

—Associated Press Wirephoto.

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Lonely, Tough Yugoslavs Brace Against Showdown With Soviet

BY ALEX H. SINGLETON.

BELGRADE, March 17 (AP).—Lonely and hungry, but still tough and unafraid, Yugoslavia is bracing herself for the showdown that may be coming soon. To the east lies the ugly possibility of a Russian-backed invasion. To the west lie hopes for aid to shore her up.

If and when the Kremlin's global strategists decide to move west, it's almost certain this strategic Balkan land would become a prime target. It lies in the way of Mediterranean domination.

Just when such an aggressive move might come or the form it might take could not be predicted, but there is a growing conviction in Belgrade, among the people themselves, that this could be the crucial year.

The Yugoslavs, historically more often at war than not, boast they have "noses which can smell trouble."

EXPECT TROUBLE.

They are sniffing it now—preparing for trouble—and not just the ordinary run of espionage, sabotage, boycotts and border incidents that have become almost humdrum.

The people, generally speaking, may be divided into two groups: those who vow any invader will suffer what Hitler suffered, and those who fear that the Russians may be far better equipped to combat the guerrilla warfare in which the Yugoslav fighter specializes.

The womenfolk are worried. They remember Soviet "liberation." As one woman put it: "When they came as liberators they were tough against the population, especially against women who suffered from their bad manners. What will happen if they come again, this time as occupiers?"

But in general the people are calm. Possibly this is because they have become so used to war that they regard it as the normal state of affairs. They are apt to shrug their shoulders at the talk of war, and mutter merely that if it comes, they are ready to fight.

BREAK WITH KREMLIN.

The explosive factor underlying Yugoslavia's immediate peril, of course, is the break between Marshal Tito, the country's tough and brawny premier, and the Soviet-led Cominform states.

Proud of Yugoslavia's resistance record in World War II, Tito held out for "equal rights" within the Cominform.



—Associated Press Photo.

MAY BE CRUCIAL YEAR—This may be the crucial year for Yugoslavia if the Kremlin decides to move west again in world conquest. Map shows Soviet satellites, Czechoslovakia, Hungary, Romania, Bulgaria and Albania, which may move against Yugoslavia.

weather this spring and summer for farmlands and livestock.

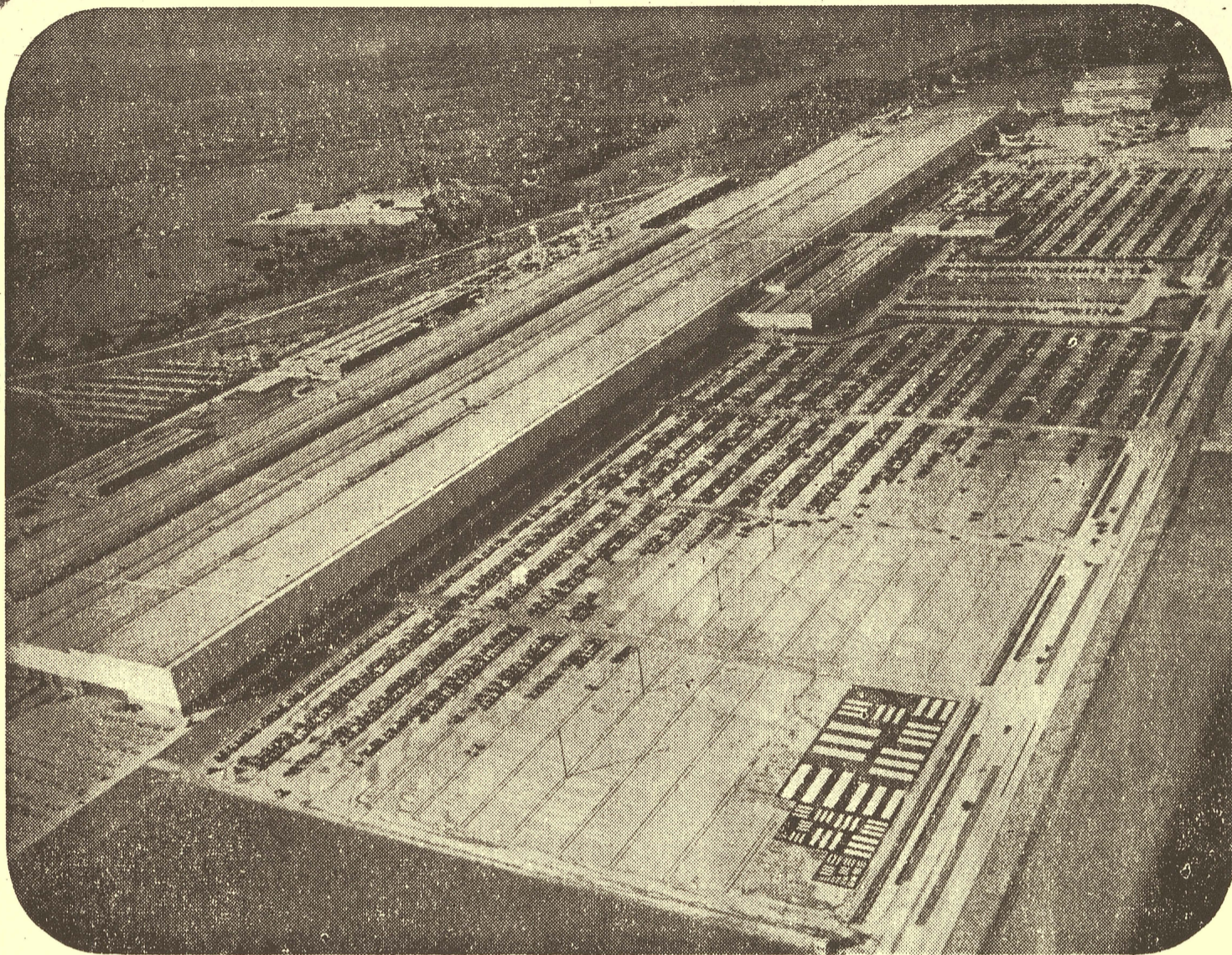
The big "if" depends upon whether Yugoslavia will be able to remain at peace—even a trigger-ready state of preparedness—

of raw materials—some of them strategically important—at the cost of the eastern European Communist bloc which needs some of them, too.

3. Tito's stand of independent

chances of provoking a general war. But the situation differs in Yugoslavia. It is openly a Communist state.

Russia well might wonder what would be the chances of a Com-



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It takes an Air Force permit to peek inside the giant workshop, a windowless shed four stories high covering eight blocks. Motor scooters buzz around a concrete surface that would pave a four-lane highway for 30 miles.

Appropriately, this super-sized incubator hatches super-sized chicks.

Performance figures of the new models are phenomenal. One plane lifted 84,000 pounds of bombs—equivalent to the combined weight of 26 automobiles. A reconnaissance model photographic plane flew for 51 hours and 20 minutes.

The Air Force carefully guards exact performance figures on the B-36, but concedes its biggest fighting machine can fly more than 435 miles an hour and climb eight and one-half miles.

DEVELOPMENT HAS BEEN LONG-TERM PROJECT.

More power is the B-36 success secret. Convair engineers say they could "fly the factory" if they could get enough power. Bigger piston engines and better jets have helped designers double the power packed in an air frame planned 10 years ago. At high speed, the present six propeller engines and four jets produce the drive of nine locomotives.

Development of the plane has been a long-term project. It began in the early days of World War II before atomic bombing

probable that the relatively light weight atomic bomb, previously delivered in smaller B-29s, has plenty of elbow room in B-36 bomb bays. There may be extra room for gasoline to stretch the range. Recently six planes tested an advance base in England by landing outside of the United States for the first time.

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Like all good airplanes the B-36 air frame has a tremendous growth potential which keeps both Air Force and Convair engineers busy at their drawing boards. They've made hundreds of changes. Currently the company is test flying a new model with even more powerful propeller engines.

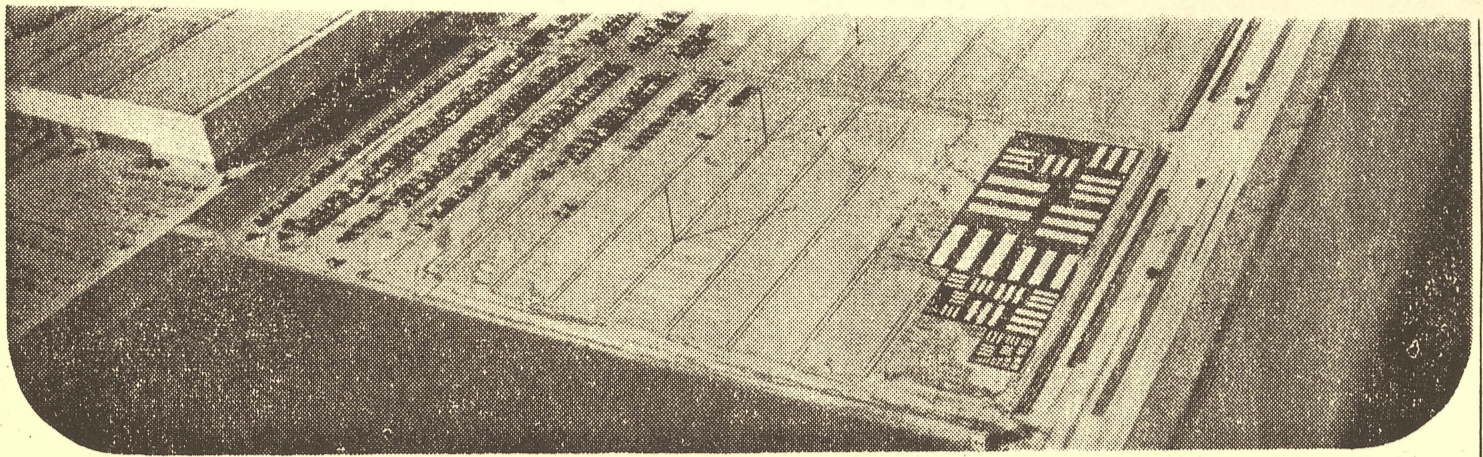
The most important power increase has come from jet engines in pods suspended from the wings. They produce extra boost for takeoff and increase speed. The jets give more thrust than propeller engines, but piston engines use less fuel.

IT HAS IMPRESSIVE SAFETY RECORD.

Crewmen like the B-36. Its safety record is impressive. Only three have crashed.

The old Air Force joke about the bomber boys "flying a house from the front porch" is outdated by the B-36. The plane is as big as three five-room houses. The pilot sits way out in front of a wing 230 feet long. It's a little like flying a football field from a seat on the 50-yard line.

Convair assembles the B-36 from 68,000 manufactured parts.



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Development of the plane has been a long-term project. It began in the early days of World War II before atomic bombing entered military strategy. Convair engineers produced the best design in an Air Force competition for a plane to fly 10,000 miles lugging five tons of bombs half way.

This order actually amounted to a combat radius of 4,000 miles—enough to strike across the oceans. The Air Force likes to get its bomber crews back and allows gasoline reserves for poor weather and evasive combat action. The actual operational radius of any fighting plane is about 40 per cent of the total distance it can fly.

Operational figures on the B-36 remain top secret, but it is

probable that the relatively light weight atomic bomb, previously delivered in smaller B-29s, has plenty of elbow room in B-36 bomb bays. There may be extra room for gasoline to stretch the range. Recently six planes tested an advance base in England by landing outside of the United States for the first time.

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Engines, guns and electrical equipment are made at other factories.

If Washington calls for all-out B-36 production, the company is ready to expand rapidly. Machine tools are being made for other firms so that 25 per cent of the basic air frame can be made in smaller, scattered factories.

Like the main plant, many of these will be in the Southwest. The region is far from the industrial heartland of the nation. Distance helps protect it from enemy bombers.

He Wisecracks About Classics

Disk Jockey Takes Opiate Out of Opera, Finds Plenty of Fans Here

BY MACK WILLIAMS.

Reuben A. Bradford, a Corsicana boy who took the opiate out of opera, is convinced Fort Worth has more music lovers than any other Texas city.

Although Bradford's Monday evening radio program, "Opera Once Over Lightly," is broadcast by a Dallas radio station, he gets twice as much fan mail from Fort Worth as from Dallas.

"Some people in Fort Worth even phone me long distance," says Bradford. "The saps spend

a haircut and a gal who could cut up."

He describes the duke in "Rigoletto" as "a prize heel."

He sums up "Lucia de Lammermoor" with its murderous feud by drawing, "The Hatfields and McCoys scored as operatic boys."

Of the heroine of "Faust," Bradford relates: "Marguerite was very sweet—until Faust and the bad man turned on the heat."

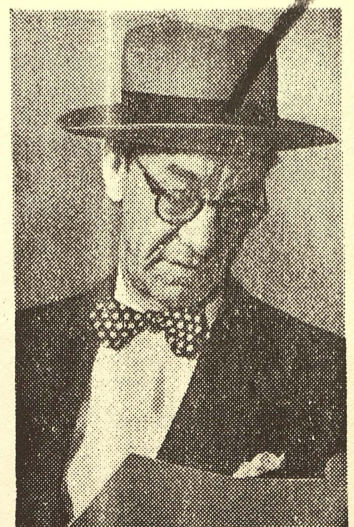
SURPRISING RESULTS.

French Opera, insisted on respect for great music.

"Mother practically made me dress up in a tuxedo each time I heard 'Carmen,'" Bradford recalls. "We had arias with the oatmeal."

This diet led to a technical accuracy about music that delights the more studious in Bradford's radio audience.

Most of the letters he receives are complimentary but an occa-



REUBEN A. BRADFORD.
... Not harmin' Carmen.