



—Star-Telegram Photo.

AVIATION WRITERS AT CONVAIR—A. C. Esenwein, left, Convair division manager, was host Tuesday at a luncheon at the Convair plant for members of the Aviation Writers Association in convention here. With him are, left to right, Mrs. Tony Page of Austin, regional director of the AWA; Niels C. Beck, East St. Louis, Ill., executive secretary, and Ralph S. Platt, Cleveland News aviation editor, association president.

Plane Factory Speedups Outlined to Air Writers

BY IRVIN FARMAN.

A new system of military aircraft production enabling plane builders to turn out better aircraft faster and cheaper to meet the threat of Russian air superiority was reported here Tuesday.

The new concept of military plane building was outlined to members of the Aviation Writers

Association by A. S. Esenwein, Convair division manager.

Under the new system, Convair is acting as an equal partner of the Air Force in developing a supersonic bomber.

(The Air Force announced several months ago that it had asked Convair to make a design study of such a bomber.)

The system, said Esenwein, "restores to the aircraft industry the freedom traditional in American business of developing and marketing products of one's own design to compete openly with any other product."

"We in the aircraft industry have felt for some time that were we given a set of requirements for a given aircraft and left to our own devices to meet those requirements as quickly and as economically as possible, we would be able to make substantial savings for the government in both time and money and at the same time would probably produce better end products," Esenwein declared.

The Convair executive spoke at a luncheon in the Convair cafeteria for some 175 members of the AWA from across the country before the group took a tour of the mammoth B-36 plant.

The conventional procurement method for new military aircraft, explained Esenwein, has cast the Air Force in the role of procuring or developing the majority of equipment, such as electronic, armament and bombing gear.

The Air Force then supplied this equipment to the prime airframe contractor (such as Convair or Boeing).

"More often than not," Esenwein said, "the contractor has had to string together these individualistic items of equipment 'tinker toy' fashion to create the bombing system, for example, peculiar to his type of aircraft. Each item was not always compatible with others and compromises had to be effected in this matching-up process."

"With the advent of supersonic flight and with the advancement of the Senate armed services committee said Eisenhower's program will bring 'more security and efficiency for less money.'

The same tack was taken by Chairman Short of Missouri of the House armed services com-

mittee and by Secretary of Defense Wilson and his chief deputy, Roger M. Kyes.

Eisenhower said this nation's security "can not arbitrarily be defined as the simple equivalent of a specific number of aircraft or air wings."

"For example," he went on, "today three aircraft with modern

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Crest Slams Deweyville; Many Flee

By Associated Press.

The muddy, swirling Sabine River smashed violently and unexpectedly against the levees at Deweyville in southeast Texas late Tuesday night and families living in the lowlands were hurriedly evacuated.

An emergency request was sent to the Navy base at Orange for sandbags to bolster the levee.

The river reached flood stage of 17.9 feet at 10:30 p. m. and was rising at the rate of an inch an hour.

The crest had not been expected until Thursday or Friday.

As the Sabine threatened to reach a record high in extreme southeast Texas, the levee at Orange was strengthened.

Deweyville is upstream about 12 miles from Orange.

The river suddenly rose after bright sunshine slowly dried the area soaked by heavy rains last week.

Before the sudden rise of the river Tuesday night, the Weather Bureau at Lake Charles, La., forecast a record 18.5 feet at Deweyville by Friday.

Grapevine Tot, 2, Drowns in Pond

GRAPEVINE, May 19 (Spl).—Gary Lee Pearson, 2, son of Mr. and Mrs. Charles Pearson, drowned Tuesday afternoon in a pond near his home five miles north of here.

Senate Strikes Control Power In Defense Act

WASHINGTON, May 19 (AP).—The Senate voted Tuesday to extend the defense production act for two years in modified form, but it refused to give President Eisenhower broad power to freeze wages, prices and rents in a national emergency.

The bill now goes to the House for action. Senate passage was on a voice vote.

Before approving the new controls bill, the Senate voted 45 to 41 to amend it so that the president's authority to freeze basic elements of the nation's economy for 90 days in the event of an emergency would be limited to an actual declaration of war or after a concurrent resolution by Congress.

Since only Congress may declare war, the rollcall vote meant that the president could not act without the consent of Congress.

Senator Maybank said the amendment left the president with "no authority whatsoever" to act in a crisis.

And Senator Lehman of New York said the whole series of amendments attached to the bill had "completely emasculated" it. As a result, he said, he had very little interest in whether Congress passed it or not.

"It's a fraud on the people of the United States," he commented, "leading them to believe they are being protected when they are not."

The bill extends for two years from June 30 modified government powers to allocate scarce

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and will leave for home in a few days.

wonderful. I just can't wait for him to get home."

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AIR WRITERS

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of the state of the art, these disparities have become more and more acute, until we find that we simply can not attain the required performance when such compromises are made."

"Under the old system, he added, diverse agencies of the Air Force served as co-ordinators between the Air Force and the many suppliers of government-furnished equipment and the prime airframe contractor. This method involved compromises, conferences and delays in approval of every design item from cowl fasteners to bombing systems.

"Under the Air Force's new weapons system management concept, a new relationship is achieved between the service and prime contractor," Esenwein explained. "By delegation of responsibilities heretofore reserved to itself, the Air Force has admitted the contractor to a full partnership arrangement."

Many Responsibilities Stated.

Convair has been given a contract by the Air Force to develop a supersonic bomber under the new concept and will be responsible for integrating armament, training, ground support, cooling, communications, reconnaissance, bombardment, navigation, logistics systems and others, Esenwein announced.

Here is one way in which the new partnership arrangement will save time and taxpayers' money.

Suppose Convair decides a major subsystem needs to be changed. In the past it was necessary to peddle this proposed design change to several different commands within the Air Force—such as the Air Materiel Command, Wright Air Development Center, the Air Research and Development Command, Strategic Air Command and occasionally Air Force headquarters itself.

The contractor-Air Force partnership does away with that time-consuming process. The Air Force has now set it up so that Convair can go straight to the Joint Project Office with its problems and the JPO, as the central clearing house, will get the decision for Convair.

The need for a new method of production was pointed up by Esenwein with these figures:

It took only 12 months to develop the B-24 from design study to first flight; it took 30 months to develop the B-32, and 46 months for the B-36.

"Under customary circumstances," Esenwein said, "it would take appreciably longer than this to get a new bomber in the air,

and as a result much of the advantage of its design would be lost."

Russia, Esenwein went on, has been getting stronger in the air faster than has the United States. The day is approaching, he continued, when the Soviets will have enough atomic weapons to destroy this country's capacity to fight "if delivered on the proper strategic targets in this country."

Furthermore, he added, "the fact is the Soviet Union is improving its means of delivering these bombs both by air and by submarine faster than we are improving our means of intercepting them. And the fact is our own retaliatory strategic striking force is being hard put to keep pace with the Soviet's capacity to intercept it."

"This is precisely why we have taken a bigger than normal step. We intend to improve our means of striking back at the enemy with lethal force faster than he can improve his means of intercepting us."

B-36 Far From Obsolete.

Esenwein also stressed this point to the gathering of aviation writers:

"The B-36 is not obsolete—far from it. The B-36 is and will remain for years the principal striking weapon of the Strategic Air Command. The B-36 will be the only long-range operational bomber available to the Air Force in useful quantities for several years to come."

The visiting scribes looked through a B-36 at Carswell Air Force Base after touring Convair, where they saw the big bombers in production. They also were shown through a B-47 jet medium bomber and F-84G jet fighter.

Tuesday night association members were guests of Bell Aircraft Corporation and Convair at a cocktail party and buffet dinner at Hotel Texas.

Wednesday's program includes a tour of the Bell helicopter plant near Hurst and Amon Carter Field in the morning, luncheon and a business session at Carter Field, a cocktail and swimming party at Western Hills Hotel, before which the hotel's heliport will be dedicated, and a dinner party at Shady Oak Farm, with Amon Carter as host.

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