



ARNOLD TESTIFIES—Gen. H. H. Arnold (left), retired commander of the U. S. Air Force, upheld the B-36 in testimony before a House subcommittee in San Francisco Friday. Arnold was accompanied by Col. Thomas H. Chapman (right) of Los Angeles, chief of the western district Air Materiel Command procurement.

Arnold Takes Responsibility For B-36, Scoffs at Politics

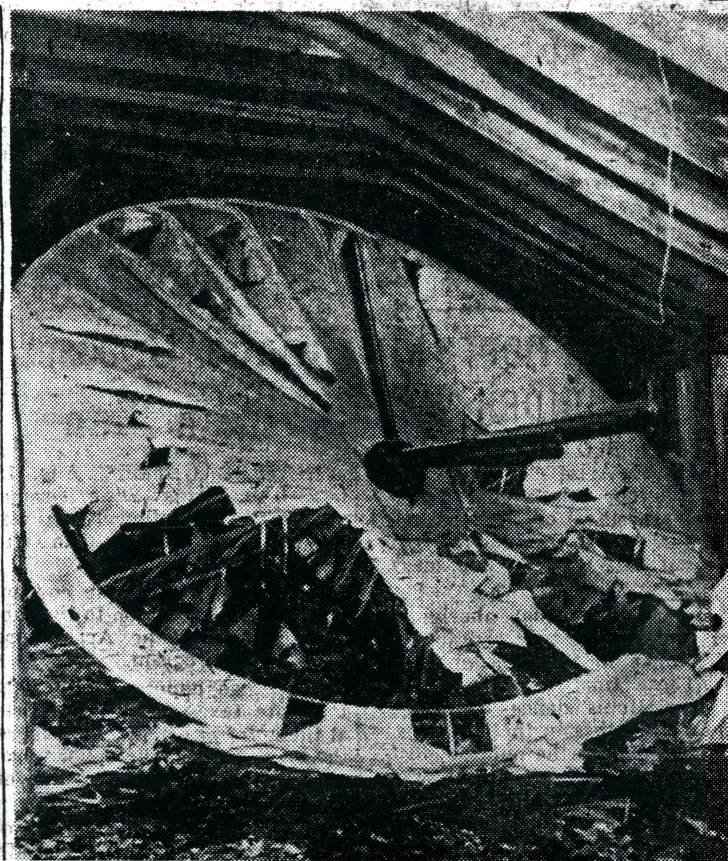
World's Best, He Says; 'It Didn't Just Happen'

White House Is Reported Aiding Probe

Senator Says Sources Close to Truman Giving Information on Vaughan

WASHINGTON, Aug. 19 (INS).—Senator McCarthy of Wisconsin said Friday that White House sources "very close to President Truman" are giving "five per cent" probers information about the activities of Maj. Gen. Harry Vaughan.

McCarthy's cryptic comment came as the investigators delved deeply into an alleged "smuggling attempt" by Vaughan's friend, John Maragon, which occurred shortly after Mrs. Truman, Vaughan, and other notables began getting freezers as gifts from Maragon's employers. Counsel for the Senate probers



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SAN FRANCISCO, Aug. 19.—Gen. H. H. (Hap) Arnold, wartime commander of the Air Force, claimed full responsibility for the controversial B-36 bomber here Friday and boasted: "It is the world's outstanding bomber."

The retired five-star general came down from his ranch in the Valley of the Moon, north of here, to testify before a House armed services subcommittee. He was the only witness summoned by the group which is looking into anonymous charges, made public by Representative Van Zandt, which say that politics and kickbacks entered into the bomber procurement program.

For 90 minutes, Arnold talked to committeemen about the airplane which he contends is the only one capable of the kind of strategic bombing future warfare will demand. He scoffed at the suggestion that graft or crooked dealings entered into its selection. He said:

"Let's get this straight. You can't buy aircraft as you buy beans. I want it understood that no one man is responsible for the procurement of any kind of aircraft.

"I was the guy chiefly responsible for the B-36. I was the commanding general. I was instrumental in making decisions which influenced development of most of our aircraft of that period.

Didn't Just Happen.
"The B-36 didn't just happen. It was an evolutionary development that began in the early 1930's. It was a work that actually began in 1941 when we chose Consolidated to design, develop, and build the B-36."

General Arnold had no prepared statement for the congressional investigators, but answered questions asked by Joseph Keenan, counsel for the investigating committee.

His voice grew loud and emphatic as he gave his estimates of the Air Force's senior officers who make decisions on aircraft—Generals Vandenberg, McNarney, Fairchild, Norstad, Craig, Kenney, LeMay.

"They were my lieutenants," General Arnold said. "They were my boys. I brought most of them up. They helped me build and make the Air Force what it was. They did the pick and shovel work. Their honesty and integrity can be relied upon at all times."

On Merit Alone.
The general said that the contract for design and development of the B-36 was awarded to Consolidated only after open bidding and on merit selection alone.

"There was no political favoritism or influence," he said.

He linked criticism of the 10,000-mile bomber to current efforts to have Congress decide which of the services should carry on strategic bombing.

The general expressed doubts of the practicability of carrying on a test between the B-36 and

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Connally Opens Struggle To Restore Full Arms Aid

Volunteers May Check Rent Curbs

WASHINGTON, Aug. 19 (AP).—Housing Expediter T. H. E. Woods said Friday he may call for citizen volunteers to police rent controls in some places. But ceilings still will be lifted, he emphasized, in more than one-third of the areas across the nation.

The rent director stood by a previous statement that widespread decontrols must be made because Congress is cutting his funds. Just where ceilings will be lifted—and how soon the actions will begin—remained to be seen.

Many Problems.
Woods said many problems must be solved before the now-muddled picture can be clarified.

For one thing, the rent boss said, the existing federal rent act specifies certain conditions which must be met before controls may be lifted.

"Under the law," Woods said, "it is impossible for us to indiscriminately remove ceilings. They can be abolished only in regions where the demand for rental housing has been reasonably met."

200 Areas Decontrolled.

Authorities in the housing agency pointed out that since April Woods has lifted ceilings in nearly 200 of the 800 existing so-called
Turn to Volunteers on Page 2.

B&M Trains

HAP ARNOLD

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fighter planes, to determine whether the superbomber could be intercepted.

And, he said, if he were still head of the Air Force he would never permit the results of any such tests to be publicized.

"I wouldn't want Mr. whatever-his-name-is to know what the Air Force can do," he said.

"You mean it would be like sending a blueprint to the Kremlin?" Representative Walsh of Indiana inquired.

"I wouldn't want anyone to know as much about the Air Force as I," Arnold said. He continued:

"At the present time I don't know that any other country has a plane like the B-36. I have learned that the thing people fear most is what they do not understand. And the one thing the Russians don't understand is strategic bombing.

Winning Combination.

"The Air Force and the atomic bomb, to my mind, are the winning combination for maintaining peace throughout the world.

"Today, it appears, we are returning to the apathy that characterized the period before the last war when economy was the first consideration.

"We can not continue with the covered wagon and the Mississippi gunboat. We must weigh what we want. We must choose between security and dollars.

"The B-36 inter-continental bomber is a prime necessity for the defense of the United States, and we must have it."

General Arnold said he has no doubt that another plane, bigger and better than the B-36, is being designed, and he added:

"One day it will pop up and everybody will criticize it, because that's what always happens."

The investigating group will return to Washington after having conducted hearings in Los Angeles to ascertain whether political favoritism played any part in selection of the B-36.