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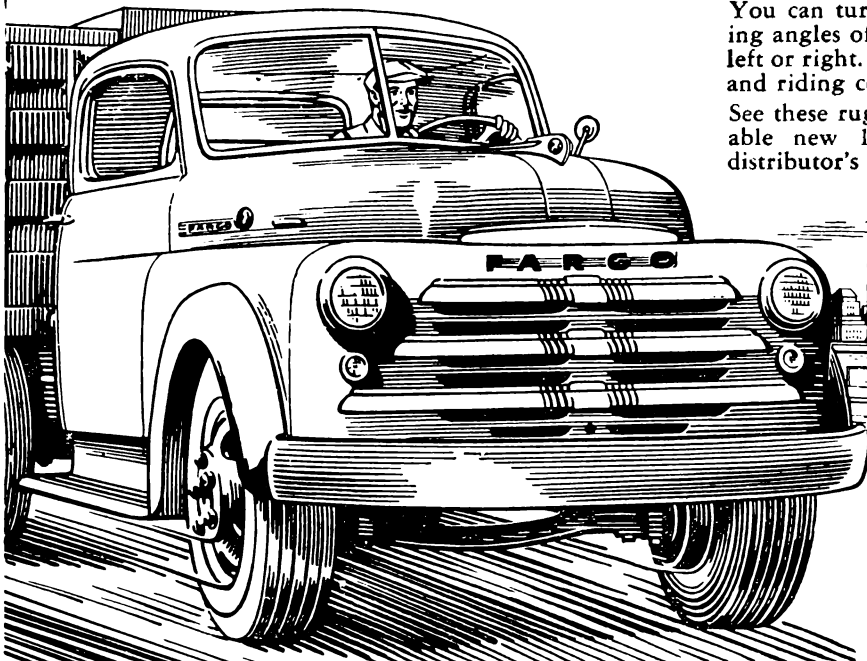
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### AN OVERSIGHT

Gentlemen:

I wish to express sincere appreciation for myself, and other personnel in my office, for your use of several releases, by the Public Information Office, 13th Air Force. Your complete July-August issue has been read by all personnel in this office, and now is being passed around in the 13th Air Force for others to read.

I should like to call you attention to the fact, however, that your credit lines on our releases are slightly in error. Rather than "by the Public Information Office, U. S. Army", as is used in the PAF index, the credit should be "by the Public Information Office, 13th Air Force."

It is not necessary that you secure the permission of the Daily Pacifican for the use of any item, or picture concerning the 13th Air Force or the 18th Fighter Wing. All such releases are provided the Pacifican by this office and we are more than happy for you to use them.

I have been told by the Philippine Air Force Public Information Officer that your September issue will carry a dedication to the 13th Air Force on the U. S. Air Force Day, which will be observed September 18. Will you express my appreciation to him, for that kind deed, and also to all members of your staff. Such actions are deeply appreciated. On this line, I shall have an Air Force Day message for you, from Major General E. L. Eubank, Commanding General of the 13th Air Force, well ahead of publication time.

I am sending all releases for the PAF magazine to Mr. Illustre, and he will pass them on to you at the earliest possible moment.

Again, thanks truly for your interest and cooperation.

HERBERT A. VON TUNGELN,  
Major, USAF,  
Public Information Officer.

● *So sorry for the oversight. It will never happen again. That's a promise.*—ED.

### FINE, LIEUTENANT

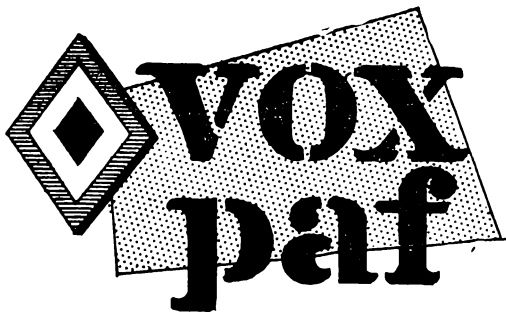
Gentlemen: One of my friends at Sto. Tomas University once asked me about the PAF. Having a copy of the PAF MAG tucked under my arms with my books, I pulled it out, handed it to him to discover for himself.

The next day, he showed up with the copy and said, "Well, I never thought we have those in the air force. But where can I get a copy of the magazine?"

I gave him my copy and promised the September issue.

Lt. Donato Santos  
Nichols Field, Rizal City

● *What a fine job of public relations, Lt. Santos! The next day we received your letter, we told our Circulation Manager to bring some more copies to the institution's coop store.*—ED.



### ON THE B-29s

Gentlemen: Your July-August PAF MAG two-page pictorial on the globe girdling B-29s told the story of the sensational round-the-world flight of the heavies no better than was expected of an aviation magazine.

Miss Estrella de la Torre  
A. Mabini, Caloocan, Rizal

● *The PAF MAG is greatly indebted to the US Air Force for the courtesy of extending us the use of the photos which came in just a few hours before press time.*—ED.

### NON-AVIATION STUFFS

Gentlemen: May we take this opportunity of expressing our appreciation for the interesting and highly informative reading matter on aviation the PAF MAG brings to its readers?

We want to make mention likewise that your transition from purely air force to more general articles has been successful.

Carry on the fine work.

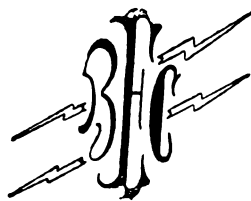
Mr. Geronimo Tolentino  
Laoag, Ilocos Norte

● *Though intended primarily as a service journal of the PAF, the PAF MAG will publish any article as long as it clears the editorial desk. Of course, priority will always be given to materials on aviation.*—ED.

### MOST REALISTIC?

Gentlemen: I want to compliment the PAF MAG on the enlightening article, "US Bases and PI Neutrality" by Lt.

(Continued from page 48)

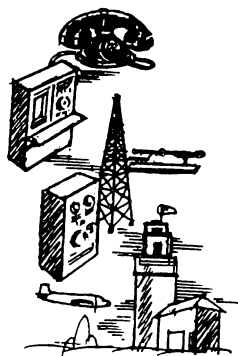


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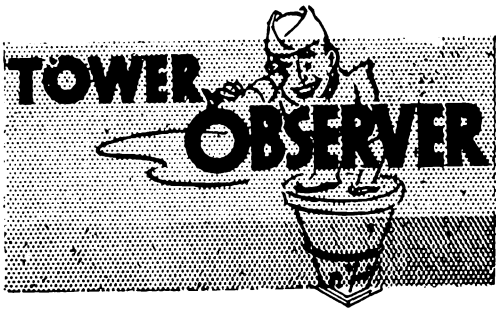


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Lead article for the month is a subject of moment due to the uncertain peace of the present. It is of particular interest due to the possible causes of the next outbreak of world-wide hostilities . . .

*Beware of Communist Propaganda* is not only the title of the article, but a timely warning to all lovers of peace and democracy, liberty and a free way of life. The article is well prepared, based on research and actual findings of a sizeable force of intelligent guardians of this nation's security.

It is particularly authoritative because its author, *Colonel Agustin G. Gabriel*, has established a respected career as intelligence chief *par excellence*. It is more so because he holds today the position that wields the strongest branch of any nation's peacetime army — the men who fight the wars between wars.

Of import this month is *US Air Force Day*, September 18, which is treated by the *Paf Magazine* as a tribute to an ally and friend, proven comrades-in-arms and a forebear of our own Philippine Air Force.

In this issue, *Paf Magazine* gives its readers a treat into the history, mechanics and the human side of the US Air Force, with particular emphasis on the 13th Air Force, based at Clark Air Force Base, Pampanga.

In the preparation of pages 15 to 22, the *Paf Magazine* wishes to acknowledge the close cooperation, help and encouragement of the Public Information Office of the 13th Air Force, its representatives, the Daily Pacifican and PHILCOM's own Major Ed Landsdale.

Such cooperation is building a strong feeling of mutual help and coordination between the two air forces that will make its importance better felt when the moment of trial arrives.

In *13th Air Force, A Historical Sketch*, the *Paf Magazine* gives its readers an overall picture of the war service record of the force presently stationed in the Philippines. Its significance on September 18 goes without saying.

A brief summary of America's progress in the field of military aviation is carried on page 17. The growth of the US Air Force, and the progressive expansion of *US Military Aviation* is carried for a purpose.

*Biographical Briefs* gives the background of the men in whose honor Clark Air Force Base and Fort Stotsenberg were named, besides the biographies of two men whose names are already integral parts of Philippine history.

The Air Force Day message of General Eubank appears on page -9 opposite his portrait. It carries a message that is important to the Philippines.

*US Air Force, The Day and Commands* supplies details the reader with interest in military aviation will find useful.

*Mr. Hastin, I Presume*, we presume will make good fiction reading. Thing is, it happened.

Given priority also is *A Dodo's Born*.

*Paf Magazine* feels proud to give the "boys" who will tomorrow man PAF fighting aircraft a break today. Theirs is a mission the country will someday feel in terms best expressed by former-Prime Minister Winston Churchill of Great Britain. The article is a confession: Air Cadet Juanito J. Mendoza confesses both what he felt and what he "done" to the new batch that reported recently for training.

Lt. Col. Florencio A. Medina presents



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another thought-provoking proposition that ties into this month's features: military aviation and the new Manila International Airport.

The pictorial this month features the MIA, around which Philippine civil aviation is today centered. The tribute, we hold, is well due.

The tribute to the MIA, NAC and the CAA, particularly to the head of all of these, "Colonel" Jesus A. Villamor, is likewise an evidence of our sincere hopes to establish close cooperation between these entities of civil aviation and the Philippine Air Force.

The history of Villamor's "colonel" is in order. The title, indeed, is honorary—bestowed on him by the fourth estate sometime in 1947 during a controversy in which he figured. His victory in that issue, and in many others both official and personal, seem to prove his worthiness to the title.

Paf Magazine in using that title pays tribute to that man. It is well earned.

For articles incident to the feature on MIA, we thank Antonio C. Alano, aviation expert of the *Manila Daily Bulletin* reportorial staff, and Miss Lina Espina, public relations officer for the National Airports Corporation.

Pan American World Airways is written by a guest contributor to give the air-travelling public a view into what the modern airline offers. The Trans-Asiatic Airways likewise is played up to show what the military man can do and has done in peace-time civilian occupations. Paf Staffman, Lt. Jose Ma. Guerrero did the job while no less than Douglas MacKenzie, PAWA's assistant traffic manager supplied the piece on their air services.

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The reply of HNDP top JAG-man, Lt. Col. Fred Ruiz Castro, gives the other side to a controversy started last month by the PAF-JAG man, Major Salvador F. Rivero. Some fun, eh what?

The Paf Mag also thanks the Anti-Tuberculosis Society for its cooperation in giving us a chance to serve a good cause. Go through pages 54 and 55—

then, brother, give 'til it hurts. You might yet save your own kin.

The departments are all in, as usual. That is, excepting *Trends In Aviation*. Our trends analyst got an assignment out of town. Heh! Anyway, the technical men will find safety and maintenance tips useful.

"That is all. Over."

## MEMO:

### TO ALL MEMBERS OF THE ARMED FORCES OF THE PHILIPPINES:

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**OUR COVER:**—This month features the "dodo" at Fernando Field getting his flight instruction from the pilot-officer. By PAF Artist Mike B. Cayabyab.

#### SUBSCRIPTION RATES:

Rates of Subscription—Domestic: Single copies 50 centavos. Yearly subscription price 1 year ₱5.00. Foreign: \$5.00 additional charge to each yearly subscription on the domestic rate. Address all communications about subscriptions to Circulation Manager, PAF MAGAZINE, 610 Trade & Commerce Building, 123 Juan Luna, Manila. Subscribers should report change of address promptly. Allow at least ten days for change of address. Duplicate copies cannot be sent to replace those not delivered through failure to send such notice.



**"THE NATION'S FIRST ON AVIATION"**

Volume I

**SEPTEMBER 1948**

Number 4

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The PAF MAGAZINE is published monthly by the PAF, INC., at Manila Philippines, Publication Office, Ramon Rocas Publications, Executive Office, Advertising, and Circulation Departments, 610 Trade & Commerce Building, 123 Juan Luna, Manila. Entered as second class mail matter at the Manila Post Office on August 16, 1948. Contributors should retain copy of contributions. All submitted materials must contain stamps and addressed return envelopes. Contributions will receive careful attention, but this magazine assumes no responsibility for their safe return. Accepted material is subject to revisions and adaptations necessary to meet requirements. Our object is to give the country and the Philippine Air Force and finest publication on aviation possible—and to render the greatest service to the cause of national defense. However, opinions expressed in articles are in no sense official and do not reflect the opinions and conclusions of any official or unit of the Philippine Air Force.



# Editorial

## QUEZON — ON COMMUNISM

"Loyalty to my party ends where loyalty to my country begins."

Quezonian dictum is particularly of the moment this season for the reason that to this country was born a great Malayan, perhaps second only to Dr. Jose Rizal, the late President Manuel L. Quezon, author of the above quotation, on the 19th day of August.

As it was the purpose of this man's life ever to serve a cause, so does the privilege of the PAF Magazine to do honor to this great departed leader serve a cause and a purpose.

Though the act of quoting his dictum now will not change the course of Philippine history as did the statement itself at the time of its utterance, the PAF feels strongly that if it is to be repeated, there is no time like the present.

The world faces a great cleavage—that Biblical cleavage that might again "turn man against man and brother against brother." Though only the moment will tell us in its hour, we daresay that it will prove as true in the Philippines as it did abroad:

Families and nations have been undermined, torn asunder and fallen prey to the ills of Communism.

For the benefit of "fellow-travellers", we submit a revised copy for the last phrase to read, "and opened to the blessings of Communism": but then, how painful even blessings can be when forced upon one's better judgement, one's resisting will.

World cleavage hinges on two world-parties: Democrats and Communists, free enterprise and economic tyranny in the guise of state-controlled economy.

This is neither the place nor space for discussing economic ideologies or philosophies of government: the burden of proof we leave to the observant eye of a discerning populace, the knowing student of Communism in action throughout the world and in practice in Russia itself.

For parties that they be, one's loyalty to this country and the basic precepts to which its founding fathers dedicated their lives should know where to draw the line. Filipinos loyal to the tradition of Rizal as enriched by Quezon will, come the hour, say to themselves:

"Loyalty to any party must end where the danger to my country begins."

To the revered memory of President Quezon goes a nation's thanks for dictum now applicable to the country's danger—Communism.

The blessings of socialism can evolve in a democracy—without subversive chaos, without wanton destruction, without needless bloodshed.

## TO CREDIT OR DISHONOR

"Colonel" Jesus A. Villamor can justly claim the lion's share of credit for the success of the Manila International Airport terminal building. To the eternal praise of his efforts—and to the support of his fellow-airmen, and the confidence of our nation's leaders—that achievement stands as a monument.

As fast as that terminal may become the hub of commercial aviation in the Orient, will likewise become the gateway to smugglers and illegal entrants,—the focal point of international espionage in the Far East.

The building is first class; accommodations and services, class "A". The planning for international passenger traffic through immigration and customs inspection is indeed ingenious. The inaccessibility of the air traveler from abroad to the general public before such required inspection, is a stroke of administrative genius and a sign of growing awareness to the spirit of cooperation between airport officials, immigration authorities and customs inspectors.

Parenthetically, the Philippine Air Force, in extending the facilities of the PAF Magazine to the National Airports Corporation, the Civil Aeronautics Administration and to "Colonel" Villamor in particular, wishes to make of record its willingness to offer their cooperation.

But though much is to be desired by way of extending the cooperative spirit in and between government offices, "cooperation", of a type, can be dangerous.

Should "cooperative" effort, of a type, be exerted so as to facilitate the influx of contraband goods or to permit certain officials the maximum of ease in filling rumored "immigration quotas", or to become a trading post for that illicit commerce known as international espionage—the supreme efforts of men who sacrificed time and genius to erect such a monument to Philippine air-mindedness would not be worthy of the nation's granted applause and praise.

To this end, the Philippine Air Force, would make of record, its refusal to "cooperate".

For then, though such operations would still be inaccessible to the public eye, credit shall be tarnished by the discoloring rust of suspicion and the tower of praise-worthy ingenuity crumbled to the dust of dishonor to be shaken from this nation's heels.



#### US AIR FORCE SALUTE

A number of men and officers of the US Air Force lie beneath the Cross which crowns Lily Hill, Clark Air Force Base, Pampanga. In the background, Mount Arayat stands as a silent symbol of forces, ideologies and purposes of another nature.

On September 18, both symbols will take on a deeper meaning.

US Air Force Day, to every nation, will hold its own significance, a type of importance—certain implications of fear or of hope.

To Allies, the somnolent stance of that Cross, and Crosses throughout the world which mark the final resting place of those who paid the supreme sacrifice in the past, will stand as eloquent reminders of their purposeful sacrifices—that we the living, today, might live in peace and decency, in freedom and democracy.

To others, Air Force Day will appear as a mace, commanding respect for the decent purposes of decent peoples; the Cross—a promise of living brothers who would pay the same supreme sacrifice to keep faith with the departed brothers whose remains lie beneath the sod.

September 18, this year, be it total war or uncertain peace, will be a day of vision, of stock-taking—of retrospect.

The shades of fear hang heavy over the world, casting deep shadows which give to that date, September 18, an aura that lines the clouds of war with a faint glimmer of hope by which men live and look to the future.

Once again, the world of the free looks to that airborne race for salvation, the multitude owing its all to the few on whom survival may yet depend.

Those who fought the last war, during these momentous days, have without doubt come to know what that war was fought for—what they will ever fight for. The true values are slowly being carved in bold relief in the face of world events.

The hour of decision draws near: the undecided must soon decide.

As the American people celebrate the feast day of their air force, it is well for the world of democratic peoples to share in felicitations, good wishes — and prayers. As the US Air Force celebrates, it will be better to do so with one hand on the controls: Pearl Harbor is a bitter memory.

With faith hope and profound sincerity, the Philippine Air Force dips its wings in a brotherly salute. We daresay, 18 million Filipinos, exclusive of “dissidents”—God forgive them for they know not what they do—join us in raising the cup of friendship and abiding camaraderie in that meaning toast to the US Air Force and specially to the men of the 13th AF.

“To those who like us well, and all the rest can go to merry hell... A toast, gentlemen, to the success of a mission — or a fate — we’ll share together...”

“Weather enroute... Ceiling, Zero... Visibility, Zero...”

“Target weather... CAVU. (Ceiling and Visibility Unlimited)

“That is all... Over...”

*Genacio D. Ochoa*

# This Week

SUNDAY MAGAZINE OF  
The MANILA CHRONICLE

### 44 Unions To Meet In CLO Convention

More than 800 delegates will attend the convention of the Congress of Labor Organizations in Manila.

### USSR PROTEST QUININO GIVES On 2 Teachers Assurance; N Is Rejected

Lomakin Abused Post, Violated Law, Says Washington

### Class Probed

Huk Slain In Morning Ambush—Total Show Over 3,000 Signed Up

### 'Where Will They Attack?' Asks This Russian General

(All over Europe the question being asked is "Where will they attack?" asks this Russian general.)

Reuter File  
Will there be...  
All over Europe...  
question asked...  
old: "We are not...  
the air raid shelters...  
that your Mr. Bev...  
with Mr. Molot...  
In western...  
is no longer...  
far...  
re...

# The Manila City

US Spies May Hurt Moscow Talks

### Moscow Talk Collapse

### Case Decision Due Aug. 18



Consul General Jacob Lomakin

WASHINGTON, Aug. 20 (UP).—The United States asked Russia to... Consul General Jacob Lomakin for "highly improper" activities in the case of three Soviet school teachers... The United States reviewed all Soviet "charges and insinuations" against American officials in the case. It said investigation provided... charges were at variance with the facts... of Lomakin from his post in New York was refused on the fact that he had allowed American authorities to interview Mrs. Oksana... he later escaped from Moscow by jumping from a window... States government... Lomakin also complained that a Soviet woman to make... said, "The United States government considers that Lomakin's conduct is an abuse of the prerogatives of a consul general."

Assurance that no disturbance of peace is anticipated despite capture of most Huk leaders within the amnesty period.

### US Will Reject USSR Protests

Marshall Blasts Out At Russian Charges

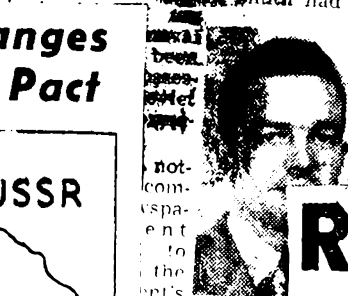
By DONALD GONZALES  
United Press Staff Correspondent  
WASHINGTON, Aug. 19 (UP).—The United States is ready to reject Soviet charges that it violated the amnesty period in the capture of Huk leaders.



WHERE BAYONET BRISTLE: Three hot spots in Germany—Salzwedel, on Russo-British border, where Russians are reporting meetings; Berlin, where a US report says French are conducting...

### Turkey US Naval Officer Spy, Says "Pravda"

MOSCOW, Aug. 21 (AP).—Pravda charged today that U.S. Ambassador W. Phillips Smith had admitted...



US Naval Officer Spy, Says "Pravda"

### Spots Tense Blue Danube Changes Goes Red Under New Pact



GERMANY MANY... CZECHOSLOVAKIA... POLAND... USSR... ROMANIA... HUNGARY... VIENNA... DANUBE R. BLACK SEA... GARIA... a liaison...

### Real Story

By EMIL LUDWIG  
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International News Special Service  
CHAPTER I

### US

### Russians Say Blitz Raids Will Continue

Fear Danger Of Break In German Capital—Moscow Talks Delayed



JOSEF STALIN

BERLIN, Aug. 21 (AP)—American authorities sought Saturday talks with the Russians to arrange a truce in the city which has brought the...

### CLO To Define Stand On Main Issues In All-Day Meet Today

The Congress of Labor Organizations, which counts on 45 union affiliates, is expected to define its stand on important public issues at its third annual all-day morning in the Plaza Gaiti.

### Russian Here A Suicide

Interior Decorator Takes Poison

Sergei Alexandrovich Kovalev, a 52-year-old Russian, yesterday morning committed suicide at the hotel bar by taking poison.

### US May Seek Lomakin Recall

USSR Envoys Want To See Teacher Again

### Lingad Assails Communism

Special to the MANILA TIM... SAN FERNANDO, Aug. 20... attacking Communism as...

### Taruc Keeps Busy In Drive For Power

### Quirino Calls Meet On Amnesty Implementation

### WEATHER

EXTREMES OF TEMPERATURE  
Yesterday at 3:35pm 34.3°C, 93.7°F.  
Today at 4:50pm 24.4°C, 75.9°F.  
FORECAST: Fair to partly cloudy with occasionally cloudy skies tonight and tomorrow. Few scattered showers and passing thundershowers.

# The Evening News

MANILA, PHILIPPINES, SATURDAY, JULY 10, 1948

### Allies Warn Reds Soviets Clamp

### Ready To Act If Moscow

### CLO Holds Annual Convention Sunday

### Evening News

# BEWARE OF...

World War III is now being fought on all fronts of the world long before the actual shooting war starts.

It will be a terrible war of atomic, supersonic and electronic weapons yet unseen by man.

While the rule of an eye for an eye and a tooth for a tooth holds true in a shooting war, modern man is presently subjected to an incessant bombardment of an invisible weapon—propaganda. As one writer has aptly put it, man can fight planes with planes or bombs with bombs — but can he fight an invisible enemy—ideas? This weapon, potent as any developed by science, is sucking the vitals of humanity and its institutions, fomenting class hatred and dissension, like a malignant tumor boring from within.

The present clash of ideologies is premised on this invisible enemy. The Philippines, being a democratic country, cannot avoid the inescapable destiny of being opposed to Communism.

#### WHAT IS COMMUNISM?:—

Communism is an organized movement which works for the overthrow by force or violence of the existing governments of countries opposed to it and the establishment in place thereof, a regime termed "proletarian dictatorship" with an economic system based on the substitution of communal ownership of property in lieu of private ownership.

It is a world-wide movement which advocates the abolition of all forms of religion; the destruction of private property and the abolition of inheritances; absolute racial and social equality; revolution under the leadership of the Communist Internationale; the displacement of economic stability through strikes, riots, sabotage, bloodshed, and civil war in foreign countries and the destruction of all forms of representative or democratic government, including civil liberties, such as, freedom of speech, of the press, and of assembly.

**... "communism has neither time nor opportunity for compassion or remorse . . . its business is to terrorize its opponents into acquiescence . . . it must disarm antagonism by execution, imprisonment, forced labor, control of the press . . . it is a spy-der web with its skeins reaching into every nation . . . whatever serves to advance class warfare is moral" . . . this is . . .**

By Colonel Agustin G. Gabriel  
AC of S, G-2 HNDP

# COMMUNISTIC PROPAGANDA

PAF MAGAZINE



THE AUTHOR

It aims at the achievement of these ends through extreme appeals to hatred.

Modern Communism began with the "Manifesto of the Communist Party" by Karl Marx and Frederic Engels which appeared in Germany in January, 1848. The concluding paragraph of this manifesto sums up the Communist Creed of the World Revolution.

#### IT READS:

"Communists scorn to hide their views and aims. They openly declare that their purpose can only be achieved by the forcible overthrow of the whole extant social order. Let the ruling classes tremble at the prospect of a Communist Revolution. The proletarians have nothing to lose but their chains. The guiding motif of the manifesto is "Proletarian of all lands, unite."

#### **INTERNATIONALE:—**

The First international association of workers based on the manifesto was established on 28 September 1864 in London through the efforts of Karl Marx and was known as the First Internationale. Karl Marx, however, dissolved it because the anarchists became too powerful and he was opposed to their domination of the association.

The Second Internationale under the joint leadership of Lenin and Trotsky became the foundation of the Russian Revolution in 1917. A month after the revolution, a constituent assembly was elected, but Lenin dissolved it because the Communists failed to elect a majority—thus, for the first time, the Communists became officially known to be opposed to popular government.

The Third Communist Internationale was organized by Lenin in Moscow in March 1919. It was the revolutionary internationale of the working class and has since been the medium of instigating class warfare and social revolution in all countries.

#### **RED-PRINCIPLE:—**

The main principles of the Communist Internationale are the overthrow and annihilation of the so-called capitalist government and its replacement by proletarian power; dictatorship of the working class; confiscation of private property; arming of the proletariat; and the conflict of the proletariat against capitalism.

Its main objective is to promote world revolution in order to bring about a world-wide Union, or dictatorship of the proletariat. These aims are best exemplified by the different doctrines that underlie Communism.

Page ten of The Program of the Communist Internationale says that the international association of workers stands wholly and unreservedly upon the ground of revolutionary Marxism and its further development.

Leninism—advocating and propagating the dialectical materialism of Marx and Engels, and employing it as the revolutionary method of the recognition of reality—and wages an active struggle against all forms of bourgeois philosophy.

Lenin wrote in a book published after his death: "Whatever serves to advance class warfare is moral."

In Stalin's address to the American Communist delegation in Moscow on May 6, 1929, he said:

**"You must forge real revolutionary cadres and leaders of the proletariat who will be capable of leading millions of American workers toward the revolutionary class war."**

Regarding the ownership of private property, he said clearly and without limitation: "With us, it is not a matter of reforming private property but of abolishing it."

According to the official Communist program: "The conquest of power by the proletariat is the violent overthrow of the bourgeois power." The follow-

ing extracts from Laski's *Essay on Karl Marx* state:

**"Communists have two functions only...to prepare for the revolution and to consolidate it successfully when it has been prepared...Communism has neither the time nor opportunity for compassion or remorse. Its business is to terrorize its opponent into acquiescence. It must disarm antagonism by execution, imprisonment, forced labor, control of the press...Revolution is war, and war is founded on terror. The methods of Capitalism must be used for the extinction of capitalism... The end, in fact, is too great to be nice about the means employed."**

The Communist Internationale, or the Comintern as it was later called, is dominated by the All-Union Communist Party. It is actually a vehicle for the dissemination of revolutionary propaganda throughout the world in order to intensify class hatred and cause strikes, riots, sabotage and revolutionary activities.

It is to be remembered that at the funeral of Lenin, Stalin took a solemn oath in which he said:

**"In departing from us, Comrade Lenin bequeathed to us the duty of remaining loyal to the principles of the Communist Internationale... We vow to you, Comrade Lenin, that we will not spare our lives to strengthen and expand the Communist Internationale."**

Since that time, he has dedicated his life to make Marxism a political creed, promoting and extending revolutionary Communism on a world basis under the guidance of the Communist Internationale; and the pattern along which this political creed is enforced, may be gleaned from the specific tactics of the Communist parties of different countries. These tactics consist of a continuous influx... the taking advantage of every political and economic situation in the daily life of a country for the purpose of putting forth concrete demands and slogans, and for calling upon all workers to unite for the attainment of these demands. The chief interest of the members is to use these demands to undermine the non-Communist leadership in trade unions, cooperatives, and labor organizations in favor of themselves.

#### **COMMUNIST STRATEGY AND TECHNIQUE:—**

Communist strategy and propaganda constitute a spider web with its skeins reaching into every nation.

The Communist Politburo is the Mother Spider. Its "spy-der" brood conspires around the vast International Red network and weaves smaller webs of conspiracy to complete the design of world revolution and domination. Communist agents are recruited from among trained oppositionists, foreign discontented elements, undesirable characters, and even from among perverted intellectuals.

Yet, this scum of all the races in different countries is armed with abso-

lute power of life and death over helpless human beings. Is it any wonder that the Christian and democratic peoples in the nations overrun by the Red ideology are in constant and mortal terror of this all powerful organization and its persuasive methods?

#### **WORLD DIVISION:—**

The fanatical Communist Politburo is working zealously to take over vast territories through the control of puppet states.

Constantine Brown, one of the ablest American reporters on foreign affairs, has predicted the formation of three big confederations of smaller nations, all having close Soviet ties and under the supervision and protection of Moscow:

(1) Pan-Islamic, composing the entire Moslem world from India to the Mediterranean;

(2) the Pan-Slav, composed of Bulgaria, Yugoslavia, Macedonia, Albania, and the Eastern Shores of the Adriatic; and,

(3) the Central European, composed of Hungary, Austria, Czechoslovakia, and Poland.

The role of Turkey, Greece, the Scandinavian countries and the Far East, including the Philippines, has not yet been defined, but they will undoubtedly fit into the framework in accordance with development of the plans of the Politburo.

#### **RED PROGRAM IN ACTION:—**

The program of Communism has been carefully planned and the technique is simple—based on terror, supported by the Communist-controlled press. The people over whom the Communists acquire power will have little to say in Red plans.

If any democratic, liberty-loving people resist, the strong arm of its secret force brings these people into line or else... Upper and middle classes who have any wealth left, have been liquidated in rivers of blood, and leaders of democratic parties have vanished quickly by pistol shot or more slowly, in concentration camps, or in the mines and forests.

All this has been done quietly, efficiently, and without publicity; if there is any leak to the outside world, the gullible democracies are told that these patriots and democrats were traitors and Fascists who deserved to be liquidated, or they are reactionaries who end their lives by committing suicide.

In Poland, anti-Communist leaders are being wiped out. In Yugoslavia, Rumania, and Hungary, there is the same story of ruthless extermination of anti-Communist elements. In Yugoslavia, where patriots, democrats, and nationalists fought the Germans, these groups are being persecuted and executed.

With or without "trials", all the known or suspected anti-Communist elements are being purged—liquidated—whether "democrats", "patriots", or

(Continued on page 44)

Birth has always been a painful process and an aviation cadet's first few hours in the flier's world is no exception. There is no tapering off from civilian life into the cadet's life — no gradual change. The transition is sudden and startling, a tremendous leap from the softness of home into the rigors of the barracks.

The average layman thinks that the existence of a cadet is all glamour, shiny buttons and parades. He is dead wrong. If a cadet is glamorous in any sense of the word it is because he has earned it by dint of sheer grit and stamina.

To show to our readers that everything is not a bed of roses as usually pictured, here is an account of sixty new aviation cadets and their "reception" into the Primary Flying School of the Philippine Air Force.

#### STORKS ARRIVES

On the morning of June 16, three sleek C-47's materialized out of the skies over Fernando Field, Lipa City, circled around the traffic pattern and made perfect landings on the concrete runway. In it were a group of dreamers, the second batch of PAF aviation cadets. The side doors swung open and out they streamed.

Waiting for them in a straight, spic-and-span reception line were the upperclassmen who were to be their fathers, brothers, counselors and teachers all rolled into one. There were no hand-

... after competitive examinations ... 20 student officers ... 59 aviation cadets ... reported to Fernando field at Lipa, Batangas ... to begin rigorous training as military pilots ... on June 16 ... how many will come thru ... only heaven knows ... but officer-instructors know ... when all is said and done ... everyone of the 79 candidates will be better men for the experience ... an aviation cadet ... here ... let's us in on sacred rites ... traditional ceremonies ... before ...

# "a dodo's born"

By A/C Juanito J. Mendoza

A/C Juanito J. Mendoza, Jr.

halt was given.

"Keep your lines straight!... Brace up!..." came the commands, and the dodos obeyed with alacrity. The upperclassmen came around with hundreds

the upperclassmen, even brothers, but this did not keep them from getting the same degree of discipline as the ones who had none. The Air Force is as just as it is strict.



... expectant and ambitious... recruits flying into Fernando Air Base for primary training don't know what's ahead... you'll only know what to expect if you enlist... prepare to run around the planes parked on the field... with luggage and all... plus other phases of hazing... before you puffingly take your oath... and what oaths...

shakes, no pappings on the back. The faces of the upperclassmen were frozen into stony indifference and out of their mouths came sharp orders cutting the air like whips.

#### DODO'S WELCOME

"Attention!... Double time, march!... Raise your feet higher!... Chin in!... Head up!... Suck your guts, mister!... Chest out!..."

Round and round the planes that had carried them, ran the dodos like puppets on a string. Luggage could not be put down. Bags had to be carried in the hand or on the shoulder. Soon each one of them began to weigh a ton as the new cadets ran in straight lines, in spirals, or in circles. Lungs that had been taxed only by the rigors of the guaracha now labored under the unaccustomed exertion. Then just as the limit of endurance seemed almost at hand, a

of questions.

"Shoot your name, mister!... Where are you from?... Do you know me, mister?" Those who gave late answers or wrong ones were made to squat in true military fashion—like sitting on a chair that isn't there.

There was no favoritism. Some of the novices had intimate friends among

#### CRADLES AND DIAPERS

After a half hour of this, the wingless airmen were marched to the area in front of their barracks and formed into two files facing a row of tables.

The first thing they had to do was to turn in all their money, valuables, and other personal effects to the squadron treasurer, which items were to be re-



turned to them after they complete their primary training or when they go out on pass. This is done so that all cadets will be on an equal footing — nobody rich or poor, aristocrat or bourgeois — and so that they will be trained to live on what the army provides.

Next came the issuing of clothing and equipment, a lot of it because a cadet has a myriad things to do and must be properly dressed and equipped for each job. Woolen blankets are important because Fernando Field is 1,200 feet above sea level and the nights are cool. Car-



... above ... the "dodo" gets his chattels ... he's glad they're not too much ... he's got to lug them himself, son ... and the jeep below ... is not for the hapless "dodo" ... who by this time's thinking if he wasn't a "gago" for starting out anyway ... but then, like the "uppie" at the left, he'll get his chance come Class 49-C...



# PRIMARY FLYING SCHOOL

## CLASS '49-b:

### STUDENT OFFICERS:

capt pedro hugo  
 capt ricardo s mendoza  
 1st lt jose a victoria  
 1st lt eduardo de los reyes  
 1st lt fortunato aquino  
 1st lt pedro l los baños  
 1st lt avelino v geaga  
 1st lt ricardo v gonzales  
 1st lt lauro guerrero  
 1st lt felipe languido  
 1st lt felino millare  
 1st lt manuel l navea  
 1st lt juan t oñate  
 1st lt gregorio pangilinan  
 1st lt innocencio samson  
 1st lt zosimo torrecampo  
 1st lt felipe velasquez  
 2nd lt ataulfo alvarez  
 2nd lt ramon y romero

### AVIATION CADETS:

a/c julio acuña  
 a/c oscar alejandro  
 a/c edwin andrews  
 a/c mariano avila  
 a/c antonio aza  
 a/c leonardo banzon  
 a/c tomas batalla  
 a/c ramon bibat  
 a/c oscar bocala  
 a/c enriquez bondoc  
 a/c venerando briones  
 a/c juan castañeda  
 a/c romeo castro  
 a/c silverio cendaña  
 a/c petronilo dangoy  
 a/c benjamin diestro  
 a/c bonifacio dimaculangan  
 a/c marcelo dulay  
 a/c eugenio enriquez  
 a/c eduardo fernando  
 a/c salvador fradeza  
 a/c george goitia  
 a/c bernardo henson  
 a/c milo ibrado  
 a/c federico jimenez  
 a/c aderito de leon  
 a/c regino masias  
 a/c juanito mendoza  
 a/c rodolfo mendoza  
 a/c narciso pagulayan  
 a/c nicolas parcon  
 a/c eufrosino pili  
 a/c domingo pulotan  
 a/c macario quintia  
 a/c james ramirez  
 a/c claro recto jr  
 a/c baltazar reyes  
 a/c felix del rosario  
 a/c pedro sampang  
 a/c wilfredo santos  
 a/c adolfo señires  
 a/c jose sepulvida  
 a/c cesar tinsay  
 a/c aurelio tioco  
 a/c florencio tongson  
 a/c manuel torres  
 a/c rafael trias  
 a/c bernardo verzosa  
 a/c gabriel victoria

rying all these paraphernalia presented quite a great problem and each cadet looked like a moving pile of what-not as he went up the barracks to deposit his things.

### BABY'S HAIRDO

As a final touch to the scheme of things each cadet was ordered to report to the barber shop where he was shorn of all his crowning glory except for a half inch stubble at the top. This is chiefly for the cadet's convenience for after this day he will be so busy that he won't even have time to comb his hair, much less to place the usual waves in it that he was accustomed to. It is amazing to note how people look very much alike when given the same unflattering haircut.

### THE GRIND BEGINS

The reception ends with the gleaming, shaven scalps of the cadets. From then on they are going to be trained as carefully and intensively as the government can; trained to become expert pilots; trained to become first-rate officers; and trained to be real men with initiative, honor and plenty of guts, the men who someday will be called upon to defend the Philippine skies against the enemy, fighting without stopping to count the cost, asking no quarter, and living only that they may be granted the privilege of soaring into the infinite vastness of the skies, that realm which somehow seems nearer God.



The history of the 13th Air Force is couched in its nickname — *Jungle Air Force*. Since its actual organization on December 5, 1942, up to V-J Day on August 15, 1945, the 13th Air Force has never been set up in a city — the nearest to a “civilized headquarters” ever established was one near Noumea, New Caledonia. All others were in the jungle fastnesses of South and Southwest Pacific.

In two years of war-time existence, its personnel increased greatly — but still remained among the world’s smallest air forces. Its composition was kept to one medium and two heavy bomber groups, two fighter groups and one troop carrier group.

The 13th—the “Jungle Air Force” — travelled its rough air road northwest from the Solomons to the Admiralties, to New Guinea, Morotai, the Philippines—and finally to Okinawa. Its bombers flew some of the longest B-24 missions of the war—to Truk, Yap, and Woleai, to Balikpapan, Batavia, and Singapore

...from 5 december 1942 to 15 august 1945...from the Solomons to Okinawa... the 13th Air Force earned the monicker... Jungle Air Force... from bases cut out from jungle thickers...strips carved in the heart of islands in the Pacific...with one medium and two heavy bombing groups... two fighter groups... one troop carrier group... Generals Twining, Harmon, Street and Wurstmith...accomplished the mission... air superiority...destruction of enemy supply lines... the “kill” that rid the Nip force of Admiral Yamamoto... crippling of enemy oil sources in NEI... joint assault on Japan’s Pacific Island Empire with the 5th Air Force...

# 13<sup>TH</sup> AIR FORCE

## A HISTORICAL SKETCH

by PIO, 13th Air Force

—often unescorted by fighters in the face of severe enemy opposition.

The 13th covered millions of square miles of ocean and jungle, dropping bombs with telling effect. Its planes ranged over the Fijis, Espiritu Santo, New Caledonia, Guadalcanal, the Admiralties, Hollandia, Sansapor, Morotai, Leyte, Palawan, and scores of other places, making most of the South and Southwest Pacific their backyard.

The 13th’s commanders — Generals Nathan F. Twining, Millard Harmon, St. Clairstreet, and Paul B. “Queueze” Wurstmith—so shrewdly deployed the small force under their command that the Nips thought they were being hit by no less than an air armada.

The units that eventually composed it saw a great deal of important and exciting action before they officially became part of the 13th Air Force. Early 1942 found the Japanese still moving on the momentum gained by their initial surprise. Australia faced the threat of invasion. It was not difficult to imagine that the Japanese might soon engulf the entire South Pacific.

Against this threat, several Army Air Force units were rushed to operate in guerrilla style from South Pacific bases. Fighter units arrived from Australia and were followed in the latter part of July, 1942, by Flying Fortresses of the 7th Air Force. Weak in numbers and controlled by separate base commanders, these units fought to guard the American life-line across the South Pacific. To prevent the Japanese from cutting the vital supply route to Australia, they fought the early Guadalcanal battles as part of the composite army—Navy, Marine and Army units under COMOSPAC—a joint operation that worked out very successfully and disproved the theory that the Army and Navy could not cooperate.

(Continued to next page)

Of strategic importance is Clark Air Force Base, its map shown at left, which is base for the 13th Air Force.



During this action, B-17s based on Espiritu Santo and operating under Vice-Admiral Ghormley, commander of the South Pacific Area (COMSOPAC), engaged in long-range coordinated search operations prior to the landings, and delivered attacks on enemy surface craft and airbases in the Solomons.

In order to satisfy the need for centralized control, all Army Air Forces units operating in the South Pacific were combined to form the 13th Air Force which was activated on Dec. 5, 1942. Major General Nathan F. Twining assumed command on Jan. 13, 1943, at New Caledonia. Soon after, headquarters was established at Espiritu Santo, New Hebrides, and reinforcements were brought in.

The general mission of the 13th in its early days was to gain air superiority, support land and sea offensives in the Central Solomons, and destroy enemy supply lines in the Northern Solomons. Organized resistance by enemy ground forces on Guadalcanal ended in February, 1943, although the Japanese continued to hit Guadalcanal from the air until late spring of that year.

Following the capture of Guadalcanal, Allied ground activity in the lower Solomons decreased as surviving groups of Japanese were run down and eliminated. But on Guadalcanal, Henderson airfield was extended and developed, new air strips constructed, and the ground prepared for an advance into the Central Solomons. Even while ground forces engaged Japanese troops at the height of the Guadalcanal campaign in late 1942, Air Force units of the AAF, the Navy and the Marines were paving the way for landings in the New Georgia region. Japanese strips, airdromes and supply points were pounded by heavy bombers from Guadalcanal and enemy shipping was struck at every opportunity by B-17s and B-24s ranging northward to Bougainville.

Another big triumph of the 13th occurred on April 18, 1943, when Lt. Col. Thomas G. Lanphier, Jr., then a Captain, intercepted and shot down the plane of Admiral Isoroku Yamamoto, Commander-in-Chief of the Imperial Japanese Navy, who was credited by the Japs with the boast that he would dictate terms from the White House. Yamamoto's plane was shot down at the exact spot where U.S. Naval Intelligence had estimated his plane would be, in accordance with a secretly obtained schedule of his flight plan.

Acting on information relayed to Commands in the Southwest Pacific by the Secretary of the Navy, Lanphier and a group of 13th Air Force fliers in P-38s departed from Guadalcanal for their rendezvous with Yamamoto, who was accompanied by his entire high command. Admiral Yamamoto later was officially announced by the Japs to have been "killed in combat with the enemy," and Colonel Lanphier was awarded the Navy Cross for the success of his mission.

On June 14, 1943, an enemy force of

120 planes approached Guadalcanal. 13th Air Force fighters, together with Navy, Marine and Royal New Zealand airmen, intercepted and brought down 94 enemy planes, dealing a lethal blow to Japanese air power in the Solomons.

In June and July, 1943, the Allied offensive was stepped-up with the invasion of New Georgia. The 13th lent support to the New Georgia campaign, and began to neutralize enemy airfields and other installations on Bougainville to pave the way for landing of Allied forces on that island in the coming fall. The principal targets hit were Munda, Vella Lavella, the Bairako area north of Munda on New Georgia, Kakasa Village on Choiseul Island, Kolobangara and enemy supply vessels moving south from Bougainville.

In July, 1943, the 1st and IVth Island Air Commands were formally assigned to the 13th Air Force, and the XIIIth Air Force Service Command was transferred to Espiritu Santo. Headquarters and Headquarters Squadron of the XIIIth Fighter Command moved from Hew Hebrides to Guadalcanal at this time.

On August 1, Major General Twining became Air Commander in the Solomon Islands. Through the succeeding battles of the Solomons, General Twining acted in dual capacity as Air Commander and Commanding General, 13th Air Force.

On Oct. 26, 1943, the campaign for the Northern Solomons began. The advance through the Solomons continued northwestward from New Georgia.

By October, 1943, Allied forces, controlling all major points in the Lower and Central Solomons and holding a small but effective foothold in the Northern Solomons, prepared to strike at Rabaul, New Britain, the enemy's chief supply base in the South and Southwest Pacific.

The invasion of Bougainville at Empress Augusta Bay, Nov. 1, 1943, had supplied the 13th Air Force with a bomber and several fighter strips within striking distance of Rabaul. Throughout the greater part of 1942 and 1943, the 5th Air Force, based in New Guinea, had been hitting heavily at Rabaul and it had been partially neutralized. However, it still was too active for Allied safety, and the 13th Air Force had transferred its operation to the northern part of New Guinea. Since the 13th's new job allowed for fighter escort, the Jungle Air Force was able to blast effectively.

In January 1944, 13th Air Force headquarters were moved to Guadalcanal and Major General Hubert R. Harmon Force was given job of administering the knock-out punch, after the 5th Air assumed command. Throughout January and February and part of March, the heavies basing out of New Georgia concentrated on Rabaul, and at the same time aided amphibious forces in their invasion of Green Island, northernmost of the Solomons, and the Admiralties in February. With the occupa-

tion of these islands, the Allies gained control of the Bismarck Sea. Rabaul was effectively cut off and rendered strategically impotent.

With the neutralization of Rabaul completed and with the acquisition of a forward staging base at Green Island, the 13th's heavy bombers turned their attention to the Caroline Islands. On March 29, 1944, the Liberators made the first land-based attack on Truk, key point of enemy defenses in the Central Pacific. To carry out this mission, the bombers flew north unescorted, over water, for a distance of 1,000 statute miles, requiring 13½ hours for the round trip. This first attack on Truk was part of a series of strikes designed to protect the flank of a powerful naval task force which was striking at Palau, Yap and Woleai at the same time.

It proved to be the most successful mission of the year. The enemy lost 49 planes on the ground, 31 in the air, plus 12 probably destroyed. Thereafter, as the reduction of Truk continued, several squadrons of Liberators moved up to the newly acquired base in the Admiralty Islands. In support of the amphibious landings which were to take place in Hollandia and Aitape on the northern coast of New Guinea on April 22, began a 13-day series of devastating strikes against Woleai which continued until May 1st.

The last of the heavy bombers arrived in the Admiralties in May, 1944, becoming, as did the earlier units, part of the 13th Air Task Force, under the command of Major General St. Street. During May, the primary objective of the Task Force was to soften up Biak Island in the Schouten group, preparatory to invasion on 27 May by Allied amphibious forces. On D-Day the 13th was joined by the 5th Air Force to blast the beach defenses just before the first wave of the invading forces swept in.

Immediately after the Biak landing, the heavies redirected their attention to the Carolines, hitting Truk, Woleai, and other targets as part of a coordinated plan of combined operations for the invasion of Saipan in the Marianas on June 15th. When our Saipan operation was threatened by a Japanese naval task force operating north of Yap, the heavies were called upon to hit any Japanese warships which sought refuge or fuel in Yap Harbor. Finding none, they hit the airfield and other installations at this important base which also served as a link in the chain of Jap communications between the Philippines, Pelau, Truk and the Marianas.

To hit Yap, the heavy bombers flew more than 1,000 miles from their base in the Admiralties, farther than they had ever traveled before. They continued to pound Yap until the end of June, 1944, when they turned their attention to Noemfoor, near New Guinea, hitting it for two days, in cooperation with the 5th Air Force, prior to invasion by American

(Continued on page 50)



...forerunner of America's military air might... this BT-2 (used before for blind flying instructions) is washed up... new planes on page 52...

The history of US military aviation formally begins in 1909 with the first airplane for military use bought by the US government. The first plane was bought from no less than the—Wright Brothers.

The beginnings were "primitive" and progress was slow. So slow was that progress that at the outbreak of World War I in April, 1917, the US government had only two flying fields and less than 60 fighting planes. The entire US military air personnel of both the Army and Navy was a mere 1,383 men.

The value of air power, however, was fast realized. At the close of the war in 1918, the combined personnel of Army and Navy air services exceeded 217,000 men. The United States during World War I built and delivered 8,500 training planes, almost 16,000 training engines and 13,574 famous Liberty motors. The undertaking, then, was hailed as one of the most amazingly successful undertakings of the entire war.

World War I produced a number of "aces". Pursuit squadrons were first organized as separate military units—the greatest of that war was the 94th Pursuit — the fame "Hat-in-Ring Squadron." That historic group boasted eight aces including Captain Edward V. Rickenbacker, commanding officer and America's "Ace of Aces."

American flying cadets in Europe were trained largely with Nieuports

# US Military Aviation

By Public Information Office

13th Air Force

**From the first Wright Brothers' plane bought by the US government in 1909 to a standing air force complement of 82,760 officers and men in 1940, US military aviation has written out an outstanding history of its own. Progress from then on are details that have no place in this brief history.**

and saw their first aerial combats using these planes. In the summer of 1918, however, fighting aircraft was improved and the much-superior French-built Spad was issued.

On November 11, 1918, the US Army was equipped with a sizeable number of military aircraft — all of which fast becoming obsolete — and a fully depleted fund for military aircraft. To make things worse, most of America's World War I pilots hurriedly returned to civilian life.

Adopting herself to circumstances

and exigencies, the US Army scrapped the previous plans to train new pilots with obsolete craft in favor of a program of intensively training a limited number of top-flight military pilots and the investment of the bulk of funds available for military aviation in the development and operation of the new types of military aircraft.

Though this policy necessarily kept the number of military aircraft types very low, the specialization plan paid off in American planes of high quality

(Continued on page 36)

#### COLONEL JOHN M. STOTSSENBERG

John M. Stotsenberg, captain, Sixth U. S. Cavalry, and colonel, First Nebraska Volunteers, was killed while leading his regiment in action near Quinua, Island of Luzon, April 23, 1899.

He was born in New Albany, Indiana, and entered the U. S. Military Academy as representative of that state on July 1, 1877. He was graduated in 1881, and assigned to the Sixth Cavalry, which he served in New Mexico, Arizona, Nebraska, and Fort Meyer, Virginia.

After graduating from the Infantry and Cavalry School of Application at Fort Leavenworth, Kansas, he was appointed a Professor of Military Science and Tactics at the University of Nebraska in Lincoln in December, 1887.

... paf mag presents biographical briefs ... depicting the memories of two men whose names have become landmarks in the Philippines ... whose lives are legends of the us army ... traditions of us armed forces personnel in the Philippines ... portraying two present-day commanders of US Air Forces now stationed in the Philippines ...

# Biographical Briefs

By PIO, 13th Air Force

Immediately after the declaration of war with Spain, he was assigned as mustering officer for Nebraska and assisted in organizing its first regiment of which he was appointed a Major. With that rank, he took the regiment to the Philippines, where he was promoted to Colonel of the regiment of November 10, 1898.

From the opening of hostilities until after his death, Colonel Stotsenberg's regiment was constantly in the field and always on the firing line. On February 5, 1899, the San Juan River Bridge, the powder magazine and the water works reservoir, the convent of San Juan del Monte and San Felipe were taken by troops commanded by Colonel Stotsenberg, who led the attacks in person. The following day his troops drove the enemy across the Santolan River and captured the water works pumping station before the insurgents could destroy it.

Fort Stotsenberg is a monument to the achievements of Col. John M. Stotsenberg.

#### MAJOR HAROLD M. CLARK

Major Harold M. Clark, after whom Clark Field in the Philippine Islands was named, was killed in a seaplane wreck in Panama, May 21, 1919, while serving with the Aviation Section in that area.

Major Clark was born at St. Paul, Minnesota, October 4, 1890. He was commissioned a second lieutenant of Cavalry in 1913, and assigned to the first Cavalry. In 1916, he transferred to the Aviation Section of the Signal Corps, and the following year was rated a Junior Military Aviator.

During the early part of his aviation career, he served at Columbus, New Mexico; Kelly Field, Texas; and, Fort Sill, Oklahoma.

He later went to the Hawaiian Islands to command an air service station and was the first United States airman to fly in Hawaii.

Upon returning to the United States, he was assigned to Washington, D. C., and shortly afterward went to San Die-

go, California, to take a pursuit course. Upon completion of the course, he was appointed commanding officer of a pursuit group of the First Provisional Wing at Mineola, Long Island. He later became an executive officer with the Aviation Section in Panama, where he was serving at the time of his death.

#### MAJOR GENERAL E. L. EUBANK

Major General E. L. Eubank, commanding general, Thirteenth Air Force, joined the Army during World War I. Upon completion of his flight training in February 1918, he was commissioned a second lieutenant in the Air Service Branch of the Signal Corps. He received his regular army commission in 1920.

As a lieutenant colonel at the outbreak of World War II, General Eubank was stationed at Clark Field, Luzon, Philippines. He commanded the 19th Bomb Group and the 5th Bomber Command which saw early action in the Philippines, Java and Australia.

In June of 1942 he returned to the United States and was promoted to the grade of brigadier general in August of the same year. While in the United States, General Eubank served as director of bombardment, Headquarters AAF, as commanding general of the 2nd Bomber Command and as president of the Army Air Force Board.

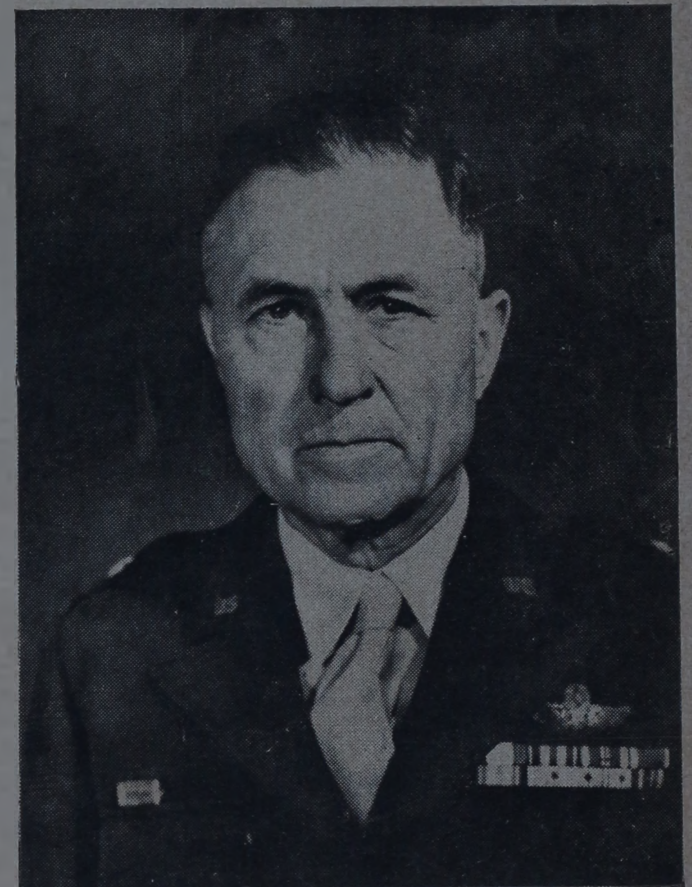
In January of 1945, the general was

assigned to the 8th Air Force as assistant director of operations and later served as the commanding general of the 3rd Air Division. Returning to the United States in October of the same year, General Eubank was again assigned as president of the AAF Board at Orlando Army Air Base, Orlando, Florida, which position he held until his assignment as commanding general of the Thirteenth Air Force.

A native of Port Arthur, Texas, the General attended high school at Ennid, Texas, and studied at Fort Arthur College before enlisting in the Army.

General Eubank is a graduate of the Air Service Mechanic School, the Air Corps Engineering School and the Air Corps Tactical School and the Command and General Staff School.

His Star, the Distinguished Flying Cross with one Oak Leaf Cluster, and the Purple Heart. He was recently awarded a signal honor as Honorary Commander of the Military Division of



Major General Eugene L. Eubank

the Excellent Order of the British Empire.

Following General Eubank's assignment to the Thirteenth Air Force in the Philippine Islands in the summer of 1946, he was elevated to the rank of major general, one of the few post-war promotions of general officers.

He has served as commanding general of the Thirteenth Air Force since June 1946, during which period the Thirteenth creditably performed its post-war mission.

**BRIGADIER GENERAL ROBERT C. OLIVER**

A veteran of 28 years' service in the Army, General Robert C. Oliver was graduated from the U. S. Military Academy in 1923 and entered the Field Artillery. He was detailed to the Air Corps in 1930, and underwent flying training at Brooks and Kelly Fields, Texas, winning his pilot wings at Kelly field in 1931.

His first foreign service took him to Hawaii where he commanded the 19th Pursuit Squadron from 1931 to 1933. He was stationed at Randolph Field as a flying instructor 1933-34. During the next six years he had tours of duty as a student at the Air Corps Tactical School, Maxwell Field, Ala.; with the First Pursuit Group, Selfridge Field, Michigan; at the Command and General Staff School, Ft. Leavenworth, Kansas;

and as instructor and later assistant commandant of the Air Corps Tactical School.

In October 1941, General Oliver was designated by General Arnold as tactical and strategical representative on the first American air mission to Africa, the Middle East and India. He saw service with the RAF Desert Air Force before the U. S. Air Forces reached North Africa.

When the U. S. Army Forces were being assembled for the China-Burma-India Theatre, General Oliver, then a colonel, went to New Delhi, India, as chief of staff of what was then known as the China-Burma-India Air Service Command.

In May 1942, he succeeded to the command of that organization, in which capacity he served until his return to the United States in May 1944. In Dec-

ember 1942, he was promoted to Brigadier General U. S. Army.

On June 26, 1944, General Oliver assumed command of the 56th Bombardment Wing (medium and light combat crew training), with Headquarters at Charlotte, N. C. During June and July 1944, he was given added duties as commanding general of the III Bomber Command.

General Oliver was appointed by the president to be Aide-de-Camp to the Governor-General of Canada during his stay in the United States March 21 to 26, 1945, and subsequently as Aide-de-Camp to the Prince Regent of Iraq during his visit to the United States May 26 to June 30 of 1945.

Following V-J Day, General Oliver was assigned as Chief of Staff of the AAF Central Flying Training Command and then he had a short tour just before coming overseas to the Far East Air Forces, with the Air Defense Command in the Zone of Interior, where he commanded the reconstituted 11th Air Force.

His first assignment in the Far East Air Forces was as chief of staff of the 1st Air Division on Okinawa, in which duty he served from September through December 1946. He then was assigned as Commanding General, 301st Fighter Wing on Okinawa, and served as such until his transfer to the Thirteenth Air Force in March 1947.

He served as Chief of Staff of the Thirteenth Air Force from March 25, 1947 to June 11, 1947. General Oliver then assumed command of the 313th Bomb Wing (VHB) from June 2, 1947 to August 7, 1947. After the deactivation of the Bomb on August 7, General Oliver then resumed his duties as chief of staff of the Thirteenth Air Force.

General Oliver has been awarded the Distinguished Service Medal, the Legion of Merit and the Air Medal. His foreign decorations include the Order of Pafidain from the Kingdom of Iraq. He wears one star on the European-African-Middle Eastern Theater ribbon for Libyan Desert Service and three stars on his Asiatic-Pacific Theater ribbon for the first campaign in Burma, in India, and in China. He is also authorized to wear the American Defense Ribbon with star, the American Theater Ribbon, and the Ribbon for duty with the Occupation Forces in the Japanese Empire.

Rated as a command pilot, combat observer, and technical observer, he has over 4000 hours total pilot time, more than 650 of which have been in operational areas in overseas theaters. He is credited with 12 combat missions and 19 round trips from India to China "over the hump."

General Oliver, born in Manila, Philippines in 1902, is the son of Colonel and Mrs. Robert T. Oliver, U. S. Army.

His wife, Dorothy, and son, Robert are with the general at Clark Field.

## *US Air Force Day Message* *September 18*

By Major General Eugene L. Eubank  
Commanding General, 13th Air Force

One year ago today, the United States Air Force came into existence as an autonomous military service, co-equal and coordinate with the Army and the Navy. Through the National Security Act of 1947, the mission of the Air Force was given legal definition.

On its first anniversary of establishment, however, the United States Air Force is not a youngster of untried strength, or unproved ability, but a veteran of two wars, and a trusted custodian of our American liberty. It is a guardian of world peace, which must be prepared to maintain, by force of arms, when necessary, until an International Organization is in successful operation.

As we look back on past achievements, and on great victories, in which we have participated, we are mindful of former comrades, and we honor the heroes whose deeds have added lustre to our proud record. But we also are fully aware of our continuing mission of defending the United States, and its territory, and our further mission, to support every endeavor towards a lasting peace.

It is with these thoughts in mind, and a knowledge that with complete public understanding of air power, we can insure peace, and avoid the destructiveness of another conflict that we say, and stress: **AIR POWER IS PEACE POWER.**

The United States Air Force, which celebrates its first year of autonomy as a co-equal member with the Army and the Navy of the National Military Establishment on 18 September, is divided into 14 major commands, five of them overseas and nine in the United States.

The 13th Air Force is a part of Far East Air Forces headquarters in Tokyo and is commanded by Major General E. L. Eubank. The 13th, commonly known as the "Jungle Air Force" during the last hostilities, as a member of the Allied Pacific team, travelled its rough air road from the Solomons to the Admiralties, to New Guinea, Morotai, the Philippines and finally Okinawa, from its activation in January, 1943, until the fall of Japan.

Other overseas commands are the U.S. Air Forces in Europe, the Alaskan Air Command, Caribbean Air Command and the Pacific Air Command in Hawaii.

During its first year of independence, the Air Force grew to 55 operational groups, 32 of them in the United States and 23 in the above overseas theaters. While the last congress authorized a 70-Group Air Force, limitations of current

appropriations will permit the organization of only 66 groups by the end of the present fiscal year next June 30.

The nine continental commands are responsible for the air defense of the United States, maintenance of strategic and tactical readiness of combat forces, and the lifeline support services for training, supply, administration, and research and development.

The domestic commands, their headquarters, commanders and primary functions are:

**STRATEGIC AIR COMMAND**, Andrews Air Force Base, Camp Springs, Md., General George C. Kenney. This command controls very long range bombardment, reconnaissance and fighter groups. Its mission is readiness to carry out intensive, sustained long range bombardment and fighter operations, alone or in cooperation with either land or sea forces or both.

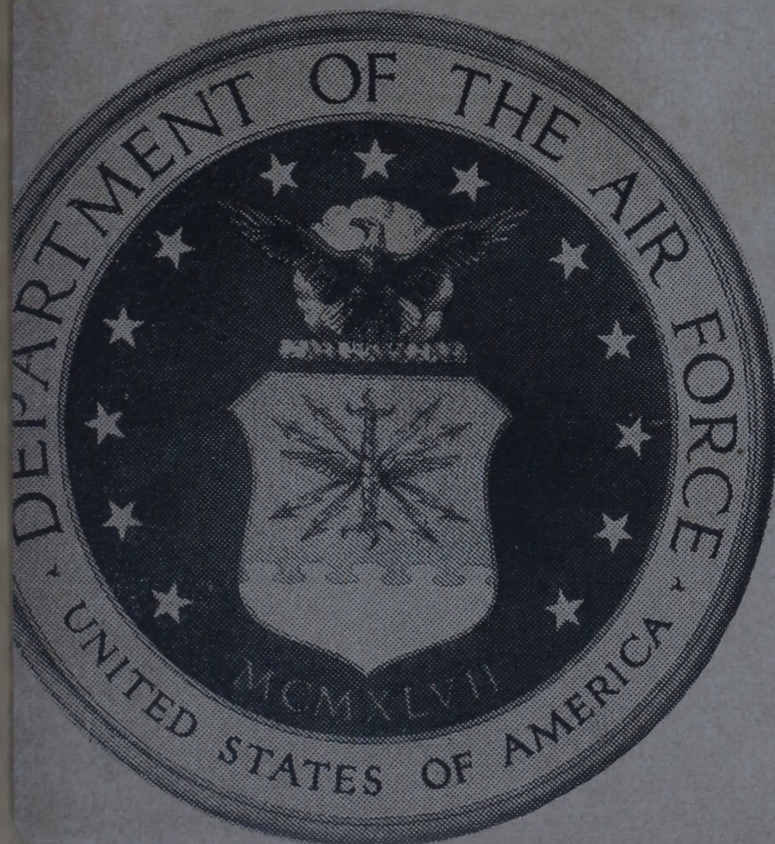
**TACTICAL AIR COMMAND**, Langley Air Force Base, Hampton, Va., Lieutenant General Elwood R. Quesada. This command utilizes jet-propelled fighters, improved conventional fighters, and attack bombers for the performance of its

# US Air Force

## The Day & Commands

By PIO, 13th Air Force

... US Air Force day commemorates the coming of age of the air forces ... coequal to army and navy commands ... here is a brief on the history of that day ... expansion of the US Air Force ... briefs on US Air Force commands ...

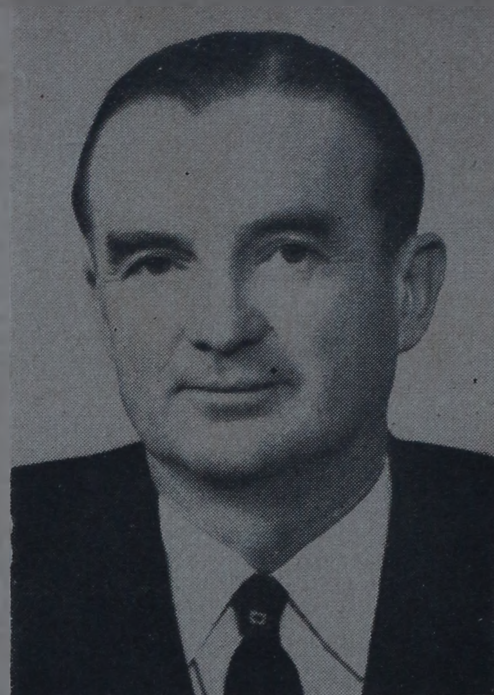


mission of attacking enemy aircraft both in the air and on the ground and striking at hostile lines of communications and supply concentrations.

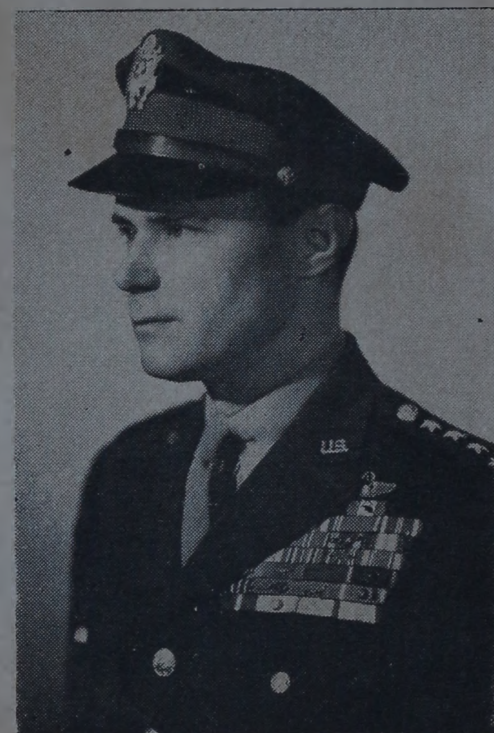
**AIR DEFENSE COMMAND**, Michael Air Force Base, Hempstead, N. Y., Lieutenant General George E. Stratemyer. This command guards the United States against any possible air attack by maintaining fighter-interceptors and night fighters, guided by coordinated aircraft warning and control systems, always ready for action.

**AIR MATERIEL COMMAND**, Wright-Patterson Air Force Base, Dayton, Ohio, General

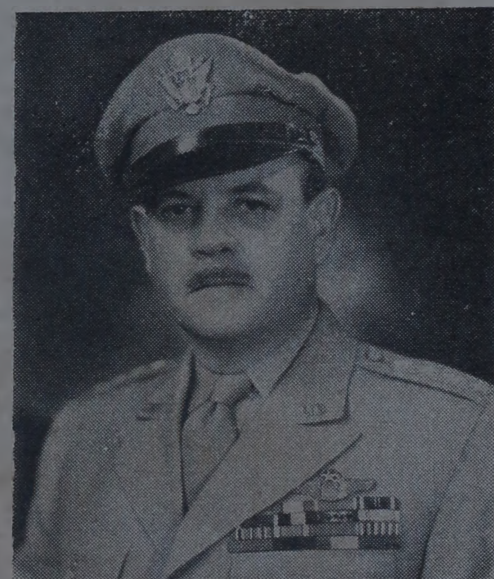
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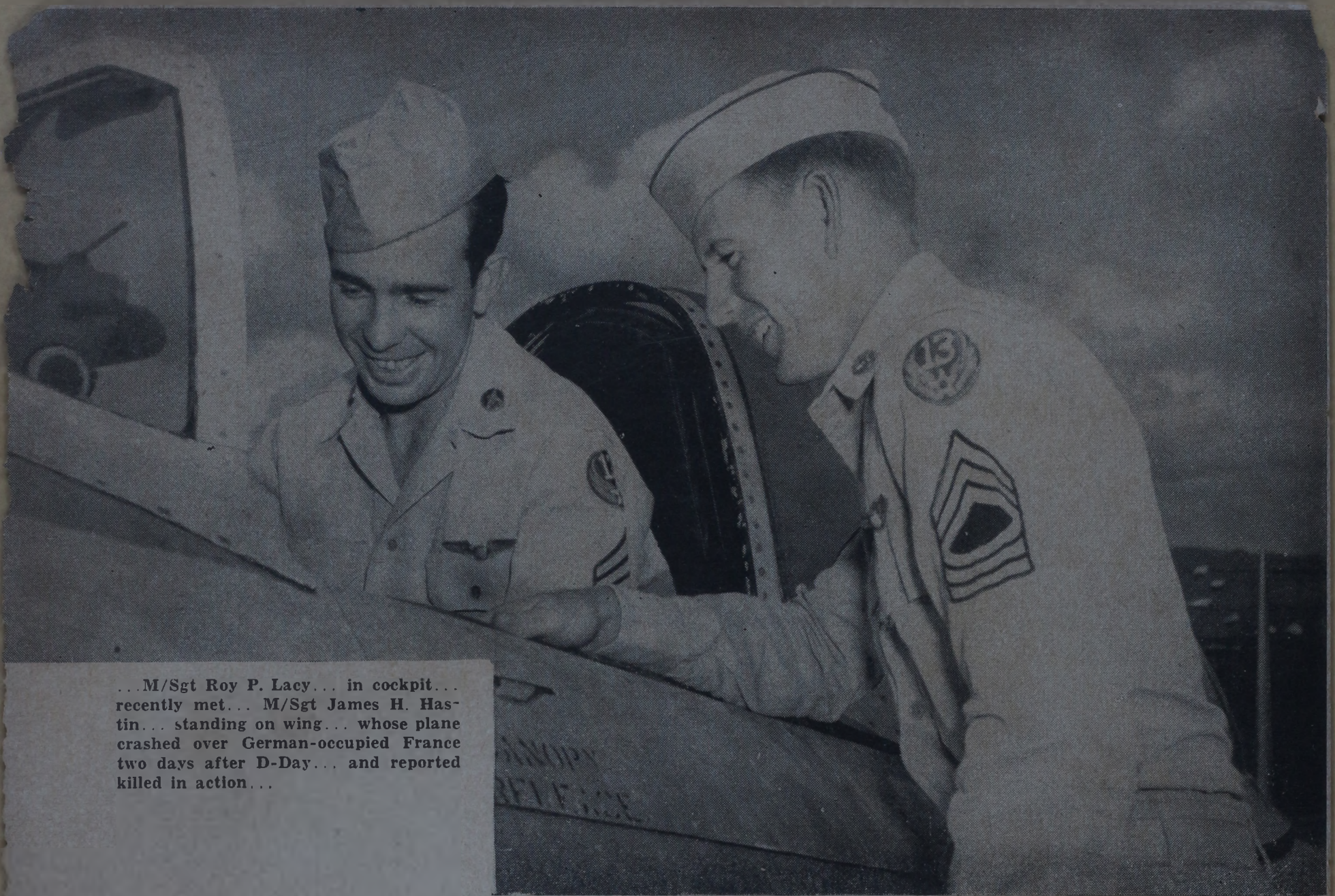
Secretary of the Air Force  
W. STUART SYMINGTON



Chief of Staff USAF  
Gen. HOYT S. VANDENBERG



Vice-Chief of USAF  
Gen. MUIR S. FAIRCHILD



... M/Sgt Roy P. Lacy... in cockpit... recently met... M/Sgt James H. Hastin... standing on wing... whose plane crashed over German-occupied France two days after D-Day... and reported killed in action...

# “Mr. Hastin, I Presume”

By PIO, 13th Air Force

... have you ever seen a ghost flying? — well, mr. lacy did... two days after d-day he saw his buddy go down over german-occupied france... back at their base he reported hastin's fate... the long wait for a german announcement of his capture proved vain... hastin was reported killed in action... not long ago, lacy was assigned to clark air force base... the memory of his fallen comrade-at-controls haunted him... the heart-felt loss filled his sub-conscious moments of reflection... the obsession grew... 'til one day..

One such day as sultry winds sweeping across a dry desert can create, a day of clear blue skies dotted with huge cumulus clouds moving slowly across the vast expanse of heaven in orderly formation, when the heat of tropic atmospheres somehow excites the sub-conscious to reminiscences of what was but shouldn't have been — on such a day in June, M/Sgt. Roy P. Lacy found himself brooding, brooding as only those with saddening memories can brood.

Standing on the edge of an airstrip on Clark Air Force Base, in the shade of a building's eaves, looking out over the flat landing strip, beyond the cogons waving in the breeze, farther on to the horizon, considering the fleecy clouds moving slowly, half conscious of the planes taking off, landing or going through routine aerobatics or patrol — Lacy found his thoughts wandering back along the line, that long line of attack on Berlin.

The grim excitement of early June, 1944, hurried preparations, D-Day — the battle for a foothold on Normandy — the big-push into Germany: these slipped through the mind like pages of a catalogue where each leaf was a day of his life.

*(Continued next page)*

The fighter squadron had fought hard, had held its ground and fulfilled such missions as were assigned them—over the beaches, at German troop and supply lines rushing into the battle-area — deep into enemy territory for reconnaissance, patrol and harrasing missions.

"Two days after D-Day—yes, June 8, four years ago. Remember, Roy?"

The sub-conscious has a way of talking to itself.

"Yeah! I remember, boy. The squadron was ordered out over the Bay on patrol."

"Harass those b . . . .', the orders were 'Knock off any d . . . . thing you see that's worth the trouble'."

Somehow, high allied commanders felt the need of breaking the lines of supplies and reinforcements the Jerries were rushing into Normandy to break the foothold. Every German truck, every soldier stopped meant a few more allied lives spared—meant, perhaps, the war would last a few moments shorter.

"Yeah, Jimmy, I remember."

"What was that?" Roy's sub-conscious asked, "Jimmy?"

Roy's mind cleared the webs aside. Conscious memories returned. The details lived again, vivid with the purr of motors, strong with the feeling of brother pursuit-pilots flying wing-to-wing, grim with the picture of war beneath them—war over enemy territory.

This was France in June—on June 8, 1944.

The squadron was out there in full force. On the wing of Roy's P-47, M/Sgt. James H. Hastin sat in the cockpit of his P-51.

The squadron was out "hunting", hedge-hopping and looking for trouble.

At 4,000 feet, the leader spotted a supply train with tank cars rushing Normandy-ward.

This was it. Hastin peeled off for the first crack at that train just pulling past a small village. There must have been about seventy houses in that one—but every one of them was in ruins.

Hastin's P-51 pulled out of the dive. Levelling off, his guns let loose. Direct hits.

The tanks car blew up. Lacy, still at 4,000, felt his plane lift beneath him, turning over he caught a glimpse of Hastin's fighter. Lacy was on his back. Turning over he saw what had happened.

Hastin had straffed tank car loaded with rocket fuel. The blast tore off the control fabric of Hastin's P-51. He fought for control and won with trim tabs. He regained normal altitude.

Just before getting back into formation, Hastin's plane caught fire. He had to hit-the-silk. Lacy watched Hastin hurtle earth-ward. But he never saw the 'chute open.

Back at the base, Lacy reported: Hastin had jumped clear but he couldn't report having seen Hastin's 'chute open nor swear that Hastin had landed safely.

The officers said they'd have to wait

to see what the Germans had to say. A long wait produced no announcement from Germans that he had been made a prisoners of war.

Hastin was declared "killed in action".

"Jimmy was my room-mate. Jimmy was my class-mate. Now, Jimmy is no more."

The confounding riddle seemed to sing in his sub-conscious. Roy's best buddy. Finished flying school together. Fought side by side. Practically bunked together. Shipped overseas together.

"Too bad," he whispered. He took a long drag on his cigarette. He inhaled. The sigh gave some relief, but the memory returned.

"Wonder where you are, Jimmie boy? Is it like that picture I saw? Did the time-keeper check you in right? Are the machines as new as they looked in the show? What bunk did they give you? Did you ask them to hold the bunk beside you for me? Any credits for flying time? How about missions accomplished? How about those that didn't work out too well? How about it, Jimmy boy?"

"God! I hope to h . . . . he's okay," Roy thought reverently like a prayer. He looked up to the skies. The skies were clear, but silent. The clouds rolled by as silent, like a veil over the *Operations Center* way-up-there-somewhere, checking in the boys and taking reports on the boys still "on mission".

A P-51, anyway, one of their fighters was just breaking through the clouds, banking in for a landing. An officer had told him to watch for a plane coming in from the South, probably Nichols

This, yeah, this looked like it.

He sauntered out to the field, still deep in his memories. He looked up, the plane was coming in beautifully. Looked almost like he'd seen that kind of landing somewhere before. That approach, the tune of the motors.

What was he thinking about?

The plane came in, the parking guide led the plane in for a berth. He sidled up to the plane. The motors revved. Off. A sputter. A click of a latch. The canopy of the cockpit slid back.

Turning, the pilot's head came to a stop. Roy stopped.

Something was wrong. The memory of June 8, 1944 over France flashed back.

"Jesus Christ! Jimmy boy!"

"God! Is that you, Roy?"

Stanley might have said, "Mr. Hastin, I presume?" — but that was not for them. Not for two buddies who'd not seen each other after four years overseas, not for these two who'd done most of the war together. Four years is not such a long time—not if it ends this way.

The reunion at Clark Air Force Base was actual. Maybe not exactly as related above, but the characters and experiences are real. These two men are real—men the 13th Air Force know as real men.

The rest of the story was told in a press release issued by PIO, headquarters, 13th Air Force on 25 June 1948 to the *Air Force Times*:

"A reunion was held recently at Clark Air Force Base (by two Master Sergeants, both former pilot-officers in the Army Air Force. It was a very strange reunion and this is the story:"

That's the way the press release started.

This is what happened to Hastin:

Knowing he was being forced to drop into German-occupied France, Hastin decided to delay pulling the rip cord. His 'chute opened at 500 feet above the ground.

On landing, he met up with the fabled French underground. He spent time in active guerrilla action behind German lines with the French underground.

He was subsequently captured by the Germans.

He spent the rest of the war in the Nazi's feared concentration-torture camps, Stalag Luft 3A and Buchenwald.

The reunion last June was the first time one knew that the other had survived the war. Both were discharged as officers after the war. Both re-enlisted as Master-Sergeants. Both returned overseas. All's well that ends well, after all.

## PAF SALUTES!

The PAF Magazine in saluting the US Air Force in this issue, also must acknowledge a debt of gratitude.

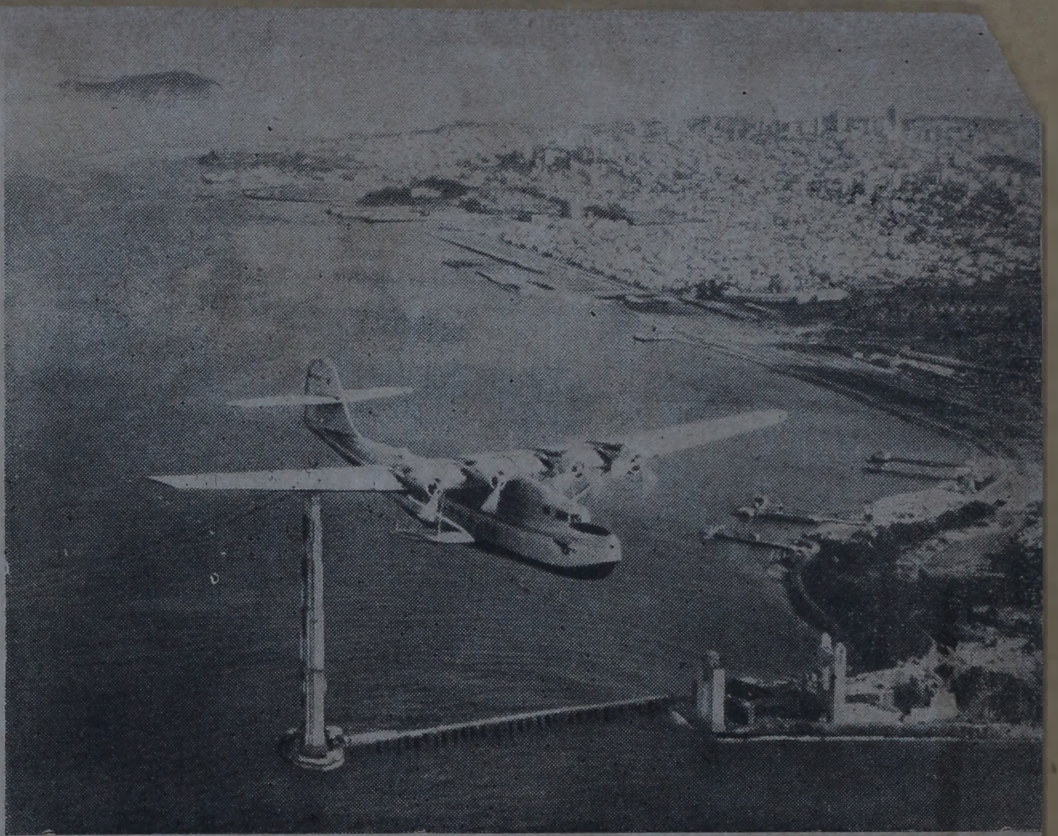
The PAF Magazine is indebted to the Public Information Office of the 13th Air Force for all the materials used here in connection with the four preceding articles: photos and materials.

Thanks is hereby extended to the men and officers of the PIO who unselfishly gave their time and cooperation to supply us with the needed materials.

Paf mag, likewise, wishes to state here that the PIO is in no way responsible for the last article, Mr. Hastin, I Presume, as the basic materials were fictionized—and, we believe, rightly. The story was too good to let pass as an unembellished press release.

Again, we salute you—men and officers of the US Air Force, and in particular, you of the 13th Air Force—with whom we will have much to do with in the near and darkened future.

... PAA's China Clipper built by Martin, took off from Oakland, San Francisco, on November 22, 1935, with Captain Musick at the controls. Note the Golden Gate Bridge below the clipper... Still under construction...



Pan-American World Airways is an international airline with numerous outstanding "firsts" in commercial aviation. Among the most historic, and of greatest import to the Philippines, was its "first flight into Manila in November, 1935, when the "China Clipper" landed on Manila Bay to inaugurate the first international commercial flight to the Philippines across the Pacific Ocean.

The expeditionary flight into Manila took off from San Francisco on November 22, 1935, with *Captain Musick* at the controls of the "China Clipper". Aboard were a party of US newspapermen and government dignitaries.

# PAN AMERICAN WORLD AIRWAYS

## FIRST INTO MANILA

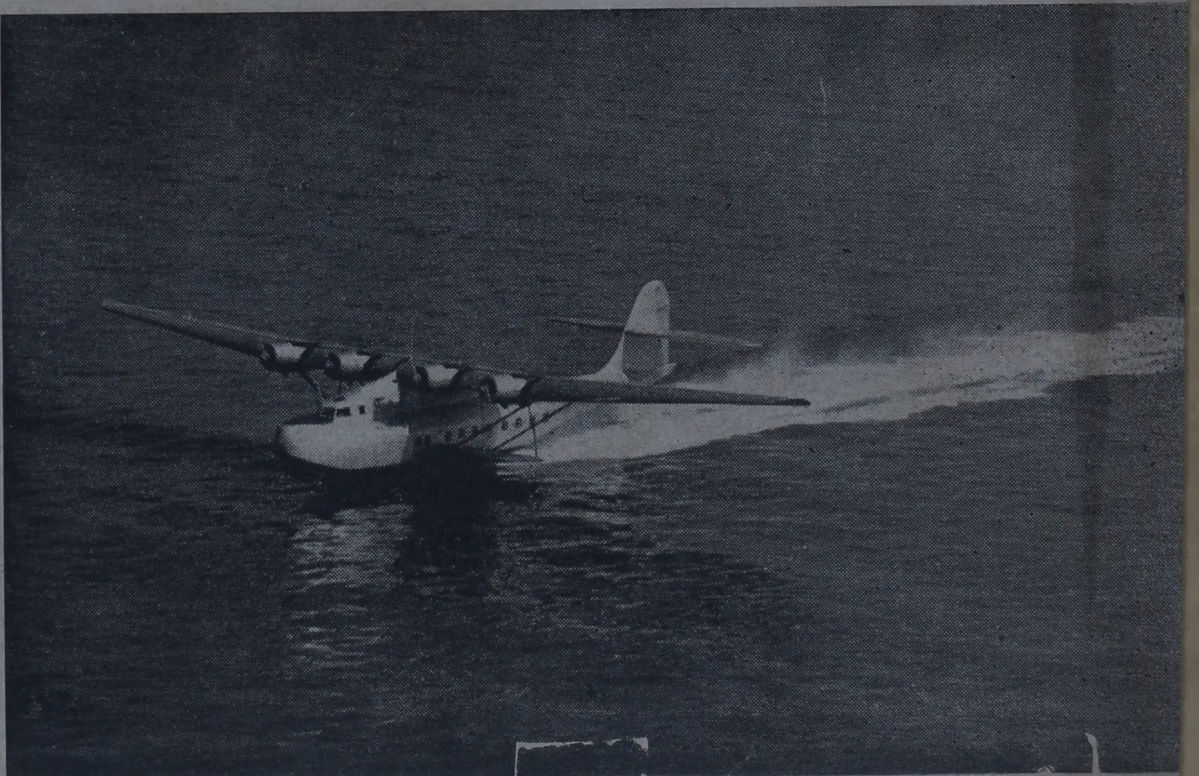
By DOUGLAS M. MACKENZIE  
Assistant District Traffic Manager  
Pan American World Airways

... since november 1935 ... when paa's "china clipper" inaugurated the first commercial international flight to the philippines ... landing on manila bay ... paa's growth and development in the orient has been as spectacular as its expansion and progress throughout the world ... this paa writer lets you in on what the paa has done for this country ... what it can do for you ...

Prior arrangements were made by H. M. Bixby and other top PAA officials with Philippine government authorities for the establishment of a regular international run between the US and this country. This "first" trans-Pacific flight ushered in subsequent regular scheduled flights of PAA clippers to Singapore and Hongkong.

That flight laid the foundation for Manila's claim as center of Oriental airline operations and opened the Orient to the present-day net-work of air routes.

... almost a week later, the "China Clipper" landed in Manila Bay ... inaugurating the first trans-Pacific flight into the Philippines ...



From that date up to 1941, PAA expanded operations. Weekly schedules were run with Martin M--120s and Boeing "314" clippers throughout the Orient.

In 1941, PAA was maintaining a shuttle service between Manila and Hongkong with as many as three flights, per week by the "Hongkong Clipper".

On the other side of the world, PAA was fast expanding European and South American air routes.

Among the famed pre-war "clippers" touching Manila were the *Philippine*, *China*, *Hawaii*, *California*, *Hongkong* and *Anzac* clippers.

At the outbreak of the war, PAA's extensive world-wide facilities were immediately placed at the disposal of the US Navy. Its planes were the fore-runners



**JOHN OPPENHEIMER**  
District Traffic Manager  
Pan American World Airways

of the *Catalina* bomber-patrol planes used extensively near the latter part of the war.

Among the contributions of PAA which stand out in its war service record was the evacuation of US armed forces personnel from Wake during the early days of the war when the Japs landed.

The PAA clipper had just taken off from Wake Island when it heard of an imminent attack on the island by superior Jap forces. The pilot turned back. On landing, all passenger equipment was dumped over board, even the galley was stripped and chucked out to accommodate as many Wake Island personnel of the US armed forces.

Mission accomplished, a check-up of damage revealed a total of 18 bullet

... later, up to the outbreak of the war ... PAA's planes were running throughout the Orient with Manila as hub ... later clippers were the Boeing "314s" at the right ...

holes sustained by the clipper.

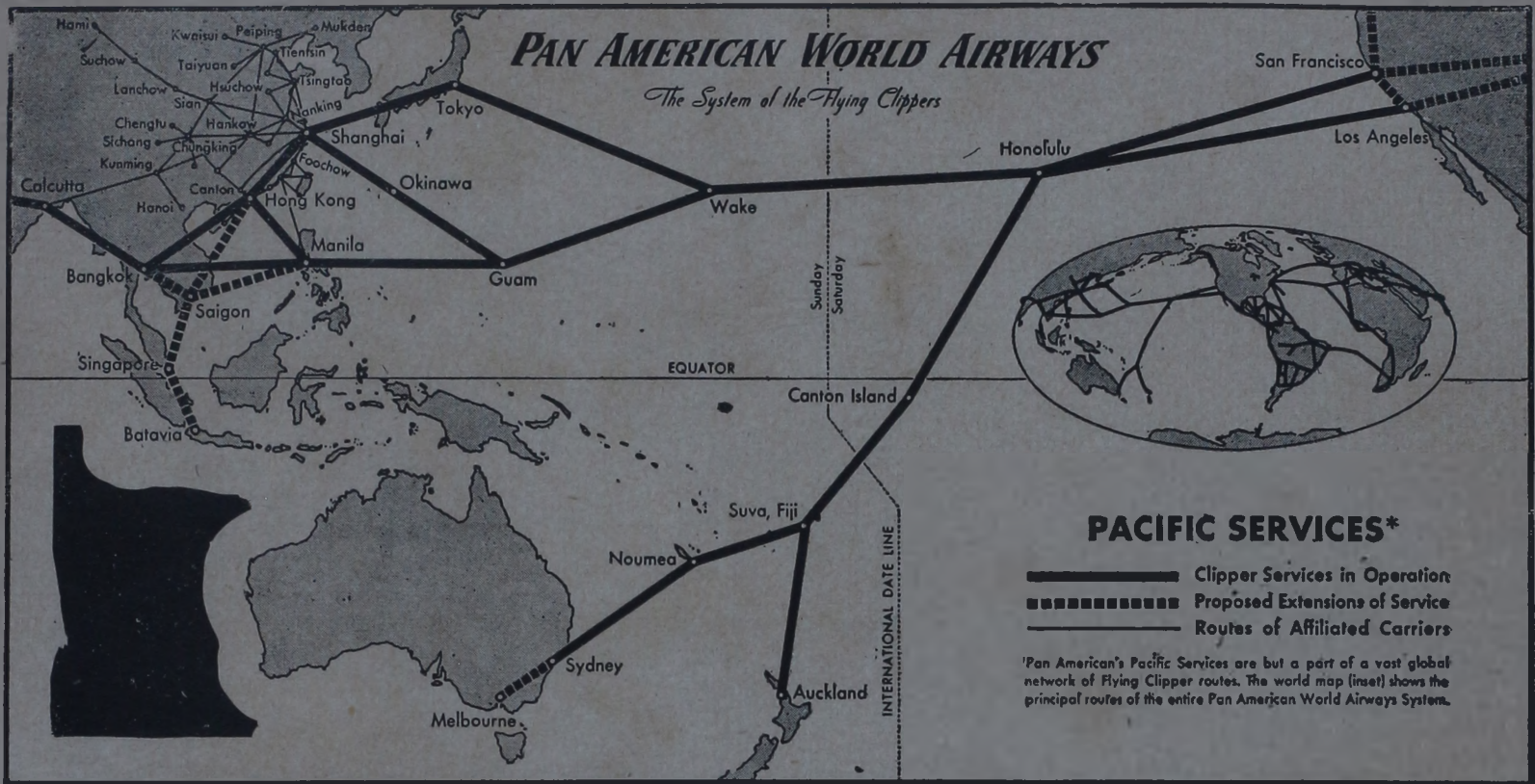
The rest of PAA's contributions to V-J Day is of record.

Immediately after the war, PAA took in discharged army and navy pilots and reopened international commercial airline services with DC-3s and DC-4s. Speedy expansion necessitated the ordering of Lockheed's four-engine Constellation type passenger aircraft. In South America, PAA DC-6's and Convair aircraft dominate the air routes. PAA connecting lines have *Grumans*, *Avro-Ansons* and *Catalinas* in service.

Recently, test-flights of a new Boeing "Stratocruiser" were completed in Seattle, Washington. Pending final alterations and improvements, these will be conditioned for "long-flight" stratosphere airline service.



... with these "primitive beginnings" ... PAA now Pan American World Airways plans to put Boeing's new "Stratocruiser" into operation over long-run routes ... the plane was recently test-flown successfully in Seattle, Washington, USA ...



ROUTES EFFECTIVE OCTOBER 1, 1947

... above are the routes Pan American World Airways services in the Pacific for you ... Honolulu is strategically situated to serve as parting of ways for Oriental and Australian lines ... from San Francisco and Los Angeles ... Pan American World Airways routes serve the States bound passenger ... For Oriental points and the eastern route to Europe ... Manila serves as hub ... Manila which PAA first opened to the world in 1935 ...



... below is PAA's standard DC-4 which serves the airlines today ... equipped with the modern "sleep-ette" ...

Flying on "cannonball" schedules, huge four-engine planes were covering nearly 8,000 miles in 39 hours flying time. To accomplish this overnight stops were eliminated and travel time was sharply reduced by replacing "remain-overnight" (RON) stops with one-hour "layovers" which gave but sufficient time for crew changes and refueling along the routes.

By early June of 1947, carefully prepared plans born of many months of study and preparation were culminated in the inauguration of direct service to Shanghai, an extension of the route pioneered by the famed "China Clipper" a decade before.

In PAA expansion history, 1947 is a red-letter year. PAA's numerous firsts are outstanding achievements in the whole history and development of world-wide commercial aviation.

With schedules operating on twice daily and twice monthly flights, PAA met the new year with exceptionally swift passenger service between Honolulu, Australia, New Zealand and the Orient. Thrice a week, clippers were crossing the Pacific between San Francisco and Manila, via Honolulu, Wake and Guam.

June 26, 1947 saw the beginning of the first commercial round-the-world airline service in the history of aviation. The historic flight of the "Clipper America" took 93 hours flying time. The new service was officially scheduled by simultaneous departures of two planes in opposite directions: one from San Francisco and the other from New York. Rendezvous point was Calcutta, India.

With lines carrying farther across the globe, PAA installed the *sleepette* in its planes to provide maximum passenger comfort over its 10,000 mile routes from San Francisco via Honolulu, Wake, Guam, Manila and Bangkok to Calcutta.

PAA holds the distinction of being "first" among the world's airlines to introduce this sensational new full-length reclining chair-lounge. Air travelers gave it unanimous and immediate praise. Travel thru "the land of nod" was in to stay. Tired and busy industrial moguls, ranking politicians, world diplomats — and, tourists — hailed the facility which made two distant points the pleasurable distance between cocktails and nap. It provided a private office for those who had work to finish before meeting business contacts abroad. A Pullman diner or a comfortable deck-chair could not be better.

September 24, 1947 marked the "first" reopened direct service between Hongkong and San Francisco, the route first pioneered in 1937 by PAA "clippers".

A few days later, PAA opened the "first" direct air service between San Francisco and Japan.

Almost simultaneously, Pan American blazed the second round-the-world route via Tokyo, Shanghai, Hongkong, Bangkok and Calcutta to make connections there with Atlantic clippers bound for New York via Karachi, Damascus, Istanbul, London, Shannon, and Gander.

History's first "interline freight-carrier agreement" was also inaugurated by Pan American in 1947. It featured the world's "first" team-up between a scheduled all-freight air carrier and an international airline. Signatories of the "first" interline freight carrier agreement were Pan American World Airways and Slick Airways to bring to the world the first international low-cost air cargo service.

That "first" agreement also gave birth to the first round-the-world air-freight service. Pan American's weekly all-cargo clipper, appropriately named the "Pacific Trader" operating between Manila and San Francisco, teamed-up with PAA's thrice weekly passenger flights "round-the-world", made that service possible.

Pan American World Airways today has 28 DC-4 Clippers in its Pacific-Alaska Division. A total of 109,132 passengers flew its 30,000 miles of air routes in 1947. Every minute of the 24-hour day, a PAA clipper is in the air somewhere along these aerial highways.

In line with the expansion of PAA services and offices in Manila, the general policy of recruiting technicians from Filipino youth has been adopted. Of the PAA's 101 Manila station personnel, 84 are Filipinos. In all future expansion plans, PAA intends to increase the percentage of Filipino personnel.

In a comprehensive description of Pacific-Alaska Division pilots of PAA planes, the words "veteran" and "trans-Pacific" are outstanding. No PAA cap-

tain has less than 5,000 solo command flying hours duly credited to him by the Civil Aeronautics Authority. Most trans-Pacific pilots have far above that minimum. Banking pilot in the Pacific today is PAA's Captain Jack Tilton, in point of flying time and experience. Captain Tilton in 18 years flying has logged 17,500 flying hours—two full years in actual flight in Pacific skies.

PAA's future plans include the air-servicing of every major city in the Orient. Exact dates will be announced as new routes are added to PAA's long list.

Pan American now has before the Civil Aeronautics Board (USA) an application to inaugurate highspeed service within the United States. If granted, the final gap in the globe-girdling service will be closed by direct Clipper service between San Francisco and points along the Atlantic Coast.

Yet, among its many "first," Pan American still looks back with special pride in being the "first" trans-Pacific international airline into the Philippines: transportation hub of the Orient today.

... Home Base ... below is PAA's modern all-service home station for planes ... located in San Francisco ... one of the "tired" planes comes in for a routine servicing, check up, maintenance, repairs and general overhaul ... one of the most complete layouts in the business ... PAA can produce the spares ... to replace parts spent on tedious trans-Pacific tours of duty ... this is your guarantee for safe-flying in air-worthy PAA clippers ...





... The NAC airport at Nichols Field, presently serving as the Orient's air center of civilian aviation, will in war-time prove a valuable air transport center for military personnel... This is one of the many assets civil aviation gives a nation in time of war... (Manila Bulletin photo)

# PHILIPPINE INDUSTRY and NATIONAL DEFENSE

By Lt. Col. F. A. Medina, CWS

**... as essential as the army itself is the building of civilian industry... a nation at peace must balance her trade... diversification of industry to supply its prime needs is a vital requisite of self-sufficiency... national economy must be designed for national security... that economy must needs consider the development of a peacetime economic potential which will supply the economic potential of resistance, endurance and survival vital to a nation at war... a nation's civilian army, its capacity for economic survival on the home front... that element of warfare more often than not is the telling weight which will tilt the balance between victory and defeat...**

Much has been said and written about industrial development of the Philippines. Industrial planners, scientists and technologists met and discussed this subject. The Beyster Commission was given the mission to investigate and its report has been submitted. It seems, however, that the discussions of the problem have been made only from the economic point of view. The object evi-

dently has been to lessen our dependence on imported manufactured products and keep the balance of foreign trade in our favor.

The objective is a rich Philippines. One important angle of the problem, however, has apparently been left out—the problem of industrial development in its relation to national security.

The economic resources and industrial development of a country are an index of its national security. No country can be considered strong from the military point of view if its industries are not properly and fully developed. Yet, the industrial development of a country aimed to make it economically independent and wealthy without regard to its national defense amounts to accumulating valuables in a household without provisions for safeguarding them against thieves. It is an invitation to external aggression. If some thought is placed on developing the country industrially, more thought must consider making that country strong militarily. A strong and industrially prepared Philippines is the best insurance of a wealthy and peaceful Philippines. We can not afford the luxury of being weak.

We need industries that are easily convertible to war material-producing plants so that during times of peace they can easily and without much loss of time be changed to produce the needs of a fighting army. There should be some provision for small operating units producing war time needs. These can form the nuclei that can be expanded to meet the needs of its Army in time of war.

The needs of a fighting army are many and varied, but they are not very different from civilian needs with the exception of certain items that are primarily military in nature.

The army needs principally food, clothing, shelter, and a number of other

*(Continued on page 32)*

... foresight and vision of air-minded Filipino leaders built this monument to the Philippines' leadership in Oriental aviation enterprises... it offers the latest in modern architectural design... the last word in passenger service... the advance vogue in modern airline industry... easily today's best in the Orient... it is our bid for making Manila the hub of international aviation in the Far East... paf mag proudly presents...



# MANILA INTERNATIONAL AIRPORT

## —AVIATION HUB OF THE ORIENT

MIA NOW BEST IN  
ORIENT---QUIRINO

*By Antonio C. Alano*

*(Reprint from the Manila Daily  
Bulletin: June 28'48)*

Speaking at the formal inauguration of the National Airports Corporation's new terminal building last Saturday afternoon, June 26, 1948, President Quirino expressed the hope that with all the modern facilities offered by the international airport, Manila would become the hub of air traffic in the Far East.

The President spoke highly of the progress attained by the airport since its organization. He congratulated Colonel Jesus A. Villamor, NAC general manager and those responsible for their "vision and foresight."

The chief executive, who toured the world a year ago, stated that MIA can compare favorably with similar installations in the biggest cities of the world and by far the best equipped in the Orient.

Secretary of Commerce Placido L. Mapa, who spoke after the President, said, "I join the President in thanking the men who made possible the construction of this new terminal building." He mentioned specifically Col. Villamor, Manuel Tavares, chief of the technical staff of the National Development company, who designed the building, and Ricardo M. Suñga, building contractor, who constructed the edifice.

Brig. Gen. Robert Oliver, chief of staff of the 13th Air Force, who represented Maj. Gen. Eugene L. Eubank, also congratulated the NAC officials for the remarkable progress made at the airport since it was turned over to the Philippine government by the United States last January.

The President arrived at the terminal shortly after 6:30 p.m. He was accompanied by Secretary Mapa, Hans Menzi, Brig. Gen. Mariano Castañeda and Col. Alberto Ramos, commanding general and chief of staff, respectively, of the Philippine Constabulary.

The Presidential party was welcomed at the airport by Col. Villamor, Rafael da Costa Zulueta, NAC business manager, Luis Lim, chief engineer, Austregelina Espina, public relations officer, and Abelardo Reyes, administrative officer.

Among the guests were Maj. Gen. Jonathan Anderson, PHILRYCOM deputy commander, who represented Maj. Gen. George F. Moore, Secretary of Finance Miguel Cuaderno, Collector Bibiano Meer, Commissioner of Customs Alfredo de Leon and Commissioner of Immigration Engracio Fabre. (MANILA BULLETIN, Monday June 28,

Officially inaugurated by President Quirino on Saturday, June 26, 1948, the Manila International Airport opened to the world the most modern air terminal existing today in the Far East.

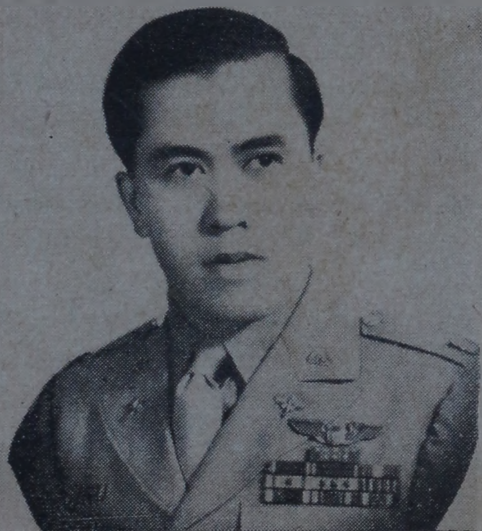
The ₱230,000 project is the realization of a childhood dream of 33-year-old Jesus A. Villamor, Filipino ace and war hero, general manager of the National Airports Corporation and administrator of the Civil Aeronautics Administration.

The new Manila terminal is likewise the "pet-project" of thousands of Filipinos in the local aviation industry who looked forward to their country's taking the lead in Far Eastern aviation.

At the instance of Col. Villamor, original blueprints were drafted by Manuel Tavares, architectural engineer of the NDC, with the cooperation of Chief Engineer Luis Lim of the NAC. The entire "job" was handled by a Filipino contracting firm headed and owned by Ricardo M. Suñga, civil engineer.

But above and beyond these men was the inspiration and encouragement of the late President Manuel A. Roxas. The credit for its completion goes to the vision and sound judgement of President Elpidio Quirino.

To these men, the *paf mag* dares say, the nation will feel an inestimable debt of gratitude — not only now — but for decades to come. The project made a star of Manila's place on the map of international aviation. It is a worthy milestone in the march of aviation progress — a monument to Filipino men of the airways.



**Col. JESUS A. VILLAMOR**  
General Manager, NAC  
Administrator, CAA

Air commerce in the Philippines immediately showed signs of expansion. The Philippine Air Lines, already operating two modern DC-6 Pacific "pace-makers", placed an order for a third craft for international service. Northwest Airlines (NWA) gave indications that more of their recently ordered set of 15 Bceing stratocruisers to cost ₱1,800,000 each, would be routed through Manila. Pan-American World Airways expanded her Manila terminal offices, giving thousands of local Filipi-

# MIA: BUSINESS OPERATIONS

By A Staff Member

no technicians badly needed employment.

Foreseeing an increase of air traffic, General Manager Villamor recently closed another contract for expanding airstrip facilities. The project will cost another ₱240,000. The airfield will be extended to a 3,825 feet runway 102 feet wide.

At its inauguration, the NAC issued a five-page *summary of business operations* to govern the present and future operations aimed at expanding and improving the new international air terminal.

For comprehensive brevity, that summary follows in full:

## NATIONAL AIRPORTS CORPORATION OFFICE OF THE BUSINESS MANAGER Nichols Field SUMMARY OF BUSINESS OPERATIONS

### BASIC POLICY:

At the start of Manila International Airport operations, the MIA's basic policy was enunciated as aiming to develop every business possibility to increase airport revenues from non-aviation activities with a view to minimizing aviation charges and consequently lessening the burden on aviation itself.

### CONCESSION OPERATIONS:

Taking advantage of its natural advantages in comparison with other world airports—proximity to the center of the city and accessibility by all kinds of land transportation through first class roads

—concessions were offered for all types of business and services needed not only by flight passengers but by airport and airline employees and the general public.

The response of local businessmen to advertisements for concession applicants was an indication of the alertness of the Filipino businessman. Over a hundred applicants filed their request to operate concessions at the Manila International Airport. Realizing that the Manila International Airport would become the "front gate" to visitors from all over the world, the management decided that for the best interests of the country and the public, in preference to individuals, concessions should be granted, as much as possible, to companies of established prestige and long standing in the community. This would give all concerned a maximum assurance of experience and good service.

The terms and conditions for concessions at the Manila International Airport are basically as follows:

- 1st: Concessionaire pays an initial concession fee equivalent to one month's (payable only once);
- 2nd: Concessionaire pays monthly rental plus all costs of electricity and water consumption, and alterations in the concession site; and,
- 3rd: A percentage of royalty on the gross income, varying from 5% to 15% is further levied by the Airport.

(Continued to next page)

**BEFORE...** the Manila International Airport terminal building looked like this just after Typhoon "Jean" ripped off the roof shingles and tore out the sidings. (Manila Bulletin photo) The building was repaired, then rebuilt altogether. The photo on the preceding page shows what it looked like... **AFTER**





The following entities are now operating concessions at the Manila International Airport:

1. *Advertising Associates, Inc.*: Billboards, neon signs, displays and all other indoor and outdoor advertising.
2. *"Airotel"*: Hotel for transient passengers and guests located near the Terminal Building, operated by Mrs. Joan Magda, with over twenty years hotel managing experience in Europe and U. S. A.
3. *Airport Employees' Canteen*: Airport employees' restaurant operated by Mrs. J. N. Oca, formerly restaurateur at the FEATI Airport, Grace Park.
4. *Chinese Restaurant*: Airline employees' restaurant serving Chinese food, run by Mr. Antonio C. Lee.
5. *Coin Operated Machines*: Pin-ball machines, coin food-and-drink dispensers, juke-boxes, and other non-gambling coin operated machines.
6. *FEATI Engineering & Manufacturing Co.*: A repair shop for aircraft and aircraft engines operated by Maj. Henry W. L. Meider.
7. *Gas Service Station*: Automobile gas and service station operated by Standard-Vacuum Oil Company.
8. *Happy Landing Incorporated*: Air-conditioned, restaurant-bar, drug-store and soda fountain, with cocktail lounge, for the general public. This is a corporation composed of Mr. Jack Magda, of Bctica Boie fame, Mr. Samuel Sharruf, formerly of the Riviera, and Campus Drug.
9. *International Highway Bus Corporation*: Transportation by bus for airline and airport employees and the general public, from any point in the Airport to downtown Manila.
10. *International Photo Finishing*: A photo shop, complete with studio and laboratory facilities.
11. *Island Aviation School*: A ground school for aeronautical engineers and airline mechanics operated by Mr. A. Castillo, Director.
12. *Limousine Service, Inc.*: Limousine service concession for passengers and the general public.
13. *Mackay Radio: Branch office*, sending and receiving center for overseas cablegrams, with domestic telegraph service.
14. *Malate Garage and Taxicab Co.*: Taxicab concession operated by the largest taxicab company in Philippines.
15. *Mayflower Curio & Flower Shop*: Combination flower shop with Chinese curios and novelties, operated by the well-known Mr. K. S. Tong. Garden annex open to the general public.
16. *Michael's International*: Combination magazine-newspaper-bookstand operated by Michael's Incorporated, J. S. Araneta, proprietor.
17. *PAL Employees' Canteen*: Restaurant and refreshment canteen for Philippine Air Lines employees, operated by partnership between Messrs. M. Illan, A. Araullo (formerly of the Riviera) and Mr. L. Prieto (concession operator at San Lazaro Race Track).
18. *Philippine Travel Bureau*: Branch Store of the well-known dealer in Philippine curios and novelties, Mr. Nestor Tesoro, with main store in Escolta and branches at the Manila Hotel and in the provinces.
20. *Zenith Barber Shop*: De Luxe, air-conditioned barber shop, branch of the downtown establishment operated by Mr. Cesar Azcona. Complete with showers

(Continued to next page)

... this sequence of Manila of ...

... planes coming into Manila such foreign fields as Hongkong, Honolulu, Madrid or London ...

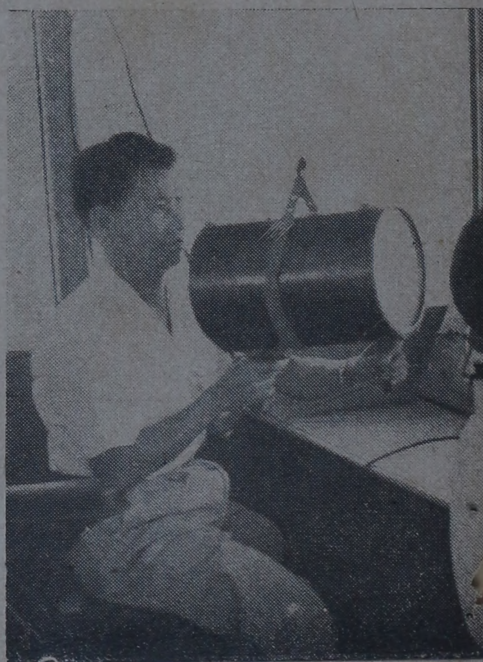
4. ... straight thru immigration before they come into contact

... as MIA's radio announcing planes coming in and informing are taking off for what destination

... passengers of domestic air those with baggage can call

... the MIA office-counters Philippine Air Lines, Inc. and to maintain an efficient staff of MIA counters to take care of tickets... make reservations for rooms... and answer whatever ask...

... while the guardians of flight control tower... flashing traffic planes... maintaining radio communication relaying weather forecasts to to Manila... the Orient's hub





imes photos tells a pictorial story

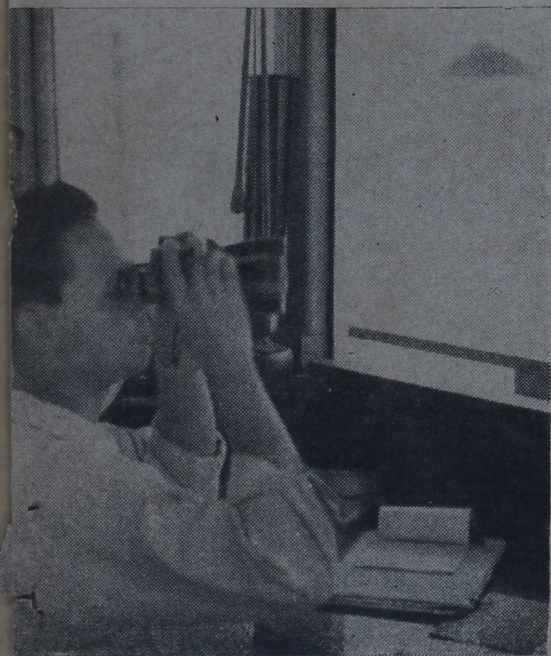
ila International Airport...from  
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must course passengers thru Gate  
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ght safety keep vigil in the con-  
signals to incoming and outgoing  
ontact with aircraft in the air...  
pilots along the skylanes that lead  
of aviation...



### ADDITIONAL SERVICES

1. **Airport Bank:** A local bank is considering the opening of a branch to handle all banking, travellers' cheques, deposit, withdrawal and exchange transactions.
2. **Airport Post Office:** A branch of the Manila Post Office to expedite handling of incoming and exchange airmail.
3. **Housing Area:** Houses for airport employees operated on a self-liquidating basis.

### AIRLINE OPERATIONS:

Airlines operating at the Manila International Airport are subject to the following Airport charges and fees:

- (1) Landing and take-off fees;
- (2) Terminal and ramp parking fees;
- (3) Rental charges for (a) hangars (b) shops (c) storages (d) field offices (e) operations offices (f) open areas.

Test flight and other normal non-revenues flights are charged one-third of the regular fees.

Exemptions of charges and fees are made for the following:

- (a) Aircraft belonging to the Philippine Air Force and the Philippine Civil Aeronautics Administration;
- (b) Aircraft belonging to the United States Armed Forces and the United States Civil Aeronautics Administration;
- (c) Aircraft exclusively used by consular or diplomatic representatives of foreign powers;
- (d) Aircraft on mercy missions;
- (e) Any aircraft landing on an emergency;
- (f) Any other aircraft which by provision of existing law or treaty is exempt from the payment of tolls, fees and other charges.

The airlines operating at the Manila International Airport at present are:

Amphibian Airways  
Cathay Pacific Airways  
China National Aviation Corporation  
Commercial Air Lines  
Insular Airways Company  
Northwest Airlines  
Pan American World Airways  
Philippine Air Lines  
Royal Dutch Airlines, (KLM)  
Trans-Asiatic Airlines.

In addition, aircraft of the Philippine Air Force and the U. S. Air Force are extensive users of Nichols Field.

### AVIATION GAS OPERATIONS:

The aviation gasoline companies operating at the Manila International Airport are:

California-Texas Oil Company (CALTEX);  
Shell Company of the Philippines; and,  
Standard Vacuum Oil Company.

By authority of the Civil Aeronautics Board, the National Airports Corporation levies the following fees on aviation gasoline companies for fuel and lubricants:

Per gallon of gas delivered ..... ₱.03;  
Per gallon of oil delivered ..... .05; and,  
Per pound of grease delivered ..... .01.

### FUTURE DEVELOPMENT PLANS FOR MANILA

At present, all airport planning and construction has been concentrated, from the point of view of priority, on jobs directly affecting airport and airline operations. Upon completion of these priority jobs, the following development plans will get under way:

- (a) Recreation hall with bowling alleys, billiard halls, etc.
- (b) Theatre for newsreels and short movie features.
- (c) Air-conditioned cockpit to run along Jai-Alai lines.
- (d) Country Night Club, modelled with a Philippine "village" motif, complete with swimming pool.
- (e) Airport "supermarket" and grocery run on commissary basis for airport and airline employees.

### FOR PROVINCIAL AIR PORTS

An extensive study is being made of business possibilities in all the airports that will be managed by the National Airports Corporation.

A preliminary survey reveals that for the present only two types of concessions will flourish in the larger airports

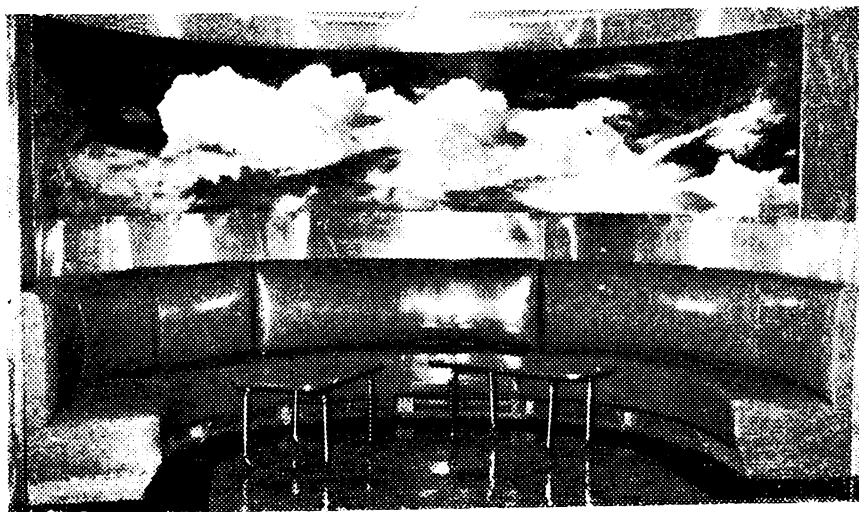
at Cebu, Iloilo, Bacolod, Davao and possibly Zamboanga: (a) restaurants (b) newstands with general merchandise. In the smaller airports, a combination restaurant and general merchandise concession will offer sufficient service to the flying public.

### ACKNOWLEDGEMENTS

The National Airports Corporation gratefully acknowledges the cooperation of all airlines and government entities who have been instrumental in making this Administration "pet project" a success. In particular, the response of local businessmen to the National Airports Corporation concession ventures speaks highly of the enterprising spirit of the post-war Filipino businessman. The invaluable collaboration of the local press and its sympathetic understanding of the manifold airport problems are greatly responsible for the general aviation "boom" in the Philippines.

The high vision of the late President Roxas now transmitted to his able successor, President Quirino; the support of airlines, the Filipino businessman, the Philippine press, the aviation public—all these have joined hands with the National Airports Corporation in placing the Manila International Airport on the same level with leading world airports and ahead of any other country in the Far East.

... MIA's restaurant and bar is beautifully muralled... maintained with a modern kitchen... and plush couches where the air-traveler can get that "quick one" during the "layover"... lean back and enjoy that cool mint julep while awaiting take-off... or get that "picker-upper" just after landing...



### Philippine Industry And . . .

(Continued from page 27)

things. Food for men and animals; munitions or food for the weapons; gasoline, oil and lubricants, crude oil, coal and other fuels—the food for motor vehicles, naval vessels and planes. The Army needs clothing for men, canvass for its weapons and motor vehicles. It needs shelter for personnel, for its weapons and equipment. The army also needs miscellaneous items like medicines and other health-giving substances.

To produce all these will require raw

materials, but whether we have materials or not is beside the point. If we have the materials our plans should be to utilize them; if we do not have them, we must by all means procure the raw materials or suffer the consequences of having a weak Army. Let not the experience of 1941 repeat itself. To make certain the availability of raw war materials, stock piling must be resorted to. There are certain critical strategic materials necessary to produce the needs of a fighting army. If we have

(Continued on page 57)



**By Austregelina R. Espina**  
*Public Relations Officer*  
*National Airports Corporation*

# Report:

## PHILIPPINE AVIATION INDUSTRY

**... one whose business it is to know ... explains the historic birth, progress and ambitious plans of the national airports corporation ... she lauds the foresight of leaders who backed the plans ... and explains further why their support will not soon be forgotten ... must not be forgotten ... for the benefits of "philippine cultural growth, political maturity and economic progress" ... due to the success of this new industry ...**

Here is a report to Philippine rehabilitation — with special emphasis on aviation. This particular field of industry takes the medal for enthusiasm in its human elements and comparatively, the lead in general progress compared to any other principal industry in the Philippines.

Basing on figures of the Aviation Progress Chart of the Civil Aeronautics Administration (Philippines), a little over 1,000 persons were directly affected by aviation in 1945. In 1946, the number rose to over 280,000. The figure dropped about a little below the 230,000 mark, but after June, 1948 it sharply rose again and passed the 300,000 mark.

A great increase in figures is expected in the succeeding months due to the creation of the National Airports Corporation (NAC). This newly created corporation is an upshot of the Manila International Airport project which was initiated by the late President Roxas. Eventually, this was made the stepping stone to the bigger project — a chain of airports throughout the Philippines operated by the National Airports Corporation.

It need not be mentioned that this was one of the wisest moves of the late President. This was keeping an eye not only on national rehabilitation but also on keeping up with world progress.

On June 5, 1948, President Elpidio Quirino, knowing the full value of the project signed the bill creating the National Airports Corporation. And rightfully so. The enterprise, comparatively new, should be given impetus and whatever encouragement there is to be given to commercial aviation.

Which brings into focus the problem of management, maintenance and operations. As it is these three main problems of commercial aviation upkeep

are entirely different from the regular run of trade and commercial enterprises.

But when President Roxas launched into the aviation field, he was not unconscious of this fact. For years, airports as an enterprise have always been a losing proposition. This goes especially for airports in the United States. Only lately have airports been making a sizable amount of revenue; but only after a series of studies: much trial by error.

Pioneering in any enterprise has always been risky. And the risk taken by the National Airports Corporation is very great considering that the operating capital of this chain of forty-one airports is only a million pesos.

Now the question; why should there be so many airports? For all intents and purposes, airports are basic aeronautical facilities. There can be no aviation industry without them. There is; however, a need for many airports if the industry is to be given a fair chance of surviving, for it has been proven that each one is of value to the other and each new one is of great value to established ones.

However, an airport to be of some value must not be just any kind of airport. Airports must be designed and operated for safety. This is a special job for the Civil Aeronautics Administration.

Revenue from the airports is of course expected, facing a bare and cold fact, however, only two or at most three of these airports will make a reasonable income for its own upkeep, even perhaps help in the maintenance of another. These airports may be Manila, Cebu, and probably Iloilo or Davao.

It is consolation enough that even tho the Philippines is new in the aviation industry, it has the advantage of know-

ing more or less the pros and cons of each type of airport management. We are profiting from the gleanings of the past experiences of the different airports in the United States. We have also the advantage of patronage from the government.

But as things were and are, the Philippines could not have postponed government patronage of the enterprise much longer. Postponement would have meant a great lag in a significant phase in Philippine rehabilitation and general development. It could have also meant that if some big private concern had gather the say in Philippine aviation industry, it would have meant a great amount of loss, to say the least, in a badly needed revenue to government coffers.

This statement is not a direct contradiction to what was mentioned a paragraph ahead regarding the great risk that the government is taking in the creation of the NAC. This is a corroboration of the assurance of the drafters and sponsors of the bill that created the National Airports Corporation.

When the act was made, it was not so much the immediate profits that the fathers of the bill had an eye for, but the gleanings of the near and far future.

Section one, paragraph two of the said bill, provides that the NAC shall exist for a term of fifty years from the date of the approval of the Act. Another consideration to be taken into account — the jobs of thousands and thousands of Filipinos which will eventually help alleviate the unemployment situation. This is the long-range outlook in Philippine Aviation Industry.

But one need not go far to see the advantages of the industry. There is, for

(Continued on next page)

## Report: Philippine . . .

(Continued to page 27)

one, the vast social good that it is doing in giving jobs to young people with remunerations which far exceed that of any field of business. Here is a proof that Philippine aviation has long passed the short-pants stage: the importance of paying more pesos for good men has been realized.

There is an urgent need for technical personnel possessed with aeronautical knowledge. And the field is not limited. Besides these technical jobs, there are numerous other jobs connected with the aviation industry. And it blissfully follows that these jobs, too, are paid much better than their counterpart in other industries or enterprises.

The industry needs young men and women with aptitudes and technical knowledge in finance, merchandising, travel, salesmanship, public relations, promotions, transportation, and many other related fields or jobs who need not have scientific or theoretical knowledge of aviation but who are skilled in their own particular field of work.

And there is of course, the cultural consideration which we cannot ignore. Travel, which has greatly increased since the advent of air transportation, has had a broadening effect and has assisted in a big way in enhancing the cultural life of the Filipino people. It has brought us nearer to the world as a whole. And so bringing us closer to the world, we feel more one with the other peoples, sharing their politics, their knowledge, their science, their progress—even their doubts and uncertainties.

Within the country, we are doing away fast with that feeling of sectionalism which in the twenties and even as late as the late thirties was one of the plagues of our general social structure.

Essentially too, we have to consider the beneficial effects of the aviation industry on our economy. From January to April of this year, 111,170 revenue passengers have flown on domestic flights. Airmail (domestic) reaches 134,836 pounds. Express freight (domestic) amounts to 3,279,836 pounds.

For the same period revenue passengers (international) totaled 6,632 passengers. Poundage in airmail (international) is 26,940. In freight express (international), 199,452 pounds. Thus freight, passenger, airmails, general employment in the airports, employment in the commercial airlines, commission fees from both aviation and non-aviation enterprises in the airports bring an encouraging revenue.

It is a fact that the progress of civilization, historically, has been closely associated with the progress of transportation. We could be well assured of the fact that if the Philippines has sprouted wings it will be well for those who could and would be instrumental in its growth to encourage and bolster the industry.

For the Philippines, Aviation Industry will contribute to cultural growth, political maturity, and economic progress.

# NAC : OFFICIAL LIST OF PI AIRPORTS

Name of Airports	Location	Class	Size
1. Alabat Island	Perez, Alabat Island	G	752 m. x 50 m.
2. Bacolod (South)	Bacolod, Negros Occ.	F	900 m. x 30 m.
3. Badas-Placer	Placer, Surigao	I	700 m. x 30 m.
4. Bagabag	Bagabag, Nueva Vizcaya	G	800 m. x 30 m.
5. Baguio	Baguio, Mt. Province	F	1150 m. x 30 m.
6. Baler	Baler, Quezon	I	636 m. x 30 m.
7. Basco	Basco, Batanes	F	1100 m. x 100 m.
8. Buayan	Buayan, Cotabato	F	1000 m. x 50 m.
9. Buenavista	Buenavista, Agusan	F	900 m. x 30 m.
10. Bulan	Bulan, Sorsogon	F	900 m. x 16 m.
11. Cagayan	Cagayan, Misamis Oriental	F	900 m. x 30 m.
12. Calapan	Calapan, Mindoro	F	900 m. x 100 m.
13. Capiz	Capiz, Capiz	F	900 m. x 30 m.
14. Catanauan	Catanauan, Quezon	H	800 m. x 200 m.
15. Catarman	Catarman, Samar	G	840 m. x 100 m.
16. Cebu	Cebu City	D	1525 m. x 30 m.
17. Cotabato	Cotabato, Cotabato	F	900 m. x 15 m.
18. Culion	Culion, Palawan	I	598 m. x 92 m.
19. Daet	Daet, Camarines Norte	F	900 m. x 30 m. 710 m. x 50 m.
20. Dansalan	Dansalan, Lanao	G	750 m. x 100 m.
21. Davao (Sasa)	Davao City	F	800 m. x 10 m. 980 m. x 30 m.
22. Del Monte	Del Monte, Bukidnon	F	1000 m. x 100 m.
23. Dipolog	Dipolog, Zamboanga	F	1500 m. x 50 m.
24. Dumaguete	Dumaguete, Negros Oriental	F	1100 m. x 30 m.
25. Iba	Iba, Zambales	F	980 m. x 110 m.
26. Ilagan	Ilagan, Isabela	I	660 m. x 30 m.
27. Iloilo	Iloilo City	F	1100 m. x 30 m.
28. Jolo	Jolo, Sulu	F	1100 m. x 30 m.
29. Laoag	Laoag, Ilocos Norte	D	1675 m. x 30 m.
30. Legaspi	Legaspi, Albay	F	1200 m. x 52 m.
31. Lingayen	Lingayen, Pangasinan	D	1200 m. x 30 m.
32. Lucena	Lucena, Quezon	F	900 m. x 30 m.
33. Malaybalay	Malaybalay, Bukidnon	F	1220 m. x 100 m.
34. Masbate	Masbate	F	900 m. x 30 m.
35. Misamis	Misamis, Misamis Occ.	F	1450 m. x 100 m.
36. Naga	Naga, Camarines Sur	F	800 m. x 35 m.
37. Plaridel	Plaridel, Bulacan	H	800 m. x 100 m.
38. Puerto Princesa	Puerto Princesa, Palawan	D	2130 m. x 30 m.
39. Rosales	Rosales, Pangasinan	I	742 m. x 15 m.
40. San Fernando	San Fernando, La Union	E	1520 m. x 45 m.
41. San Jose (McGuire)	San Jose, Mindoro	F	2200 m. x 30 m.
42. Sanga-Sanga	Sanga-Sanga, Sulu	F	1190 m. x 30 m.
43. Tacloban	Tacloban, Leyte	C	2170 m. x 30 m.
44. Tagbilaran	Tagbilaran, Bohol	F	1500 m. x 30 m.
45. Tuguegarao	Tuguegarao, Cagayan	F	1150 m. x 30 m.
46. Vigan	Vigan, Ilocos Sur	F	1000 m. x 30 m.
47. Wasig	Mansalay, Mindoro	H	800 m. x 50 m.
48. Zamboanga (Moret)	Zamboanga, Zamboanga	F	1830 m. x 30 m.
49. Manila International Airport	Parañaque, Rizal	D	2130 m. x 30 m.
50. Borobo	Lianga, Surigao	H	500 m. x 60 m.

NOTE: Airports are classified according to length and maximum allowable load. The following is the classification:

Classification	Minimum Length	Gross weight of aircraft allowable
Class A	2550 m.	300,000 lbs
" B	2150 "	200,000 "
" C	1800 "	135,000 "
" D	1500 "	90,000 "
" E	1280 "	60,000 "
" F	900 "	40,000 "
" G	750 "	25,000 "
" H	750 "	10,000 "
" I	400 "	4,000 "



... before you get to this stage ... you'd better check on your papers ... passports ... tax clearance ... visas ... your ticket ... them, at the MIA ... the airline checks your baggage like this PAL man to see that you keep in the 66 pound limit ... you pay for the rest above that, brother ...

This article is written for the benefit of Filipinos who plan to travel abroad and want to know what documents they should provide themselves and how they should go about in securing such documents.

In the first place, a person who plans to travel abroad should have a passport. What is a passport? It is an official document in the form of a booklet issued by the Secretary of Foreign Affairs containing a picture of the person to whom it is issued, his physical description such as his height, the color of his eyes and hair and other distinguishing marks like moles, scars, etc. It also contains the date and place of his birth, his occupation and his signature. The purpose of all these is to establish fully the identity of the person to whom a passport is issued and, as much as possible, to prevent its forgery or the substitution of one person for another.

What are the requirements to support an application for passport? The applicant should submit his birth certificate when one is obtainable. It must bear name, date and place of birth of the applicant, his legitimacy, the names and places of birth of his parents and their citizenship.

If the birth certificate is not available, a baptismal certificate should be obtained from the official in charge of the records of the church where the baptism took place. It should contain the same information required for birth certificates.

When the birth or baptismal certificate is not obtainable or when it fails to state the citizenship status of the applicant, an affidavit by a reputable person, preferably a close blood relative, should be submitted giving the information required for birth or baptismal certificates plus a statement of the rela-

## So, You're Going Abroad...

By Mauro Calingo

Chief of Controls

Department of Foreign Affairs

tionship existing between the affiant and the applicant, and how and through what source the knowledge of the birth and parentage of the applicant was acquired. However, a certificate of loss or lack of record should first be obtained from the local civil registrar of the place where the applicant was born or baptized.

A citizen who is naturalized must submit his naturalization certificate or a certified copy thereof.

A person claiming citizenship through the naturalization of husband or parent must submit the naturalization certificate of the husband or parent, or a certified copy thereof.

A married woman or a widow must submit, in addition to her birth or baptismal certificate, her marriage certificate, and whatever evidence she may

have regarding her husband's Philippine citizenship.

The purpose of requiring the submission of the foregoing documents is to establish the Philippine citizenship of the applicant. A Philippine passport is issued only to a Filipino citizen and the applicant has the burden of proving that he is a Filipino citizen.

At this point, I wish to invite attention to the fact that under our laws the mere accident of birth in the Philippines does not confer Philippine citizenship upon a person. Thus a child born in the Philippines of Spanish parents is a Spanish citizen. In the matter of citizenship we follow the principle of *jus sanguinis*, that is, that the citizenship of the child is derived from its parents.

Local civil registrars as well as priests and other ministers of the gospel should be careful in making out the birth or baptismal certificate of a child. They should ascertain the truth of the information given to them before putting it down in their records. From our experience in the passport division in the Department of Foreign Affairs we find that sometimes a birth certificate does not give the correct date of birth of the child or the true names of its parents and it does not mention their citizenship.

This usually happens when some time is permitted to pass before the birth is reported to the local civil registrar or when the report is made by a person who does not know the complete information about the case. Doctors and nurses and midwives who attend to deliveries should make the necessary report to the local civil registrar as soon as possible after securing correct information regarding the child.

In addition to the documentary requirements already mentioned, the applicant should submit three copies of his photograph not more than 3 by 3 inches and not less than 2 1/2 by 2 1/2 inches in size, unmounted, printed on thin paper, on a light background, showing the full front view of the features of the applicant and taken not more than six months before the date it is submitted.

The applicant is also required to get a tax clearance from the Collector of Internal Revenue or his authorized deputies, and a CIC clearance from G-2, Headquarters of the Armed Forces of the Philippines. The reason for the tax clearance is to show that the applicant has no unsettled tax obligations to the Government while the CIC clearance is to prove that there is no pending charge or complaint against him for which his presence in the Philippines is necessary.

... chief calingo's instructive article first appeared in the Manila Times Midweek Magazine on august 4, 1948 ... best authority on preliminaries to departure ... he outlines the hardest part of all ... the process of getting that passport ... paf mag reprints the deserving article for the general information of the traveler ...

In appropriate cases the applicant is also required to submit a statement of his means of support during his travel abroad. This may take the form of a statement from a bank showing the deposit of the applicant in the bank or of other information regarding his financial resources. The reason for this requirement is to show that the applicant will not become a public charge in the country or countries where he intends to go and that he will not create a repatriation problem at the expense of our Government.

When making the application for passport at the Department of Foreign Affairs, the applicant should be accompanied by an identifying witness who must be a citizen of the Philippines, has known the applicant for not less than two years, and has a definite place of residence.

When the applicant has complied with the documentary requirements and he is found qualified, his passport is then prepared. A fee of fifty (₱50.00) pesos is collected for the issuance of a passport and four (₱4.00) pesos for the execution of the application. A passport is valid for two years and may be renewed if desired for a period of not more than two additional years.

During the first year of the Republic, passports were issued valid for travel only in certain countries. This policy has been changed and now passports are valid for travel in all countries unless otherwise specified.

Who may be included in one passport?

A passport issued to a husband or wife may include his or her spouse

and that issued to a parent, his or her unmarried minor children or step-children. A minor brother or sister may be included in the passport of an older brother or sister. A minor grandchild, niece, or nephew of tender years may be included in the passport of the minor's relative when the application therefore is accompanied by a request from the minor's parental or legal guardian.

Adopted children who are citizens of the Philippines may be included in a passport issued to their adoptive parents. A minor child who will attain majority within two years may be included in a passport issued to minor's parent under the conditions stated above, but such passport shall be limited in validity to the date when such minor shall attain majority.

A passport which includes a minor child who will attain majority within a period not exceeding three months prior to the date of the expiration of the usual two-year period for which a passport is issued may be exempted from the last mentioned limitation.

All these are subject to the general rule that only persons who are citizens of the Philippines shall be included in a passport.

The alien wife of a Filipino citizen who herself has not acquired Philippine citizenship cannot therefore be included in the passport of her husband. Likewise an alien adopted child cannot be included in the passport of the adopting parent as under our laws adoption is not a mode of acquiring Philippine citizenship.

After securing his passport the person should apply for visa at the consulate in Manila of the country or countries where he desires to go as without such visa he may not be allowed to land.

Some people have the mistaken notion that by issuing passports to them the Department of Foreign Affairs guarantees the issuance of visas for the countries where they want to go and when they are unable to secure the visas they blame the Department. The issuance of a visa by a foreign consular officer is a matter that is outside the jurisdiction and control of the Philippine Government in the same manner that the issuance of visas for the Philippines by our consular officers abroad is a matter that is outside the jurisdiction and control of the governments of the countries where they may be stationed.

A passport is a valuable document. It should not be altered in any way except by duly authorized officers. Great care should be exercised to see that it does not pass into the possession of an unauthorized person, or is lost or mislaid. If it is lost or destroyed the fact and circumstances of loss should be immediately reported to the Department of Foreign Affairs, Manila, or to the nearest Philippine Embassy or Consulate and to the local police authorities.

The report of loss to the Department of Foreign Affairs or to the nearest Philippine Embassy or Consulate should preferably be made in the form of an affidavit or sworn statement. New passports in such cases can be issued only after exhaustive inquiry.

## US Military Aviation

(Continued from page 17)

and American flyers whose standards are consistently superior. The US military pilots' training program is considered the finest the world over. The policy paid off.

Two months after the signing of the Armistice in 1918, the US Army proudly announced that its American-built Loening two-seater monoplane had developed the "shocking" speed of 145 miles-per-hour. The test was made in Dayton, Ohio, with full military load including four mounted machine-guns. With two passengers, the test plane attained an altitude of 22,500 feet.

The feat was considered remarkable considering that the country had hardly 60 military planes of an inferior quality only two years before.

Since then, US Army and Navy technicians and civilian experts have made unprecedented strides in aeronautical progress — both military and civilian. New types of aircraft and new techniques in aerial combat have been developed.

In 1940, America counted with 82,760 air force officers and men.

US Navy flyers are credited with the introduction of the spectacular techni-

que of dive-bombing. The system of aerial attack was later adopted by the Germans and made famous by the German Stuka dive-bomber, specially designed for that mode of aerial warfare.

The first bomb-dropping device was invented by an American army officer. This developed into the highly efficient Sperry-bomb-sight. Bomb-sights lately developed are easily among the world's best.

The US Army was among the first countries to experiment with parachute troops, aerial navigation accuracy, night flying, flight by instruments and radio devices for air navigation safety. Long-range patrol flying is a field in which America has long been leader *par excellence*.

America's progress can best be estimated by its successful exploits during World War II. Aerial cover aided inestimably to the success of D-Day when Allied forces stormed the shores of Normandy to turn the tide of World War II definitely against the Nazi forces. Allied advances were patrolled and covered by the US air forces. Japan's fate was sealed by systematic bombings directed by America's air generals. B-29 drives and the final atom-bomb missions on Hiroshima and Nagasaki are matters of history in which the US Air

Force play distinguished roles.

So distinct was the historic atom bomb mission that it merited specific mention as a ground for surrender in Hirohito's imperial rescript ordering the Japanese Imperial Army to "lay down arms". The US Air Force shares in the final realization of V-J Day.

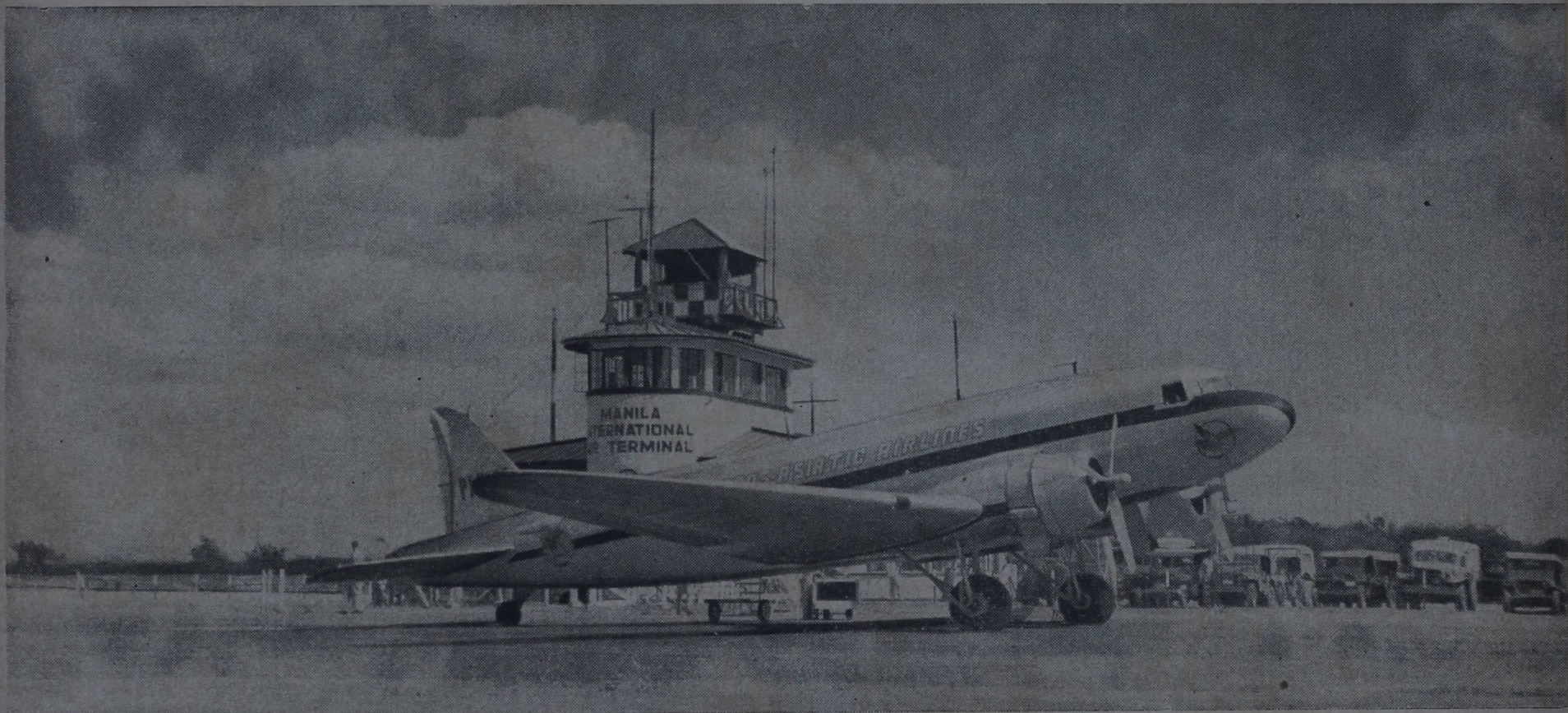
Progress of US military aviation, for obvious reasons, can to date best be gauged by the successful "air-lift" of supplies into blockaded Berlin. Fast developments in jet fighters and transports are daily reported in newspapers.

But recently a flight of B-29's crossed the Atlantic to bolster allied strength in the European theatre followed closely by another group of jet fighters. The jet-propelled flying wing, though shrouded in disaster, supplied much-needed and invaluable data for later models. The US Navy's air branch recently tested a transport with a total passenger-load of 180 men. Other developments are still coming—the more recent still withheld in classified files.

What tomorrow will bring and for what purpose — only God knows. But the world can rest assured that the US Air Forces will be in there pitching with all they have to offer—their best.

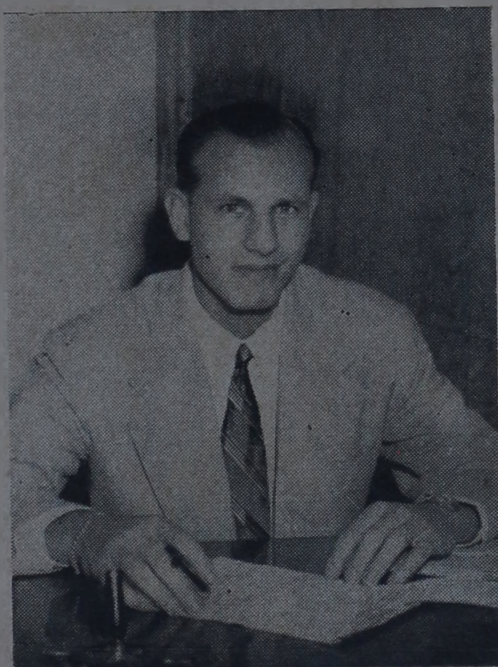
(Continued on page 49)

... taa is a child of the last war ... born of the genius and efforts of us veterans ... the firm was organized and expanded by man who learned the technique of organization and advancement the hard way ... in combat ... though barely three years ... starting from scratch ... taa's progress and expansion is a credit to us army training ...



... center picture shows a sleek and modernized C-47 of the TAA at the old MIATI which makes the weekly scheduled run of the airline's routes to various points in the Orient ...

... the picture below shows Mr. William D. Davis, US Army veteran of world war II, who took the initiative in organizing the TAA to what it is.



## TRANS-ASIATIC AIRLINES THREE YEARS YOUNG... ...BUT PROGRESSIVE

By Lt. Jose Ma. Guerrero, AC

The Trans-Asiatic Airlines, Inc., is building its hopes for a profitable business around an ambitious expansion of contract and non-scheduled service to points far off its certificated oriental routes. This is the unerring attitude and determined policy of the management of this enterprise as it expectantly await the advent of the fiscal year, 1949.

Formally organized on August 8, 1946 amidst the helter and welter of liberation days but on throes of the waves of business promotion and growing enterprises, the Trans-Asiatic Airlines started with one C-47 and actually launched its first international flight on July 27, 1946 when its plane reached Hongkong at 1100 of same date, one hour faster than any established domestic airline.

It now counts with four C-47's all covering its regular scheduled routes to

oriental points, such as, Hongkong, Saigon, Bangkok, Singapore, Rangoon, Calcutta, Delhi, and the newly contracted route to Macao. The first flights to these points were inaugurated in the months of July, August, September, October and November of 1946, all preceding and following August 1, 1946 when the company commenced revenue operations.

To handle business operations, the company has at present in its employ a total of eighty-six employees: pilots, flight crews, maintenance crews and office staff.

These are unusual manifestations in business that evolved from the collated circumstances arising from the meeting of a group of enterprising American and Filipino businessmen, who came to the idea that today — air transportation has come of age.

(Continued next page)

### MANAGEMENT ORGANIZED

Emerging with the decisive idea that the Philippines and the Orient are fertile grounds for the kind of venture in regional air transportation, Mr. William D. Davis, hurriedly contacted and organized a team of capable associates. At this time, Mr. Davis had just wound up his service connections with the United States Army having seen action and while assigned with the Counter-Intelligence Corps throughout the Pacific theater up to the liberation of the Philippines.

Prior to service with the US Army, he had indulged in big-time business in Louisiana, his home state, his interests taking the form of travel Service, Merchandising and Advertising. His knack for business can be attributed to the fact that he is a graduate in Economics from the Universities of Louisiana and Harvard.

Thus equipped with the necessary background, Davis organized the group into the corporate entity that it is and was elected President and Chairman of the Board of Directors.

Backing him up in this venture are the enthusiasm, vision and know-how of associates. Dr. Ciriaco A. Santiago, an all-time Filipino enterprising businessman came with Davis as Vice-President. Wilber R. Bruchler, a US Air Force veteran from Meridian, Mississippi, took the post as Managing Director and Treasurer. Mr. Miguel F. Trias, a Filipino lawyer of long standing, came on as the Secretary and General Counsel; Mr. Monson W. Shaver, from Iowa and a veteran of the Pacific theater during the war having been assigned with the US Air Forces Troop Carrier Command, became operations manager; Mr. Dallas W. Cederberg, another USAF veteran, took the technical and operational development division; and Raymond E. Murray, a navy man from Louisiana, was named superintendent of communications.

### COMPARATIVE RECORDS

It is a young team and an enthusiastic one that was thus organized. The concentration of their efforts on the goal of making such an outstanding record during the three-year duration of the company's existence, bespeaks of the capabilities of these men, and of the comparative affluence with which the airline now enjoys.

Not a bit stymied by the various legal and natural blocks inherent to early organization, the Trans-Asiatic airline immediately started functioning in July, 1946 and has been moving fast ever since.

Traffic has showed steady improvement during the first three years of operation. For the last five months of 1946 starting on August 8, when the airline actually commenced legal operations, the TAA has flown a passenger load of 273 or an equivalent of 314,222 Psgr-Kms and a total of 35,882,425 Property-Ton Kms of cargo. For the period Jan-Dec of 1947 the apex of operations gave the trunkline an envia-



... just arrived from the United States to assume the post of operations manager in the TAA after discharge from the us army air forces, above picture shows mr. monson w. shaver with wife on landing at nichols field . . .

... beaming with delight at the ease and facility with which the taa attends to the needs and requirements of its customers, the group below posed for picture before take-off on their flight to points in the far east . . .



... right photo shows one of the airline's officials just back from an official tour of oriental countries in the course of a survey of prospects for new service point for the company . . .



ble record of 5,078 passenger load or its equivalent of 5,844,778 psgr-kms flown and 105,443,110 property-ton cargo. The first seven months of 1948, ending as of 31 July, still found the airline on a blue-ribbon level having accumulated a record of 4,252 passengers or 4,756,901 psgr-kms and 55,232,782 property-ton kms flown to all points on its certificated routes.

At a time when most trunklines were operating at load factors of not more than 55%, and considering the obstacles suffered in stiff competition, the TAA's showing was creditable and impressive.

#### PROGRAMS UNDERTAKEN

The impressiveness is demonstrated by the airline officials' attitude of mutual confidence and community interest in the undertaking. They stand by the idea that what they have begun, they will not give up.

They are confident that the potentials for such an undertaking as they have begun are there. That they have no doubt of the outcome, and their determination to dig in and develop is shown by the multifarious plans blue-printed by the management for the improvement of their service and revenues.

The first on such plans effected by the management is in holding their expenses to the minimum without adversely affecting operations and traffic. This is commensurate economy, however, that tends more for the development of the company and not for its incision. Here are some of its economies:

... although counting only with four planes with which it systematically tries to allocate to its flight services, the TAA endeavors to acquire new and bigger planes as rapidly as its economic assets permit . . . below shows one of the C-47s recently acquired . . .

Instead of having its facilities handled by rents or contracts to another company, the TAA has established a maintenance base of its own. It has extensive mechanical facilities and a complement of experienced mechanics—and its figures indicated that it could save money doing its own overhaul and maintenance work. The company thus saves and in addition employs and gives steady jobs to people who, otherwise, would be idle.

Supplementing this, the TAA does in big number of varied activities ranging in the construction of its passenger carts, luggage rooms and passenger steps; mimeographing of its own operation manuals instead of going to a commercial printer; and the maintenance of a section for the development and operations of its facilities and equipment in radio transmissions and installations.

Taking the salient factor that good-scheduling renders the maximum service to its passengers and are suits of trade patents that will give the management more on profits, the TAA officials have embarked on an attraction program. This partakes of the nature of accommodating their passengers in luggage and hotel reservations, and the facilitation of travel requirements and prerequisites on behalf of their customers.

The TAA has further embarked on an extensive program of flying tourists to such famous and picturesque places as Bangkok, Hongkong, Canton, Macao, Singapore and Saigon. Promotion of these tourist excursions has already been well organized.

The main phase of the TAA's program came on so well by its stroke of allying its activities with military movements in the Far East. This involves the air-transporting of US Army dependents and personnel from the Philippines to points in various countries occupied by the US Army of occupation. The policy invoked by the management in dispensing with the regular requirements for travel in cases of military passengers, requiring only the proper and adequate military identification papers, proved effective in direct salesmanship and patronage of a highly permanent basis.

From the standpoint of operations, the TAA has proven that in these policies, nothing so serious and plaguing a problem as that which faces many a new airline, would effectively do to distract and disturb its heretofore smooth functioning.

The management, however, believes that with enough incentives and backing of the public and the government to the business of air transportation, and aviation in general, they can do more to improve and expand their service to the highest peak of efficiency and comfort.

They expect lastly, that in their collective efforts to establish and maintain the TAA as a sound and self-sufficient organization, they are rendering service not for collective and individual profits but of service, in a larger sense, to the Filipino people and the government in the efforts of economic undertaking and national reconstruction.

With such highly and appreciable motives behind this venture, the TAA officials fondly hope and expectantly look to the advent of another business year, if not more bountiful, at least more progressive and promising.

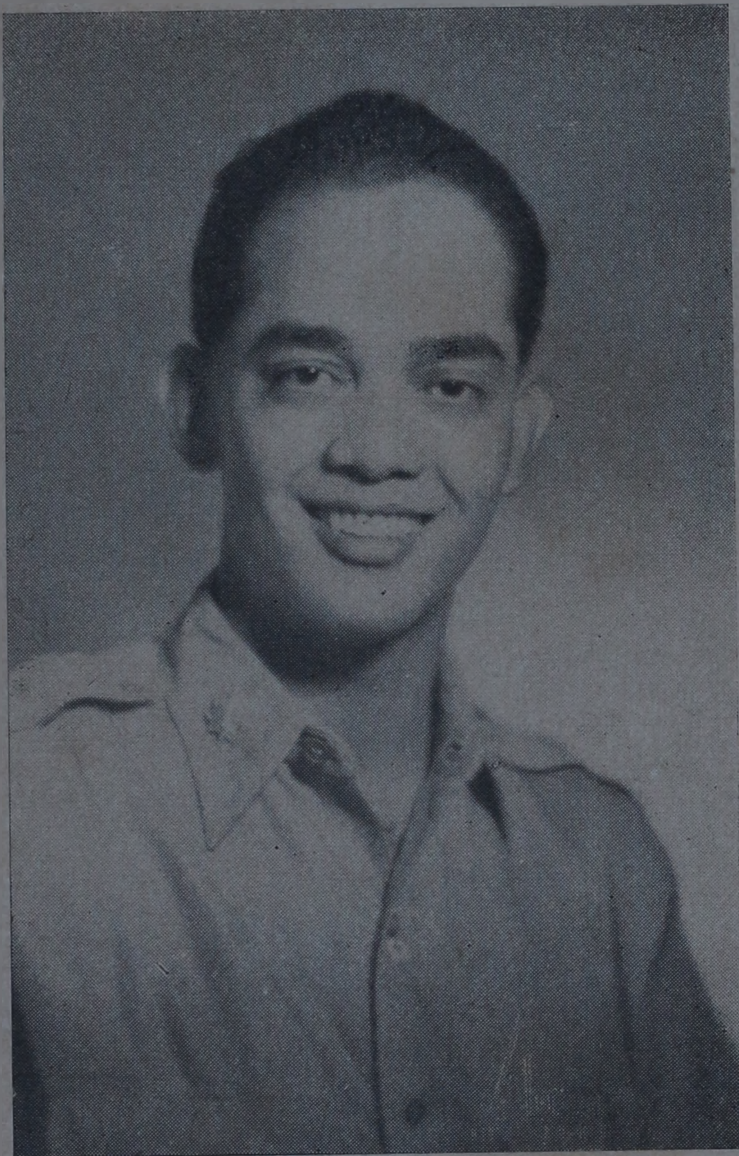


In an article entitled "Blueprint for Revising Our Military Courts" which appeared in the latest issue of this magazine, Major S. F. Rivero, Air Judge Advocate, presented what he considers defects in the court-martial system, and proposed that the system be altogether revamped and substituted with what he calls an Army Judicial System patterned

after our civil courts.

From a point of view, I welcome the article as it is an indication that our Judge Advocates in the field are awake and progressive. Likewise, it provided an occasion for serious reflection on our system to determine if it is as radically out of gear as it has been pictured in the article.

## OUR COURT-MARTIAL SYSTEM HAS YET TO BE TESTED



By Lt Col Fred Ruiz Castro, JAGS

**... THE judge advocate general answers the controversial article of the air force judge advocate general published last month ... truly ... our court-martial system will always remain as imperfect as human nature itself ... but then, he welcomes the suggestions ... is happy that his judge advocates in the field are "awake and progressive" ... here, he explains the why's and wherefores ...**

To begin with, I have to admit that the present system is not perfect in much the same way that no human institution is perfect. No judicial system in any country or organization can lay claim to perfection. Judicial systems should be subject to change if they have to keep pace with the growth and progress of the law. But changes should be resorted to sparingly, and, only when absolutely necessary. Isolated and extreme cases where justice may not have been dispensed properly do not justify cardinal changes in any system.

Our court-martial system has been patterned basically after that of the US, except in some parts where changes have been adopted to suit local requirements. In so adopting this system we are benefited by the experience of many centuries during which it has been involved. The system as adopted is practical and, above all, sound.

Fundamentally, the criticisms advanced against the system are that it is cumbersome to the accused; that it is extravagant to the government; that it is "being handled in a slipshod, amateur, part-time basis, by untrained and poorly qualified personnel"; and that the system has been "patterned after the jury trial which is out of tune to our legal background." These observations are general. The first two, for example, could very well apply to any other system. The third and fourth particularly refer to the system, and have no validity when the peculiarities of the system are considered. Thus the criticism that the system is cumbersome and that it is expensive may well be levelled at the civil courts; and the criticism that the system is handled in "slipshod, amateur, part-time basis" and that it adopts the jury procedure, is merely an indication that the administration of military justice may be improved, a fact that has not been (and never will be) denied.

The steps involved in this system are not necessarily cumbersome. On the contrary they are steps necessary to assure to the accused the maximum protection and guarantees to which he is entitled under our constitution. They are part and parcel of our democratic processes so deeply embedded in our system of law.

Perhaps the writer of the article refers to as cumbersome the preliminary examination before a charge is preferred, pre-trial investigation in proper cases after the preferment of charges, the trial of the charge, and, in case of conviction the review under AW 45; action of the appointing authority and, again, in proper cases review under AW 50 by Boards of Review and The Judge Advocate General, and, eventually, reference to the President of the Philippines in cases where confirmation of the sentence is required by law.

These procedural steps have been embodied in our laws for the purpose precisely of assuring speedy proceedings, and of safeguarding the rights of the accused. The preliminary examination,

for example, is for the purpose of determining whether charges should be preferred or not; and if not, the case is as a result thereof, dismissed or disposed of under AW 105, thus safeguarding the Government and the accused the expense and ordeal of a needless trial. During the trial he is accorded the speedy public trial as are defendants in the civil courts. The system of review is precisely as it is, because the system contemplates that persons not trained in the legal profession take part in the proceedings during the trial and the legal sufficiency of the records must be inquired into to prevent miscarriage of justice.

That the procedure is extravagant, the article does not show. The objection is based apparently on the fact that personnel in the payroll of the Army who would otherwise be discharging military duties are made to perform the duties incident to the trial. But how else must the system be administered? Justice, it must be remembered, is a fundamental right of all citizens in a democracy, the personnel of the Armed Forces not excepted. This has been secured to them by centuries of struggles. There is no prize that can be set for it.

That the system is handled in a 'slipshod, amateur, part-time basis by untrained and poorly qualified personnel,' is hardly enough to warrant a revolutionary change of the system itself. Rather than use this as a basis for a change of the system itself, it is the better part of legal statemanship to determine first whether it is a defect inherent in the system or merely in the administration thereof. It looks more like a condition of affairs which calls for the remedy of requiring officers to toe the line or, in the language of the Air Corps, "to be on the beam," while performing duties having to do with the administration of justice. It cannot be seriously contended that all officers lack the basic knowledge, intelligence, and capacity to learn the simple workings of the system.

A commission in the Armed Forces presupposes a minimum of college education, and, in exceptional circumstances, rigid training in schools for reserve commissions, sufficiently adequate to enable them to grasp fundamentals of military justice administration. In addition, a continuing course for officers in the Armed Force in military justice and the courts-martial system is annually given by the The Judge Advocate General's Service.

I foresee that in a few more years this objection will be out of place through the very efforts of the officers themselves, who while seemingly unconcerned are in truth deeply aware of their responsibilities in connection with the administration of justice to their men.

That the jury system is "out of tune to our legal background" is true probably as far as the civil courts are concerned. But the fact that the system has not been adopted for our civil courts is

hardly an argument against its adoption in the Army. The military profession is a closely-knit well-organized system composed of members who grow together amidst traditions peculiar to them.

The objection, therefore, that it is difficult to empanel a jury qualified to pass judgment on an accused, does not obtain in the Army. On the contrary the trial in the Army by a jury of the accused's peers is salutary. The peculiarities of the organization, its traditions and its history, dictate that members of the Army are best qualified to judge their fellow-members.

My Office has followed with concern the recent move in the United States and in England for revision of their systems. It has perused with interest the very enlightening article of Prof. Sidney P. Simpson of the Harvard Law School on "Courts Martial Come to Justice" published in the *Harper's Magazine*, November 1946.

It kept track of the proposals submitted to the War Department by the Special Advisory Committee on Military Justice created to study means and ways by which the administration of military justice may be improved, and of course the proceedings in the House and Senate Military Affairs Committees in the Congress of the United States.

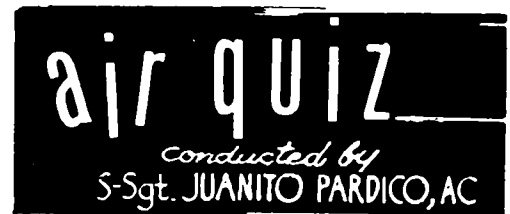
But even in the United States, where such glaring examples of injustice during the Lichfield trials have been committed, no revisory action has thus far been definitely formulated. It is therefore my considered opinion that we have not given the system sufficient time to prove its worth. It was adopted barely ten years ago, a period which, besides being short, has been interrupted by no less than four years of enemy occupation.

Finally, in the last session of the First Philippine Congress a substantial step towards the improvement of the system was taken with the passage of the Republic Act No. 242.

I welcome change and, I believe, with the writer of the article, that change is of the essence of human institutions. But any change must be instituted only when and where it is needed; for needless change is worse than no change, and well may spell the failure of even the best system of military justice in the world.

#### ANSWERS TO LAST MONTH'S AIR QUIZ

1. (a)
2. (a)
3. (b)
4. (b)
5. (c)
6. (a)
7. (a)
8. (b)
9. (c)
10. (b)
11. (c)
12. (a) *air force*  
(b) *air corps*



Below are questions on general subjects pertaining to aviation. Pick out the correct answers and send them immediately to PAF MAGAZINE, Trade and Commerce Building, Room 610, 123 Juan Luna, Manila. The first one who sends all the correct answers will get ₱11.00; consolation prizes of ₱6 and ₱3 respectively will also be given to the next two highest pointers. This contest is open to the enlisted men of the Armed Forces of the Philippines, except those in the A-2 Division, PAF and the magazine staff.

1. The United States purchased its first plane for military use in 1909 from (a) Boeing, (b) Brewster, (c) Wright Brothers.

2. A substitution error occurs in flight when a pilot confuses one control with another, (b) fails to check, unlock, or use a control at the proper time, (c) operates a control inadvertently without being aware of it.

3. A new record for commercial planes between the Orient and London had been established by (a) PAL's, (b) NWA's, (c) TAA's airliner "Leyte" last July 26, by a clear cut margin of several hours.

4. A part of the drive increasing the size of the air force from 55 to 66 groups before July 1949, the US has organized (a) 6, (b) 8, (c) 10 groups of B-29 Superfortress striking forces with 30 planes each that would hit back at any enemy attacking that country.

5. Flying an A-26 attack bomber, Odom, Sallee and Reynolds negotiated the fastest times around the world last year in (a) 78 hours, 55 minutes and 30 seconds, (b) 91 hours, 14 minutes and 10 seconds, (c) 65 hours, 52 minutes and 25 seconds.

6. The angle between each wing and a horizontal line when the wings are tilted upward toward the wing tips is called (a) dihedral, (b) anhedral, (c) negative dihedral.

7. Sponsons are (a) very short wings, (b) floats, (c) wheels attached to the hull of some flying boats to provide lateral stability in rough water.

8. Here are aircraft designations used by the Japanese Air Force. See how many letters on the left column you can match correctly before each type of aircraft on the right.

- B—Reconnaissance
- K—Torpedo
- G—Trainer
- T—Ambulance

9. The best flying school in the world is still (a) Jacksonville, (b) Pensacola, (c) Corpus Christi, according to the United States Navy.

10. Against moving targets, the most effective of all bombing tactics is accomplished by (a) dive, (b) attack, (c) aerial torpedo bombing.



# Plane Talk by roc

Hi' PAFS and a double hi' hi' to everyone, everywhere!

This is your PAF, err — umm, I mean your pa-aa-al, the ROC alias "Wacky" bringing you and YOU out there somewhere *what's what* about *who's who*. Just plane talk that is plain talk!

'Nuff sed and now for some noosey-news!

\* \* \* \* \*

## FLASH! FLASH!! BABAN'S HERE!!!

The vegetable-eating public is hereby warned that the prices of cabbages will **soar and soar and soar** until everybody will get **sore**.

Ed's note: How about some info on Benny in Denver, BAA-AB? Even spelled backwards, it still is BAA-AB!

Capt. Baban graduated from the technical school ranking second in a class of four officers, with a general average of 4.1 (maximum is 5.0) and a rating of "Superior". His general average is considered unusually high and evoked praise from authorities upon himself and upon the *Philippine Air Force*.

Shown in the picture taken by Major Victor M. Osias at the Denver Railroad Station are: (see pix) (l to r) Capt. Pedro Baban, PAF, Lt. Sindimio T. Pereira of the *Brazilian Air Force* and

Flight Officer Livanos Nik of the Greek Air Force. The latter two were Capt. Baban's classmates in his Armament course and became fast friends during the latter's stay at Lowry Field.

Last PAF Headquarters program over

\* \* \* \* \*

KZFM, August 3rd to be exact, the ROC didn't show up at the studios to add to Lt. "Teddy" Baldemor's headache. A little explanation the ROC can give is that the previous night, the entire PAF MAGAZINE staff stayed up till four o'clock the wee hours of the morning at the Ramon Roces Building in a bit of an overtime work which happens so often that it is already an SOP. The staff went home the day we were to broadcast, feeling groggy which is really quite natural with the ROC, no good would have come from her attendance. Sorry, Ted. Guess I've just got too many things on my hands. However, I'll WILCO when I can. ROGER? ROGER! and a razz-ma-tazz.

ED'S NOTE: NO ALIBI.

\* \* \* \* \*

On the evening of August 4th, this year, two old friends and comrades-in-arms met at Stapleton Airfield, the Denver National Airport in Colorado, USA. Notifying Major Vic Osias from Salt Lake City by telephone earlier that

morning, Major Osmundo Mondoñedo arranged to hold a brief reunion while the United Airlines Mainliner he had boarded enroute to Washington, D. C. was aground for servicing. The two officers were together at Bataan and greeted each other once more. (see cut).

Major Mondoñedo is at present Assistant to the Military Attache, Col. Jaime Velasquez, at Wash., D.C. and was returning from his mission of making purchases of materiel for the *Philippine Air Force* at the Air Force Supply Depot at Ogden, Utah.

The accompanying pix was made possible by Major Osias' presetting the camera and propping it on a slot machine stand then had a willing passer-by push a flash button to make the exposure and presto! here's the pic.' *Muy quick-o, no?*

After a stay of twenty minutes, Major Mondoñedo resumed his air trip to the nation's capital.



Fernando Field's second Dodo Dance given by Class 49-B on August 7th with *Lydia Fernando* chosen as the "sweet-heart" was a huge turn-out! Everyone that was anyone was there. *Vas you dere, Sharlie?* According to those who attended the dodo shindig, a swellegant time was had by all. What's more, there were more gals than guys.

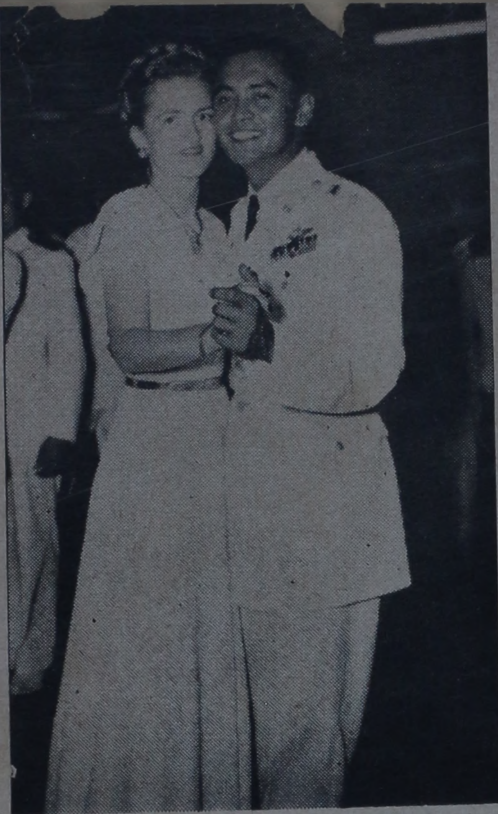
Move over gook, I'm cuttin' in.

\* \* \* \* \*

Just got newspapers from abroad and read in Washington, D.C., there's talk the U. S. Air Force has tentative plans for an Air Academy. The purpose is to train its own Regular officers most probably at Randolph Air Force Base, Texas where the eventual enrollment would approximate the size of the Army's Cadet Corps at West Point, Gen. Hoyt S. Vandenberg, Air Corps Chief of Staff had announced.

SEPTEMBER, 1948





**Dicki 'n PQ**

Under current practice both West Point and Annapolis contribute some graduates to the Air Force. Gen. Vandenberg said that these academies did not prepare students for air careers as a specialty. West Point has found it difficult to add flight training to an already heavy schedule while the Navy stresses "familiarization" training rather than actual training of midshipmen as pilots.

That's food for thought in thinking that it would be good if the PAF were also prepared for such an air academy on a smaller scale. Don't you agree, boys? What about this, Mr. Pedrosa?

\* \* \* \* \*

**OINK-MENT:** (With apologies to Buchi)

The first little pig said to the second young porker: "My, I never *sausage heat!*"

Replied the second, "Yes, I'm nearly *bacon.*"

\* \* \* \* \*

To show good old *Juan Q. Public* where their money budgetted for the *Philippine Air Force* goes to, is the picture shown somewhere with this *plane talk*. These eight Fargo trucks bought from the Philippine Motors Inc. were among the first batch to be delivered to PAF Hq. Delivery was accomplished when representatives of the Philippine Motors Inc. turned over the trucks to the CO of the PAF, Col. Pelagio A. Cruz. Lt. Col. Eustacio D. Orobia and Lt. Col. Pelagio Potenciano are also shown in the picture and others.

Exactly one Saturday after the Saturday Dodo Dance at Fernando Field in Lipa City, the fightingest fighter pilots of Fighters' Roost at Basa Field, Floridablanca *anniverserated!* This air base became a year old last August 14th. Much guarachating (ohoy, Kalimot!) was done with the anniverserating.

No S 'n S, but, the S 'n W was allreet!

\* \* \* \* \*

**GODSPEED** and **HAPPY LANDINGS** to Lt. Col. Pedro "P. Q." and Mrs. Molina and their little family, to Major Mariano "Anoy" Punsalang and to Capt. Glicerio A. Valles who are all going abroad. Come back soon, people, we'll surely miss you.

**HEIR-MINDED:**

The Ebuens, Sevas, Rex Reyes' and the "Bong" Hernandezes are all in that *infanticipating* stage. Hope that flying bird, Doc Stork brings you what you're all askin' for.

Let the ROC hear from you when the good news comes.

\* \* \* \* \*

**HELLO** to Major Vic and Inday Dizon who are once more back in the folds of the PAF family. Just one *beeg* happy bunch!

Welcome home and glad you're back.

\* \* \* \* \*

Helen: "Say May, what's a military objective?"

May: "Just walk past those two soldiers standing on the corner and you'll know."

\* \* \* \* \*

The Act entitled "Women's Armed Services Integration Act of 1948", recently signed into law by Pres. Harry S. Truman, makes women a part of the Regular Armed Forces for the first time in history, excluding those in the medical services.

The law fixes the strength of women's components at two per cent of the strength of the Regular Defense Establishment. It authorizes a gradual build-up of female personnel during the next two years.

The Army is authorized to set up a Women's Reserve, which with the Regular component will after a year replace the present temporary "Women's Army Corps, AUS".

The Navy and Marines already have women's components of the Reserve. The Air Force will not establish a separate Reserve section for women but will appoint and enlist officers and women in the respective sections of the existing Air Force Reserve.

The passage of the law creates for the

first time a separate Women's Component for the Air Force.

Hurrah for the women!

\* \* \* \* \*

The world's first "Fly-In Theatre" was recently opened in Asbury Park, New Jersey, U. S. A. Operated by a for-



**...Vic 'n Mondy...  
...In Denver...**

mer Navy pilot, the "air-minded" cinema can accommodate 500 cars and 25 planes. Landings are made at the air strip adjoining the theatre, planes are taxied to a ramp facing the screen and equipped with individual speakers permitting pilot and passengers to see the show from the plane's cabin.

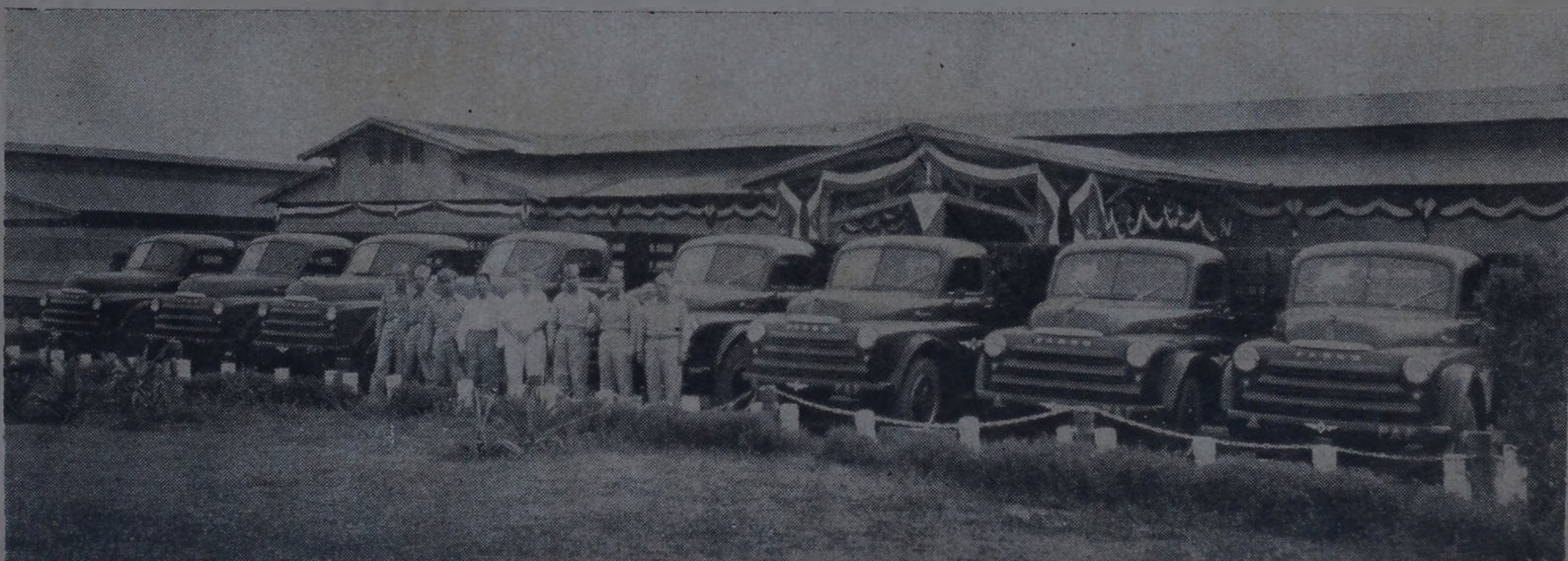
\* \* \* \* \*

Again it's time to close shop and end this *plane talk* but before I lock up for the month, I have this to say, "Look to the sky, Philippines! The world of the air awaits you. The air age is upon us!"

\* \* \* \* \*

Please believe me when I say that.

So, till next month, the month of brooms, witches and Hallowe'en, I'll be PAF-fing along. As BUCHI aptly puts it, "A-bys-sinia." And from the ROC "Ba-buy!"



## Beware Of . . .

(Continued from page 12)

"facists". The Communists, though a very small minority, through sheer terror have become the absolute masters of these so-called anti-reactionary states.

### THE RED MASK:—

To mask their ultimate objective of "terrorizing out" all democracy and its liberty-loving peoples, Communists throughout the world are adopting a highly skillful system of propaganda. They adopt the old trick that almost every one favors—such as, full employment and protection of the rights of labor; elimination of spies and collaborators; preservation of democratic principles against "Fascism"; checking "imperialism" to avoid war and promote peace; freedom of speech, assembly, and association; and, such other issues that appear laudable in their objective but, in reality, are highly camouflaged propaganda to deceive the people.

Their newest strategy is to appeal to the discontented leftist elements to form a united, radical front and to intensify their tactics of boring within all labor, educational, social and youth groups and even religious denominations.

In various countries not yet under the full control of Communist stooges, there are at present a veritable host of young radicals, left-wingers, fellow-travelers, and Communists in important government positions who are daily promoting class hatred, state socialism, and Communism under the guise of being the "champions of the people." They assume any party camouflage or infiltrate into political parties to carry out their aims to communise a particular country and once that country falls under the Communists, it is engulfed within the "iron curtain."

One of their oldest tricks is to adopt a program guaranteeing freedom of worship, free speech, a free press, freedom of labor, and the right to present petitions for redress of grievances. Such programs are nothing but political shams and campaign oratory. They are scraps of paper to dupe the people and to achieve the intended propaganda effect. Once this program has served its purpose, it is scrapped off or it remains a dead letter until revived later for new propaganda purposes.

The method most unscrupulously used by the Communists are strikes. Strikes are called not for the purpose of improving labor but for the sole object of disturbing or disrupting the governmental system, both economic and political—to usurp the leadership of non-Communist labor organizations and rehearse the laborers for the coming revolution to overthrow the existing democratic institution.

### BE AWARE:—

From the foregoing exposition on Communist activities, the spread of Communism can be unequivocally deduced to have three stages: Propagan-

da and deception, infiltration and armed revolution.

It employs agents, organizes patriotic-sounding organizations which profess laudable objectives, and propagandizes government weaknesses into immense proportions in order to change the whole extant order by assurances that in Communism a panacea could be had.

## US Air Force

(Continued from page 20)

Joseph T. McNarney. This command is responsible for the research and development which keeps the USAF always equipped with the most modern air weapons and material.

**AIR TRAINING COMMAND**, Barksdale Air Force Base, Shreveport, La., Lieutenant General John K. Cannon. This command trains pilots, air crews, and maintenance personnel from the start of basic training into all highly specialized fields.

**AIR UNIVERSITY**, Maxwell Air Force Base, Montgomery, Ala., Major General Robert W. Harper. This command coordinates a far-reaching educational program designed to educate and train present and future Air Force personnel to make them the most efficient in the world.

**MILITARY AIR TRANSPORT SERVICE**, Gravelly Point, Va., Major General Laurence S. Kuter. This command provides non-tactical air transportation for military personnel and freight in support of the Air Force, Navy and Army as well as air evacuation of the sick and wounded to and within the United States.

**AIR PROVING GROUND COMMAND**, Eglin Air Force Base, Valpariso, Fla., Brigadier General Carl A. Brandt. This command is a testing laboratory to review, test, and evaluate Air Force equipment and thus to help develop USAF tactical doctrines, battle techniques, and training procedures.

**HEADQUARTERS COMMAND**, Bolling Air Force Base, Washington, D. C., Brigadier General Burton M. Hovey. This is the "housekeeping" unit of the USAF Headquarters, handling the administration of personnel assigned to the Air Force Headquarters, providing and maintaining aircraft for the proficiency flying required of this personnel, and furnishing a special air mission unit for the transportation of high-ranking military, governmental, and diplomatic officials on duty flights throughout the United States.

**CLARK AIR FORCE BASE**, home of the 13th Air Force, has been reorganized and is now operating on a Wing-Base plan designed to streamline air activities in this part of the world.

Major General E. L. Eubank remains in command of the 13th Air Force. The new Wing, designated the 18th Fighter Wing, is commanded by Brigadier General Robert C. Oliver, formerly Chief of Staff of the 13th.

The wing remains under the 13th Air Force and probably derived its name

designation from the 18th Fighter Group which it supports.

The new plan replaces the former dual organization of a combat group and a separate supporting air service group on a base. It substitutes for these organizations a simple organization with the Wing Commander responsible for and controlling all activities. The activities divided under General Oliver are as follows:

1. Combat or tactical units, assigned or attached to the 18th Fighter Wing which have combat and tactical training and operations responsibilities only.

2. A Maintenance and Supply Group comprising the normal functions of those activities in direct support of the Combat Wing.

3. A Medical Group, comprising a station hospital and its related activities.

4. An Air Base Group responsible for administrative functions other than supply and maintenance such as civilian personnel administration, transportation, security, repairs and utilities, food service, non-tactical air operations, communications, weather service and similar base functions.

The Wing-Base plan centralizes responsibility for and control of the varied activities necessary on each item to carry out the mission of the station.

The plan has been tested for a year at various bases in the United States, and has been adopted for Air Force implementation World wide because of improved results obtained under the new organizational plan.

The new streamlined organization has been effected by Far East Air Forces not only in the Philippines and Japan but also on Guam and Okinawa.

Replacing General Oliver as 13th Air Force Chief of Staff is Colonel Robert A. Gardner, formerly assistant Chief of Staff, A-3. His former position is now being filled by Major Gordon L. Paulson.

Lt. Col. J. J. Kruzel continues in Command of the 18th Fighter Group (SE) which is maintained by the Wing. Colonel A. J. Kerwin Malone has assumed command of the 18th Air Force Group and Colonel H. W. Pennington, formerly assistant Chief of Staff A-4, commands the 18th Maintenance and Supply Group of the Wing. Colonel Pennington's former duties now are being handled by Major Eugene V. Raphael.

Lt. Col. Henry H. Norman, Jr., is Wing executive officer; Major E. J. Moriarty, Personnel and Administration Officer; Lt. Col. A. R. S. Schindler, Operations and Training; Lt. Col. A. D. Cross, Air Inspector; Lt. Col. H. C. Naugle, Materiel Officer; Lt. Col. L. J. Ervin, 18th Hospital Group commander;

Units attached to the 18th Fighter Wing include the 5th Reconnaissance Group (VIR) Photo, commanded by Colonel H. K. Baisley; the 22nd Troop Carrier Squadron, commanded by Major Joe R. Daniels; the 25th Liaison Squadron, commanded by Captain Robert E. Woody; and Flight C, 2nd Rescue Squadron, commanded by Major T. C. Peck.

Introduction to this month's session for hep cats and record bar addicts: four-star **musts** for the inveterate collector, the man with discriminating disc tastes, the guy who wants only the best...

Of special notice is a new platter that approaches the best the old man Miller ever put out himself: strictly sweet swing in the Miller manner is Tex Beneke's **Stormy Weather**. Starting off softly (as in a morning sunrise) with muted corsets backed by rippling reeds and a deep bass beating counter-tempo, this baby comes in with trap shots that really send the swing along—in blues tempo! This one is comparable to a spiked mint julep, mild but what a kick!

This you've got to get. The nearest to Miller since his loss over the English Channel during the war en route to Paris from London to cheer the boys up front. This, really, is Beneke's tribute to the maestro's tutorship. Get it. It's five star!

The lousy Vincent Lopez band of pre-war days is no more. Hear him now and you'll think twice. The man's reborn. The modern style and tempo, breaks and all, set by Miller (there's only one") is all there. Listen to **Welcome To My Dreams**, which despite a poor vocal job, will get you with a piano-rhythm section opus and GM effects. Then, Lopez makes another ringer with Ferde Grofe's **Daybreak**. Strictly instrumental, this job is another four-star disc.

Alvino Rey, the singing guitar man who made the **Kings Sisters**, has a couple that should be in anybody's collection: **Spanish Cavalier** and **I'm Looking Over A Four-Leaf Clover**.

And when you're back from a long flight to anywhere, you'll enjoy sitting back with that glass of spirits in hand listening to T.D.'s **Come Closer To Me**. That disc gets close to the heart with muted trumpets backing a smooth-finish sweet piece that does credit even to that sentimental gentleman who don't.

If you haven't heard or got any by **Less Brown** yet, get this: **Swanee River**, a masterpiece, no less. Hot? Brother, get a load of that guitar ad lib with mutes for backing fading for a sax chorus that makes the feet move.

# record bar

by



Ray Noble, old-timer from Britain, does a good job on **It Only Takes A Little Imagination**—does it? Some chicks take a lot more, and we ain't rich.

Frank Lester, whoever he is, does well on **The Pleasure's All Mine** which will also be yours if you can get near enough to own it. The back-side is another super-platter: **I Can't Believe It Was It Was Make Believe**. You might want **The Man Who Paints The Rainbow In The Sky**.

Another unknown who's known as Nat Bran has a tickler on **Come Rain Or Come Shine**.

For the 12-inch fan, this is made-to-order: **Sweet Loraine** by Frank Sinatra and the Metronome All-Star Band. No comments needed.

Coming back to Alvino Rey, really a band now worth mentioning twice, his job on the **St. Louis Blues** with the **Kings Sisters**, **American Patrol**, **Tumbling Tumbleweeds**, and **Sometimes I'm Happy** again featuring the **Kings Sisters**, are all worth the paying for.

For the latin-american fancier, Cugat's **Hugo And Igo**, **The Story of Sorrento**, and **Made For Each Other** with Buddy Clark supplying vocals are for the seeking.

A lot of south-american dance tunes are on Bataan discs with our local boys showing their wares comparably, rather, those guys in the States aren't too bad.

Purists of the guaracha art will do well these days to pick up Tirso Cruz' **Leron Leron Sintz** and **Planting Rice**. We said this before, but the repetition is to let you know these are the fastest selling Bataan discs on the mart. The

family affair have two original guarachas: **Ang Kuchero** and **It Happened In Riviera**, where they really get away on the tom-toms, et al. Vocals are by Tirso's boys, Ric and Bel.

Bert Tirona and Bimbo Danao team up on some records backing each other. Bataan put out **Bulalakaw** and **Kung Ikaw Ay Akin**; **Umaga Na Neneng** and **Ikaw**; and, **Pagibig Ko'y Ingatan Mo** and **Ikaw Ang Buhay**. All the ikaw's are by Bimbo.

The mysterious singer waxed two local ditties: **Walang Kamatayan** (that's what he says) and **Ibig Ko Ang Lambingan** (not really!).

Which rounds things off to introduce you to the guest Bar Fly who sent in a full report on what's doing in Denver, Colorado.

Dated 3 August 1948, second paragraph, page one begins:

"Let's begin with Music (yeah, let's): Yes, I was fortunate enough to be able to catch Tommy Dorsey at St. Louis. However, He is but one of the many I've seen since. (Worthy of boasting about, I guess.)

"You see, here in Denver we have two recreation centers (like Glen Echo, in Washington, D. C.): **Elitches Gardens** and **Lakeside Park**. Each has the usual thrilling rides and concessions, and each has a super ballroom where the biggest name bands play for a one-night stand or for one to three weeks.

"Here are others I've seen and danced to: **Charlie Spivak** (Drummer **Bobby Rickey** is the best I've seen anywhere); **Barclay Allen**, former pianist for **Fred-die Martin**, whose records you'd better

(Continued on page 57)

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# Maintenance Tips

By Lt. N. P. Alfafara, Tech., Insp., PAF

## Ignition Wire Manifold And Radio Shielding

The ignition wire housed inside the manifold harness, is a high tension wire that relays the high voltage electrical energy produced by a magneto or any similar device to the spark plug electrode. It is placed in a especial conduit for air tightness with both ends flexible for convenience to respective spark plug and magneto connection. The complete metal conduit inclosure, shields any (from) ignition spark leaks out to the atmosphere. This shielding, protects aircraft radio from ignition interference.

### Inspection

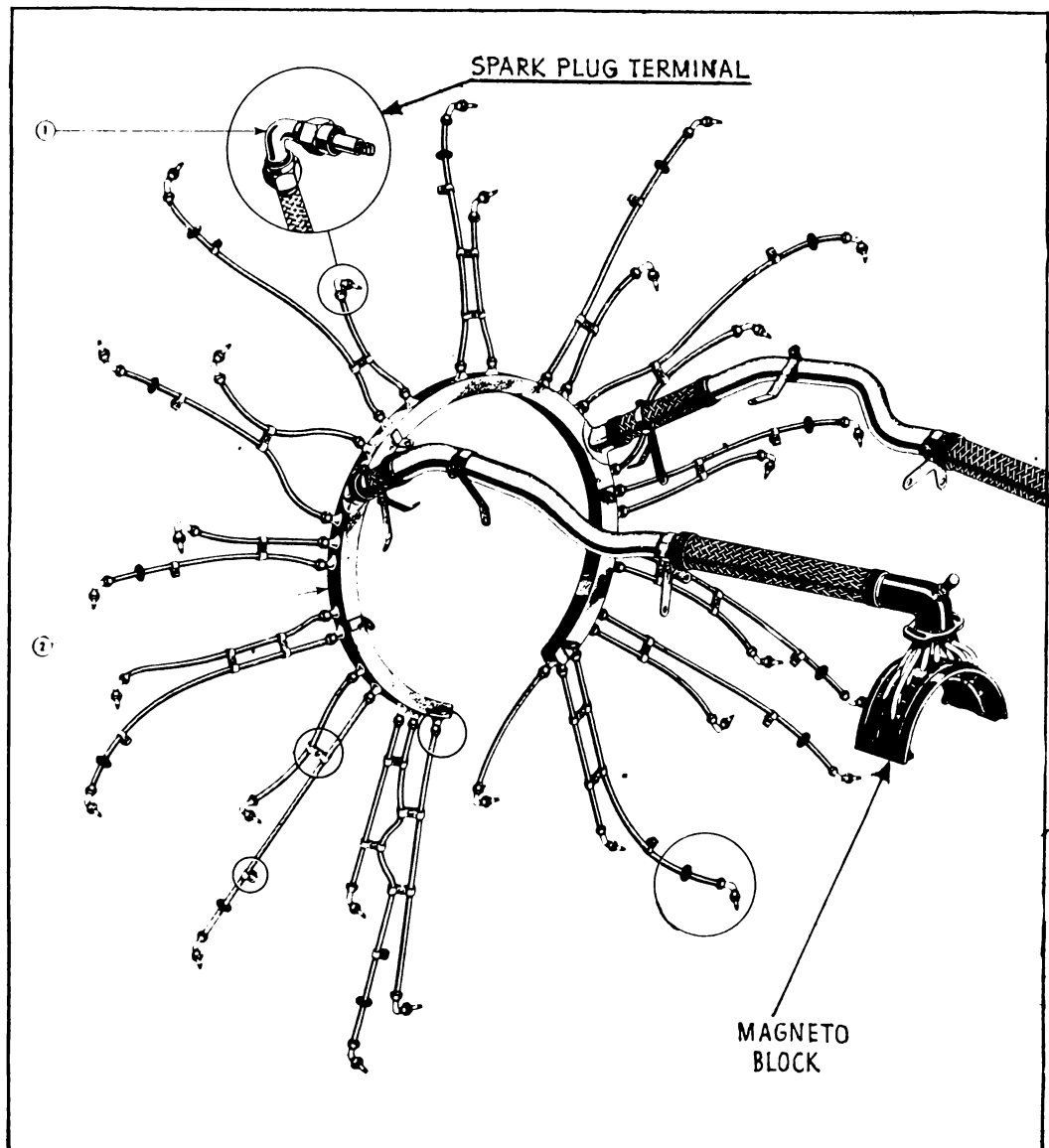
Examine the manifold ring for cracks, especially around the outlets and and at each supporting bracket connection. Inspect the ring or housing for dents and the threaded connections for damaged threads. Examine the large conduits and the individual wire shielding for abrasions. Any worn conduits or shieldings should be replaced. Inspect the clips that fasten the conduits to the engine for damaged.

### Repair

Repair any cracks in the manifold ring by brazing or soldering. Remove any dents from the manifold ring. Clean up any damaged threads on the connections. Remove any nicks, burrs or dents from magneto shields. Replace all high tension wires that are cracking and show signs of deterioration.

### Caution At Assembly

To insure maximum air gap, care must be taken to make sure that leads are inserted to the full depth of their respective holes in the distributor block when the locking screw is being tightened. All high tension wire connection must be in accordance with the ignition wiring diagram of that particular aircraft engine.



### Repairing A Damaged Cable

If by an electrical test, a wire in a manifold should prove to be defective, it may be replaced with a new wire without disturbing the other wires in the manifold. Remove the spark plug sleeves and remove the spark plug conduit. Remove the wire from the magneto block. Loosen the large conduit nut and slide the conduit a little toward the magneto. Find out which direction the wire will pull the easiest and splice and solder the new wire to the opposite end of the wire. Dust the

new wire with soapstone or talc powder and pull out the old cable, all the time carefully feeding the new cable into the manifold. Particular care should be taken to see that the insulation on the new cable is not damaged while it is being pulled into the manifold. After the wire is in place, proceed with the assembly as when rewiring a complete manifold. In making emergency repairs, no soldering should be attempted on the manifold as the heat is liable to damage the insulation on the wires and cause failure of the insulation.

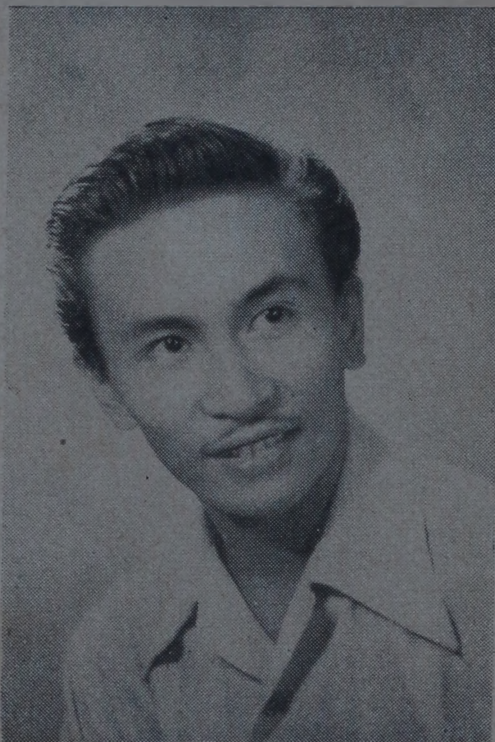


with  
FM

We sign on, lassies and gents, with the announcement that your PAF Magazine hour over KZFM, which is every Wednesday brings you hit tunes, aviation trends and news about your PAF for quarter of an hour, will now be heard 30 minutes later than it used t'be. The new tuning hour is 8:30 to 8:45 p.m., Wednesday. Featured on the PAF Magazine Hour is the PAF Harmony Crew, the rhythmiest blend of voices that ever sent a group of notes over the air waves in Roger style.

We are told that PAF students that have arrived here from various U.S. schools bring reports that they hear the PAF Melody Flight and the PAF Magazine Hour over KZFM over yonder in the temperate zone. We have'nt contacted GHQ about this yet, but we've asked the KZFM crew about their station's reception abroad. Their answer was huge bunch of letters from any portion of the world you can mention which seems to confirm at least one side of the story. If PAF pensionados hear the two programs in the States as they say they do, portions of the twin PAF shows over KZFM men abroad — we think that it is not only this column's opinion, but also of the entire PAF complement

when we say that official messages from the high command, information on current PAF activities here, and news on pertinent aviation matters — all directed to PAF pensionados abroad — could be a source of encouragement and enthusiasm to these men thousands of miles away from home.



Fred Gonzales, better known as "Mang Kario" of PURICO's "Kwentong Kapit-bahay".

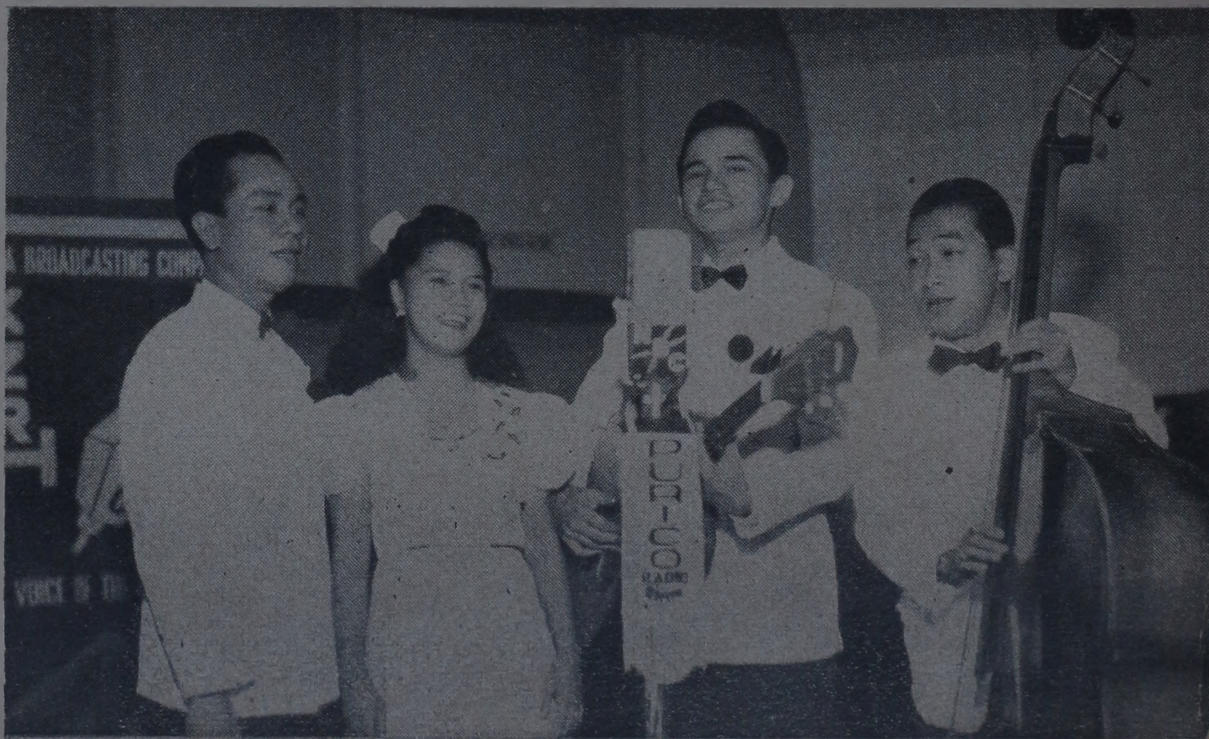
Listened to the PAF Melody Flight last week and heard and heard the voices of singing stars which explain a lot of the attraction of this program — Estrella de la Torre's dulcet voice sang romantic songs... not to be outdone either was Teddy Baldemor's Sinatraish voice and Joe Guerrero's cozy style... and the Four Tones sounding a shade like the incomparable Pied Pipers. Oh yes, while we're on the subject of this Melody Flight, the new PAF radio officer, Teddy Baldemor (yes, he's the same



Above is the "Lovely Lady of Lullabies", Estrella de la Torre, also of the PURICO program.

"Voice" mentioned earlier) has been seen whizzin' here and there from HQ to the KZFM studios—he wouldn't talk about what he was Whizzin' for, but he let out a small enough hint to give you an idea what he's cookin' — at this writing, Teddy's pet scheme might have been already aired. But anyway, it's something of a serialized dramatic show incorporated into the melody Flight—he says he had been flooded with requests for more of this kind of shows, "so there", he says.

The PAF Melodieres, r to l: "Batangueño" on the bass, "Cris" on the guitar, "Dimples" and "Ading" perform for the KZRH PURICO program.



## Vox PAF

(Continued from page 3)

Col. Carmelo Z. Barbero. That was the most realistic discussion ever attempted on the subject of "mutual protection" entered between the two countries.

I wonder if many people outside the armed forces have read it and if many realized that the officer's opinion to such possibility of PI involvement in another global conflict with the existence of US bases in the Islands is so true.

We want some more of the stuff, Colonel!

Mr. Jaime M. Guerrero  
Navotas, Rizal

\* To Col. Barbero, the PAF MAG staff passer the same compliment.

### THE EMs AGAIN

Gentlemen: I would like to bring to your attention some current problems which confront the enlisted men in the Air Force now. I trust that you could enlighten us on the following points for which we shall be very grateful:

a. **Base Pay & Qtrs Allowance**—Republic Act No. 315 authorized among other things the increase in monthly base pay and quarters allowance of enlisted men in the Armed Forces. Effective 1 July 1948, we have been receiving our monthly base pay based on the new rates as authorized in the aforementioned RA 315 except for the quarters allowance which is still based on the old rate. It seems that the law requires so many interpretations. Why is it that way with our quarters allowance?

b. **Specialists Ratings**—There is an indication in the Air Force that enlisted men of the first grade are likely to be barred from holding a 1st Class specialist rating for reason of monetary consideration. It was maintained that by granting these EM such ratings, they would be netting an income which is more than what the 2nd Lieutenant earns each month. I wonder how far this is true with some of our EM who hold the 1st grade ranks and are at the same time rated 1st Class Air Mechanics. Should we sacrifice merit and morale for mercenary motive?

c. **Transportation Privilege**—A well educated and enlightened bunch of soldiers will produce a good citizen Army. It is due to this reason perhaps that higher headquarters allowed soldiers to attend evening classes in order to attain the above objective. I know that the PAF recently bought cargo and pick-up trucks. Would it be possible that enlisted men be granted the privilege of using these pick-up trucks in going to school and back just like in the pre-war days?

Your kind attention to the above problems will be highly appreciated.

F. P. DATO-ON  
T-Sgt. Air Corps

● a. **Base Pay and Qtrs Allowance**: The payment of quarters allowance of enlisted personnel based upon the new rates as authorized in RA 315 will be made when the funds for this purpose are released. Up to this time the Chief, Finance Service, AFP, has not informed this Hq of the release of the funds. When this is done, however, the new rates shall be effective as of the date of effectivity of the law or as stipulated in RA 315.

b. **Specialist Ratings**: There has not been any move to bar any enlisted man of any grade from holding 1st Class Specialist rating. The proposed regulations on specialist ratings is very clear in the qualifications required of specialists of the different classes and there is no provision to prevent any qualified

enlisted men from being given a rating commensurate to his qualifications.

c. **Transportation Privilege**: Memorandum, The Adjutant General, dated 6 May 1948, prohibits the use of government vehicles for purposes other than official. The same prohibition was published in HNDF Circular Letter dated 6 October 1947, Subject; "Economy in the use of POL Allowance." Moreover, with the limited number of motor vehicles in this Headquarters and due to the limited gasoline and spare parts that is available for our use, it is not possible to grant the use of motor vehicles to transport enlisted men to and from school, without jeopardizing the operating efficiency of this command.

A. T. K.  
A-1 Division  
HQ, PAF

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# Safety tips

A-3 DIVISION  
HQ. PAF



There is no secret about the fact that the paramount purpose behind all flying rules and regulations is the prevention of accidents. From local flying regulations to complex rules governing the elaborate procedures for handling instrument traffic, the purpose is the same—they are a guard rail between the pilot and an accident. That these guard rails are effective when observed is proved by the record. Rarely is obedience of regulations found to be a cause factor in an accident. On the other hand, disobedience of regulations is a common accident cause factor.

One of the most frequently violated of all Air Force flying regulations is that section which deals with VFR or CFR and IFR flight. It's all very simple. What

it boils down to is: "Don't fly into IFR conditions on a VFR clearance." Some pilots do, but just squeeze by and vow never to try it again. Other pilots refuse to profit by experience and sooner or later their names appear on a Form 14 (Report of Major Accident).

Here is a description of an accident in which all personnel aboard a C-47 were killed because the pilot flew instruments on a VFR clearance. He reported by radio that he did not think he would be able to remain contact. Right then is when he should have taken the action which would have prevented the accident. He had two legal courses open to him: (1) discontinue the proposed flight and land at a VFR station, or (2) obtain a change in flight plan to IFR. If he had chosen the first alternative, there would be no story. If he had chosen the second course, he would have been assigned an altitude (probably on air-ways because of the mountainous terrain in the area of his des-

tinuation), and he could have obtained the weather he might expect to encounter. This pilot evidently chose to grab a heading and latitude of his own and barge on into whatever weather might come along. In this case, the pilot flew from a high to a low-pressure area which made his altimeter indicate that he was higher than he actually was. Also, the changing winds which accompanied the passage from one pressure area to another blew the plane far off course. To this situation an unexpected mountain and you have the ingredients for a serious accident. This pilot and his crew paid their lives for his mistake.

It is rather incongruous that a pilot who may be trusted with a quarter-of-a-million-peso airplane, cannot be trusted to abide by a simple rule designed for his own protection. Evidently a need still exists for impressing upon pilots the fact that regulations cannot be disregarded. The effectiveness of the flying safety program can be measured directly, not only by the number of accidents which occur, but also by the number of violations of flying regulations. Pilots must be made to realize that disregard for measures designed for their own protection is playing with fate — and fate often plays with a heavy hand.

## US Military Aviation

(Continued from page 36)

And that has been good enough for two wars.

### Philippines' Role:

#### Clark Air Force Base

The Philippines has long been a terminus, both air and sea to American and other nationalities traveling in the Far East. Since the age of flight, an influx of American soldiers scattered to here-to-fore forbidden areas of the Pacific, Clark Air Force Base in Pampanga has become a veritable "crossroads" of the Far East, for the military.

C-54 type aircraft, the most common military passenger craft, grind their daily tours of far flung American outposts in the Pacific with a great majority of all flights scheduled to touch Clark Field, the hub of the system. The weekly around-the-world Military Air Transport flights stop at Clark for a few hours before the next leg to Bangkok, Calcutta, etc. Planes arrive daily from Japan, Okinawa, Guam, Australia, China and of course the U.S.A. at this huge and historical air base in central Luzon. A portion of the craft arriving at Clark are transient, however, Clark's own 22nd Troop Carrier Squadron, operates a vast network of military airlines throughout the Pacific area.

Passengers on through ships arriving at Clark are given the best possible accommodations, while they are Base Operation's guests. Spacious waiting rooms, provided with books, magazines

(Continued on page 52)

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## 13th Air Force

(Continued from page 16)

forces on July 2.

Meanwhile, effective June 15, 1944, the 13th joined the 5th Air Force as part of the newly-created Far East Air Forces, and the 13th Air Task Force was dissolved. At the same time, General Street moved up from command of the dissolved Task Force to the 13th Air Force itself, succeeding General Harmon.

Yap and other targets in the Carolines were hit by heavy bombers throughout July and August, 1944, this time in support of the invasion of Guam and Tinian in the Marianas in the latter part of July.

By August, 1944, the fighters and medium bombers left in the Northern Solomons to operate against Rabaul and barge traffic near New Britain had exhausted their targets. They were ordered moved to northeastern New Guinea to begin operations against targets in Western New Guinea and westward into the Netherlands East Indies.

Late in August, 1944, the 13th's heavy bombers, operating from Wadke, an island near the New Guinea north coast, began an intensive bombardment of Palau, key point in the outer defenses of the Philippines, preparatory to invasion of Allied forces on Sept. 15. This date also marked D-Day for the invasion of Morotai, which was preceded by strikes

by all forces — heavies, mediums, and fighters — against enemy airfields and installations in Halmahera and neighboring islands.

Headquarters followed the advance of the heavy bombers, and on Sept. 13, 1944, was officially closed in the Admiralties and opened in New Guinea. It remained there only 10 days before moving west to Morotai, one of the islands of the Netherlands East Indies.

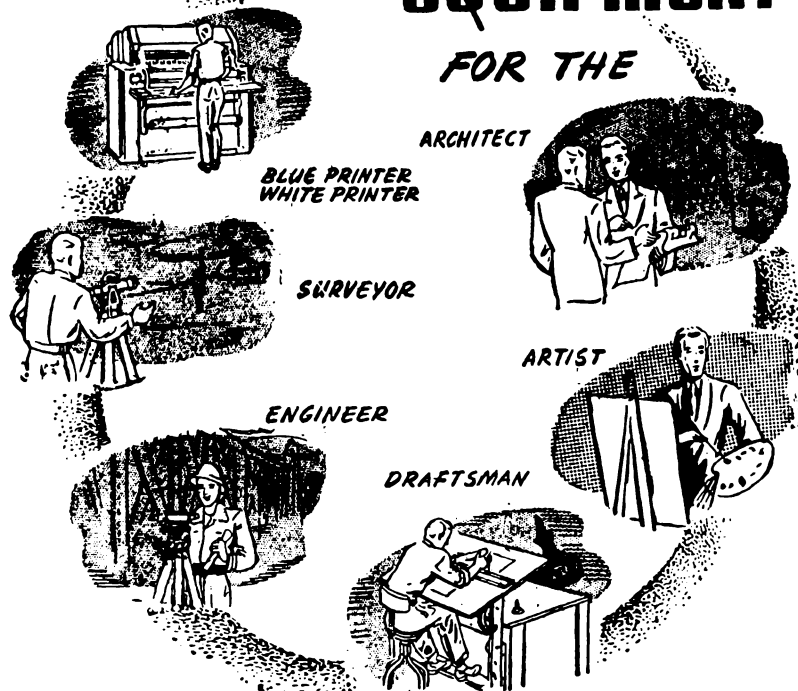
From the Netherlands East Indies base they could come to closer grips with the enemy. On Sept. 30, 1944, the 13th flew the first of a number of long-range missions against the great oil refineries at Balikpapan on the east coast of Borneo, which supplied from 15 to 30

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percent of Japan's aviation fuel. It was well defended by anti-aircraft and fighter planes, and our forces suffered heavy casualties until, on later missions, fighter escort could make the long haul with the bombers.

**PHILIPPINE-BATTLES**

With the invasion of Leyte on Oct. 20, 1944, a new phase of operations began for the 13th's heavies which made their first raids on the Philippines on Oct. 22, thus lending support to the Leyte invasion. On Oct. 29, Headquarters moved to the Molucca Islands where it would be nearer the Philippines and in a better position to direct the aerial assault.

Throughout November and December, 1944, 13th Air Force heavy bombers concentrated on targets in the Southern and Central Philippines, while medium bombers and fighters continued the campaign to neutralize enemy air facilities in the Netherlands East Indies, and, from their base in Western New

Guinea, flew out to cut Jap supply lines in the adjacent waters.

Part of the fighter strength, no longer needed for this campaign, moved up to the Moluccas in November, 1944, to join the heavy bombers in their strikes against the Philippines. While the heavies concentrated on landed targets in the Philippines, in Borneo and elsewhere, enemy shipping and naval forces also felt the weight of their bombs.

On Jan. 6, 1945, planes of the 13th extended the scope of their operations in the Philippines to include the Manila defense ring, striking Nichols and Nielson airdromes in support of amphibious operations against Luzon. On March 9th, following a long aerial campaign by the 13th, an unopposed landing was made by Allied forces on Zamboanga Peninsula, on the very southernmost island of Mindanao.

In June, 1945, on an 18-hour round-trip from Palawan, 13th Air Force B-24s struck at Batavia, Java, bombing the

seaplane base and inflicting heavy damage. That same month, Balikpapan was bombed again for 18 consecutive days by the 5th, 13th and RAAF air units, preparatory to the landing of Australian troops at that point on July 1. Operations of the 13th out of Palawan during the late spring and early summer of 1945 were the last blows of the Jungle Air Force during the Pacific air war.

**MISSION ACCOMPLISHED:**

The 13th had accomplished its major missions swiftly and efficiently: gaining air superiority in the Solomons and South Pacific, it had destroyed enemy supply lines, crippled the enemy's oil sources in the Netherlands East Indies, and finally joined up with the 5th Air Force for the final assault on the Japanese Pacific Island Empire. From the Solomons to the Philippines, the 13th's fighters, bombers and reconnaissance planes had made brilliant history for the Army Air Force.

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# U.S. AIR FORCE



## US Military Aviation

(Continued from page 49)

and newspapers, are included in the intricate maze of the terminal's operations. Charlie Corn, benefactor of many American soldier prisoners-of-war, has a large restaurant adjoining the main building, open around the clock. In flight, lunches are provided passengers. However, most MATS aircraft are equipped with a compact galley, presided over by young soldiers, classified as "flight clerks." These chefs are marvels at preparing ham and eggs, while cruising at ten thousand feet, above the Pacific.

Neophyte overwater passengers are thoroughly briefed prior to take-off in the use of life jackets, individual life rafts, and their course of action in event of a forced landing at sea. This is one of the elaborate precautions taken by the U. S. Air Force's passenger service. Regardless of the fact that it has been computed that one could make a million flights before three, of four engines would fail simultaneously.

Clark's relative position to crossroads in the United States is Madison and State St., Chicago, Illinois. It has been said that if one stands at these corners long enough, every person known in a lifetime, will eventually be met there. This hasn't been said of Clark yet, but one would gather that impression of the busy terminal, from ten P.M. to the small hours of the morning. Diplomats... traveling VIP (very important person) Generals, female civil service employees, dependents of soldiers, stationed in the Philippines, and just plain soldiers are seen almost nightly. Occasionally, a stir is caused in operations, by items of cargo being "herded" across the oceans and continents. Recently a veterinarian flew in from Manila to Clark with 500 baby white mice. This particular cargo was destined for Kuala Lumpur, in the Federated Malay States, to serve the Army's Epidemiological Board Scrub Typhus Team there. A week prior, an Army private passed through "herding", at least 75 boxes marked "fragile" enroute to Bangkok, Siam, for the National Geographic Society's Solar Eclipse Expedition. The private had VIP status.

Passengers arriving for the first time are sharply reminded of Colin B. Kelly, the 19th Bombardment Group, and guerrillas of the late fighting war, in the hills of Northern Luzon. While still far out, Mount Arayat can easily be distinguished. Captain Colin P. Killy's bomber crashed there. The strip saw the destruction of the flying fortresses of the 19th Group, and the Sierra Madre mountains, north of Clark, was the scene of bitter resistance to the Japanese invading armies, and also the occupation.

It can be said of Clark Air Force Base, that its terminal is truly the military "crossroads of the Orient".

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# Welcome to the PAF

By Lt. Donato Santos

A group of young newly trained PAF soldiers numbering 143 recently held their commencement exercises for having completed six weeks recruit training with the Headquarters PAF and Headquarters Squadron, Nichols Air Base, Rizal City on 19 August 1948.

The graduates were greatly honored with the presence of Colonel Pelagio A. Cruz, CO, PAF, who distributed the diplomas.

Major Jonas A. Victoria, Chief of Air Staff A-3 PAF, Major Pedro C. Aragon Jr., CO, Nichols Air Base, PAF, Capt. Leon J. Hernandez, CO, Hq. PAF and Hq. Sq., some other PAF officers and other invited guests of the graduating class witnessed the affair.

The graduates are:

Pvt Velasco, M R	Pvt Abitang, F	Pvt Anover, C
" Luchavez, P	" Lopez, J	" Loriaga, G
" Castillo, T	" Sergio, G	" Cruz, P de la
" Canada, L	" Primitivo, R	" Blanco, L
" Balatayo, V	" Junio, T	" Gonzales, G
" Ramos, J	" Cenon, W	" Alagon, A
" Taposok, D	" Gabriel, T	" Digo, B
" Burbos, G	" Rosal, F	" Bascon, C
" Endagan, F	" Tuzon, J	" Lagrimas, B
" Cortez, T	" Rivera, E	" Tabingco, L
" Montera, C	" Iñigo, O	" Sacramento, F
" Antipuesto, M	" Canancial, L	" Bonifacio, R
" Abellanosa, M	" Limbling, C	" Mollabo, E Jr.
" Sanchez, E	" Lucas, F	" Sarasa, F
" Tabaybay, G	" Vitacion, J	" Macapagal, F
" Parra, R	" Supnet, P	" Javier, Q
" Camiro, G	" Roque, B	" Villacete, R
" Abellanosa, M	" Sequi, P	" Narves, A
" Ramido, L	" Villa, G	" Tompong, M
" Las Marias, A	" Bacalzo, S	" Jesus, G
" Riparip, L	" Kagawan, A T	" Jaylo, M
" Tornito, F	" Adriano, B	" Narvas, D
" Ibañez, J E	" Cacacho, N C	" Crispin, M
" Cruz, E de la	" Aspiras, C	" Pardines, K
" Baroma, S	" Chico, D	" Nemil, G
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" Caceres, D	" Melicano, A	" Gallarte, J
" Coloma, J	" Gabriel, E	" Santos, R E
" Rayton, O	" Piencenaves, G	" Azul, J
" Simplicio, P	" Mamerto, M	" Balderama, J
" Dolatina, F	" Damian, A	" Abogaio, J
" Torrado, E T	" Saavedra, J	" Enriquez, M
" Peria, G	" Alvaro, T	" Pañer, H
" Santos, R C	" Sancho, F	" Panso, E
" Basa, A	" Tamania, E	" Bugayong, F
" Balderas, N	" Natividad, R	" Dugo, D
" Fajardo, N D	" Felio, S	" Canete, C
" Blanco, D	" Deon, J	" Coloma, A
" Gallaza, P	" Constantino, R	" Briones, S
" Dollote, J	" Baya, G	" Porres, L
" Borres, J Jr.	" Pedalizo, A	" Cavellon, E
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**"The enjoyment of the highest attainable standard of health is one of the fundamental rights of every human being without distinction of race, religion, political belief, economic or social condition.**

**The health of all peoples is fundamental to the attainment of peace and security and is dependent upon the fullest cooperation of individuals and states."**

*From the Constitution of the World Health Organization.*

The Philippine Tuberculosis Society before the outbreak of World War II had the following units: A Central Office in Rizal Avenue, Manila; Manila Dispensary and its subsidiaries in Tondo, San Nicolas, Sampaloc and San Andres; Quezon Institute, considered the biggest and best equipped sanatorium in the Orient with a bed capacity of 700; and ten provincial sanatoria and dispensaries in Cebu, Iloilo, Capiz, Tacloban, Zamboanga, Vigan, Cabanatuan, Calamba, Naga, and Baguio.

Commandeered by the Japanese during the occupation, some of our buildings were destroyed and others ruthlessly damaged. The X-ray and other vital equipment were looted. During the later part of Japanese regime, the patients in Quezon Institute were transferred to San Juan de Dios Hospital in

Intramuros and it was there that, together with about 100 of the male patients, physicians, nurses, a sister of mercy and helpers were brutally massacred. Withal, the Society managed to get up on its feet. The work of TB prevention and control was immediately started from scratch. The Society was encouraged by the generous response of the public during the past years especially in the 1947 Drive. Since then much has been accomplished in the way of rehabilitation.

Although only partly rehabilitated, the Quezon Institute has now a bed capacity of 900. The Philippine Army veterans of World War II who have fallen victims to TB are confined in two wards of about 100 beds each. Patients continue to knock at the gates of the hospital but unfortunately not all can



The physician and nurse giving home treatment.



First step in a lung surgical operation —applying anesthetics.

be admitted because of lack of accommodation. Our people through mass education are convinced of the advantages of sanatorium treatment. Money and more money is necessary before the Society can hope to reach the minimum standard requirement of 2½ hospital beds per annual death. For our mortality rate of 35,000, we should have 87,500 beds available. It is a sad thing to admit, but it is nonetheless true that in this respect the Philippines is far behind the other nations in the world. Where we should have, 87,500 beds, we

**JOIN THE 1948 EDUCATIONAL AND FUND DRIVE**

# Malacanan Palace

## MESSAGE

### Anti-Tuberculosis Drive August 19-September 19, 1948

As the Philippine Tuberculosis Society opens a new drive for voluntary contributions to its funds, I wish to call the attention of our people to the fact that the White Plague is one of their deadliest enemies. This disease kills or invalidates more Filipinos than any other human affliction. More than any other ailment, it brings to our people each year greater economic loss, more grief and more deaths.

Fortunately, the Philippine Tuberculosis Society is gradually arresting its havoc. Through medical care on the one hand and its educational campaign on the other, the Society is slowly but surely turning the tide against this dread disease. To finally win its battle, it needs the material and moral support of all.

We Filipinos are noted for our spirit of charity. By supporting the Philippine Tuberculosis Society with our contributions, we shall be doing more than a simple act of philanthropy; we shall be making our communities safer places to live in not only for ourselves but for our posterity. Tuberculosis being a highly contagious disease, its eradication is an act of self-protection by those who participate in it. Support of the Society is the most logical and effective means for accomplishing this vital objective.

(Sgd.) ELPIDIO QUIRINO  
*President of the Philippines*

Manila, July 29, 1948.

only have 1,300! Our statistics show that in Quezon Institute, a total of 11,520 have been confined and a total of 64,219 have received treatment in the dispensary.

The following provincial units have been partially rehabilitated and to date have a total attendance of:

Cebu TB Pavilion	23,319
Iloilo TB Pavilion	26,071
Capiz TB Dispensary	770
Tacloban TB Dispensary	8,849
Legaspi TB Dispensary	487
Vigan TB Dispensary	3,941
Tuguegarao TB Dispensary	1,788
Zamboanga TB Dispensary	3,760
Rizal City TB Dispensary	10,365

T o t a l . . . . . 79,350

For cases where hospitalization was impossible for lack of accommodation, home extension service has been invariably extended. A total of 47,246 patients have been given treatment in their own homes since liberation to June 30, 1948. Nevertheless, this has in no way been a solution to the problem for the control of this dread disease.

The problem of TB control does not, of course, only mean the medical treatment of the TB patient. The social and economic implications of this scourge are as equally far reaching as the treatment of the patient. If he is the bread

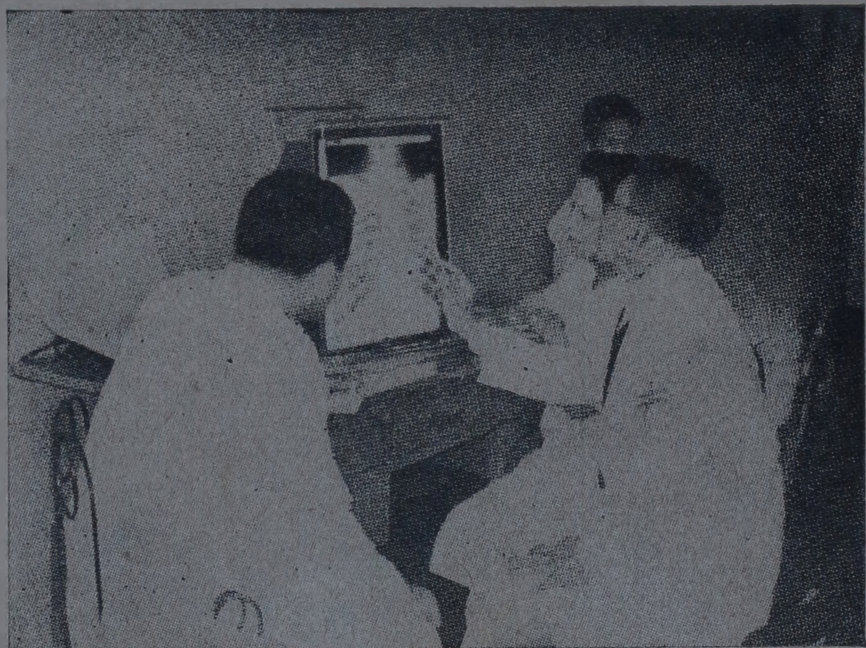
Discussion and interpretation of X-ray findings by medical staff members of the Dispensary.

earner, his family becomes destitute. This angle is never overlooked and the social service worker of the Society has always tried, often with success, to place a healthy member to take the place of the sick. What does this rehabilitation program mean to the country? In the words of John Galsworthy, "Restoration is as much a matter of the spirit as of the body; to heal the one without the other is impossible." Rehabilitation means that TB patients may have the opportunity to learn and earn a living.

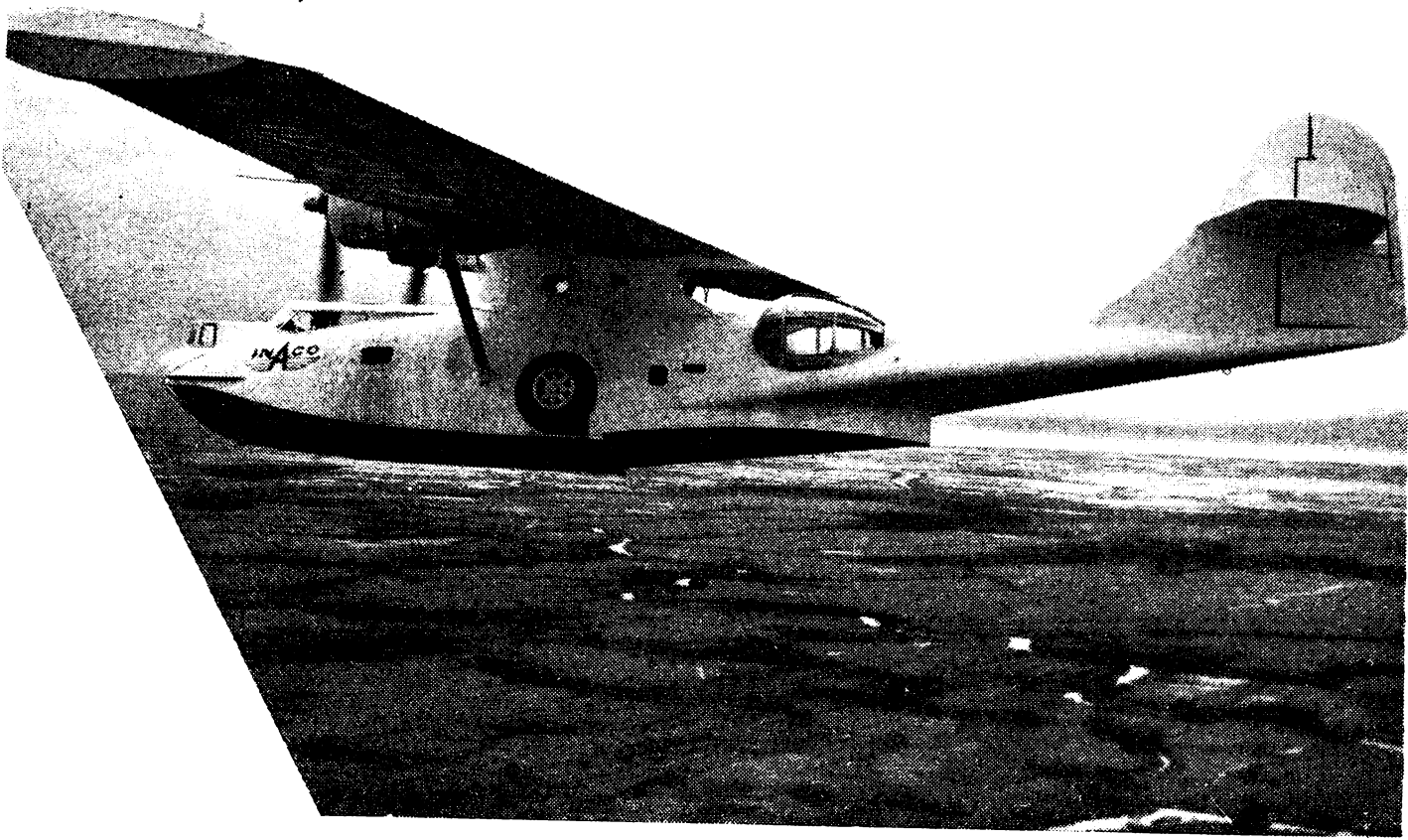
Health education for the masses has

been intensified during the last two years. Movies, lectures, press releases, posters, and pamphlets,—all intended to arouse intelligent action against tuberculosis—have been made use of. Already, schools, factories, and civic groups are organizing themselves for community health improvement.

Today the Society is ready to carry on the fight relentlessly throughout the length and breadth of the Archipelago. This it cannot do without the moral and financial help of every-citizen. It is for this reason that His Excellency, President Elpidio Quirino has proclaimed August 19th to September 19th, 1948, the Anti-Tuberculosis month during which period an extensive and intensive Educational and Fund Drive will be held in the Philippines. August 19th is the anniversary of the birthday of the late President Manuel L. Quezon who did so much to further the cause of the Anti-TB movement in the Philippines and for whom Quezon Institute was fittingly named. The education of our masses is one of our main objectives. The 35,000 Filipinos that die yearly of TB are victims of ignorance and superstition. TB is preventable if people would only follow the simple rules of hygiene and it is curable if discovered and treated in its early stage. Modern science has made so much progress that today with the latest trends in the treatment of this disease, there is no reason why tuberculosis cannot be conquered in the Philippines, as it has been conquered in the United States, Sweden, Norway, and Denmark. What other nations have accomplished, the Philippines, too, can, provided every citizen does his share. During this Drive, this opportunity is presented to you. Take it and feel the pride of sharing a little of what you have with those who suffer from this malady, for it is the only way you can protect yourself, your family, and your nation from Tuberculosis.



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**MANILA INTERNATIONAL AIRPORT**

## Philippine Industry . . .

(Continued from page 32)

them only in small quantities it is about time that stock piling of these materials started.

We cannot argue that we have mines from which we can get these materials. In an emergency we will need immediately these materials in large quantities. We cannot afford to delay by tapping the mines which cannot produce the much needed materials on time. Scrap metals, for example, should not be allowed to leave the Islands. We need them and we will need them in the future.

Industrialization of the country will require manpower, especially scientists and technologists. We lost many top-rank men of science and industry during the war. Some studies should be made to exempt technically trained people from duty with combat units. Their technical skill should be utilized in the factories that produce these army needs.

In times of peace they should be earmarked for definite lines or specialties so that when emergency comes, the country can utilize its manpower to the fullest. If we do not have enough qualified technical men, as argued by some, then it is time that we gave "on-the-job" training to our people. Let us increase the number of technically skilled men and women to meet war-time requirements.

The question of location for an industrial plant is an important one. Besides the factors normally considered in the selection of sites for an industry, the possibility of strategic bombing must be looked into. Shall we have dispersal of individual factories or centralized underground plants?

These points all viewed from the stand-point of national security, are necessary in considering the industrial development of the country. Industrial planners must consider them. Much remains to be done, but we have the time to do it now: we would have none after an attack upon us.

## Record Bar

(Continued from page 45)

try out (watch for *Cumana* samba, which he wrote), incidentally he's a local boy; Jack Fina, another great piano player;

"Eddy Howard, now a current favorite who plays sweet and streamlined ditties or feature songs; Stan Kenton (caught him last night at the Elitches Trocadero), whose weird harmony effects are about ten years in advance of present music stylings (he has 5 trumpets and 5 trombones, one of the best men in the business—Safranski);

"Orrin Tucker, an old favorite who has a bright new style; Joe Reichman, the old sweet-man; Art Kassel, still a favorite: Tiny Bradshaw, a hot-man; Dizzy Gillespie, the king of "be-bop," who plays a really scintillating trumpet: more are due next week.

"Also, in the meantime, I caught the King Cole Trio at the Rainbow Ballroom, a huge dance hall in the heart of Denver, built for a decent crowd (no cracks about how he got there—ed's note)—beer being the hardest drink you can buy. What do you think? Isn't this place the Paradise for Pleasure."

The local bar fly would reserve opinion—we's from Missouri, ya gotta show me.

The letter continues:

"There are about a hundred good right clubs and about another 150 lesser "jernts." I've gone to about 40 of them, with souvenirs from each one (such as match folders, hi-ball mixing spears, and other knick-knacks from various bars)—and I find the Aeroplane Club and the Broadmoor about the most enjoyable. There are also 3 huge drive-in theatres—where you sit in your car and watch movies—and . . ."

But the rest, we must censor. We're not that tipsy. Just the same, this bar fly feels the "urge" to get out and moving again. So 'til the next drink—it's on the house, brothers.

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# Announcing

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## New Qualification For PAF Aviation Cadets!

**Headquarters Philippine Air Force announced today new qualifications for aviation cadet applicants for flying training, to be effective immediately, as follows:**

- a. Must be a male citizen of the Philippines;
- b. Must be between 18 and 24 years of age on date of appointment;
- c. Must be at least 5 feet and 4 inches in height;
- d. Must have finished at least two (2) years college or an equivalent of 60 units of college credit;
- e. Must be single;
- f. Must be physically and morally fit.

*All of those applicants who have heretofore qualified under the previous qualifications but have not as yet been called for flying training will now have to fulfill the new requirements, otherwise they will no longer be carried in the list of qualified applicants for flying training. L LL L LL*

**It must be remembered that pre-war educational qualifications for aviation cadetship was also two years college. The reduction in educational qualifications immediately after liberation was prompted as an experiment and because very few high school graduates were able to continue their studies during the Japanese occupation. The first batch of aviation cadets who started flying training on February of this year showed disappointing results particularly the High School Graduates. Practically all of the cadets who were only High School Graduates were eliminated in the Primary phase of the flying course, mostly due to deficiency in academics. It is believed just and fair to both the government and individuals concerned, for the Philippine Air Force to take in aviation cadets who have even chances of earning their Pilot's wings.**

**For further particulars write**

**PHILIPINE AIR FORCE RECRUITING CENTER  
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