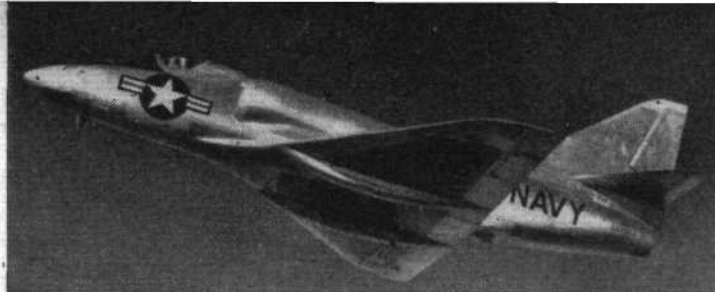




Martin XP6M SeaMaster (U.S. Navy).



Douglas A4D-1 Skyhawk (U.S. Navy).

665  
FLIGHT  
13 May  
1955

## THE WORLD'S AIR FORCES . . .

York), which trains the Air Force Reserve, the Air National Guard, and supervises the Air Force Reserve Officers Training Corps and the Civil Air Patrol. Of these organizations, the Air National Guard is the most important, and it corresponds roughly to our R.Aux.A.F. The A.N.G. was largely pulled into the regular Air Force in 1950, but it is now stronger than ever before, and its strength is once more on a peace-time footing under State control. Since March, 1953, the number of aircraft in the hands of the civilian components of the Air Force has more than doubled, and 44 fighter, light bomber, reconnaissance and troop-carrier wings have been organized. Of the Air National Guard's 87 Tactical Squadrons, 62 were jet-equipped a year ago.

Overseas U.S.A.F. strength is as great as that based in the U.S.A., and is divided into five Commands. The Alaskan Air Command (Maj. Gen. George R. Acheson, Elmendorf A.F.B.) is equipped with, *inter alia*, wings of long-range all-weather Scorpions, which can operate even in the adverse weather conditions prevalent in the Alaskan and Aleutian region. The Northeast Air Command (Lt. Gen. Glenn O. Barcus, Pepperrell A.F.B.) is an air-defence force loosely integrated with the R.C.A.F., and its bailiwick ranges over the whole area north and east of the N. American continent. Caribbean Air Command (Maj. Gen. Reuben C. Hood, Jr., Albrook A.F.B., Canal Zone) controls a strong complex of bases and operational formations extending around the north coast of S. America, and across to Puerto Rico, Cuba and other West Indian islands. Military exercises are frequently held in this region, and the great range of the U.S.A.F. Missile Test Center extends into the Atlantic off Caribbean's eastern border. Far East Air Force (Gen. Earle Partridge, Tokyo) has a strength of 14 Wings.

The United States Air Forces in Europe (USAFE) is one of the largest of all overseas commands (Lt. Gen. William H. Tunner, Lindsey A.F.B., Wiesbaden). All U.S.A.F. activities in Europe come under the jurisdiction of this headquarters, with the exception of S.A.C.'s training programmes in England and N. Africa. The chief units of USAFE are the 12th Air Force in Germany and France, the 3rd Air Force in the United Kingdom, the 5th Air Division in French Morocco, the 80th Air Depot Wing at Nouasseur, French Morocco, the 73rd Air Depot Wing at Chateauroux, France, and the 85th Air Depot Wing at Erding Air Depot, Germany.

Included in 12th Air Force are numerous Wings of tactical aircraft, including RF-80s, F-86Fs, F-86Ds, F-84Gs, F-84Fs, and B-57s. Most of this strength is based along the line of the great new NATO bases west of the Rhine. From the NATO point of view—which is of primary importance, operationally—this Air Force is a part of the 4th Allied Tactical Air Force.

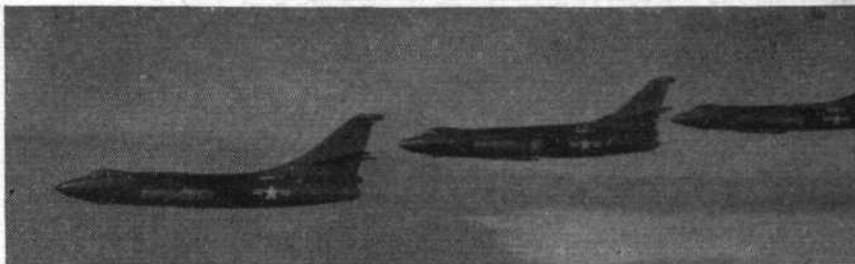
In the United Kingdom there are three U.S.A.F. Commands: the 3rd Air Force and 7th Air Division (Maj. Gen. Roscoe C. Wilson and Brig. Gen. Thomas C. Musgrave, Jr., respectively, South Ruislip, Middlesex) and the Northern Air Material Area (Brig. Gen. Troup Miller, Jr., Burtonwood, Lancs.). The 3rd A.F. combat units include the 49th Air Division (B-45s and F-84Fs), the 406th F/I Wing (F-86Ds and F-86Fs), and the 582nd Air Resupply Group (which is essentially a support unit, equipped with C-119s, SB-29s and SA-16s). The 7th Air Division is an operational organization under the direct control of S.A.C.

## The United States Navy

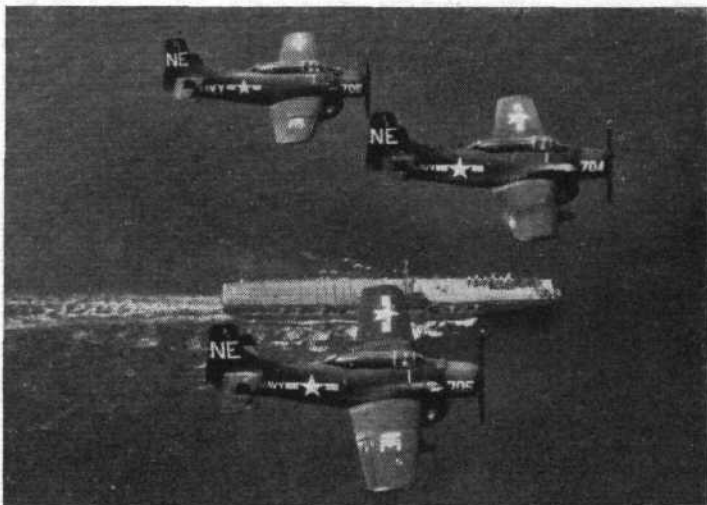
AS MIGHT be expected, the air strength of the U.S. Navy is very great; in fact, this Service incorporates the third largest "air force" in the world, the only larger flying Services being the Air Forces of the U.S.A. and U.S.S.R. Naval aviation in America has no separate mission or operational organization, but forms an integral part of the Navy as a whole.

Units from every Naval and Marine Corps formation are organized into Task Forces—self-sufficient, with global mobility and able to tackle virtually any military assignment. The sections of U.S. Naval aviation which put to sea therefore have the same operational organization as the U.S. Fleets, which is currently as follows: the First Fleet (Admiral Felix B. Stump, with Vice-Admiral Harold M. Martin as Air Commander) is in the Pacific; the Second Fleet (Vice-Admiral John H. Cassady, with Vice-Admiral Fredk. W. McMahon as Air Commander) is in the Atlantic; the Sixth Fleet (Vice-Admiral Ralph A. Oftsie) is in the Mediterranean and other European waters, and would be placed at the disposal of SACEUR (p. 615) in time of war; and the Seventh Fleet (Vice-Admiral Alfred M. Pride) is in the Far East.

The above Fleets account for a major part of the striking power—particularly the short-range power—of Naval aviation. All the large, long-range aircraft, together with flying boats, transports



Douglas A3D-1 Skywarriors (U.S. Navy).



Douglas AD-4W Skyraiders (U.S. Navy).



Sikorsky HSS-1 (left) and Bell HSL-1 (U.S. Navy).



Grumman S2F-1 Sentinel (U.S. Navy).

(Below) Lockheed P2V-3 Neptune and K-blimp (U.S. Navy).

