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### AFA's Mission

*Our mission is to promote a dominant United States Air Force and a strong national defense and to honor airmen and our Air Force heritage. To accomplish this, we:*

*Educate the public on the critical need for unmatched aerospace power and a technically superior workforce to ensure US national security.*

*Advocate for aerospace power and STEM education.*

*Support the Total Air Force family and promote aerospace education.*

### There's Still a Pulse

Being former Active Duty and USAF civilian, I very much enjoy each year's "USAF Almanac" [May, p.22]. Keep up this good work, please! I was a C-130E pilot in Vietnam; thus, I was amazed to see that we still have six E models in service. Good grief! They are 50 years old. Give my old buddies a rest!

As an Air Force civilian, I studied the human components of our weapons systems, and I have documented the 50-year history of cognitive performance research at Brooks Air Force Base. While the electromechanical portions of our weapons systems are brilliantly designed and amazingly reliable, it is the human component that brings the highest levels of pattern recognition and decision-making competence to our systems. This is true across the cockpit, the maintenance hangar, the command and control environment, and the UAV workstation.

The CSAF, General Welsh, has noted that "everybody in this business is critically important to what we do" and "everybody in this room has a role to play in our Air Force; it is a critically important role." Ironically, as I scan down your 2014 Almanac table of funding for "Major USAF Programs RDT&E" (p. 134), I see no listing for RDT&E funding for the human components of our systems.

This omission is sad, but not surprising. The USAF RDT&E community is, essentially, an engineering organization. It is rare that a student or practitioner of electrical, mechanical, or aeronautical engineering is exposed to human factors concepts. I saw this to be true at the AFFTC at Edwards Air Force Base in the 1980s and the engineering departments at USAFA in the 1990s. Members of the Human Factors and Ergonomics Society have

noted the same problem for decades in our civilian universities. Thus, even though our acquisition system requires human factors consideration in system design through Military Standard 1472, the engineers who manage acquisition don't have the education and training necessary to assure compliance.

The relatively new chief scientist of the Air Force, Dr. Mica Endsley, is a brilliant human factors scientist. She pioneered the concept of situational awareness. I hope that her appointment will usher in a new era of awareness in USAF of the importance of RDT&E concerning the human components in our weapons systems.

Maj. James C. Miller,  
USAFR (Ret.)  
Buffalo, Wyo.

### So Many Notables ...

I just received my May 2014 issue of *Air Force Magazine*. The first section I always go to is the "Airpower Classics" [p. 144]. I was pleased to see that the featured classic for May was the F-4 Phantom II, which was the premier fighter aircraft of my era. Then I realized the aircraft illustration used

Do you have a comment about a current article in the magazine? Write to "Letters," *Air Force Magazine*, 1501 Lee Highway, Arlington, VA 22209-1198. (Email: [letters@afa.org](mailto:letters@afa.org).) Letters should be concise and timely. We cannot acknowledge receipt of letters. We reserve the right to condense letters. Letters without name and city/base and state are not acceptable. Photographs cannot be used or returned.—THE EDITORS

in the article was Scat XXIII, which was flown during Vietnam by perhaps the greatest pure fighter pilot in our history, Robin Olds. While the article didn't specifically link Colonel Olds to the illustration, it did refer to him under the Famous Fliers section. I recognized most of the names there but I thought of one more notable that could have included as well—the hero of the Miracle on the Hudson, Capt. Chesley “Sully” Sullenberger, who was also a USAF Phantom pilot in late 1970s.

MSgt. James W. Roosa,  
USAF (Ret.)  
Waterbury, Conn.

It was great to finally see the mighty F-4 Phantom in “Airpower Classics”! I'm certain that the vast F-4 community has inundated you with many “other notables” who flew that awesome jet but were not mentioned. One other notable in particular comes to mind, my golfing buddy and good friend Phil “Hands” Handley. “Hands” was flying a hard wing F-4E over North Vietnam when he made the highest speed air-to-air gun kill in the history of aerial combat. On June 2, 1972, Hands and his WSO, 1st Lt. Jack Smallwood, were leading a four-ship combat air patrol northeast of Hanoi when their element was attacked by two MiG-19s. After expending all four of his air-to-air missiles, none of which was guided, and pursuing the MiG from 15,000 feet to 500 feet, Hands finally destroyed the MiG with a 300-round cannon burst in a 90-degree high-deflection snap shot at a speed of 1.2 Mach. Certainly Hands' singular achievement ranks him high on the list of the many notables who flew the venerable F-4.

Lt. Col. Craig Lamkin,  
USAF (Ret.)  
Collinsville, Texas

“Airpower Classics,” p. 144, F-4 Phantom II, In Brief: Specific to F-4C: ... (defensive), four AIM-7 and four AIM-9 air-to-air missiles, 20 mm cannon ...

The above is misleading in that the F-4C was modified to carry a 20 mm cannon externally in a centerline pod that was designed mainly for strafing—not for air-to-air defense as implied in the article. The F-4E/F were the only two versions that came with the built-in 20 mm cannon in the nose and designed for defense.

CMSgt. Jerome T. Czeikus,  
USAF(Ret.)  
Victorville, Calif.

### You're Aces With Us

Enjoyed reading (as always) the 2014 USAF Almanac issue of *Air Force Magazine*. But I felt slighted by page after page and picture after picture

devoted to Air Force fighter pilot aces. There were, thankfully, several other pages listing decorated heroes, but no indication of whether they flew in fighters or bombers or other combat aircraft.

Wouldn't it be fair that if a bomber's crew shot down five enemy aircraft they should all be declared aces?

Or if a crew survived five missions as dangerous as the Doolittle Raid or over Ploesti or Berlin or any equally deadly target, shouldn't they get credit for, say, one kill? After five such missions they would be considered aces. Seems fair to me.

In World War II I was an Eighth Air Force lead bombardier with 30 missions, many of them in flak that was worse than fighter attacks where, at least, you could shoot back. I think every man in my crew should be considered an “ace.”

Lt. Col. Robert L. Hecker,  
USAF (Ret.)  
Sherman Oaks, Calif.

### Code Vs. Flash

Please note the omission of the 125th Fighter Wing from p. 39 (“USAF Aircraft Tail Markings”) in the May 2014 issue of *Air Force Magazine*. The ANG F-15s of Jacksonville, Fla., (JAX) clearly have the “lightning bolt” symbol on the outboard side of the vertical stabilizers. I have attached a recent photo of the 125th FW aircraft which also have a blue banner with the state's name: Florida.

Lt. Col. J. E. Martin,  
USAF (Ret.)  
Daytona Beach, Fla.

■ *What the reader is describing is a tail flash that many ANG and AFRC aircraft sport, not a two-letter tail code. Flashes are designs, sometimes wording, and we do not list them in the Almanac. However, he is correct that flashes are tail markings, and thus the name of the Almanac page will be changed to “USAF Aircraft Tail Codes.”—THE EDITORS*

### Throwback to Momyer

I read the August 2013 *Air Force Magazine* article about General Momyer [“Momyer,” p. 64] and the letters in October by Lieutenant Colonels Butler and Korzan [“Letters,” p. 8]. I found them quite interesting, but I would like to offer some historical perspective about General Momyer and his insight into the use of dedicated CAS jet aircraft such as the A-7 and the A-10.

In the early 1960s Generals Momyer and Disosway and most all the senior officers on the Air Staff were totally against such aircraft as the A-7 and the A-10, which came into the inventory several years later. My father, Brig. Gen. Jack Gibbs, was General Momyer's deputy director

of operational requirements from the fall of 1961 until June 1963. He was a highly skilled aeronautical engineer who had been chief of the aircraft lab in the early 1950s.

In the spring of 1962, my father was selected by President Kennedy to lead a TDY team to assess the CAS requirements for the upcoming war in SEA. A key member of the team was Col. George Laven, who was a highly experienced combat veteran and TAC wing commander. I knew Colonel Laven personally and anyone who served under him would praise him to the highest levels. My dad was a great pilot, too, but his skill was aeronautical engineering. He and Dick Bissell started the Gusto Program while at the CIA in 1956 and managed the efforts to lower the RCS of the U-2. He just knew how to develop aircraft systems that solved problems.

It was the opinion of this team that the CAS requirements for the upcoming war in SEA would necessitate a jet aircraft that was dedicated to that mission only. This was due to the unique requirements of this war such as loiter time, terrain, weather, and undefined lines of battle. When General Momyer was briefed on this recommendation, he would have no part of such nonsense because USAF had the F-100, F-4, and F-105, which he felt could handle the CAS mission. Several years later when the war became a full-scale effort and the CAS capability of current tactical fighters was questioned, the USAF Chief of Staff asked his key staff officers where was the operational requirement for a dedicated CAS jet fighter for this conflict? This was precisely what the TDY team recommended in 1962 to Generals Momyer and Disosway, both of whom became commanders of TAC. USAF responded to this request with the procurement of the A-7 and other jet and reciprocating engine-based weapon systems.

It is my opinion that the role of general officers is to be totally open to recommendations from their staff even if they are contrary to their preconceived notions about the solution to operational problems. Furthermore, their role is to have the vision for future operational systems which may face our country in a variety of conflicts.

James Gibbs  
Tarpon Springs, Fla.

**Corrections:** The 426th Airlift Wing, Dover AFB, Del., operates C-17 as well as C-5 aircraft. Gen. Frank Gorenc is the commander of USAFE-AF Africa.