

SOMETHING

is happening at M.I.T.

We're happy to know that the same accelerated pace is taking place at every engineering school throughout the land. It means that today's aeronautical developments demand technological skills which have no precedent.

The striking power of a fighter plane depends upon the competency of those who designed it. Republic's engineering resourcefulness created the first U.S. 400...500...and 600 mile-an-hour fighters, it gave the war famed Thunderbolts and Thunderjets of war tested worthiness their powerful punch and ruggedness.

Current proof of staff proficiency and projected thinking are demonstrated in the F-84F Thunderstreak... atomic-bomb-carrying jet-fighter-bomber, and its photo reconnaissance counterpart the RF-84F Thunderflash... presently flying with units of the USAF and the NATO Air Forces.

We feel confident that whatever the trend of tomorrow's airpower needs may be, alertness to new techniques should add a potent blend when mixed with the skill of those veterans who have established Republic's reputation.

REPUBLIC AVIATION

FARMINGDALE, LONG ISLAND, N. Y.

Designers and Builders of the Incomparable THUNDER-CRAFT

THE National Guardsman



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dear guardsmen:

As many people have learned, it's getting so that a man can hardly take a deep breath without getting involved in law. And it's even more so in the National Guard Assn's activities that expand along with the Guard and with Government in general.



Long since, it became apparent that a Staff Counsel belonged on the T/O of the NGAUS, and its officers found just the man: Col. John L. Strauss of the Missouri ANG.

An old hand at the ways of the Pentagon with which we constantly are dealing, and with laws and regulations under which the Guard operates, Colonel Strauss (licensed to practice law in the US Supreme Court and in his home State) came over 1 Oct from an active duty assignment as Executive Secretary of the Air Guard Section 5 Committee, which handles policy matters. Before that, he had been ANG advisor to the Chief, NGB, and Chief Policy & Liaison Officer of the Bureau.

Originally a pre-war Inf Res officer, he had such varied wartime assignments as commanding a QM Trk Co during construction of the Alaska Highway; organizing and serving as Director of the Alaska Highway Patrol; commanding a separate QM Bn in Seventh Army, overseas, and "liaising" between Army Hq and attached French Army units. His post-war ANG assignments were as Wing A-4 and Air Base Group Commanding officer.

On the side, he golfs, somehow fits his frame into the confines of a Porsche sports car and says he doesn't mind it even on such jaunts as to Miami and New Orleans, and sports a lovely wife and three children.

THE STAFF

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our cover

"The flag is up," signalling that the fishing boats, pleasure boats, military and civilian aircraft that have a habit of wandering into the danger zone, are out of the way, and it's safe for Btry C, 945 AAA Bn (AW) (Mbl) of the Delaware National Guard to cut loose over the Atlantic with one of its 40s near Ft Miles, Del.