots.

The WAFS, Women Auxiliary Ferrying Squadron, was established in September of 1942 by Nancy Love, as part of the Air Transport Command's Ferrying Division, commanded by Brigadier General William H. Tunner. Nancy Love was appointed squadron commander.

Also in September of 1942, Jacqueline Cochran started a training program in Houston, Texas. It was designated the Women Flying Training Detachment. Halfway through the fourth training class, Cochran’s operation was moved to Sweetwater, Texas.

It was at that time, in August of 1943, that the Women's Auxiliary Ferrying Squadron and Women Flying Detachment were merged into one organization called WASP, the Women Airforce Service Pilots.

The combining of the two organizations brought together those women who were dedicated to flying and able to fly any aircraft, in any weather, to any place, at a moment’s notice with skills that equaled any pilot of the time.

Although the WASPs would be flying for the military, the women were hired as civilians. Originally, it was thought they would have a 90-day trial period, which was the same procedure for male ferry pilots. Then the WASPs would be commissioned in the Army Air Forces and given flight pay. But, Congress had made no provisions for flight pay for women. Rather than delay the program, the Army Air Forces signed the women on as civil service employees, pending legislation which would give them military status.

The original Women’s Auxiliary Ferrying Squadron included several distinguished aviators. Among them were Evelyn Sharp of Nebraska, who was a barnstormer who had flown 3,000 hours. Betty Gillies, the first woman to qualify, was a charter member of the Ninety-Nines, a group of 99 women pilots who banded together in 1929. Gertrude Meserve of Boston had taught hundreds of Harvard and M.I.T. students to fly. Teresa James of Pittsburgh was an instructor while Nashville’s Cornelia Fort had been a civilian aviation instructor at a field near Pearl Harbor when the Japanese attacked in 1941.

More than 25,000 women applied for admission to the WASP training program. But, only 1830 gained admission. Finally, 1,074 completed the course and received an assignment. Female pilots flew over 60 million miles and delivered nearly 13,000 aircraft during the course of the program.

"Disney Pins on Wings"

In the Hollywood home of movie lands' Mickey Mouse. Artist, Walt Disney orders his famous cartoon characters into battle dress. They are in popular demand as emblems for the Armed Forces.

Here is how an Air Corps insignia is created. This assignment is for the Marines Amphibious Force, a very tough commando tortoise ready for the warpath and he comes to life before your very eyes.

A Lockheed "Hudson" bomber ready for delivery is decorated with ferocious Pluto … the image tells the story, "He is itching for a fight!"

"ACHTUNG JABO—Thunderbolt Attack"

ACHTUNG JABO was the German warning to seek cover from attacking fighter-bombers.

Taken from actual combat film, this presentation documents the 362nd Fighter Group, a Ninth Air Force fighter-bomber unit, in the final days of the Nazi scourge.

No mission took place without the ground crews, who spent long hours maintaining, repairing, fueling and arming the aircraft in field conditions. Pilots headed for their aircraft for the first of several missions they might fly that day. They made their last checks, climbed aboard, strapped in, and rolled out for takeoff.

Unable to see directly ahead, the pilots were guided by ground crewmen riding on the wing. The 362nd, like the other fighter-bomber units of the Ninth Air force, flew four types of missions: air superiority, interdiction, armed reconnaissance, and close air support.

Air superiority, or control of the air, was critical—it was achieved by shooting the enemy out of the sky. They also destroyed aircraft on the ground by attacking enemy airfields. These dangerous low-level airfield attacks faced intense and accurate antiaircraft defenses. In the end they helped reduce the Luftwaffe to ashes.

With air superiority established, they could then focus on destroying the enemy's mobility and supplies, called interdiction. Bombing bridges and railroad marshaling yards greatly hindered movement, while strafing enemy railcars and supply dumps destroyed needed materiel for Hitler's war machine. A shortage of vehicles and fuel made the enemy dependent on horse-drawn supply and artillery, which also had to be destroyed. Flying armed reconnaissance missions, fully-loaded fighter-bombers roamed behind enemy line, looking for target of opportunity, especially enemy armored vehicles.

Lastly, the fighter-bomber provided close air support for Allied ground troops in direct combat with the enemy. Although their efforts were very effective, they paid a high price, losing many pilots and aircraft.

Making it to base did not guarantee safety, especially with a damaged aircraft. Crash crews moved quickly to rescue pilots and put out fires. After landing, pilots debriefed while maintenance crews immediately took stock of their aircraft and began preparing them for the next mission.

EPILOGUE: Its once victorious army broken, Germany surrendered. At great sacrifice, the personnel of the Ninth Air Force, along with their Twelfth Air Force counterparts in southern Europe, played an essential role in ending the horror of Nazi rule.

"Glenn Miller Army Air Forces Band"

[Music only]

"Manhattan to Nagasaki: Atomic Bombs End World War II"

In August 1945, America's two most important military developmental programs of World War II—the Boeing B-29 "Superfortress" and the atomic bomb—culminated over Japan to end World War II. The successful merger of these two projects clearly demonstrated America's scientific, industrial, and military supremacy.

In 1939, physicist Albert Einstein warned President Franklin D. Roosevelt that Germany was developing an atomic weapon. President Roosevelt responded by starting an American atomic weapon program—The Manhattan Project. Einstein also told the President that the atomic weapon might be too heavy for an airplane to carry but Einstein did not know that the U.S. Army Air Corps was already developing the Boeing B-29 "Superfortress" which could carry such a weapon.

Costing almost 2 billion, The Manhattan Project developed two different types of atomic bombs. The gun-type bomb was nicknamed *Little Boy* ant it created an atomic explosion by firing a small amount of radioactive uranium down a tube into a larger amount to create the necessary chain reaction. The implosion-type bomb was nicknamed *Fat Man* and it created an atomic explosion by firing shaped charges that compress a sphere of radioactive plutonium to initiate the chain reaction.

On July 16, 1945, American scientists exploded the first atomic device at a secret test site, code named *Trinity*, near Los Alamos, New Mexico.

Development of the B-29 stretched American engineering and industrial capacity to a new level and cost one billion more than The Manhattan Project. The new "Superfortress" bombers became operational in April 1944.

To carry the still untested atomic weapons, the leaders of the U.S. Army Air Forces modified a batch of B-29s on the assembly line, code named *Silver Plate*. These aircraft had their bomb bays

reconfigured to accept the five-ton atomic weapons. In addition, armor plating and gun turrets were removed to save weight, leaving only the tail gun position.

With the modified aircraft, the 509th Composite Group, under the command of Colonel Paul Tibbetts, trained intensively at Wendover Field Utah to drop the atomic weapons. When the *Trinity* test proved successful, President Harry S. Truman approved the use of atomic weapons and the 509th Composite Group deployed to Tinian, in the Marianas Islands.

On August 6th, 1945, the B-29 commanded by Colonel Tibbets and nicknamed *Enola Gay* dropped the *Little Boy* atomic bomb on Hiroshima. Three days later, on August 9th, the B-29 commanded by Major Charles Sweeney and nicknamed *Bockscar,* dropped the *Fat Man* on Nagasaki. Japan surrendered six day later on August 15th, ending World War II.

"Kamikaze"

During the closing months of World War II, the Japanese hoped to stave off defeat by using large numbers of kamikaze planes for suicide attacks on allied warships. The suicide planes were also used against allied invasion forces ashore on Okinawa and to a lesser extent against B-29s bombing the Japanese home islands.

The first kamikazes struck during the battle for the Philippines in October 1944.

At first, the Allies believed the Japanese planes were flying into their warships after being hit by anti-aircraft fire. But as more and more ships were hit, the Allies realized that Japanese pilots were purposely crashing their planes and with full knowledge that it meant certain death.

Although these suicide flights wee contrary to western thinking, Japanese pilots considered it an honor to die as a kamikaze. To die in such a manner was to emulate the true meaning of the Kamikaze, a word meaning "divine wind."

To the kamikaze pilot, the most inviting targets were the "flattops"—the aircraft carriers. Planes from the carriers had been inflicting devastating blows against the Japanese nation. Sinking or disabling an American carrier was certain to reduce the threat to the homeland.

As a rule, the kamikaze comprised only a part of an attacking force. While Japanese bombers maneuvered toward their targets, and their fighter planes engaged defending allied planes, the kamikaze would make their move. Amid the confusion of the aerial battle, they would attempt to sneak through the defending fighters, select a choice target and then dive or fly straight into it.

At first, kamikaze appeared only during the day, attacking like a swarm of bees. It wasn't long before they began attacking at night. But regardless of when they struck, they were with annihilating anti-aircraft fire, and great numbers were shot down before they could reach their targets.

In the final tally, an estimated 4,000 Japanese pilots gave up their lives as Kamikazes. They managed, however, to sink 34 American ships and damage 288 others including: 36 aircraft carriers, 15 battleships and 87 destroyers.

The kamikaze threat was so serious that between April 17th and May 11th of 1945, 75 percent of the B-29 missions flown against Japan were diverted from their strategic missions to knocking out the kamikaze bases.

After the Japanese surrender, a United States strategic bombing survey announced a startling conclusion. The kamikazes had wrought such damage that if the attacks had been sustained in greater power and concentration, they might have been able to cause us to withdraw, or revise, our strategic plans.

Fortunately, kamikazes shot down by American fighter pilots, plus those destroyed on the ground by air force B-29s, depleted Japan's aircraft inventory faster than the losses could be replaced. The use of kamikaze suicide planes was not successful in preventing the eventual Japanese defeat.

KETTERING HALL

"Bob Hope: Biography"

RONALD REAGAN: We honor a man who has given the world the greatest of all gifts; laughter and understanding. He is an American of distinction, a man of the world, a performer of exceptional poise and grace.

…One, two, three, four, one, two, three, ooh!
…and my favorite straight man.

BOB HOPE: I want to tell you, Mr. President, with all the travel and all the work you've done, you look just great.

REAGAN: Bob, you, you look great too.

TOGETHER: Well, I hope I look that good when I'm, your age.

REAGAN: Speaking of age, Bob was about six when they took this picture. He was called Leslie then, just after his family moved to America. During roll call at school, his name was "HOPE, Les." It wasn't long before he changed it to Bob.

He danced his way right out of Cleveland and into Vaudeville as half of the "Dancing Demons." Of course, top billing usually went to the Siamese twins and trained seals. By 1927, he and his partner were featured in the Broadway hit "Sidewalks of New York." But when their part was cut, Bob decided to go it alone.

Show business lost a "hoofer" but gained a comedian. In just a few years, he was playing vaudeville's ultimate showcase. That opened the door to The Great White Way.

BALLYHOO of 1932

He co-starred in a string of musicals,

ROBERTA (1933)

and worked with some of Broadway's biggest names.

SAY WHEN (1934)
ZEIGFIELD FOLLIES (1935)
RED, HOT and BLUE (1936)

But Broadway audiences weren't the only one he captivated. His appearances on radio would soon grow to reach more than 30 million listeners per week.

BOB HOPE: Well here we are with a brand new sponsor, a brand new program, and a brand new cast and ready to tell some … jokes.

REAGAN: He also impressed a certain Dolores Reade, who has been part of the act ever since.

In 1938, he was discovered by Hollywood.

BOB HOPE: Say that's low and strap me in …

REAGAN: His first hit song, with Shirley Ross, has been following him around ever since.

Thanks for the memories
of rainy afternoons,
swinging Harlem tunes,
motor trip and burning lips

BIG BROADCAST of 1938

and burning toast and prunes

ACADEMY AWARD: Best Song

…how lovely it was.

The following year, he hosted Hollywood's biggest party.

BOB HOPE: Thank you, ladies and gentlemen …

ACADEMY CEREMONY (1939)

… I'm very happy to be here tonight—anyway.

"An OSCAR—give me that, you got one!"

"Friends, this is a great occasion, me receiving the Academy Award … and I would like to say a word."

(Tiger appears)

"Run!"

"That's the word."

REAGAN: When he and Crosby weren't on the run, there was always another problem.

"We've got to agree on something, right now…"

“No more women.”

“No women of any kind, size, shape or color.”

“Yes, we’re not going to get involved with girls again…”

“Now remember…”

“No sir, never, no sir.”

Together they were America’s most famous “road” company.

“Get me out of this….”

Then there were those other roads:

ROAD TO SINGAPORE (1940)

ANNOUNCER: All right, let’s hear it for him, BOB HOPE!

“Thank you very much.”

“Ladies and gentlemen, here we are in Naples, I is one of the command headquarters of NATO. NATO—that’s a Latin term meaning ‘…get your cotton pickin’ hand off my border.’”

“You know, two years ago, I visited Berlin, you know what a mess that is…”

“Last year, I visited Cuba and you know what a disaster that became.”

“This year, they sent me here.”

“Careful, careful”
“Huu?”
“Snipers.”

BOB HOPE: “Hello advisors.”

“I understand the enemy is very close.”

“But with my act, they usually are!”

“This is a terrible place for a coward.”

“Can you imagine my not knowing which way to run?”

"Yes sir, this is the home of the B-52 and sometimes known as "BUFF.'"

"There are also some tremendous tankers here, with an almost unlimited capacity.

You can see them any night, at the bar, in the Officer's Club."

"Ahh, this is really something out here, I've got sand in places which I didn't even know I had places."

REAGAN: When the first commercial television station on the west coast went on the air, he was there to host the show.

"I do want to tell you that it's a thrill being here because television, I understand…

January 22, 1947

…is a combination of radio and pictures. This is a little medium that Crosby invented so he can steal the money without leaving the house."

"Well, they finally got me…

I want to tell you, this is great—

NETWORK TV Début
April 9, 1950

—which camera is working?"

REAGAN: He is America's most honored citizen…

"…You are now a veteran."

…and our favorite clown.

No king or hero has ever been so loved, by so many, for so long. His life reflects one of the brightest stars in our century. We thank him for the memories he has given us.

"Bob Hope: Southeast Asia Tours"

[Applause]

BOB HOPE: Hey you …

GENERAL OFFICER: Some 23,000 and more servicemen whose enjoyment of Christmas is going to be all the better because of willingness of you and your troops to come to Vietnam this Christmas season.

BOB HOPE: Well, I tell you, we've been looking forward to this, General. It's been a very exciting trip, but we've really been looking forward to getting here to you people.

[Applause]

I think it's all right, you can go.

[Laughter]

…back to the tennis court.

[Laughter]

Here we are, at Bien Hoa, that's Vietnamese for "duck."

[Laughter]

You all remember Vietnam as that place Huntley and Brinkley area always talking about.

[Laughter]

What a welcome I got at the airport—they thought I was a replacement.

[Laughter]

As we flew in today they gave us a 21-gun salute, three of them were ours.

[Laughter]

We had a wonderful trip coming over in the plane, considering the plane they gave us—it took off from kneeling position.

[Laughter]

It's a BC-135, that not the model number, that's the year. It's one of the earlier jets, instead of afterburners, it has an oven and a bag of charcoal.

[Laughter]

I'm very thrilled to be here at Takhli Air Base. This is the Venice of the Far East. You can get anywhere you want to go here by water, and if you drink it you'll get there twice as fast.

[Laughter]

You have to be careful when you visit a girl who lives on one of the canals. If her husband comes home when the tide is against you, you've had it.

[Laughter]

You laugh like you've swan against the tide.

[Laughter]

Hey, we're thrilled to be here at Osan Air Base, Korea. Osan, that's Korean for "take it and stuff it."

[Applause]

Now you guys have an important mission. Somebody got to protect those cockroaches.

[Laughter]

I hear the cockroaches are really tough—they think DDT is a new vitamin, huh?

[Laughter]

Here we are at Nakhom Pathom. I had an idea we were going to a strange base when the pilot threw away the map and took out a Ouija Board.

[Laughter, applause]

This base is so secret that they make you land backwards…

[Laughter]

…which is par for our pilot!

[Laughter]

Who are these, Democrats?

[Laughter]

They got my best side.

I've never played a housing project before.

[Laughter]

Thank you very much.

Thrilled to be here at Sattahip, on the beautiful Gulf of Siam.

[Crowd responds]

In U-Tapao. This base has one of the longest runways in the world. It's the only one with a Howard Johnson.

[Laughter]

I guess you know what's going on back home…

Nixon captured Washington, and Jackie took over Greece.

[Laughter, applause]

Thank you very much.

[Jets roar past]

…there they go.

[Roaring continues]

All right, stop this stuff, Colonel, or I won't go on.

[Laughter]

No, I passed the line over here, and the kid says, I'll be watching from over Hanoi.

[Laughter]
[Jets roar past]

You couldn't have scheduled a show for 1:00, huh?

[Laughter]

Anyway, we're happy to be here at Udorn, Thailand. Udorn, that's a native word meaning "Keep the motor running."

[Laughter, drowned out by jet roar]

This is the home of "The Hunters." That name certainly fits the base. But what are you going to call it when you get indoor latrines?"

[Laughter, applause]

Great to see you.

Here we are, Christmas Eve, in Saigon , for the trimming.

[Applause]

This is my ninth trip to Vietnam, and my last. It has to be. The chicken with my blood type died.

[Laughter, applause]

And I'll miss Saigon, I really will. It's such a friendly city. I'll never forget the time a total stranger walked up to me and handed me a grenade. Are those ours?

[Jets roar overhead]
[Laughter, roaring continues]

They're bringing my laundry in…

[Laughter]

It's hard to believe this is my last time we'll be playing this base and this is the last time you out there in the audience will be seeing us here. Try not to cry, huh?

[Laughter]

No, we figured it would be all over when we got here this time. But no such luck. Not only did they fail to reach an agreement in Paris but now, they are fighting over the hotel bill.

[Laughter, applause]

MODERN FLIGHT GALLERY – KOREA

"Korean War Overview"

In the summer of 1950, communist North Korean forces invaded South Korea. The U. S. Air Force was only three years old, and had to respond instantly to crisis with other American and United Nations forces. This gallery tells the story of how the U.S. Air Force met the challenge, and proved itself in combat as an independent service.

In the three years of war in the Far East, the Air Force developed new technologies and new tactics. Jet fighters combat was born, and many experienced World War II airmen became aces flying the new generation of fighters.

The Air Forces' F-86 Sabre battled communist MiG-15s over "MiG Alley."

Air Force fighters and bombers relentlessly attacked ground targets such as troop formations, bridges, dams and factories.

Air Superiority, interdiction of enemy supply lines, close air support of troops on the ground, and strategic bombing were all critical Air Force missions.

Reconnaissance, airlift, air rescue, aero-medical evacuation, and special operation missions were just as critical for victory.

Reconnaissance gave planners critical information that made such famous operations as the Inchon Landing a success.

Airlift provided critical in a constantly changing war, quickly moving hundreds of thousands of troops and thousands of tons of equipment and supplies.

Air Rescue and evacuation saved many lives as the Air Force developed new ways to quickly recover downed Airmen and efficiently transport the wounded to well-equipped hospitals and then back to the United States.

Special Operation Airmen performed dangerous missions, inserting agents into North Korea and pioneering psychological warfare techniques.

All of these Air Force stories—plus the heroic deeds of Medal of Honor recipients and the harrowing tale of prisoners of war are presented in this gallery. This is the story of the birth of the modern United States Air Force, proven in combat in the Korean War.

"Introduction to the Korean War"

In the early morning hours of June 25, 1950, the North Korean Army, without warning, crossed the 38th parallel and invaded The Republic of Korea. The North Koreans, equipped and trained by the Soviet Union, quickly overpowered all resistance and moved southward.

The next day in the United States, President Truman ordered the immediate evacuation of US citizens from South Korea, and unilaterally deployed U.S. soldiers, garrisoned in Japan, to the war zone.

Two days later, The United Nations Security Council pledged support to South Korea—the same day that Seoul fell into North Korean hands.

In less than two months, UN Forces, fighting a delaying action campaign, found themselves crowded into the extreme southeast corner of the peninsula. Here, with their backs to the sea, they dug-in and established The Pusan Perimeter.

From inside the perimeter, UN artillery continually pounded the encircling and pressing enemy. As men, equipment, and supplies were urgently stockpiled for a forthcoming offensive.

Outside the perimeter, North Korean supply lines, now stretching far back into North Korea, became prime targets for United Nations aircraft. Attacking from sea and land bases, the enemy's supply system was wrecked and destroyed.

On September 15th, 200 miles behind the battlefront, UN Forces made a surprise amphibious landing at Inchon. The landing forces quickly moved inland and turned southward. Simultaneously, UN Forces began a breakout from the Pusan Perimeter and pushed northward. Two-thirds of the North Korean invaders were trapped when UN Forces linked up 60 miles south of Seoul.

In late September, UN Forces, having halted at the 38th parallel, began an advance into North Korea. By Thanksgiving Day, 1950, UN Forces held positions on the southern bank of the Yalu River, the boundary between North Korea and Chinese Manchuria.

However, all was not well in North Korea.

Earlier, China had threatened to enter the war if UN Forces ventured too close to Manchuria or the Yalu—a threat generally dismissed as propaganda.

But ground contact with Chinese Communist troops, and the increasing number of captured North Koreans, wearing the quilted uniform of the Chinese Army, caused concern. A foreboding calm and uneasiness existed across North Korea.

The Korean War suddenly escalated just 48 hours after Thanksgiving Day, As 300,000 Communist Chinese soldiers charged into UN positions. Four days later, UN Forces evacuated Pyongyang, the North Korean capital, and again crossed the 38th parallel -- this time moving

south. Near the Chosen Reservoir, UN troops engaged the new enemy in some of the most intensive close-quarters combat of the war.

Despite their valor, the UN Forces were in serious jeopardy. An overwhelming enemy, in the worst of winter weather, forced a withdrawal southward. The withdrawing action, resupplied by airdrops, concluded with a successful amphibious evacuation on Christmas Eve.

By mid-January, the Chinese Communist Forces were stopped about forty miles south of Seoul. Immediately, the UN Command launched a series of devastating counterattacks.

Slowly, the enemy began backing northward, and by late summer, the battle lines stabilized, roughly aligning with the 38th parallel—the original demarcation between North and South Korea.

However, fighting would continue in Korea for nearly two more years.

The United States Air Force would gain a lopsided success in the air war, but the ground war would be bitterly contested and costly. The battle lines would remain intact and in place.
In terms of “ground gained - ground lost,” the Korean War had become a standoff—a stalemate.

“F-86 vs. MiG Touch Screen” (31 videos)

1. F-86 Gun Camera Footage

> NARRATOR: F-86s carried cameras that filmed when the guns fired, and continued rolling for a short period after. Firing is indicated by a black bar in the upper left-hand of the frame. These four MiG kills occurred in September 1952.

2. F-84 Gun Camera Footage

> NARRATOR: Although the F-86 was the primary MiG killer in Korea, straight-winged Thunderjets also scored a few victories. This F-84 gun camera footage was taken over MiG Alley in late January 1951.

3. Thoughts of Home: Ruddell

> RUDDELL: "Well, I guess it's about time that I fire up on this mission or I'm going to get up on the river a little bit late. First, I'd like to say hello to my wife Mavis and my twin sons Jeff and Greg, they're in Eugene, Oregon, and to my mother and sister in Riverside, California. I appreciate this opportunity to say 'hello' to them in this manner. Well, I'll be seeing you!"

4. Thoughts of Home: Smith

SMITH: "I'll be glad when this tour is over, naturally, since I want to get back home and see my wife and daughters, at 159 Arlington Village, Arlington, Virginia. And also to see Mom, Mrs. J R Smith of Durant, Oklahoma. I wish you people could be over here with me to see what your sons and daughters are doing over here for the United Nations and freedom. They're making a marvelous contribution to America's reputation in the world and doing a grand job. It's very gratifying to me to see the progress that we've made over here. Best wishes to you all. I've enjoyed this couple of minutes before startings in time. And wish me luck today, I may get another MiG."

5. Thoughts of Home: Frailey

FRAILEY: "This mission today will be my 56th mission. From now on it should be all downhill. I should be home in a few months I plan to go to Portland, Oregon, pick up my wife there. And see the children. I have a baby girl that I haven't seen, that was born while I was over here. I have another daughter that's two-years-old. I plan to pick up my wife and children and motor-on-down to Tooele, Utah and visit my mother and relatives down there… take a nice long leave."

6. Thoughts of Home: McQuade

McQUADE: "I have to hurry off to debrief now. I'd like to take this opportunity to say 'hello' to my wife Marge and to my children, and also my mother, Mrs. C E Able and all of my friends back in Duluth.

7. MiG 15 Test and Evaluation Flight Footage

NARRATOR: Shortly after No Kum-Sok landed the MiG-15 at Kimpo Air Base on September 21, 1953, it was disassembled and taken to Okinawa. There, Air Force Brigadier General Albert Boyd oversaw a comprehensive test flight program, with Major Chuck Yeager and Captain Tom Collins as the chief test pilots. After No Kum-Sok briefed the test pilots on flying the MiG-15, Collins made the first flight on September 29, 1953. The test flights confirmed the Air Force's previous assessment of the MiG-15: it could accelerate and climb faster than the Sabre, but it was slower in level flight and in dives. In December 1953, the MiG-15 was brought to Wright-Patterson Air Force Base, Ohio. The film you have been watching is from additional flight tests conducted at Wright-Patterson. After its last flight in April 1956, the MiG-15 was transferred to the Museum, and placed on public display.

8. McConnell: Mission of the 51st

McCONNELL: "Hello, my name is Capt. Joseph McConnell of Apple Valley, California. I'm flying F-86 Sabres, for the 51st Fighter-Interceptor Wing in Korea. The mission of my unit, the 51st, is to retain the air superiority that we have held so long and to protect the fighter-bombers as they bomb targets in North Korea."

9. McConnell: Marking #15

[Silent]

10. McConnell: Two-Kill Day

INTERVIEWER: You jumped two of them yourself?

McCONNELL: This was an easy one, yeah...

INTERVIEWER: It was an easy one?

McCONNELL: It sure was. There was one behind us... but it was still easy.

INTERVIEWER: It was easier than most of them you've had?

McCONNELL: Oh yeah. This was...well this was the same as that one I got this morning ...about the same. The second one I got this morning ...well it hasn't been confirmed yet...

INTERVIEWER: Did the pilot bail out?

McCONNELL: No, not the second one.

INTERVIEWER: You mean today?

McCONNELL: Today this afternoon…

INTERVIEWER: This afternoon, yes. It's tough when you had get so many a day you don't remember which flight you're talking about.

McCONNELL: What do you mean tough?

INTERVIEWER: How many MiGs do you have now? To your credit destroyed?

McCONNELL: Fifteen. Confirmed.

Interviewer: Fifteen destroyed. Have you had any problems with destroyed?

McCONNELL: No, but I have one pending film.

INTERVIEWER: One pending film? And how many damages do you have?

McCONNELL: Four and One. Five. I got one this morning.

INTERVIEWER: Five damages? Well that's a pretty good record. What mission is that for you Capt. McConnell?

McCONNELL: 106th.

11. McConnell: Triple Jet Ace

INTERVIEWER: How does it feel being the world's leading Jet Ace?

McCONNELL: Well how about Pete [Fernandez]? Did he fly today?

INTERVIEWER: Yes he did, I think you are the world's leading jet ace. As a matter of fact, we're sure of it right now.

McCONNELL: Is that right? Well it feels pretty good then.

INTERVIEWER: You tied with Fernandez yesterday. Were you thinking that he was going to get another MiG today?

McCONNELL: I figured him for it, yeah.

INTERVIEWER: And even though you're disappointed of him not getting, you're glad that he didn't, because it gives you the title?

McCONNELL: Well, I wouldn't say that... I kind of like staying neck-and-neck with 'old Pete'.

INTERVIEWER: Is that right? Well, he may get another one tomorrow morning.

McCONNELL: He will.

INTERVIEWER: You're the first triple jet [to jet] ace in world history.

12. Jabara: Counting the Tally

JABARA: Who else?

OFF-CAMERA: Gio

JABARA: Gio? Good show! How about the other squadrons? … Got a MiG. That's all we know about.

Hey, that does us. That puts us up, doesn't it? … For those MiGs?

Well it was beautiful. Well—that guy—his whole tail section came off and just about hit the canopy, and I didn't see him come out so I started shooting some more. And when I was shooting, he came out of it.

What color were the jets?

Silver. Red noses. Well it was really pretty.

13. Jabara: Describing the Kill

JABARA: "They passed Chad like this... Here was Chad, but here I was. I saw him... Chad called them out. So I was able to cut them off like this. Then I chased them and chased them... but I wasn't catching them. Then they did a turn to the left, after coming once toward [garbled]. So we just came off in there, there were four of them and two of them are shooting at me, while I was shooting all the time. That's why I thought I had been hit. Well...the passer was down here, and I was up here and this guy just came in like this, but he couldn't pull any lead and I saw his stuff going behind me.
Interviewer: Did he bail out?

Yeah, I'll say, a beauty. Chad, he saw it, everything.

INTERVIEWER: Good show.

14. Fernandez: MiG Kill

FERNANDEZ: "I've just returned from a battle in MiG Alley, in North Korea. As we entered the area, the wingman who was with me, I spotted approximately thirty MiGs flying toward the east there was two of them lagging behind and low. I decided to attack the last two MiGs, and in closing to within a thousand feet of the first one, I shot and observed hits over his canopy and fuselage. At this time, the canopy came to pieces and the pilot took highly evasive tactics trying to evade my weapons. He started in a steep dive, and began to pullout. At this time I fired again and observed more hits going into the cockpit and the aft section his fuselage. The enemy aircraft burst into flame, approximately fifty feet from his aft section the aircraft fell off on the left wing, went straight into the ground exploding into a great sheet of flame."

15. Fernandez: Marking the Kill:

[Silent]

16. Fernandez: 14th MiG Kill

FERNANDEZ: "I've just returned from a mission in North Korea, flying in MiG Alley, when we encountered two MiG-15s. I closed in range, and began to overshoot the MiGs. I thought I was going to have a mid-air collision with them. Then I pulled it up steeply, I came back down on one MiG, and began to shoot, observing hits the MiG fell off on the

right wing and began to spin. As he was in a spin, I hit him again. At this time, the pilot bailed out, the aircraft continued over and crashed into the ground. The second MiG-15 got away. That was my fourteenth MiG-15 destroyed.

17. Fernandez: Teamwork

FERNANDEZ: "When you pick up a paper back home or listen to a radio, you read where 'Captain so-and-so' knocks down a MiG or 'Colonel so-and-so' knocks down a MiG. However, we can attribute a large portion of that in the teamwork that is involved when we have the people working on our aircraft, as my crew chief explained, and our armorer, our gunsight men, and everyone from the air police, to the mess hall that sees that we are fed and properly clothed. And every individual on this base, and other bases that is responsible for this aircraft getting up into MiG Alley. And I want you people back home to know, that you have no fear of us ever losing air supremacy over here as long as we have the good old American teamwork and ingenuity. I have to leave you people now as my crew chief is motioning me to get out of the aircraft so he can work on it."

18. Baker: Preparing for a Mission

[Silent]

19. Fischer: Preparing for a Mission

[Silent]

20. Johnson: Wing Commander/Mission

JOHNSON: "I'm Col. James K. Johnson, from Phoenix, Arizona, the commanding officer of the 4th Fighter Wing. The mission of the 4th Fighter interceptor wing in Korea consists primarily of the most vital function of establishing and maintaining air superiority. Its secondary mission is the escort of fighter-bombers and reconnaissance type aircraft. The third part of our mission consists of giving cover to all of the allied forces, that's air-cover, in this theater."

21. Parr: 6th Kill, June 19, 1953

PARR: "I'm Capt. Ralph Parr, my home is Apple Valley, California. I'm assigned to the 4th Fighter-Interceptor Wing here. I just came back from my twenty-eighth mission, where I destroyed my sixth MiG-15, and damaged one more. I was flying top cover on an RF escort, which is a photo reconnaissance airplane, and attacked several MiGs as they were attacking my photo reconnaissance. I positioned myself behind one, fired a long burst into him, got many hits then bailed out. Finally, I moved over on to another one, got several hits, but was forced to break off."

22. Moore: 5th Kill, June 16, 1953

MOORE: "Shortly after reaching the Yalu River, I spotted eight MiGs, low, crossing the Yalu, south. So myself and my three other members of the flight made a dive on these eight MiGs, going through the speed of sound and rapidly closed on the MiGs. I picked out one and when I came in range started firing. The MiG, upon being hit, broke hard to the left and made lots of gyrations in order to try to get away from me, but I managed to stay on his tail until I had hit him enough so that started burning and he exploded. Shortly thereafter, his canopy came off and he bailed out."

23. Garrison: MiG Kill

GARRISON: "I'm Major Vermont Garrison and my hometown is Mt. Victory, Kentucky, I am now flying F-86s with the 4th Fighter Wing in Korea. We had a pretty good mission today, ran in to quite a few MiGs. I caught this MiG about forty miles south of the Yalu, there was six of them. We swung in behind the MiGs and I managed to close in on this one before he got back across the Yalu and shot I him down. I've been flying this time with the 4th Fighter Wing about six months here in Korea, however I did fly with them in WWII, and they built up quite a record in WWII, and it appears they're still doing the same thing over here. I believe at the present, the U.N. forces have air superiority in Korea and if our outfit has anything to do with that, or do about, then we're going to keep it that way."

24. Buttlemann: 5th Kill, June 30, 1953

BUTTLEMAN: "I just returned from my 57th combat mission here in Korea, which took us up to the Yalu River. I'm stationed at an advance jet-base here in Korea, and I'm flying with the 51st Fighter-Interceptor Wing. I feel pretty good today, I bagged my fifth MiG on this mission, making me one of the Korean aces. We were up on a Yalu River patrol again, when we were up there for about ten or fifteen minutes, running pretty low on fuel, I saw these six MiGs heading back for the Yalu River. While I set up a bounce on these two MiGs I came down, got to the 6 o'clock position and started firing on this one. Well, about two or three seconds after I started firing on this one MiG, the other MiG started to come in on me and I started scissoring back-and-forth with him and after about three or four scissors, while this other MiG came in to the merry-go-round and I just had to break it off. As I was breaking off, heading back south, coming back home again I saw the other MiG crash."

25. Hagerstrom: MiG Kill

HAGERSTROM: "I've just returned from another combat mission over North Korea. My flight and I engaged ten MiG-15s and I was fortunate enough to get another one. We jumped these ten MiGs, about 42,000 feet. After a short track on two of them, I observed four more making passes at my #2 and #3, ---#3 and #4 man. I immediately broke off and started after the MiGs that were on my #4 man. I fired into one, he broke, started down, started tailing him, a couple more hits and the pilot ejected."

26. Jones: Preparing for a Mission

[Silent]

27. Bolt: Deadly Hunt

"It's a very exciting business, but when the MiGs are shooting at you, it's a little frightening at times, but when you get on one of them it's probably the most thrilling thing in the world. I've done lots of hunting, but this is certainly the best type. I have the good fortune of getting one several days ago, on my eleventh mission, and it was the biggest thrill of my life. I've never done anything the equal of it before for thrills."

28. Ruddell: Making Ace

RUDDELL: "Yesterday I finally got my fifth MiG and believe me, I thought I'd never get it. It's quite frustrating to wait for that fifth one after you've got the first four. I thought waiting for the first one was bad enough, but waiting for the fifth one was just about all I could take. Glad it's over. Now I think I can get some more without worrying too much about it anymore."

29. Ruddell: Air Superiority

RUDDELL: "Our job is to patrol MiG Alley and keep the MiGs off the backs of the fighter-bombers when they're up there dropping their bombs on targets in that area. That way they have a little more time to aim accurately and hit their target without worrying about some MiG back on their tail shooting at them. It's an interesting job, we like it a lot."

30. Baldwin: Group Commander/Mission

BALDWIN: "My duties as group commander involved administration and the routine operations of three fighter-interceptor squadrons comprising the 51st Group. The group's mission at presently is the air-to-air combat over northern Korea and combating the Russian built MiGs. We presently maintain air superiority over these MiGs and we anticipate that we can continue to do so."

31. Curtin: MiG Kill

CURTIN: "Hi there, I'm Capt. Clyde E. Curtin, from Portland, Oregon, flying F-86s, in Korea with the 4th Fighter-Interceptor Wing. It is the mission of the 4th Fighter-Interceptor Wing to maintain air superiority. Recently we encountered a flight of twelve MiGs, south of the Yalu, and after a lengthy chase, we were able to close within striking range. I managed to shoot one of them down. An F-86 is a marvelous fighter-type aircraft, and I know that we can maintain our air superiority with it."

"Strategic Bombing Touch Screen" (9 videos)

1. Tarzon Bridge Test

[Silent]

2. Tarzon Dam Test

[Silent]

3. Tarzon Railroad Test

[Silent]

4. KB-29 Refueling Clip

[Silent]

5. Massive Raid

NARRATOR: By mid-August, 1950, the situation in Korea was critical. MacArthur asked Air Force General George Stratemeyer to divert his five B-29 groups to bomb enemy troops preparing to attack Taegu, a Pusan perimeter strongpoint filled with hundreds of thousands of refugees. On August 16th, 98 B-29s flying between five and ten thousand feet dropped nearly 850 tons of bombs on a seven and one-half mile strip of land on the Naktong River across from Taegu. The bombing was excellent--nearly all of the 3,200 bombs fell in the target area. The tactical strike represented the largest direct aerial attack against ground forces since the Normandy invasion in World War II, and it foreshadowed the later use of strategic bombers against enemy ground troops in later conflicts.

6. Briefing to Takeoff

NARRATOR: While gunners checked their gun turrets... officers attended early morning briefings about the mission. After that, the aircraft commander briefed his crew and inspected them in front of their B-29. With all the last-minute details taken care of, they rolled down the runway and took off.

7. Takeoff to Target

NARRATOR: After takeoff, the crew settled in for the 7-hour-long flight to the target. The aircraft commander and co-pilot flew the aircraft, while the flight engineer monitored the engines and the navigator kept track of their course. Some passed the time with thoughts of home or the dangers ahead.

8. Over the Target

NARRATOR: The B-29s met up with their fighter escort, and as they neared the target... the crews kept a close eye-out for MiGs. Deadly enemy flak appeared as black clouds. With the bomb bay doors open, the bombardier made his last checks, and bombs spilled out on the enemy target below.

9. Completing the Mission

NARRATOR: After leaving the target area, there was the 7-hour flight back to base. One by one, the B-29s landed. Some carried damage from enemy flak and MiGs... some might not have made it back. One last thing remained--debrief, where the crew answered questions from intelligence personnel about the enemy's actions. Finally, 18 hours later, the mission is over.

"Medical Evacuation in Korea"

On 10 May 1951, near UIjongbu, South Korea, Corporal George Kritzman, of "Easy" Company, 7th Infantry Regiment, First Cavalry division, U.S. Army was wounded in action for the second time in less than six months.

The soldier received emergency medical attention in an Army Battalion Aid Station … followed by a visit from the Chaplain …

It was obvious that medical evacuation, commonly called "MED-EVAC," was necessary and would begin with a helicopter flight to nearest Mobile Army Surgical Hospital.

The next day an Army ambulance carried the wounded G.I. to Kimpo Air Base near Seoul. Loaded onto a C-47 bearing the inscription "The Californian," the soldier's home state, the aircraft departed for Taegu Air Base in southern Korea.

Twelve hours later, in a C-54, with the litter racks fully loaded, Corporal Kritzman and his wounded buddies departed Korea.

In Japan, land transport waited. Next stop: the sprawling Tokyo General Army Hospital.

Following several evaluations and medical decisions—the patient was loaded onto a C-97 aircraft.

Departing Japan, the aircraft passed by Mount Fuji—en route to Hawaii.

After a scheduled refueling stop at Midway Island and landing in Hawaii … it was another ride in a military ambulance to Trippler Army Hospital.

With all of the necessary paperwork completed, the patient once again was loaded onto a C-97 aircraft—this time the destination would be the continental U.S. of A.

The arrival at Letterman Army Hospital ended the medical evacuation process and the beginning of a long healing and recovery period … but for Sergeant George Kritzman he was happy to be "One Who Came Back."

"Air Interdiction"

[Music only]

"Itazuke Tower"

[Music only]

"Prisoners of War in Korea"

The return of Prisoners of War, POWs, caused a sticking point in the Korea War peace negotiations.

Questions about how prisoners should be treated played a part in stalling the talks. A contemporary explained the situations:

"The question of repatriation the prisoners of war finally became the obstacle to a truce. The Red negotiators insisted that any truce require that all captives to be returned to their own countries, by force if necessary. Given proper medical care, decently clothed, housed and fed and sensing what freedom could be, many of them did not want to be sent back to their communist ruled native lands. The United Nations held to humanitarian principle that no prisoners should be repatriated against his will. The prisoners were permitted to express their choice whether they would elect to return to communism or whether they be set free to go where they chose in case of an armistice, many chose freedom—over the fate of these men the truce talks stalled."

The communists finally agreed to a solution, and the end of the fighting in Korea brought to a close the ordeal for thousands of POWs.

After armistice ended the fighting in July 1953, Operation "Big Switch" repatriated more than 12,000 American and United Nations prisoners and more than 75 prisoners were returned to the communists.

The returning personnel were brought in ambulances and trucks to receiving centers like the one at Panmunjom on the 38th Parallel, scene of the truce talks and the De-militarized Zone between North and South Korea.

After initial processing, former prisoners were taken to Japan. Air force airlift, which had moved so many thousands of troops and supplies during the war, brought returning personnel to bases like Tachikawa and Haneda for further processing.

Along the way flight nurses and medical technicians cared for the men who had endured terrific captivity. Stretcher bearers carried patients off C-124 “Globe Master” and C-53 “Sky Master” aircraft while healthier personnel walked off on their own.

These ex-prisoners were obviously happy to be going home. Returning personnel were welcomed back into military service with new uniforms and well-earned pay. Finally, repatriated Americans departed Japan on ships and aircraft headed for home and freedom in the United States.

MODERN FLIGHT GALLERY – SOUTHEAST ASIA

"Combat Search and Rescue: Vampire Two-Six is Down"

["Beeper" signal]

[Heavy breathing, footsteps moving through the jungle undergrowth]

MISSION BRIEFER: Two-Six is down over here on the other side of the trail.

FLIGHT ENGINEER (FE): "…Caution Advisory Lights?"

AIRCRAFT COMMANDER (AC): "Checked."

FE: Engine instruments?

AC: Checked.

FE: …APS starters-generators?

AC: ON.

FE: …Safety belt and shoulder harness?

AC: Fastened--Pilot.

Co-Pilot (CP): Fastened…Co-Pilot.

FE: Fastened…Engineer.

…Parking brake?

AC: They're reset.

FE: …Landing gear position indicators?

AC: Checked.

FE: …Second-stage utility pressure?

AC: Checked.

FE: A-F-C-S?

AC: On.

FE: …EAPS are open.

FE: Engine fuel control levers?

AC: Open.

FE: Number 2 engine…?

AC: Starting 2….

FE: Take-off clearance?

AC: Has been received and we'll taxi now….

FE: Scramble checklist – complete.

[In back ground] … winds gusting, variable at Zero-Eight, peak gust at 18…

VAMPIRE TWO-SIX: …After the aircraft blew-up around me, I thought I was dead at first, then you get that feeling—all of a sudden you're just dead. When I got on the ground, I thought about that and what I was going to do next, and my wife, and my dog back home, and my house—it just pushes you on a little bit. You figure you made it that far—you're going to get back OK.

SANDY ZERO-ONE (Ground Support Aircraft): We're about 50 miles out and should be there in about five…

NAIL SEVEN-FIVE (Forward Air Controller): When you're ready, I'll give you a brief on the survivor.

SANDY ZERO-ONE: Roger that, ready.

NAIL SEVEN-FIVE: He's Vampire Two-Six, up on Two-Forty-Three-Zero, he has a banged-up leg, he'll be requiring a P-J—make sure the JOLLY is aware of this.

SANDY ZERO-ONE: Roger, Seven-Five. I've got you at my 12 o'clock and I'm presently on the Zero- Niner-Three for Nine-Zero miles.

NAIL SEVEN-FIVE: That looks good. You should be here in another minute or so…

SANDY ZERO-ONE: Roger Nail—I've got you in sight—you're cleared to mark.

NAIL SEVEN-FIVE: Roger, Nail is in to mark the guns.

OK, guys, tally on my smoke.

SANDY ZERO-TWO: Affirm—I have a tally on the smoke.

NAIL SEVEN-FIVE: Let's put your H-Es on the smoke—looks like about 4 Gs coming out of there.

SANDY ZERO-ONE: As soon as you two get through, go out and pick-up the JOLLYs and bring them in.

SANDY ZERO-THREE: Follow me, JOLLY, follow me…

VAMPIRE TWO-SIX: That's what was remarkable about it…I never expected to see a helicopter that quick…it's a pretty thing when you're standing down there and he comes in.

SANDY ZERO-TWO: JOLLY-High, you're about a half-mile from the survivor…let down and head due east.

JOLLY GREEN SIX-ZERO (Rescue Helicopter): We're going down as fast as we can go, this thing won't go any faster.

SANDY ZERO-TWO: OK, floorboard it—that's the boy.

SANDY ZERO-ONE: Hey guys, keep your eyes open.

JOLLY GREEN SIX-ZERO: Look to the northwest, to the high karst.

SANDY ZERO-ONE: OK guys, keep it moving…

JOLLY GREEN SIX-ZERO: Check my instruments, everything OK?

CP: Everything is looking fine.

SANDY ZERO-ONE: Straight ahead, about 400 meters…OK, Jolly, straight ahead…Straight ahead on the tip of the ridge line—go ahead.

JOLLY GREEN SIX-ZERO: I got him! We got smoke!

SANDY ZERO-ONE: Go get him.

JOLLY GREEN SIX-ZERO: Stand-by, babe—we're coming in to get you—stand by…

SANDY ZERO-ONE: Keep going, Jolly…

JOLLY GREEN SIX-ZERO: How you feeling down there?

VAMPIRE TWO-SIX: OK.

JOLLY GREEN SIX-ZERO: Any bad guys in the area? Did you see anything on your way down that might give us a handle on getting you out?

VAMPIRE TWO-SIX: Roger that, I saw quite a bit of action…

(Transmission garbled)

…swarming all over the place.

JOLLY GREEN FE: …Survivor appears to be injured…We'll put a P-J on…I'm getting a P-J on the penetrator…going to send him down.

…P-J is at the door…P-J is outside, starting down…P-J is on his way down, sir.

He's at the base of the door…P-J is under the belly of the aircraft…he's about a fourth of the way down.

You're clear right….

…quarter of the way down…five feet of the ground…P-J is on the ground.

(Gunfire)

He has the survivor, sir!

AC: We're taking ground fire!

CP: GROUND FIRE!

AC: Where do you think it's coming from…the woods?

PJ: Back behind the tail, sir.

AC: Jolly Green Six-Zero is taking ground fire from the 6 o'clock position…Sandy, come and get 'em…

SANDY ZERO-FOUR: Oh- Four and Oh-Five, from our 7 o'clock position, from the ridge line.

SANDY ZERO-SIX: Roger, taking ground fire from the 7 o'clock position from the ridge line.

JOLLY GREEN SIX-ZERO: Come and get 'em Sandy…

SANDY ZERO-ONE: Watch for the Jollys over there.

SANDY ZERO-THREE: Jolly Green, this is Sandy Zero-Three…You've got more 'willie-pete' right off your nose.

JOLLY GREEN: Look at the fireworks…tell them to keep looking…

SANDY ZERO-ONE: Ground fire from 3 o'clock…OK, Phil, one more down there…Sandy Zero-Four, put it in right behind him.

SANDY ZERO-FOUR: Roger, coming in right behind him.

(Transmission garbled)

JOLLY GREEN FE: Hold your hover…hold your hover…taking out the slack…hold your hover…hold your hover…slack is out.

Survivor is coming up…

…hold your hover, babe, looking good…hold your hover……hold your hover…

Survivor is coming up…he's about 10 feet off the ground…

…hold your hover…hold your hover…hold your hover…

Survivor is coming up…you're close to the tree!

…hold your hover…

He's about 10 feet below the aircraft.

…hold your hover, babe…hold your hover……hold your hover……hold your hover…hold your hover…

Survivor is at the door.

Survivor is coming in the door…

Survivor is in and secure—let's get the hell out of here.

JOLLY GREEN: OK…talk to me—we're coming out.

SANDY ZERO-ONE: Go ahead—he's coming out…straight ahead…down that valley and get low…get low and follow that valley…Jolly, same heading—straight out of this valley and down the saddle…we're following you…The Nail is waiting…same egress as you did in…

JOLLY GREEN: We've got enough air speed to climb…I'm coming up!

SANDY ZERO-ONE: Roger, bring it up.

Jolly, how you reading Sandy Zero-One on victor?

JOLLY GREEN: Read you loud and clear.

SANDY ZERO-ONE: Roger…Eighty-nine is V-F-R…would you need a refueling to come back to Eighty-nine?

JOLLY GREEN: Roger that.

JOLLY GREEN CP: If it hadn't been for the support we got when we went in—we would probably have been shot down ourselves.

JOLLY GREEN PJ: There's nothing greater than going up there and picking up a guy you know would end up as a P-O-W or M-I-A…we need to get in and get him.

["Captain Sunshine"—sung by Neil Diamond]

Captain Sunshine
He do me fine,
He makes the words rhyme,
When he know the tune is sad.

He don't take much,
Lord he don't make much,
But, ah, to be such as man as he,
And walk so pure between the earth and the sea.

[Crowd cheers]

VAMPIRE TWO-SIX: I just can't say enough about those guys. It's a heck of a way to find out how great they are, but when it happens, there're there—a hundred percent for you.

"Ranch Hand"

[Silent]

"100 Missions Up North Touch Screen" (8 videos)

1. Introduction Title Screen

> *[Music]* Come and sit by side at the briefing. We will sit there and tickle the beads. Then we'll head for the Red River Valley and today I'll be flying…

2. Counting to 100 Missions

TABULATOR: Forty-Five, Forty-Four, Fourteen.

RIGHT PILOT: How did the mission go? Pretty good?

LEFT PILOT: Yeah, pretty good.

RIGHT PILOT: How many is that?

LEFT PILOT: Well it's forty-two…forty-three.

TABULATOR: Major Hite, one mission, one counter, one for the month.

[Off screen] Finally made the board. Ninety-nine hard ones to go.

3. Today's Mission

NARRATOR 1: This flight line at night is a pretty hectic place. There is more work done at night actually than there is in the daytime. They get it done somehow. I don't know how, but they do. They do a real bang up job as a matter of fact.

NARRATOR 2: It takes forty man hours of maintenance people to ah support one hour of this airplane in the air.

NARRATOR 3: The winds air from the surface to five thousand feet along the coast are going to run about twenty-five knots out of the northeast. Did have an aircraft report right over the mountain area, says this morning just about at Mu Gia Pass at five thousand feet. He had a wind of zero, three, zero at forty knots.

NARRATOR 4: One thing that happens at the tanker is that everybody remembers most that's where the adrenaline starts to pump. The airplane is working hard you're at the tanker and ah... when you have accepted the gas that means you are going.

4. Deadly Skies

PILOT 1: I don't know how true it is, but they say it is the most heavily defended place in the history of air warfare. I've been there and I believe it.

PILOT 2: Although at times ah…eh…you're ah pretty scared when you have to roll in on something up there. Especially when you look down and see nothing but a black cloud or a white cloud down below you. It's ah…it's about as scary a mission as I've ever been on. I think it tries you to just about the maximum on the missions.

COMMANDER: We hear an awful lot about surface to air missiles. They're called SAMs or referred to as SA-2s. Our pilots are constantly faced in flying into North Vietnam with missile firings along with extremely heavy antiaircraft.

SPEAKER 1: We're getting flak south starboard…watch it. Eagle lot of flak south of that missile site.

PILOT 3: It was on the thirteenth of September we were flying a mission over North Vietnam. We had just discovered a bunch of missiles on transporters. We just finished dropping our ordnance on them. And we were looking for something to strafe and found a flak site. And uh, we were getting started to make a pass…and I took a direct hit from either a thirty-seven or a fifty-seven. Called I was hit leaving the area. They didn't hear my radio transmission because number four man thought I was a missile. Called me out as a SAM. And the number three man said, "No that's two, he's on fire." I got about a minute and ten or twenty seconds flying time out of the aircraft. I got about forty miles away from where I was hit. And I had a minor explosion lost hydraulic pressure. The aircraft pitched down, and I ejected in an almost uncontrolled situation about five forty five fifty knots, two negative Gs. That's how I hurt my ankle. Caught my foot in the ejection process getting out… Everything else was uneventful after the chute opened.

RADIO 1: Going after him!

RADIO 2: There you go, go get him.

RADIO 1: OK Detroit there is MiG going, turning south here.

RADIO 2: Roger I'm going in break off right. I see him loud and clear (guns fire).

RADIO1: Detroit we got MigGs right under us, right under us.

5. Bombs on Target

[Radio chatter and explosions]

6. 100 Missions and Home

MAJOR: We got three lieutenants coming in behind this F. And they just finished their hundredth mission. And ah, we're real proud of them, because ah… first of all . not many lieutenants fly the one-oh-five. And secondly, to get a hundred missions in it is outstanding, we think. So ah, we're going to meet them here at the end of the runway and take them on up to the parking space, and give them a bottle of champagne. I imagine they are three happy boys.

PILOT 1: F-O-D *[Foreign Object Damage]*

PILOT 2: I won't even say to the rest of the guys, "No there's no way, because…There is a way." Major Diaz scheduling everyone…there is a way.

PILOT 3: Oh boy, there is a way. There is a way.

7. Lt. Karl Richter

> COMMANDER: Yes, uh, I personally try to discourage it. A man has put in one hundred missions over North Vietnam should go home, get a rest, and then come back. However, I have one pilot here, that's just insistent on ah taking another hundred. And he's here, his name is Lieutenant Richter.
>
> RICHTER: You know I enjoy it, and ah…it's the kind of deal like everybody says yeah I'm waving a flag, but I'm not. But at the same time, where are you going to stop it at? You know? Where's communism, you gonna wait til they're in a the Philippines or in Australia, or San Francisco, or Des Moines, Iowa? You know? You can stop it here, or wait until somewhere later on. I don't think most people think about that. And like me, what happens, you know if ah, I get shot down? Ah, I'm too mean, they'd never get me anyway, but…

8. Roscoe

> NARRATOR: Roscoe was brought here by a pilot from Kadena who was temporarily assigned to the wing. When the pilot was shot down up North Roscoe sort of became everybody's dog. The only dog allowed on base. Now Roscoe is a free agent and goes everywhere. Sort of a tramp with a big heart. But a lot of guys for instance, don't feel right unless he's sitting there in the commander's chair during the mission briefing. They say if he sleeps, it's going to be an easy mission. If his ears perk up, watch out.

"Beware the Weasel"

March 1965.

When the U.S. began OPERATION ROLLING THUNDER missions into North Vietnam, strike forces flew at high altitude to avoid concentrated anti-aircraft artillery, or "triple-A" defenses. A new danger, however, threatened to halt air operations over North Vietnam -- the SA-2.

The SA-2 was about 35 feet in length, had an effective range of 20 miles, had a ceiling of 60,000 feet, and flew three and one-half times faster than any strike force aircraft.

Although the U.S. knew SA-2 sites were being built, nothing was done. Officials feared that killing the Soviet technicians building them could escalate the war. It was thought that if the U.S. left them alone, they would not fire the missiles. That proved to be wrong.

The SA-2 "SAM" claimed its first victim over North Vietnam in July 1965. Immediate retaliatory attacks against the SAM sites proved costly, and for the most part, ineffective. Furthermore, the SA-2 forced strike forces to fly lower -- into the deadly triple-A, and caused premature or inaccurate bomb releases. Something had to be done.

A committee, headed by Brigadier General K. C. Dempster quickly investigated ways to counter the SAM threat. One proposal emerged that would lead to the creation of a new concept in aerial combat -- the Wild Weasels.

In great secrecy, an all-volunteer group of highly-qualified fighter pilots and Electronic Warfare Officers, or EWOs, was assembled, and they began developing tactics from scratch using modified two-seat F-100F Super Sabres. Their modified F-100Fs could: locate SAM site RADAR units with respect to the aircraft position, identify the type of RADAR threat, and provide warning whenever a SAM was fired.

November 1965 -- the first four F-100F Wild Weasels deployed to Korat Royal Thai Air Force Base under the command of Major Garry Willard.

On December 1st, Major Willard and Captain Walt Lifsey flew the first Wild Weasel combat mission only four months after the first loss to an SA-2 in Vietnam.

On December 20th the Wild Weasels suffered their first loss. Captains John Pitchford and Robert Trier were shot down by triple-A fire over North Vietnam. Both crew members ejected. Captain Pitchford was shot after being captured, and he spent seven years as a North Vietnamese POW. Captain Bob Trier was killed while exchanging fire with the North Vietnamese troops.

Still, no SAM site had been destroyed by the Wild Weasels -- they needed success.

But two days later, on December 22nd, 1965, in aircraft number 2-2-6, Captains Allen Lamb and Jack Donovan, leading four single-seat F105Ds, detected a SAM site northwest of Hanoi. Using the available terrain to mask their position, they attacked with rockets and gunfire. The F-105Ds finished off the site. They had finally succeeded.

In 1966, the Wild Weasels received two new tools: the two-seat F-105F Wild Weasel, with improved electronic modifications, and the air-to-ground, AGM-45 “Shrike” anti-radar missile. The Shrike homed-in on SAM RADAR units and destroyed the SAM's controlling system. The Shrike had limitations though because the SA-2 had twice the range and traveled almost twice as fast.

Because all strike missions deep into North Vietnam required Wild Weasel support to defend against the ever-increasing SAM threat, the Wild Weasels’ primary mission was suppressing enemy air defenses for strike forces. The Wild Weasels entered the target area in advance of the strike force, suppressed the enemy’s air defenses, and remained behind while the strike force departed, reinforcing the Wild Weasel motto “First In - Last Out.”

The other, less common, type of Wild Weasel mission was “trolling” -- usually conducted in southern portions of North Vietnam. The Wild Weasels actively hunted the SAMs by enticing a site to fire -- which revealed its location -- then, after dodging the oncoming missile, they attacked and destroyed the SAM site.

The Weasels were few in number and in high demand, and the missions they flew were extremely dangerous. The early F-105 Wild Weasels suffered high losses.

In May and June of 1966, the Air Force sent eleven F-105 Wild Weasel aircraft to two bases in Thailand -- Takhli and Korat. Less than two months later, only one was still flyable. Of the sixteen Airmen sent to Takhli, only four finished their 100-mission “tours.”

Although reinforcements arrived later, there were typically no more than twelve Wild Weasel aircraft available at any one time until late in the war.

During the war, there were numerous examples of valor. Two missions in 1967 stand out.

On March 10th, Captains Meryln Dethlefsen and Mike Gilroy were in a four-ship formation covering a strike against a heavily-defended target near Hanoi. Dethlefsen and Gilroy made numerous passes against enemy SAM sites.

On April 19th, Major Leo Thorsness and Captain Harold Johnson remained behind alone to cover another Wild Weasel crew shot down by triple-A. Johnson spotted, and Thorsness shot down one of the several threatening MiGs, departing only when relieved by arriving US Air Force fighter cover. The distinguished actions of these Wild Weasel crews resulted in the awarding of the Medal of Honor to the pilots Dethlefsen and Thorsness and the Air Force Cross to EWOs, Gilroy and Johnson.

The Wild Weasels, from the beginning, were always a two-man team. The pilots were nicknamed “nose gunners,” and the Electronic Warfare Officers, “bears.” They were two in number, but they trained, deployed, and fought together as one.

Despite their losses, the Wild Weasels, along with other anti-SAM measures, were making a difference.

Additional tactics used against the SAM threat included: “stand-off RADAR jamming” Electronic Counter Measures, carried by individual aircraft, and the development of “the SAM break,” which fighters used to dodge a launched SA-2.

In 1965, it took 15 SAMs fired to shoot down one US aircraft. By the end of ROLLING THUNDER in 1968, the North Vietnamese had to fire four times as many SAMs for the same result.

In 1968, the “Standard” air-to-ground, AGM-78 missile became operational. Having a larger warhead and longer range than the Shrike, the Wild Weasels could now strike the sites from beyond the SAMs reach. Coupling this with improved aircraft electronics, the “Wild Weasels” now had a distinct advantage. ROLLING THUNDER ended in October. The U.S. halted the heavy bombing of North Vietnam, offering an opportunity for negotiations to end hostilities. However, the North Vietnamese took advantage of this period to strengthen and expand their air defensives.

The Wild Weasels remained busy flying missions against SAM sites, but with limitations. Called “protective reaction,” they were not permitted to attack until the enemy fired first.

In 1969, the U.S. began the slow withdrawal of U.S. forces from Southeast Asia.

In the spring of 1972, in response to the North Vietnamese Easter Offensive, the U.S. began OPERATION LINEBACKER -- resuming the heavy bombing of North Vietnam. The USAF reinforced its existing Southeast Asia Wild Weasels with more F- 105s, and a new Wild Weasel, the F-4C. With six F-4Cs, the weasels now had 34 “SAM killer” aircraft in theater.

In December, when it was obvious the North Vietnamese were not willing to seriously negotiate, the U.S. began OPERATION LINEBACKER II, the climax of the air war over North Vietnam.

During 1972, the North Vietnamese fired over 4,000 SA-2s -- nearly half the total fired during the entire war -- but shot down only 49 aircraft. It now took more than 80 SA-2s to down one U.S. aircraft.

Midway through LINEBACKER II, the North Vietnamese exhausted their supply of SA-2s, leaving them defenseless. The Wild Weasel mission in Southeast Asia was now complete.

“Shootdown and Capture”

We stepped off the airplanes at Tahkli. At the far end of the runway, turning initial, was a missing man formation of three Thuds – F-105s. I looked at McNish and he looked at me, and I looked up -- nodded my head. And then right after that comes the second flight in, turning initial, and it had a missing man in it. I looked at him, he looked at me and said, “Well, I guess we’re here.”

As we're doing this, the realization struck me. I remember my knees started to shake. I thought holy smokes, we’re going into war.

They’re shooting. They knew where we were coming from, they knew the headings, they knew the altitudes. They -- before we ever got there, they were laying in at eight, ten, and 12,000 feet, all the 85 and 100 millimeter fire.

All of the sudden the whole world opened up on me, I remember the flak coming up. The world was just black with flak. And by this time, I realized, holy smokes, they’re all shooting at me. As we were just leaving the area, I was hit. And I flipped and flipped and flipped and flipped. And I was pinned against the cockpit. I couldn’t move. But I flipped over and went straight down to the ground. Eventually there was nothing left to be seen of an airplane. There was just this huge orange fireball in the sky. Last air speed I saw was 620 knots. And we were going down through 4,500 feet. And this wonderful gentleman sitting about six feet behind me said, “Ed, I don’t think we’re going to make it.” You train all of your career for this. You go through practice shots on the ground and everything else. You’ve got the elbows in, the spinal column straight and the head back and squeeze the triggers and that’s the last thing I remember.

This thing of your entire life passing before your eyes in a matter of seconds really does happen. You think about your wife, your kids. What are they going to do without me? And there you are, floating down in a parachute. The United States Air Force had seen fit to send me to survival school, to water survival school, to jungle survival school, all the training that I needed for escape and evasion. And I came through the trees and landed right in the middle of a small village and I escaped and evaded for about five seconds.

And so, there I was, this very proud and vainglorious fighter pilot, the peacock of the services, walking down a dirt road on the outskirts of Hanoi, barefoot, in my skivvies in a t-shirt with a hole right where my navel was. And you know, I really look good here, don't I? They came down off the hill of this little drainage ditch that I was in and surrounded me. And then they decided I wasn't going to do anything horrible to them except just sit there in the mud. They immediately relieved me of knives and guns and all the other things.

That first day I went through the same thing that everybody did. I got stoned and spit on as I walked through little villages. That evening they had a big convocation out in the local soccer field and put me up on a flatbed truck and threw rocks at me, and yelled and screamed. They keep you there, not much more than 15, 20 minutes, and run another four or five miles to the next village. That people would poke you with bamboo sticks and everything. And the worst part was the little kids were come up and put little slivers of bamboo into you.

They took me out to a firing squad and five guys pointed rifles at me and you know, pulled the clips and jammed them home and he said, "Fire" and they all went click, click, click, click, click. And I laughed at them at that point. But I have to tell you, it was the first time that I realized, and I'd been praying real hard, that the Lord was on my side. I was rather severely injured. I had a broken arm, broken shoulder, broken leg. My first decision was whether or not I wanted to live or to die. It was a conscious process. I had my .38 there, and I had it out. I opted not to pull the trigger. And frankly, it would have been easy to do so.

The initial day was a learning experience for me and for the North Vietnamese. It was the first time they had somebody. I don't feel they really knew what to do, how to handle me. As a POW, you know, you're not supposed to give anything but name, rank, service number and date of birth. So, I wasn't answering anything else. And so they said, "Why don't you answer?"

And I said, "Well, according to the Geneva agreements, I'm not supposed to."

Well, lo and behold, "Why not?"

"Well, as a prisoner of war..."

"You're not a prisoner of war. There's no war. There are no diplomatic relations between your country and my country. You don't think that there's somebody going to come in here and represent you."

He says, "You're in our hands now. We consider you a criminal. A war criminal."

So I remember my thinking was, “Oops, what do I do now?”

“Incarceration”

I couldn’t see out very much because they had me blindfolded and the jeep was kind of blackened out. Eventually I arrived at this place called Hoa Lo Prison, in which we Americans named the Hanoi Hilton. So that was my entry into Hanoi.

The prison was kind of a city block in size and it was surrounded by tall stone walls on top of which were, embedded in cement, broken bottles. And then on top of that were high tension wires. And I think the height of the thing was 12 or 13 feet.

They took me into a little cell with one bed board in it on concrete supports. Rusted leg irons permanently mounted to the bed. And I’ll tell you, the Hilton was built by the French for the Vietnamese when they had Indochine, uh Indochina. And, this little separate group of cells that we called Heartbreak Hotel is for the welcoming committee, to let you know that they had other plans for you. And, you could look at this place -- and you could look at this place and understand and just hear the screams of about 50 years because it was – it’s a hard place, it really is.

Beatings were going to occur for a specified period of time, almost regardless of what happened. Again, it was to establish the rules of the game. They were in control, that they were the masters. And you were subservient to them. You’d better be careful.

The guards come around in the middle of the night just rattling the lock on your door. That’s a terrifying thing, because they may be taking you out for a torture session. You’re always sitting either on the floor or on a stool or a concrete block or something low. The interrogator’s always behind a table that’s covered with a cloth of some kind. White or blue or something. He sits above you. He’s always looking down at you, asking you questions. They want to know what the targets are for tomorrow, next week, next month. You don't know, you really don’t know. But he’s going to have to have an answer of some kind. Out of the back of the room comes the torturer. And he’s, he’s a big guy that knows what he’s doing. And he just starts locking your elbows up with ropes and tying your wrists together and bending you.

I was in terrible, terrible pain. They were using the rope trick. We called it the Vietnamese rope trick. And that was to take the arms behind your back, tie your hands together, tie them up real tight and then rotate your arms behind, over your shoulder until your shoulders dislocate.
I really thought, before I was shot down, that I was the toughest fighter pilot in the world, that I was John Wayne, Superman, all of them rolled up into one. And by God, they couldn’t break me. I was one tough son of a gun. I found out real fast how weak I was. Pain may cleanse, but by God, it also hurts. And, and I’m telling you, when your shoulders rotate in the sockets, and you’re hanging there, and -- and you cry and you, you bleed and you pray and you scream, and when you scream, all they do is pick up a dirty rag and stick it in your mouth so they don’t have

to listen to you. And the thing that affects you, at least me, affected me the most was God, I don't want to die here and nobody even know it.

My options are kind of running out. And I knew I couldn't stand the pain. This had gone on for hours, and I tried to commit suicide by banging my head against the wall. And they stopped me from doing that. After they pulled me away from the wall, I realized I had to comply with their demands, writing a confession or so. And after I did it, they put me back in my cell and I just cried like a baby for a long time. Because, as I said earlier, you think you let your country down. I put out the word roll back, bounce back. That was the first time that was initiated.

It was very important that you lasted the rest of the time. You can be tortured to give something. But then you don't lie back and just continue to give them things as they gradually exploit you. You stop and don't give them anything. Again, and make them torture you again and give them as little as you can the next time. In other words, they never advance their indoctrination of you to the object they wanted was you become a slave without torture to do anything they want to help their cause.

They wanted me to talk to them, to be interviewed. I refused to do that, but they set me on this stool under a big, a big sign over my head that said clean and neat. I looked like I was a solitary thing on this single bed. And I extended my middle fingers so I knew that anybody that saw these films would know that I was not doing this voluntarily. Life magazine, I think, to keep me from getting in trouble, or maybe it was against the code back then, they couldn't put pictures like that on the cover, airbrushed my fingers out and for years my nephew thought that the North Vietnamese had cut off Uncle Paul's middle fingers.

When I appeared, the Vietnamese communists thought that they had made a great coup. When they put me out there, I played the Manchurian Candidate, trying to pretend that I was drugged and brainwashed and bowed 90 degrees. I bowed to the audience and then I bowed to the head table. It turned out to be a disaster for them.

In this particular night, we heard the roar of engines, a little different from what we'd been used to. Just constant roar of a lot of engines. We hadn't heard that since March of '68. And, all of a sudden there was a lot of action.

The Vietnamese start firing missiles. And they were going over the rooftops of the camp. We bombed them for ten days. And we saw aircraft being shot down. It was just huge burning flames falling out of the sky. And all we could say was we hope the guys got out. We hope they made it. All night the 52s would cover the area, and all day the A-6s and F-4s and all -- and others. So, I could fully understand the dismay the population must have had with the continual bombing, bombing, bombing. And the guards wouldn't even man the towers anymore. When finally Christmas '72 came around and -- and right after that the bombing ceased, we knew it was the real thing.

"Homecoming"

They had let all of Hanoi out to watch us come out with our heads down. We marched out in step with our heads high. We actually managed to pull off a column-right and halt right at the bus. It was pretty impressive.

Personally, I was so emotionally drained; I think of so many expectations in the past and so many disappointments and failures...so many close friends you lost. People that you lived with, that they went away and you never saw them again. You became cold. You developed a shield, that was for protection, so that you wouldn't let your emotions run away.

I could see this beautiful C-141, an American plane, at close range, with the American flag on it, U.S. Air Force...and American military, uniformed personnel, 50 or 100 yards from me. You don't know the feeling it gave me, and I'm sure everybody else.

You know, fighter pilots have a tendency to look down their nose at cargo plane pilots, but this was beautiful. It had Red Cross and American Air Force on it. I said, "Oh, I guess we really are going to go home." So they took us off the bus, lined us up. You know we have a Demarcation Line – you're free when you cross the line. You're still theirs over here, and you belong to the U.S. when you get there.

I looked over, and there's "The Rabbit" over there, the famous interrogator, calling off our names, and that was our last look at "The Rabbit." And as luck would have it, when I stepped across the line, and stuck my hand out, there was an old friend there to greet me. I saluted, and I kept a very stern military face, and I refused to let myself smile until I rounded the corner and went up the ramp into the C-141, and then the smile broke out. And inside, we were all hugging and -- not hugging -- guys don't hug, girls hug! But we were all just shaking hands and talking with the Air Force personnel.

Then it was quiet again as we took off and rolled down the runway, and everybody's real silent. And as the wheels broke the ground, we just went into pandemonium.

We almost tore the guts out of that airplane. You never heard such shouting and stomping going on. Here, our first significant proof that we're free. We're in an American airplane; we're airborne, now.

I had no idea there was going to be anything like the media attention that was given to this event -- or build-up and anticipation on the part of the American public and all. So when I met Admiral Gaylor and he took me to the microphone and he said, "Do you want to say anything?"
I said, "Well, yeah, I've got a couple sentences." And I said the sentences, and then the God Bless America just – "We're honored we've had the opportunity to serve our country under difficult circumstances. We are profoundly grateful to our Commander-in-Chief, and to our Nation, for this day. God bless America. God bless America."

"The SS MAYAGUEZ Incident"

On May 12th, 1975, the Cambodian Khmer Rouge navy seized the American container ship SS MAYAGUEZ and its crew in international waters. In response Air Force Chief of Staff, General David C. Jones briefed President Ford and his staff on the situation…the President then acted decisively.

The MAYAGUEZ was anchored southwest of the Cambodian coast and…military planners believed the crew was being held on nearby Koh Tang Island. During the night U.S. Air Force AC-130 gunship aircraft destroyed three gun boats moving near the MAYAGUEZ…probably preventing an attempt to relocate the captured crew to the Cambodian mainland.

The USS HOLT maneuvered alongside the MAYAGUEZ…U.S. Marines boarded the MAYAGUEZ and found the ship abandoned.

U.S. Air Force helicopters then began landing ground troops on Koh Tang…each landing attempt encountered deadly and accurate ground fire from a large force. Four helicopters were shot down and five more damaged…14 Americans were killed.

Nevertheless, more troops were moved ashore…

As the assault continued, the MAYAGUEZ crew suddenly appeared in a small boat and were rescued at sea -- unharmed.

With the crew now in control of the ship…the MAYAGUEZ departed the local area.

The assault on Koh Tang Island then immediately turned into a rescue mission.

The problem: removing some 200 U.S. Marines with only three available U.S. Air Force helicopters.

The enemy met each rescue attempt with heavy and accurate ground fire…shown here, a rescue helicopter is hit…igniting on-board illumination flares which threaten to destroy the helicopter…the burning flares are successfully jettisoned and the aircraft saved.

During the rescue mission coordinated support by U.S. Air Force attack aircraft, forward air controllers, rescue helicopters, and gun-ships hammered enemy ground targets…Finally, after 14 hours the last U.S. aircraft departed Koh Tang Island. The wounded were airlifted to USAF hospitals in Thailand…total U.S. casualties: 18 dead and 50 wounded.

Additionally, 23 U.S. Air Force Security Forces personnel died in a helicopter crash, due to mechanical failure in Thailand, while supporting this mission.

COLD WAR GALLERY

"Berlin: A City Held Hostage"

When World War II ended, the face of Europe had once again changed. Three years had passed since the fighting ended. There were housing and food shortages. But Germany was rebuilding.

Germany was also geographically divided.

Troops of the United States, Britain and France occupied the western portion of the country. The Soviet Union controlled the eastern portion.

Berlin, encircled by the Soviet zone, was a divided city. For more than two million people living within Berlin, daily necessities were in limited supply. Shipments of new supplies arrived from the west by barge, rail, and truck.

For several months, tensions had been building between the western and eastern leadership. The latest issue concerned the creation and control of a post-war currency for Germany. It would be this issue that created gridlock. The Soviet Union, unable to dictate the currency policy, stopped all land, rail, and water access into the city. Berlin was suddenly a city held hostage, isolated, and seemingly inaccessible from the western zone.

However, in 1945, the four powers had established, by formal agreement -- three 20-mile wide air-bridges, or corridors, connecting Berlin to the west. The immediate Allied response -- airlift emergency supplies to Berlin using the established corridors.

The U.S. Air Force and Royal Air Force quickly pressed the versatile C-47 into service. Unfortunately, European-based airlift capability quickly proved inadequate for breaking the Russian blockade. If airlift was to be successful, there had to be extensive build-up and reorganization of Allied resources and capability. The United States Air Force, not yet a year old, began moving larger C-54s, and experienced personnel from all over the world, to Germany.

Exacting airlift procedures were developed quickly. For example, within the corridor, aircraft were vertically separated by five hundred feet, and horizontally by three minutes.

All aircraft were directed by radio and radar control. Soon, tons of life-sustaining supplies began arriving in Berlin. Coal for industry, and flour for bread. Sea-going tankers delivered millions of gallons of aviation gasoline for the growing airlift fleet. The tonnage flown into Berlin increased steadily.

As the winter of 1948 approached, the leadership on both sides knew that weather would be the airlift's critical test. During the winter months, adverse weather conditions hindered and often halted flight operations. The airlift, however, continued, except during extreme weather conditions. Aircraft arrived in Berlin on the average of one plane every three minutes. This constant stream of aircraft demanded strict adherence to established procedures and extensive maintenance and logistics support.

Air Traffic Controllers and Ground Control Approach personnel were the unsung heroes of the airlift. When winter gave way to spring, it was obvious the airlift was working.

Supplies were being stockpiled. Seeing children around the airfield, aircrews dropped chocolate and gum by handkerchief parachutes. During April 1949, a maximum airlift effort, known as "The Easter Parade" began. This effort clearly demonstrated the airlift had broken the siege and the Russian blockade of Berlin had failed.

The Soviet Union officially lifted the blockade on May 12th, 1949. Berlin was no longer held hostage. The greatest humanitarian airlift ever attempted was now history.

"Tempelhof GCA"

[Sound effects only]

"Office of Special Investigations"

Like the eyes of an eagle, the Office of Special Investigation watches over the Air Force and the Department of Defense, protecting us from danger.

OSI is the service's premier investigative and law enforcement agency.

OSI agents provide threat detection, solve major crimes, locate and apprehends Air Force fugitives, pull the plug on cyber crime, protect senior Unites States Government officials and neutralize threats.

OSI operates world-wide at over 200 locations, partnering with international and federal law enforcement agencies daily.

OSI trains the way it fights.

Agents receive the best training in the world.

We are the Air Force's front line of defense against criminals, spies, and terrorists.

Wherever there is a threat, we will be there today, tomorrow and into the future.

Are you ready?

"Airlift Support"

"…Two, Three—GO!"

REPORTER: One month, over 300 pallets were delivered in support of Operation Iraqi Freedom.

LOADMASTER: The OIF mission, they're, you know typically three, four, five stops a day—which like an hour-hour and half, in between flights, and that's pretty fatiguing.

REPORTER: Despite the heavy workload and long hours, Loadmasters, like Sergeant Beatty, have pride in delivering a full load.

LOADMASTER: When you've got a full aircraft, you know, you really feel like, hey you know, I' moving a lot at the same time and its more satisfying that way.

REPORTER: Aircrews in Iraq, Afghanistan, and Cyprus combined to deliver over 500 pallets of supplies in the last month. Staff Sergeant Trevor Pedro, Southwest Asia.

"F-16 Air Support"

REPORTER: What better way to see the perpetrators planting an improvised explosive device beside a road than from high above. Pilots of the F-16 "Fighting Falcon" fly daily missions out of Balad providing close air support to ground troops in Central Iraq.

PILOT: We're there to provide a combat asset for them. Airborne, we give then the support they need-via sensors, via bombs on target. Whatever the ground commander needs -- that is our primary job to support then in that role and bring the capabilities of the Air Force to them.

REPORTER: Since August 2007, fighters and unmanned aerial vehicle aircraft, out of Balad, have conducted more than 700 attacks on insurgent and dangerous targets. Staff Sergeant Paul Gonzales, Balad Air Base, Iraq.

"TACP Convoy"

REPORTER: Tactical Air Controllers ride along on a "Striker Convoy" through Northern Iraq. Roadside and car bombs potentially lie around every corner…the controllers, also known as TAC-Ps have eyes-in-the-sky providing the convoy commander with vital information.

CONVOY COMMANDER: Here we've got a live feed, right here, in my vehicle. We can see any where in our battle space and when needed…

CONTROLLER: We've got great fixed-wing support that has been, so far, primarily either as "show-of-force" or been able to get great observations—great spot reports. That allows us to keep my commander informed of what's happening on the battlefield.

REPORTER: The TAC-Ps prove their worth almost immediately…

CONTROLLER: Sir, we've got a single vehicle on the road…ahead of us….OK?

CONVOY COMMANDER: In the middle of the road—where?

REPORTER: They determine the vehicle to be no threat.

CONTROLLER: Roger, sir, he is like half-way on the road—OK?

REPORTER: The convoy drive on to the first stop on today's mission—a key construction site.

GROUND COMMANDER: We've got a solid Traffic Control Point out in front with a whole base of Iraqi soldier right here. So, this is one of our…this is the big road into Mosul.

REPORTER: A short conversation with the local Iraqi commander verifies the project progresses well.

The next stop—a visit with a local mayor.

The TAC-Ps direct a few jet over the town in a show of force.

The sound of jet engines comes through "Loud and Clear" as eyes seek upward for any sign of movement.

The jets may be small, but the "bad guys" know these planes see everything.

The Commander dismounts, but this time orders the TAC-Ps to remain behind.

CONTROLLER: The commander wants us to stand-by, he wants us to control the rotary-wing and fixed wing assets—coordinate the over-watch to this site.

CONTROLLER TO AIRCRAFT: We have dismounted personnel searching through the village right now, looking for the mayor, like you to keep eyes on them…

AIRCRAFT PILOT: Bobcat Three, this is Victor One, I read you loud and clear. Over.

REPORTER: The visit ends without incident, time to say good-bye.

CONVOY COMMANDER: I've had a TAC-P team on my vehicle almost the entire six months I've been here—fantastic support.

REPORTER: Support, that ensures the men of this "Striker Team" go home tonight—safe and sound. Tech. Sergeant George Maurer, AF News.

"Explosive Ordnance Disposal"

REPORTER: They convey through The Red Zone in the middle of the night looking for terrorist traps, risking their lives for the sake of others.

EOD NCO: The IEDs are the number one threat to US service members in Iraq and we're here to defeat them.

REPORTER: They are called courageous, brave heroic by those who have seen their work or heard of their exploits in combat zones.

The members of the Four-Forty-Seventh Expeditionary Civil Engineering Squadron, Explosive Ordnance Disposal Flight success stories from the first two week of January alone include the recovery, or destruction, of 51 Improvised Explosive Devices, or I-E-Ds, 18 weapons caches, and nearly 23,000 small arms.

[Background] Attention on Deck.

REPORTER: Christy Byers, Sather Air Base, Iraq.

[Background] Fire in the hole…Fire in the hole…Fire in the hole!

[Explosion]

"MH-53 Touch Screen" (3 videos)

1. Weapons Test

[Weapons test fire noise]

2. Leaving Target Area

SPEAKER 1: Here ya go. Next time you see here you'll see her in a museum.

SPEAKER 1: Tell your kids you saw her the last time she flew.

SPEAKER 2: Pretty thing…

3. Takeoff

[Engine noise]

"Prime RIBS"

Hello, I'm Technical Sergeant Debbie Betz of Air Force Services and I would like to share with you our mission to support deployed Air Force personnel worldwide. These candid images, taken by my fellow airmen, are a quick look at the daily life of our Air Force personnel while deployed to Iraq, Afghanistan, and other locations.

Arrival …

Leaving home and deploying overseas for long months is hard on all Air Force personnel. Air Force Services' Prime RIBS teams support all deployed personnel upon arrival at their new and strange, overseas duty station and throughout their entire tour of duty.

Lodging …

The first order of business is housing. Sometimes at first it's a little 'rough', but it quickly improves with time and effort. Improved tentage, such as the TEMPER tent, is quickly assembled and put into place. Area improvements are made to suit the local area such as sandbagging and air conditioning units. Not unlike a big hotel, check in for all new arrivals is at the main desk and…yes, sometimes there are even keys for the tent. While interior fittings are basic, each airman has the opportunity to improve upon their "home away from home." This can include additional furniture items, items for the "patio," and perhaps even some "landscaping."

In addition to the personnel housing, latrine facilities are established and conveniently located to living areas as well as other structures such as administrative offices and chapels.

In addition to the housing, the Prime RIBS team offers many other essential services.

Food Service …

Food service is an immediate need. At new deployment locations there may only be individual rations such as the Meals, Ready-to-Eat (MRE's) but as soon as possible kitchen and dining tents are put into position and hot meals are being offered by Services personnel and contract workers. Great pride is taken in each facility and names are soon attached to them. In addition to a standard meal, carry-out, short-order, boxed lunches, and sometimes out-door barbeques for special occasions are provided.

The duty day for food service personnel is long and still has the old drudgery of cleaning pots and pans, but we are proud of the achievements and esprit-de-corps of each and every one of these facilities.

Laundry …

As each working day goes by, there is a constant need for laundry services to provide serviceable and clean uniforms. Prime RIBS Teams accomplish this in a variety of ways to suit the convenience of the airmen. Self-service laundries (laundromats) are made available with

convenience to individual needs and duty schedules. Additionally, commercial style turn-in laundry facilities are established and operated by Services personnel, sometimes with the support of local contractors.

Mortuary …

One of the core duties of the Prime RIBS Team is to provide for our fallen airmen. It is always with a heavy heart that we carry out this most essential duty and to see each of the fallen safely home to their family with all due honors.

Fitness …

The Air Force has a major interest in the physical fitness of all members. Many times actual duty assignments may not provide the type or amount of exercise needed to provide good fitness. Fitness centers are provided around the clock for all personnel. This assists airmen physically and has been proven to reduce the stresses associated with deployment. In addition to individual fitness programs, physical fitness testing continues for all deployed personnel as it would at home station.

AAFES …

In addition to our core missions of lodging, food service, laundry, mortuary, and Fitness, Prime RIBS Teams provide, as time and resources allow, a multitude of other services to improve quality of life and enhance esprit-de-corps. One of these duties is field operation of Army-Air Force Exchange System facilities. These retail facilities offer a much appreciated variety of needed and nice to have items. These facilities can be either large or small, but are always appreciated.

Recreation …

As off-base recreational opportunities are very limited, the Prime RIBS Team does it's best to provide a wide range of opportunities. These opportunities range widely from basketball, volley ball, or dodge ball to such activities as improvised miniature golf, video games, or just enjoying on movie on a DVD. Computers are made available so that airmen can both maintain their professional schooling and development as well as staying in touch with family via e-mail.

Libraries …

Libraries also add to the quality of life in forward areas. These provide not only necessary reference and aids for continued education but also a wide variety of reading materials for off-duty relaxation and enjoyment.

Holidays …

As time goes by and one day blends into another, opportunities to celebrate a holiday are a welcome event. Halloween marks the beginning of the season, but Thanksgiving is especially

noted. Special meals and activities help ease the sadness of being so far away from home. Each and every holiday has a special meaning to military personnel half a world away from loved ones. All efforts are made, no matter how small; to ensure the time is well celebrated. Other opportunities to mark the days and celebrate other events are also in place…such as Mardi Gras, monthly birthday meals for personnel, and of course, the birthday of the Air Force. Each event brings a person closer to those around them… strangers who have now become lifelong friends.

Departure …

…And the day does finally come to depart and return home. The Prime RIBS Team is proud to be able to support our deployed personnel and especially proud to contribute to the mission effectiveness of the United States Air Force. This is Technical Sergeant Debbie Betz a member of Air Force Services…and the Prime RIBS Team. I've been pleased to share these images from my fellow airmen with you about our deployed home away from home.

"B-2 Bomber"

America must always negotiate from a position of strength.

The B-2 maintains America's position of strength that is the greatest deterrent we have in international conflicts.

The B-2 is almost as revolutionary as the concept of flight itself and true to its revolutionary capabilities; the B-2 is opening up new frontiers.

We have the most capable air and space force in the world and we're committed to staying that way.

Just as the flights at Kitty Hawk changed the course of history forever, the B-2 bomber is a milestone in the beginning of a new age.

This awesome aircraft will serve to maintain that stability and that peace that we desire.
We have the technology; we have the equipment to overwhelmingly prevail.

This is a remarkable, remarkable aircraft. We need more than ever before to have this kind of weapon system that allows to project force promptly, convincingly, over a great range…That is what the B-2 does.

It's reach, its range, its flexibility will allow it to fly from the United States to any place in the world in a matter of hours.

Never has there been an aircraft more versatile and powerful the B-2 bomber.

We Americans have to be able to rely on our technology to stop an enemy, to deter an enemy with a flight that comes out of the United States, and that is what the B-2 is.

Because this plane is going to be flying for a very long time and providing power for America. So yes, it is built to preserve peace, it is built to deter war, but it is also built to do the job in case we have to go to war.

We have never had a conventional war-fighting capability like the B-2.