

USAF

UNITED STATES AIR FORCE

FOUNDING CENTENNIAL & 60TH ANNIVERSARY

1907 - 1947 - 2007



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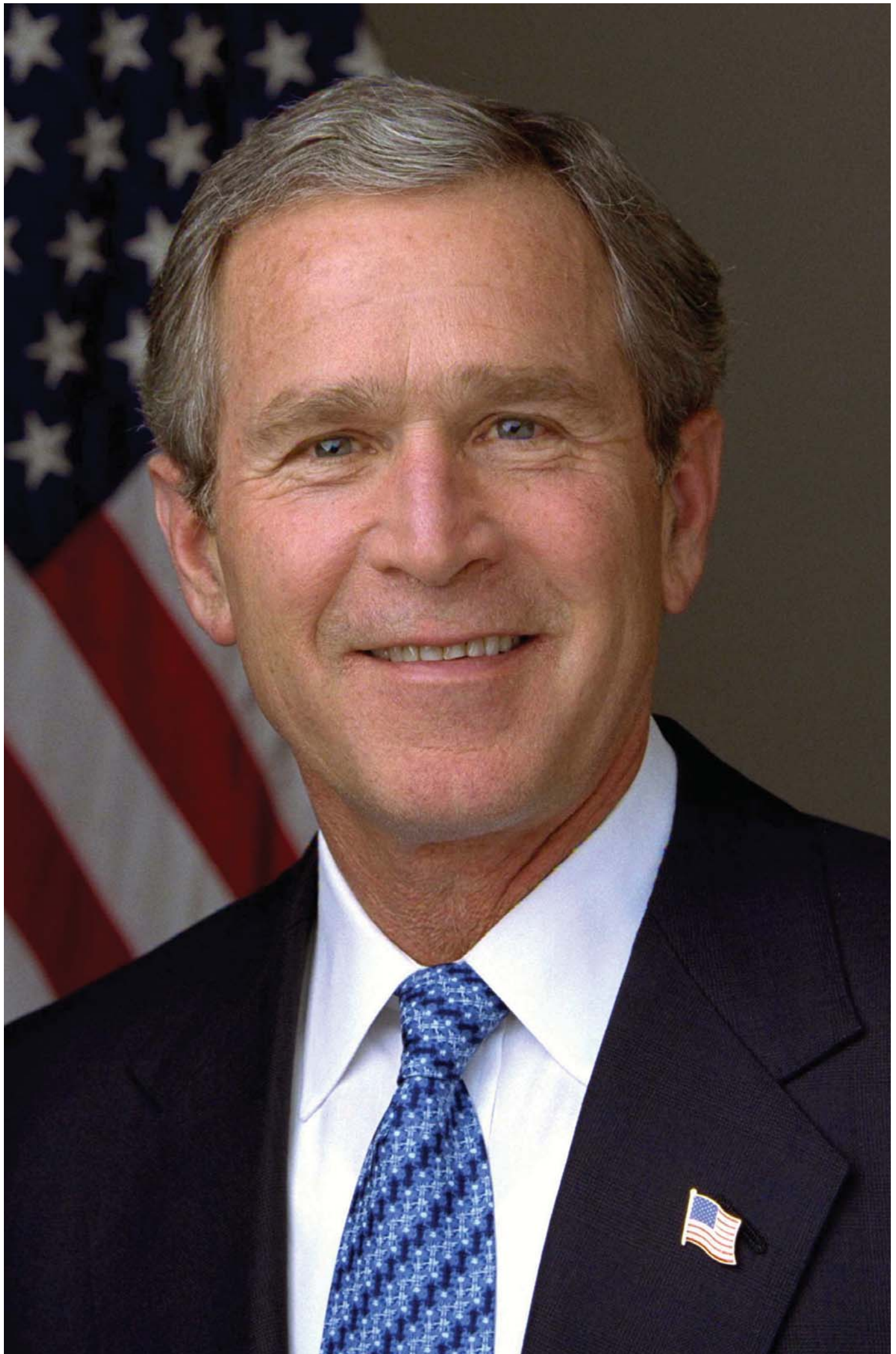
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THE WHITE HOUSE
WASHINGTON

June 25, 2007

I send greetings to those celebrating the 60th anniversary of the United States Air Force.

Nearly 100 years after Orville Wright flew the first military plane at Fort Myer, Virginia, the United States Air Force continues to use the power of flight to secure peace around the world. America is stronger because of the brave men and women of the United States Air Force who willingly assumed the duty of military life and built a great tradition of faithful service. For six decades, a long blue line of heroes have defended freedom in the skies above so that all Americans could enjoy a bright horizon of liberty and peace. The strength of these patriots has shown the power and resilience of the American spirit and the indomitable character of our Armed Forces.

For generations, our Nation's airmen have climbed sunward and chased the shouting wind, and this celebration is an opportunity to honor all who have served in the Air Force. As a part of this brotherhood, your service will be forever remembered and honored by the citizens of a free and grateful Nation. Your courage and selflessness serves as an inspiration, and our country is proud of your loyalty and patriotism.

Laura and I send our best wishes. May God bless you, may God bless our troops, veterans, and their families, and may God bless America.

A handwritten signature in black ink, appearing to read "George W. Bush".

As it reshapes and transforms, the U.S. Air Force can provide even more joint and interdependent capabilities to ensure continued dominance in air, space and cyberspace - a prerequisite for any successful engagement on land, in the air, or at sea.



FOREWORD

America's Asymmetric Advantage

BY MICHAEL W. WYNNE

It is an honor and a privilege to be the U.S. Air Force Secretary and to contribute to this special commemorative publication, *United States Air Force, Founding Centennial & 60th Anniversary, 1907 - 1947 - 2007*. In my visits at home and abroad, our USAF Airmen are defined by their courage, efforts and innovations. This book showcases the valiant sacrifices made daily by America's courageous Airmen.

Man's quest to fly was realized on December 17, 1903. Just four years later the Army Chief Signal Officer, Brigadier General James Allen, sought bids for the first heavier-than-air American military flying machine. The specifications called for an aircraft that could carry two people, fly at 40 miles per hour for 125 miles without stopping, with controllable flight in any direction, and able to land at its takeoff point without damage. Today the U.S. Air Force has unparalleled range and payload born from this humble beginning.

Sixty years ago, on September 18, 1947, the National Security Act established the United States Air Force as an independent service within the Department of Defense. In the six decades since then, the U.S. Air Force has been pivotal as America's strategic shield and sword, protecting peace and freedom throughout the world. Since the USAF's inception, America's Airmen have kept a truly global perspective, with thinking not constrained by mountains, valleys, or shorelines. That unconstrained thinking is alive in U.S. Airmen today, and is the force that provides the Global Vigilance, Global Reach and Global Power for the United States.

Over the last 100 years air power has evolved dramatically and

shaped every major conflict. Beginning in WWI as an observation platform, the aircraft quickly adopted pursuit and ground attack roles. During WWII, technology gave rise to heavy bombers with the range and payload to be used with crippling effect in the strategic attack role. America's asymmetric advantage of air superiority was cemented in the Korean conflict, and since April 1953, no U.S. ground forces have come under attack from enemy aircraft. The Vietnam War left the USAF with many lessons learned and imprinted on our service the moral imperative and commitment to the Combat Search and Rescue mission - today only the U.S. Air Force organizes, trains and equips dedicated forces for this vital mission. Desert Storm delivered precision on a new scale and began the integration of aircraft from all services under the control of a single Airman. Air power operations in Iraq and Afghanistan can be described as seamless, precise, and lethal. Today, the USAF dominates all spectrums of conflict, across all levels of warfare and provides the United States sovereign options, from kinetic or non-kinetic strike to humanitarian relief.

Tireless efforts of air power giants like Mitchell, Arnold, Spaatz and Schriever gave us our dominance we enjoy in the Air and Space domains today. Unconstrained thinking continues today with the U.S. Air Force recognizing Cyberspace as the newest war fighting domain which we intended to dominate as well. By dominating Air, Space and now Cyberspace, America's Air Force sets the strategic and tactical conditions for victory - delivering global effects and information to joint and coalition commanders.

Currently, USAF Airmen around the world commit their energies to fighting and winning the Global War on Terror (GWOT)

67th Network Warfare Wing brings Air Force dominance to cyberspace. (U.S. Air Force photo/Master Sgt. Jack Braden).



while dynamically posturing for the future. Armed with the world's most advanced equipment and the best training and education, America's Airmen bring unparalleled vantage, range, payload, precision, lethality and persistence - on a global scale - to the Joint Team. Conduct during humanitarian operations around the world has proven USAF Airmen to be among America's best ambassadors - exemplars of American strength, freedom and hope.

Now, the U.S. Air Force stands at a pivotal moment in its transformation. Our service faces many challenges, including a diminishing budget, increasing operating costs, and an urgent need to recapitalize and modernize its air and space inventories. The U.S. Air Force must overcome these challenges to effectively accomplish its future missions in defense of America's freedoms and values. When terrorists attacked the United States on September 11, 2001, US Air Force fighters, AWACS and tankers immediately took to the sky to fly combat air patrols that protected our families, friends, and neighbors from further attacks. At the same time, U.S. Air Force mobility aircraft began delivering emergency relief supplies to those who needed it most in New York, Pennsylvania, and Washington D.C. Shortly after the 9/11 attacks, Airmen flying an armada of B-52s, B-2s, and B-1s launched from bases around the globe. In concert with AWACS, refueling aircraft and U.S. Air Force special operations combat controllers, these Airmen struck Taliban and al-Qaeda targets in Afghanistan, half a world away. After the fall of the Taliban and the democratic elections of a new Afghan government, America's Airmen - along with their joint and coalition partners - opened a second front in the GWOT, Iraq. Partnering with coalition and joint forces in the air and on the ground, U.S. Airmen helped remove another oppressive regime and operated in air, space and cyberspace to detect and precisely target insurgents attempting to violently disrupt the rebuilding in Iraq and Afghanistan.

PRIORITIES FOR THE FUTURE

To prepare for a successful future, the Air Force has designated clear driving principles: fight and win the Global War on Terror and be ready for the Joint Fight anywhere, anytime; Take Care of our Airmen and their families; and recapitalize our war fighting assets

To help shape the future of the U.S. Air Force, I have established goals to guide the USAF Airmen. These goals include dominating our three war fighting domains, goals about mutual respect, integrity, and achieving open and transparent business practices. We have also established a culture to husband our scarce resources by fostering Air Force Smart Operations 21 by combining the business practices of Lean and Six Sigma into USAF culture.

By establishing these goals under our driving principles and by procuring the right weapon systems today - systems like a new tanker to replace Eisenhower era platforms, 5th generation fighters such as the F-22A Raptor and the F-35 Lightning II, and advanced missile warning and strategic communication satellites - we are arming future USAF Airmen with the necessary systems to dominate air, space and cyberspace as we do now.

HERITAGE TO HORIZONS

During this 60th Anniversary commemoration, the U.S. Air Force reflects on a proud heritage of constantly evaluating and transforming defense capabilities to counter and stay ahead of changing threats to the security of the United States. In its relatively short but noble history, the U.S. Air Force has established itself as the preeminent provider of Air and Space capabilities. As it reshapes and transforms, the U.S. Air Force can provide even more joint and interdependent capabilities to ensure continued dominance in air, space and cyberspace - a prerequisite for any successful engagement on land, in the air, or at sea.

The Air Force will continue to push the envelope of technology while remaining vigilant to dangers - both conventional and unconventional - at home and around the world.

America's Air Force is proud to commemorate its 60th anniversary by reaffirming its dedication to the United States and its citizens long into the future. The U.S. Air Force is building on its heritage and soaring towards new horizons.

MICHAEL W. WYNNE

Michael W. Wynne is the Secretary of the Air Force, Washington, D.C. He is the 21st Secretary and was confirmed on November 3, 2005. He is responsible for the affairs of the Department of the Air Force, including the organizing, training, equipping and providing for the welfare of its nearly 370,000 men and women on active duty, 180,000 members of the Air National Guard and the Air Force Reserve, 160,000 civilians, and their families. With an annual budget of approximately US\$110 billion, he ensures the Air Force can meet its current and future operational requirements.

Prior to assuming his current position, Mr. Wynne served as Principal Deputy Under Secretary of Defense for Acquisition, Technology and Logistics, and Under Secretary of Defense for Acquisition, Technology and Logistics. In these positions he was the principal adviser to the Secretary and Deputy Secretary of Defense for all matters relating to acquisition, research and development, and logistics management.

Before entering public service, Mr. Wynne was involved in venture capital, nurturing small technology companies through their start-up phase as a member of the NextGenFund Executive Committee. He also served in executive positions within two companies. These companies were in the field of Travel (IXATA), and Logistics (Extended Reach Logistics).

In 1999 Mr. Wynne had retired as Senior Vice President from General Dynamics, where his role was in International Development and Strategy. In between working with General Dynamics, he spent three years with Lockheed Martin, having sold the General Dynamics' Space Systems Division to then Martin Marietta. He successfully integrated the division into the Astronautics Company and became the General Manager of the Space Launch Systems segment, combining the Titan with the Atlas Launch vehicles.

This year marks the 65th Anniversary of the WASP, the first women in history to fly America's military aircraft.

Love Field, Dallas
WASP in P-51



ABOVE AND BEYOND, WITH FLYING COLORS: WOMEN AIRFORCE SERVICE PILOTS

BY NANCY ALLYSON PARRISH

In 1954, pioneering pilot Jacqueline Cochran said, "If a fighting war should (ever again) eventuate, I would. . . willingly lay aside my manifold civilian obligations. . . and if necessary, in the lowest rank, crawl across the country on my hands and knees to be of aid to my country."

Over a decade before she spoke those words, she fought against stereotypes, red tape, apathy and public opinion to prove that, if women pilots were given the same training as male aviation cadets, they would be equally capable of flying military aircraft for their country. As the exemplary flying records of 1,102 WWII Women Airforce Service Pilots prove, she was right.

During the 1930s, Jacqueline Cochran became one of the world's foremost women pilots and visionaries. In September of 1939, realizing the importance of air power, Ms. Cochran wrote First Lady Eleanor Roosevelt about her vision of training women pilots so they could release male pilots for combat, should the need arise. That same month, Hitler invaded Poland.

As America's allies struggled against the German Blitzkrieg, women pilots joined the fight. In Russia, "Night Witches" flew combat missions, and in England, led by Pauline Gower, women from England, Australia, Canada, South Africa, New Zealand, Poland and Chile ferried aircraft for the RAF as part of the British Air Transport Auxiliary (ATA). In America, Ms. Cochran persisted in her quest for a military flying training program for American women, meeting with General Henry "Hap" Arnold, Commanding General of the Army Air Force in 1941.

America had not yet entered the war. General Arnold suggested that she fly a lend-lease bomber to England to publicize the need for pilots overseas. While in England she had an opportunity to study the ATA and formulate her own plan. Ms. Cochran's plan included military flight training, organization and regulations for women pilots to serve as part of the Army Air Forces. She was confident that, with training, women pilots could serve in every stateside flying capacity in every command in the Army Air Force. As she later wrote, "I insisted that if women were to be used . . . it should be on an organized basis. Otherwise, I was afraid the female effort would be a flash in the pan."

Returning from England, she met again with General Arnold. He was still not convinced: "Frankly, I didn't know in 1941 whether a slip of



WASP climbs in P-63.

Below: Avenger Field, 1944. Big Spring AAF Band passes in review for graduating WASP.

Right: 44-W-4 Baymates at Avenger Field.

a girl could fight the controls of a B-17 in heavy weather." So, with the General's blessing, Ms. Cochran recruited 25 outstanding American women pilots for the ATA and took them to England. General Arnold did promise that, when the time was right, he would send for her to put her plan into effect. After Pearl Harbor and heavy losses in North Africa, General Arnold, in desperate need of pilots, asked her to return to America to implement her training program.

On September 15, 1942, the Women's Flying Training Detachment (WFTD), headed by Director Jacqueline Cochran, was officially approved, and two months later the first group of women pilot trainees paid their own way to Houston, Texas, to enter Army Air Force flight training. As they raised their right hands and took the Oath "To serve, protect and defend ...so help me God," they were assured that they would eventually be militarized. However, because there was a severe shortage of combat pilots, General Arnold wanted to "get them in the air" and worry about Congressional militarization later.

Due to lack of facilities in Houston, the program was soon moved to Avenger Field, Sweetwater, Texas, where the women pilots received the same training as the male cadets, with the exception of more cross country flying and less aerobatics. During the nearly seven months of flight training, with Army Air Forces

(AAF) officers and personnel in command, trainees lived by military rules and, after graduating, reported to military commanders at Army air fields and bases across America.

In September 1942, Nancy Harkness Love, an outstanding woman pilot, recruited 27 licensed women pilots to fly as civilian ferry pilots - Women's Auxiliary Ferrying Service (WAFS) - for the Air Transport Command. In 1943, General Arnold ordered the WFTD and WAFS to merge and named them Women Airforce Service Pilots (WASP). Jacqueline Cochran was named Director of Women Pilots and Nancy Love continued to head the ferrying operations.

Before the WASP program was terminated, 25,000 women had applied, 1,830 were accepted, but only 1,074 graduated. From the first day of training to the day the WASP hung up their Army parachutes for the last time, everything the women pilots did was scrutinized, measured and recorded. Their health, weight, strength, skill, stamina, patience and perseverance were tested. Every time a WASP stepped into a new kind of aircraft, it was a groundbreaking experiment on behalf of all women pilots. As every WASP knew, if one WASP failed, the whole program would be at risk.

They did not fail. In fact, they exceeded beyond all expectations. In two years, at 120 air bases across America, WASP





NANCY ALLYSON PARRISH

Nancy Allyson Parrish - the proud daughter of two Army Air Force pilots (Lt. Col. William Allison Parrish and WASP Deanie Bishop Parrish - is Director of WINGS ACROSS AMERICA, Baylor University and creator of WASP ON THE WEB. This award winning website has educated and inspired people around the world with the unsung history and priceless stories of the WASP. For info or to help Wings Across America continue to inspire children for generations to come:
<http://www.wingsacrossamerica.org>

Footnote: *Santiago blue is the color of the WASP uniform, designed for the WASP by Bergdorf Goodman (New York) and approved by General Arnold and General George C. Marshall. Today, it is called Air Force blue!

flew over 60 million miles, in every type aircraft and on every type mission any male AAF pilot flew, except combat. WASP attended Pursuit School and Officer Candidate School. They flew strafing, night tracking and smoke laying missions. They towed targets for air-to-air and ground-to-air gunnery practice, with gunnery recruits firing live ammunition. They ferried planes and transported cargo, personnel and parts of the atomic bomb. They instructed, flew weather missions and test flew repaired aircraft. WASP even flew aircraft that male pilots refused to fly, including the B-26 'Widow Maker' and the B-29 'Super Fortress', to prove to the male pilots they were safe to fly. They flew with an unwavering urgency and a passion for their mission: to free male pilots for combat. WASP not only passed every test, they outscored their male counterparts.

Thirty-eight WASP were killed flying for their country. Because they were officially civilians, their bodies were sent home in cheap pine boxes, their burial at the expense of their family or classmates. These heroic pilots were denied any military benefits or honors - no gold star allowed in their parents' window, no American flag for their coffins. Three weeks before a 44-W-4 trainee was to graduate, her mother received an official telegram from the country her daughter so proudly served. It simply said: "Your daughter was killed this morning. Where do you want us to ship the body?"

When victory seemed certain, the WASP were quietly and unceremoniously disbanded, without any benefits, honors and few thanks. On December 7, 1944, in a speech to the last graduating class, General Arnold said, "If ever there was any doubt in anyone's mind that women can become skillful pilots, the WASP have dispelled that doubt. . . You and more than 900 of your sisters have shown you can fly wingtip to wingtip with your brothers. . .I salute you and all the WASP. We of the Army Air Force are proud of you. We will never forget our debt to you."

Thirteen days later, the WASP were disbanded. They hung up their parachutes and paid their way back home. Their military records were classified 'confidential' and filed away in government archives, where they remained, unopened, for the next 33 years, unavailable to historians who wrote the official accounts of WWII. The AAF did forget and so did America.

In November, 1977, under the leadership of General Arnold's son, Colonel Bruce Arnold, USAF Ret., surviving WASP, and Senator Barry Goldwater, Congress narrowly voted to give WASP the Veteran status they had earned. WASP were not even invited to the bill signing. Their medals came in the mail.

This year (2007) marks the 65th Anniversary of the WASP, the first women in history to fly America's military aircraft. Today, there are fewer than 400 surviving WASP. However, their legacy lives on in the skies over Afghanistan and Iraq, as American women pilots serve their country, flying wingtip to wingtip with their brothers, and it reaches out to inspire those who fly into the darkness of space. As Astronaut Eileen Collins once said, "The WASP were and still are my role models."

On December 7, 1944 General Barton K. Yount, Commanding General, Army Air Forces Training Command said: "We shall not forget the accomplishments of our women fliers and their contributions to the fulfillment of our mission. They have demonstrated a courage which is sustained, not by the fevers of combat, but the steady heartbeat of faith - a faith in the rightness of our cause, and a faith in the importance of their work to the men who do go into combat."

Jacqueline Cochran knew, without a doubt, that if women were given a chance, they would fly wingtip to wingtip with their brothers. Because of her vision and determination, the pioneering women of the WASP were given an unprecedented opportunity. They did not disappoint. They served their country with honor, with courage, with integrity, with faith and with patriotism. The WASP passed every test, flying 'Above and Beyond With Flying Colors, Red, White and *Santiago Blue!'