



SOW'S EARF

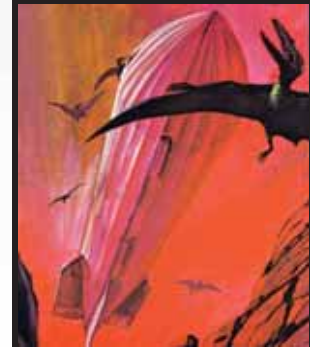
THE CONVAIR YB-60 WAS
THE WRONG BOMBER AT
THE WRONG TIME

BY HOWARD CARTER

For a brief time period in the tumultuous years following the end of the Second World War, the Convair B-36 Peacemaker formed a very deadly deterrent to any form of possible Soviet global aggression. Flying at extremely high altitudes, the ten-engine aerial behemoth could travel immense distances to deliver a nuclear blow almost anywhere in the Soviet Union. However, as noted, that period of aerial domination was short — technology was advancing at a blistering pace and new jet interceptors and even newer guided missiles would soon blunt the B-36's overall goal of keeping international peace.

As with other aeronautical concerns, Convair forwarded numerous proposals to keep the basic B-36 design relevant and thus keep vital orders coming into the company. They reasoned that by combining the latest in aviation technology with the B-36 airframe, a new warplane could be created that would further the B-36's primary mission

ODD



BIRDS

During the 1950s, press photographers came up with some great shots — including this one of “cowpoke” Bill Whiteside surveying the YB-60, which had just arrived at Edwards AFB. Bill was the son of Walter W. Whiteside who was the chief maintenance officer at Edwards. Possibly not meant to be in the photograph is the immense hydrogen bomb test shape seen under the caption.