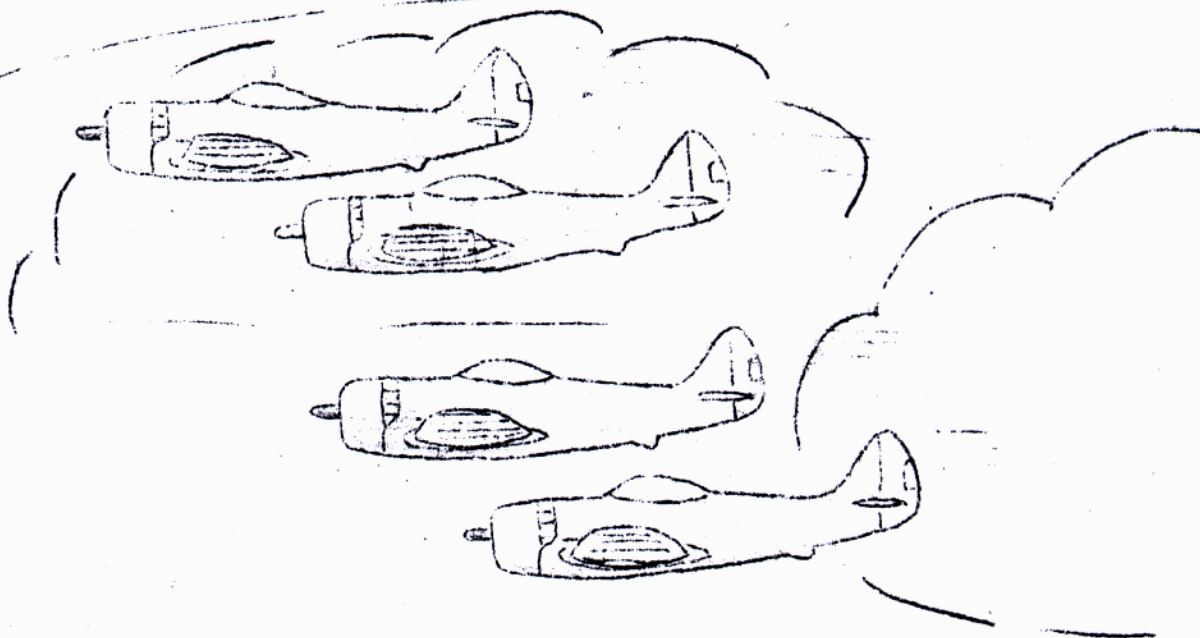


THE THUNDERBOT



Vol 1 No 1

NEW YORK AIR NATIONAL GUARD
NIAGARA FALLS, NEW YORK

4 April 1949

The publication of the Poop-sheet is hereby created. It will be a weekly publication and the yet unannounced, unpicked, unheralded and un-whatever you may wish to call Staff of the Thunderbot is commended in advance for the fine cooperation that will be expected of them as soon as this staff is in existence. In short, fellows, a Staff to publish this weekly epic of journalism is sadly lacking. So come on, you reporters, editors, Brenda Starrs and Chugg chugg Kelly's, get together right now, tonight, and form yourselves into a staff. Meet tonight after drill, in the orderly room upstairs.

SUPPLY NOTES

UNIFORMS!! We know that this is of special interest to all enlisted men, so therefore we'll take this item up first. All uniforms have been requisitioned from the US P&D O and should be in before long, we hope. Don't you think we want to see you all dressed up, you lucky airmen!

Capt Zaroles, your Base Supply Officer, just returned from a short trip to Washington where he attended a Supply Conference. Much information was obtained on stock record cards and other supply procedures.

It is brought to the attention of the members of this unit that when a man is transferred or discharged, it will be necessary for him to clear the Base before leaving. All property and articles of uniform have to be returned. But more of that when everybody owns a uniform.

SQUADRON INSIGNIA

The 136th Fighter Squadron, being the tactical unit of this Base, should immediately have a colorful insignia. So you designers get together and whip one up. Don't forget, when National Guard Bureau approval is received, the insignia will appear on all planes and will be available for jackets, autos, etc. Same goes for insignia for all units on this Base. A \$10.00 prize will be awarded for the winning squadron insignia.

* * * * *

AIR TRIPS

A record of all hops is now being maintained and there are a lot of you "Greenhorns" who "ain't" been up yet. You new basics come on out on week-ends and see the Falls from the air. You, too, can make like a bird!

A NOTE FROM YOUR AIR INSTRUCTOR

Sq Det, 207th Air Service Group, the 107th Fighter Group and their allied units have been organized a short four months. On 8 December 1948 a Federal Recognition Board convened at the present site we occupy and recognized a handful of officers and airmen as the original cadre of personnel. The organizations stationed here did not, on that date, have one item of equipment or one item of supply.

Now, at the time of this writing, we have 68 officers and 315 airmen assigned to all units. We have 9 airplanes. Our motor pool has a small portion of its transportation equipment. Although a substantial portion of the necessary supplies to maintain this equipment is lacking, the fact remains that we know it is enroute, and we also know that we will progress from a planning stage to a high degree of operational efficiency in the near future.

Now we all know how far and how much the units have progressed. How can we progress more? Attend all the drills, help the recruiting campaign. We still need and welcome many more airmen. Learn all you can about the Air National Guard and the Air Force and find out what it means to you. Ask questions and demand answers.

Have you made arrangements to attend field training? Now is the time to work on your employer. Remember - July 23 thru August 8, 1949.

* * * * *

TRAINING PROGRAM

Nearly 40 Air National Guard Officers from units throughout the Nation recently attended a three-week conference at the National Guard Armory, Washington, D. C. The conference, called by the Air Force Division of the National Guard Bureau, worked out a suggested three-year training program for Air Guardsmen. Major Wolfson, our representative from the 107th Fighter Group, informed us that the group, a representative cross-section of personnel from all types of Air Guard Units, considered and weighed the hour-value of basic and advanced instruction courses in relation to the Air Guard's career program. It included officers from Fighter, Bomber and Aircraft Control and Warning Squadrons.

Col Robert J Kirsch is at present attending a conference at Orlando, Florida, where this program is to be presented to the Air Force for acceptance.

* * * * *

REMEMBER! Field Training July 23 through August 6, 1949.

Plans are being formulated to organize our own baseball (softball) league. Equipment will be furnished; keen competition will be arranged every week. Practice to begin soon and teams to be formed. Watch this section for developments about this important feature.

* * * * *

AIR FORCE BLUES

The Regular Air Force has authorized a Blue uniform. Sufficient cloth, however, cannot be produced and distributed to equip all Air Force personnel until September 1950. So far as the Air Guard is concerned, the word is to "stand-pat". Considerable time will elapse before the "Blues" are issued to Guardsmen. Guard Officers are cautioned not to buy the blue uniform until complete information is disseminated by the Bureau.

* * * * *

HUMOR

Sgt: "I just got a haircut. Does it look bad?"
Fvt: "No, not too bad - but you'd better stamp your head "This End UP."

M/Sgt: "I dreamed last night that we got a commission."
2d M/Sgt: "Yeah? What were we selling?"

WARNING

"I know that soldier is the man for me, Mother. Every time he takes me in his arms I can hear his heart pounding."

"Better be careful, daughter! Your Pa fooled me that way for almost a year with a dollar watch."

NEW AIR FORCE CHEVRONS

The Air Force this week granted authority to all commands to issue the new-type chevrons. Heretofore, only several of the Air Force Commands had this authority, although some enlisted were able to buy the new chevrons.

Quartermaster Corps officials have informed the Air Force that stocks of old chevrons must be utilized first, but that requisitions for the new chevrons will now be accepted. Initial supplies reportedly are scant. Therefore, it may be some time before all airmen are issued the new-type chevrons.

ONE YEAR AGO

The U.S. Air Forces' newest long range fighter, and the first ever powered by four jet engines, the Curtiss-Wright XP-87, successfully completed its first test flight this week at Muroc California Air Base, remaining aloft for about an hour.

IT'S EASY

How fat she is -
She used to wasn't -
The reason is -
She daily doesn't.

REMEMBER! Field Training -
July 23 through Aug 6, 1949.

INSIDE DOPE

Capt Reed, the Commanding Officer of Det "A", 207th Air Service Group, recently became the proud daddy of a bouncing baby girl. Some Service, eh what! Congratulations from all, Captain.

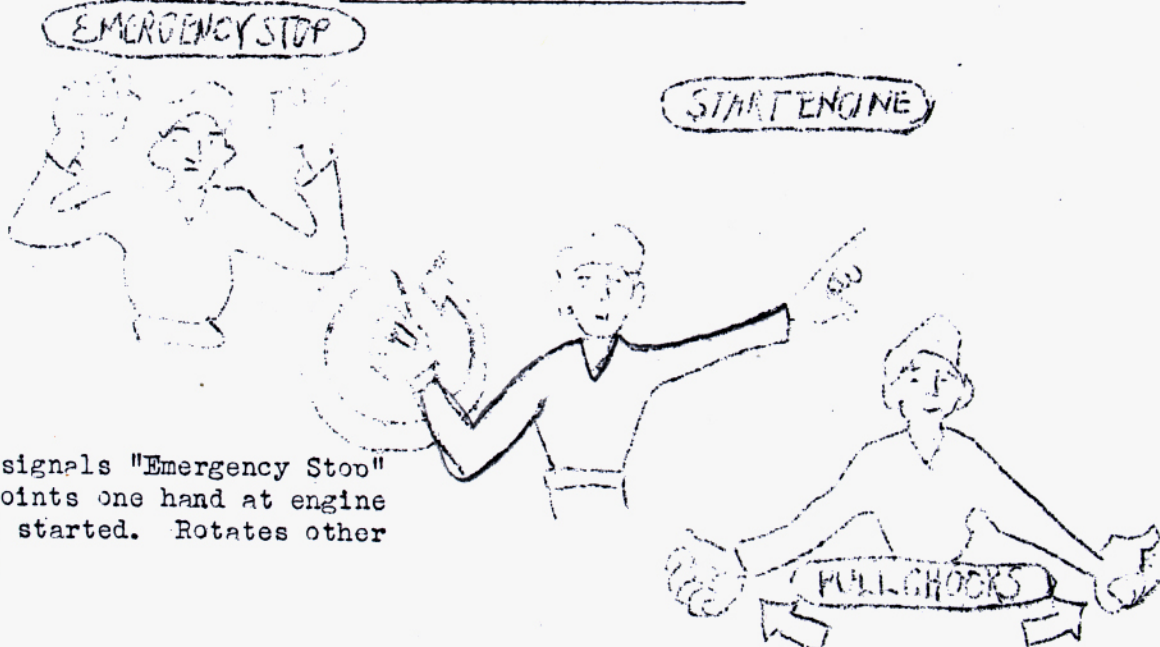
ANATOMY

"I'm going to an optician to have my tooth pulled."
"You mean a dentist."
"No, - it's my eye tooth."

WAR SERVICE

One of Doolittle's Japan Raiders was our Joe Manske, 107th Fighter Group S-4 Officer. As aerial engineer on one of the B-25's that took off from the Aircraft Carrier "Hornet", Capt Manske was in on the first attack against the Japanese mainland. In Capt Manske's words - "We left a roaring fire in Tokyo that could be seen for many miles." Having insufficient fuel to reach the designated airfield in China, the entire crew in Capt Manske's ship bailed out in the dark. It was quite a harrowing experience to be picked up by the Chinese and escorted back to friendly territory. After returning to an American Base, Capt Manske flew quite a number of combat missions before returning to the United States. We can feel proud to have Capt Manske as one of us in the National Guard.

TAXIING CONTROL SIGNALS



First signals "Emergency Stop"
Then points one hand at engine to be started. Rotates other hand.

A WORD TO THE WISE

If you ever receive permission to inspect a parked aircraft, exercise extreme caution when entering it. Observe all 'Do not step' signs and tread on the wing walk only. Especially do not touch the trim tabs, which are located on the ailerons and on the tail assembly. The slightest change in the angle of the tabs will cause the plane to get out of trim and it may crash. These tabs are to be adjusted only by a mechanic or the pilot himself, because the angle of these tabs are vital to the flight of the plane and to the safety of the pilot.

When inside a cockpit, never move any switches or knobs as the slightest movement may cause trouble. A slight flick of the starter solenoid switch will cause the prop. to turn over slowly. If any unlucky person happens to be standing under or near the prop he may be seriously hurt or maimed by your unthinking actions. Although that propeller may only turn over once, remember, it is made of steel and our heads are not. Which do you think will give first?

Besides not touching any of the various switches and what have you in the cockpit, do not fool with the controls unless so authorized. If someone should be standing next to or underneath one of the control surfaces when you move it, they may receive a nasty jolt. And there again metal wins out over flesh and bones.

Any curiosity you may have had, no matter how great, will never compensate for the damage you might accidentally do by touching this, or moving that, just to see what it does. For until the time you know enough about planes to know what not to touch, we ask you to exercise extreme caution and use a little common sense when you are dealing with \$95,000.00 airplanes.

GUARD ACQUIRES NEW PLANES

Recently the Niagara Falls Air National Guard acquired some new planes. There were a B-26 (formally the A-26) accompanied by 3 Jugs, which arrived at the base from Marietta Georgia. At the controls of the B-26 was Major Wolfson who flew the plane home. The B-26 will be used as a gunnery tow ship for the Jugs. To do this, its turrets

AN OLDD STICK IN THE MUD

While Lt. Wackerman was taxiing to the take-off runway to participate in the "Sattlers 998 Airlift Show", he noticed that he was taxiing in front of Lt. Miller instead of behind him as per take-off instructions. To correct this condition, Lt. Wackerman pulled off the taxi strip and right into the soft mud of the shoulder. Despite efforts of the pilot of the plane could not free it, so Lt. W. was transferred to another ship while mechanics hauled the B-47 out of the mud by means of hydraulic jacks under the wings and helped by the tow truck.

(Operations cautions all pilots to be careful not to run off the taxi strip when taxiing out. If you do get off into the mud, DO NOT ATTEMPT TO GET IT OUT. Call the tow truck to pull you out.)

Meanwhile, by a strange coincident, Lt. Wackerman was given a ship whose number was 998, the same number as the airshow he was to fly in.

LINK TRAINER ARRIVES

All pilots at the Niagara Falls air base have to have 21 hours (min) flying the link trainer. They check out in ground control landings, radio beam flying, and blind flying.

In charge of the trainer is Cpl. Joseph Paprocki, who operates the various controls and simulates different flight conditions.

In case you don't know what a link trainer is, I will explain; It is a small size plane just large enough to house a pilot and the various controls. It is shaped exactly like a real one except that it has a small fan motor instead of an engine. Grouped in front and all around the pilot are all the controls you would expect to find in a real plane and then some. Various flight conditions are simulated by the instruments, co-ordinated by the instructor to make the pilot 'sweat it out'. A blind flying hood can be placed over the cockpit to further create the illusion of really flying. Flight conditions are so real the pilots have been ready more than once to 'ditch ship' and 'hit the silk'.
