CLOUDBUSTER

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With all the reports of radically new combat planes on the planning boards, it is well to remember that many or most of the accepted designs will never see action in this war. Today's aircraft design cannot be transformed into a ready-to-fight combat plane tomorrow, next year, or probably even the year after.

The battle of aircraft design begins as much as four years ahead of aerial combat, a study by the War Production Board discloses. Design engineers must think in terms of the future while considering current practices.

The time required to develop new types of aircraft or engines is roughly proportional to their size.

It takes an average of four years and eight months to get a new design of four-engine aircraft into quantity production. One of America's most famous heavy bombers first began its development in August, 1934. It was not until October, 1940, that it was being turned out at the rate of 12 per month, and two years later before it began precision daylight bombing of the enemy.

The average overall elapsed time between start of engineering and peak production of a medium weight airplane is one month less than three years. Planes of this size (10,000-25,000 lbs. gross weight) include medium twin-engine bombers, single-engine dive bombers, and twin-engine fighters.

For single-engine fighters and Naval reconnaissance aircraft the average elapsed time from drawing board to production peak is approximately 28 months.

It takes about 45 months to mass-produce a new aircraft engine.

New SB2C-4 Packs Wallop

The SB2C-4—the Navy's newest carrier plane which participated in the recent raids on Tokyo—packs the biggest punch ever carried by a single-engined aircraft. In addition to the "more-than-1000-pound" bomb load carried in the belly, as in predecessors of this type, the new plane mounts 20 mm. cannon in each wing, carries another 1000 pounds of bombs in wing racks and shoots eight five-inch rockets from similar positions.

Amphibious Training Command Observes Its Third Birthday Anniversary Today

More than 400,000 officers and men, trained by the Atlantic Fleet's Amphibious Training Command observing its third birthday anniversary today, have earned the right to say, "Invasion is our business."

Thirty-five major invasions! That's the record compiled by these invasion-wise amphibians—men who run the 60,000 ships and craft of the "fleet within a fleet."

Early in 1942 it became evident that the Allies would have to carry the fight to the enemy's front door. It was apparent that new ships, especially designed for amphibious warfare, must be built—ships and craft with shallow draft and powerful engines that could roll onto a beach, spew forth their load of tanks and cargo, and retract.

On 16 March, 1942 the order was given establishing an amphibious force whose task it was to train lawyers, bakers, clerks and students how to handle ships that would soon be in construction. With only one ship and no textbooks, eight members of the newly formed staff, under Rear Admiral Roland M. Brainard, USN, borrowed space in a building at the Naval Operating Base, Norfolk, Va. They scraped together information, borrowed equipment, invented their own training doctrine, and began to train men, many of whom had never before seen a Navy ship.

Invasion Pattern Set

Significantly, eight months later, the Allies invaded North Africa, using the landing craft men trained by the Amphibious Training Command. The pattern was set: Invasions were on the way.

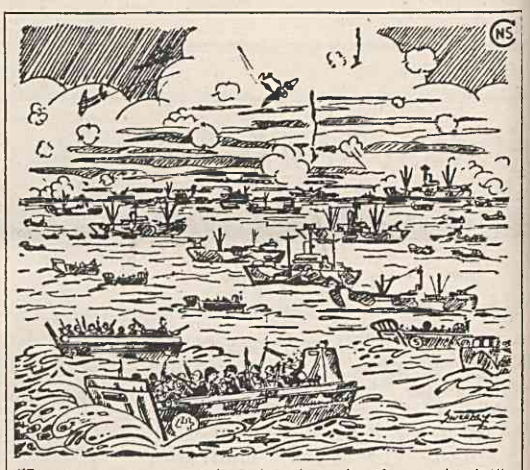
Subsequent landings in the Pacific and the assault on Sicily taught the war planners lessons that could be translated into better training techniques. The command took the new training plans, smoothed out the wrinkles and sent men to the amphibious fleet armed with a thorough knowledge of what to do and when to do it.

Today the training command reaches up and down the eastern seaboard and along the Gulf Coast, inland to the quiet stretches of lakes and rivers where ships are building, and westward into Pacific shipyards.

Whether it be bullets, bulldozers, blood plasma, butter beans or bully beef, the amphibious forces have the job of making certain that invasion armies are adequately served . . . and on time.

Today's huge assaults on enemy-held beaches hinge on getting the right equipment on the right beach, at the right time in required quantities.

That's the maxim employed by the men who map the logistics plan for amphibious invasions. And it's up to the Navy's 60,000 landing ships and craft to deliver the battle cargoes in accordance with this blueprint for victory.



"For just a moment I thought I heard a ferry whistle!"

This gag made the rounds as the riddled Seventh Marine Regiment advanced on Jap cave strongholds in sweltering jungle. It was passed from man to man, shouted from behind boulders, whispered into ears in the underbrush.

"Gonna be tough sleddin' today."

"How come?"

"No snow!"

* * *

Here's the new number one on the PFS Hit Parade:

"Give me land, lots of land,
With a starry sky above—
Don't ship me out!"

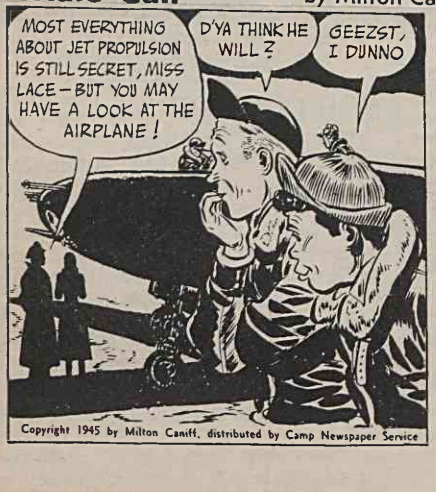
* * *

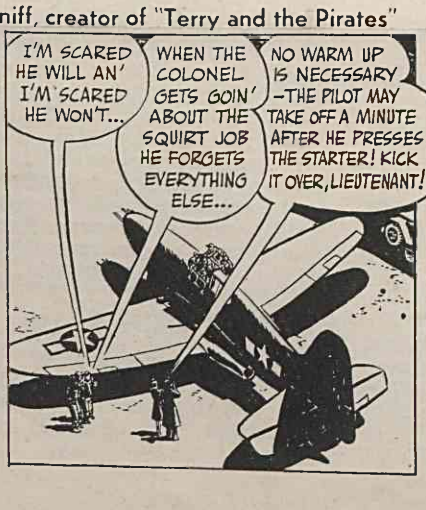
"Why do men have hair on their chests?"

"Well, they can't have everything."

Male Call

by Milton Caniff, creator of "Terry and the Pirates"





Briefs for Observation Mission