

Aerospace Report

By
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Next time you see or hear a new model jet streak across the sky think of the highly trained men in it and of the scientists and engineers behind its development. Unlike the aircraft, these men show no startling changes in design, they have no swept-back wings, no supersonic roar, and yet they are new men nevertheless—men who speak the language of geometry and calculus... men capable of calling on a knowledge of physics and chemistry, mechanics and electronics. These men are master of their machines. Without them, the machine is a worthless mass of metal, incapable of movement, impotent as a weapon.

NAVIGATOR

A key Air Force Officer flying the skies is the Navigator, the man who provides direction the movement, and potency to the aircraft. His skills will transform a 150-ton metal giant from a transport vehicle into a deadly, efficient, and overpowering means of assault.

Preparation for a future in this highly critical specialized field demands the utmost for today's youths. His initial training begins with a 6-week pre-flight course at Harlingen AFB, Texas. Here he learns the fundamentals required for the development of an Air Force Officer. After pre-flight the student Navigator proceeds to 32 weeks of Primary-Basic where he is trained in navigation and allied subjects.

Primary-basic consists of approximately 160 hours of flying supported by 547 hours of academic and military training. His flying training is conducted in the T-29 military version of the Convair 240 with academic subjects covering radar, celestial navigation, mathematics, aircraft instruments, airmanship and others. This cadet training is so extensive that many colleges allow as much as 30 hours of credit for subjects learned in the U.S. Air Force Navigator Courses.

After successful completion of his training the cadet emerges as a junior Air Force Officer with the rank of second lieutenant and a starting pay of more than \$5,000 a year. Awaiting him is an assignment to an advanced course in Radar Bombardment, Electronic Warfare or Radar Interception.

All young men between 19 and 26½ years of age, single,

and a graduate of an accredited high school will be considered for this training if they can pass written and medical examinations. Those persons desiring to submit application for this program can do so by contacting the U.S. Air Force Recruiting Office at 1319½ Sartori Street, Torrance, California.

SALUTE

JAMES T. DURAND, aviation machinist's mate third class, USN, son of Mr and Mrs. Henry J. Durand of 5506 Towers St., Torrance, is serving aboard the icebreaker USS Staten Island which is returning to the Antarctic in a last minute attempt to recover a fuel-storage tanker adrift in the Ross Sea.

Originally bound for Valparaiso, Chile, after six weeks exploration in the South Polar region as part of Operation

Deep Freeze 1961, the icebreaker was diverted from its itinerary by Rear Admiral David N. Tyree, USN, commander of the Antarctica naval support forces.

The tanker is one of two which were torn loose from their moorings by bad weather at the McMurdo Sound Naval Air Facility while carrying 200,000 gallons of aviation gasoline to be used for next season's air operations.

The Staten Island, according to Adm. Tyree, is scheduled to arrive at McMurdo on March 21. The tanker, now adrift to a point two miles north of the air facility, will be under constant helicopter

surveillance until the icebreaker arrives.

The polar continent has been in complete isolation since March 12 when normal ship operations were halted for the winter.

Donald L. Archibald, storekeeper second class, USN, son of Mr. and Mrs. L. C. Archibald of 5356 Doris Way, Torrance, is one of the 163 navy men who will "winter over," the bleak months of darkness, at the bottom of the world. Men of the "wintering party" were at their stations as the summer season drew to a close, with the icebreakers leading the last of the cargo ships through the ice choked

waters of McMurdo Sound.

Men of the Antarctica Support Activity will continue the work started in the summer season, until the long Antarctic night and sub-zero temperatures force them indoors. When mid-winter nears, the workload gets caught up and new tasks are undertaken.

For many, "The University of Antarctica" will provide a chance to undertake correspondent courses and classes in natural sciences and the arts. This is one of many activities undertaken by the men of Operation Deep Freeze 61, awaiting the dawn of summer.

Army Pvt. Dwight B. Titus, son of Mr. and Mrs. Charles M. Titus, 4716 Minadora Dr., Torrance, recently arrived in Germany and is now a member of the 11th Armored Cavalry Regiment.

Titus, a scout in Troop K of the regiment's 3rd Reconnaissance Squadron in Regensburg, entered the Army last September and received basic training at Fort Ord, Calif.

The 23-year-old soldier is a 1956 graduate of Torrance High School.

Floyd G. Kirtley, son of Mr. and Mrs. Glenn T. Kirtley of 23624 Susan Ave., Torrance, was graduated from recruit

training, March 17, at the Naval Training Center, San Diego, Calif.

The graduation exercises, marking the end of nine weeks of "boot camp," included a full dress parade and review before military officials and civilian dignitaries.

In nine weeks of instruction, the "raw recruit" is developed into a Navy Blue-jacket ready for duty with the fleet.

LOW COST

Wood siding for homes is low cost, but high in quality, especially when it is a durable wood such as western red cedar or Douglas fir.



MILITARY TOUR—Cadet Robert P. Andrews (center) of Chicago, escorts Midshipman William M. Carter (left) and Richard W. Hastings to Thayer Hall during a recent four-day tour of the U.S. Military Academy at West Point, N.Y. The annual exchange visit, involving members of the classes of 1962, familiarizes the underclassmen with the mission of the sister academy and promotes friendship among future officers of the Armed Forces. Midshipman Hastings is the son of Commander (USN-Ret.) and Mrs. Harold E. Hastings, 25415 Fajioa Ave., Lomita. —U.S. Army Photo

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