



—Associated Press Wirephoto.

'WAY BACK WHEN—Gen. Henry H. (Hap) Arnold, soon to be questioned in the B-36 investigation, is shown at Hamilton Field, Cal., with a model of the early day plane in which he learned to fly in 1911. The model was presented to General Arnold by the Curtiss-Wright Company, makers of the 1911 "Model B."

B-36 Probers Won't Quiz Convair Officials at West Coast Hearing

LOS ANGELES, Aug. 17 (AP).—The congressional inquiry into the B-36 bomber program will question top West Coast aircraft executives here Wednesday but missing from the witness list are officials of the firm that builds the controversial super-bomber. A special subcommittee of the House armed services committee, headed by Representative Price of Illinois, arrived here Tuesday night for a hearing scheduled to start Wednesday afternoon.

The subcommittee expects to wind up testimony here by Thursday and then shift to San Francisco, where it will question Gen. Henry H. (Hap) Arnold, retired wartime Air Force commander. The group is investigating rumors that political favoritism may have figured in selection of the B-36 as a major Air Force weapon. However, General Arnold said Tuesday at Hamilton Field, Cal., that: "Political favoritism and busi-

ness relationship had nothing to do with the selection of the B-36 as a long range military bomber. I should know. I am the one who selected it." He described the B-36 as the "best of its kind and time" and said its performance had demonstrated it was well chosen. Witnesses for Wednesday's hearing include top officials of Douglas, North American, Lockheed and Northrop. None of Consolidated-Vultee's officials is included on the list.

Significant B-36 Plan Changes Are Outlined by Convair Manager

Significant shifts in B-36 production plans to incorporate added jet power were revealed Wednesday by Ray O. Ryan, division manager of the Fort Worth Convair plant, in a special report to employes outlining the program for completing a fleet of at least 170 of the world-ranging bombers for the Air Force.

"Building of B-36s and other top priority work now scheduled provides us with a substantial backlog," he reported.

He referred only indirectly to the congressional investigation

of B-36 procurement now in progress, saying:

"We all know that our production schedules depend upon many things which can change the picture overnight. But I want all of us to know where we stand right now. If and when the picture changes to any important degree, you may be sure that I'll tell you about it.

Jobs to Finish.

"Right now, we've got enough to keep us 'humping'—and before these jobs are finished, of course, we hope our research and engineering people will

have developed newer and better designs which will enable us to keep right on producing without interruption."

This involves, he pointed out, adding the newest and latest improvements to all B-36s already built and delivered, as well as putting these new improvements into latest models.

"The U. S. Air Force has selected its longest range bomber, the B-36, to perform the companion long-range reconnaissance mission," he cited. "So we're in the process of completing engineering which will enable us to make reconnaissance airplanes out of a number of B-36s which we have already built, and a number which we are yet to build."

Schedule Outlined.

The B-36 will be excellent for reconnaissance, he reasoned, not only because of its long range but also because its size will permit it to carry more and larger photographic equipment farther than any other aircraft in the world.

Ryan outlined the new production schedule as including:

1. Production of B-36Ds (those equipped with twin-jet "pods").
2. Conversion of a number of early B-36s to the Model-D equipment.
3. Production of RB-36D reconnaissance bombers—to be the same as others except for equipment for photographic missions.
4. Conversion of a number of early B-36s from bombers to RB-36Es, as the latest reconnaissance models will be known.
5. Changeover while still in production of a number of B-36s to B-36Ds and RB-36Ds.

"Settling on one model would mean that we could not take advantage of new improvements being made," Ryan added. "By making these changes, we can be certain that every B-36 we turn over to the Air Forces is the 'last word' in aircraft of its type."

Petrillo Steps In

Labor Day Ice Water May Be Free but Music Won't

There was a good indication Wednesday that the picnic for all union branches scheduled for Labor Day in Rockwood Park may go without free music.

James Caesar Petrillo, czar of the national musicians union, wired Paul Huffor, local musicians' agent to that effect Tuesday night.

Prior to the telegram a general committee on arrangements had

mapped picnic plans which included free concert's, offered several weeks ago by A. C. Austermuehle, musicians' union delegate to the Fort Worth Trades Assembly.

"We'll donate the music to the picnic," said the delegate.

"We accept," said the committee.

Everyone thought it was a cut-and-dried situation, the picnic being for organized labor and Petrillo being a leading labor organizer.

Tuesday night came the word from Petrillo's New York office.

"Project mailed today Rockwood Park canceled. Letter follows. (Signed) James C. Petrillo."

Huffor, perplexed by the wire, said, "there must be good reason and I should hear from the national office Wednesday or early Thursday."

Meanwhile, the plans for the picnic are continuing and music is still on the menu.

"We'll have music if we have to pay someone," said M. M. McKnight, president of the Trades Assembly.

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a vague recollection that I paid him \$500."

Committee Chairman Hoey suggested that Polland should have a "vivid recollection" of paying \$500 in cash to someone.

"In all probability, I gave him the other \$500," Polland agreed.

The "other" was in reference to the \$500 check which he had testified earlier he had given to Maragon.

As Hoey still pressed for an answer, Polland said "I must have paid it. For the record, I paid it."