

Winter Flying
EXTRA

Dow Field OBSERVER

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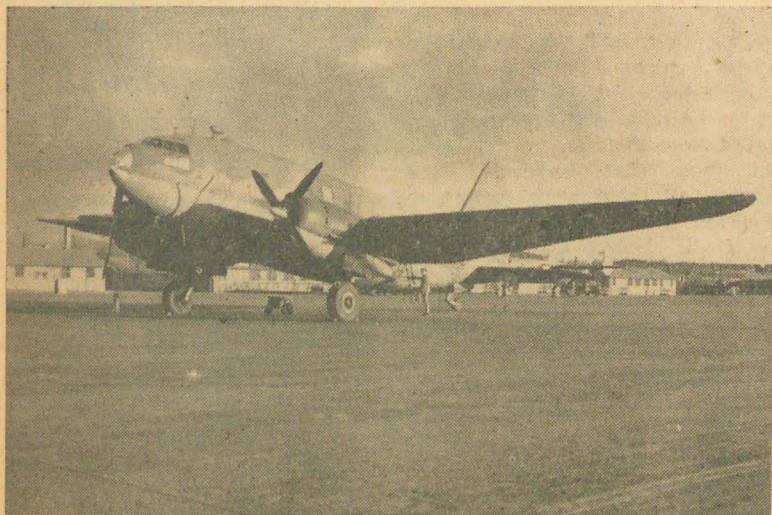
Published Weekly

THE DOW FIELD OBSERVER—BANGOR, ME.— SUNDAY, 3 DEC. 1944

Vol. III. No. 4(a)

Official Winter Flying Starts Today With Salute From All NAD Bases

Dow Field Now Headquarters For Division Airline of C-46s



On display here at Dow is a C-46 Curtiss Commando, equipped with the litters used in the air evacuation of wounded soldiers from Europe and Asia—a very important ATC mission. The C-46 is being rigged up so that visitors can walk in and inspect the big transport ship. Also on display, but a more respectable distance, will be a B-17 and a B-24.

Dow Field is now the headquarters of a North Atlantic Division C-46 airline, serving all of our continental, and some of our island bases. It is under the direction of Lt. Col. W. R. Walker, Jr., Director of Operations, aided

ATC Daily Flies Nearly Two Tons Of Blood to Paris

One and three-quarters tons of whole blood leave the United States daily via Air Transport Command bound for Paris, the War Department reported recently.

Blood taken from a donor is placed directly in the quart bottle which is used for the transfusion in Europe. After use of a preservative solution, the bottles are hermetically sealed and placed, six to a crate, in wooden packages. The packages are given a Class I air priority but otherwise receive no special handling.

BOAT SERVICE POOR AT BAFFIN BAY

If you plan a boat trip while located at our Baffinland stations, you'd better be sure that you time it properly. Icebreakers or smaller vessels can reach all of the Eskimo country for at least two months in the year, but you're never sure when they're coming. Freighters can go in and out of Hudson Bay (where many of the Eskimos live) for five months or longer, except when abnormal conditions prevail.

Dow Field Plays Big Part In History-Making Drama Of Arctic Air Transport

In a history making operation, more than three million pounds of cargo, passengers and mail are now being flown each way over the North Atlantic each month, to destinations in England, North Africa, Russia, and China. The Winter Flying season begins officially today, commemorating man's conquest of Arctic Ice and Snow.

At Dow Field, LaGuardia Field, Grenier Field, Presque Isle, ceremonies are being held in honor of this important event. A half hour coast to coast broadcast is being made over the Mutual Broadcasting System, and shortwaved to North Atlantic Division stations overseas, tying in the ceremonies at the various posts and stations. Features of the broadcast include a dramatization of the first flights over the North Atlantic; a plane to tower conversation at LaGuardia Field; a program at Stephenville, Newfoundland, dramatizing the work of flight traffic clerks, priorities and traffic, weights and balance, flight nurses, and giving an overall picture of the work done by the men in the division; and the program will end with a plane actually taking off for overseas.

Every day on regular schedule, giant four-engine transports of the Air Transport Command's North Atlantic Division roar down runways of air bases in this country, loaded with cargo urgently needed on battlefronts thousands of miles away. In recent months the ATC has been crossing the North Atlantic with more than 1200 flights monthly.

The North Atlantic Division has headquarters in Manchester, N. H., nerve center for operations which

(Continued on Two)

(Continued on Six)

Dow Contributes To Program With Parade

Dow Field is celebrating the official opening of the Winter Flying Season today with the first large-scale Arctic Parade ever held in the United States so far as is known, featuring the clothing, equipment, and materiel which have enabled the North Atlantic Division to conquer the hazards of winter flying over the North Atlantic. Over a territory embracing 4,000,000 square miles of water, and relatively little land, men at all of the far flung bases of the NAD are taking part in ceremonies comparable to this.

A coast to coast radio broadcast from 1330 to 1400, over the Mutual Broadcasting System (no Bangor stations included) will feature the work of the men of the North Atlantic Division. Shortwaved from 1830 to 1900 to Greenland and Iceland, and reproduced on discs which will be available here later on, the program will be heard by ATC fighting men throughout the northland.

The program will begin at LaGuardia Field with a dramatization of the first flights over the North Atlantic, followed by a plane to tower conversation at the

(Continued on Five)

Not An Eskimo



Second Lt. W. D. Harrigan, general mess officer of Dow Field, wearing his Mukluks and other fashionable Arctic Clothing. This was taken on the Board Walk at Frobisher Bay, fashionable ATC winter resort. Lt. Harrigan has spent a lot of time at Goose Bay too.

U. S. RECENTLY SEIZES NAZI WEATHER STATION

A recent story in "Yank" magazine reveals that probably the last German weather station in Greenland was recently captured by U. S. forces. Three Nazi officers and nine men, along with much tactical, radio, scientific and ordnance equipment, were seized. Since the weather over Europe is determined by the weather over the North Atlantic, the Germans will be severely handicapped in their planning of operations as a result of the loss of this station. From now on, they will have to base their weather predictions on what meager reports they are able to get from their long-range aircraft and submarines.

Dow Field Way Back When



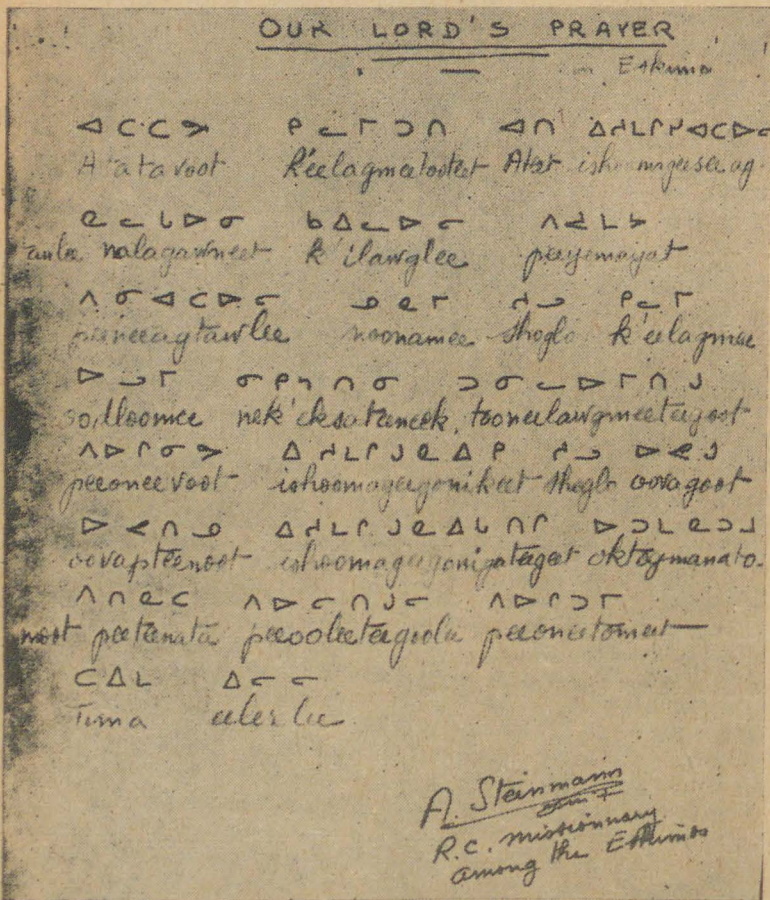
Dow Field's General Mess—in 1941. Things have changed a lot from the muddy confusion and disorder that prevailed during the construction era here. Dow Field is now a powerful part of the North Atlantic Division, and carrying its full share of the War Load.

Goose Bay Alumni Will Remember This



It's Not All Snow and Ice at the base of the North Atlantic Division above Dow Field as this scene from Goose Bay in Labrador will prove.

Father 'Red Whiskers' Writes The Lord's Prayer In Eskimo



The Lord's Prayer, written in Eskimo language, was the work of Father Albert Steinman, known affectionately to the men at our Ungava Bay Station as "Father Red Whiskers." His brisk red beard wasn't long, only about four or five inches, but it was distinctive enough to stamp him clearly as an individualist. Father Steinman, a Reserve first lieutenant in the French Army, had been a missionary to the Ungava Bay Eskimos for about six years, living in a wooden house built in the midst of a native settlement. With the exception of having a little better home than his neighbors, he lived

much as they did, sharing their trials and tribulations, and helping them as much as he could. He was stationed some distance from our Ungava Bay Base, but found it pleasant to visit the soldiers once in a while. On one occasion he came and stayed for a week—talking to the chaplain, officers, and soldiers, and reveling in the companionship of educated friends. He spent a lot of his time in the Service Club, and got to know 1st Lt. Joseph Marshall quite well. One day, in conversation, Lt. Marshall suggested that it would be interesting to see the Lord's Prayer written in Eskimo. Father "Red Whiskers" obliged, and the result appears above.

C-46 Headquarters

(Continued from One)

the run between Presque Isle and Prestwick, Scotland, for two years. Captain Daily is a veteran of Greenland's icy mountains. Chief Pilot is Major B. B. McIntyre, former Operations Officer at Stephenville, Newfoundland. Major Joseph Moran, Aircraft Maintenance Officer, and a world traveller by airplane till he settled down at Presque Isle and Dow, will supervise maintenance. 2nd Lt. B. W. Tibbetts of Major Moran's staff, is directly responsible for the C-46 Maintenance. Dow Field is proud to welcome the pilots and crews of these sturdy Curtiss Commandos, which will fly a regular shuttle run between the continental bases of the Division. They will also fly regular runs to Labrador and Newfoundland, and special runs as needed for Bermuda, Greenland, and the Crystals.

Summer temperatures of 95° within the Arctic Circle have been recorded numerous times in many places.

Reminiscences From Gander By a Guy Who Was There

There are a lot of Gander birds here at Dow Field—more hundreds of them than a statistician would easily enjoy counting. Sagas and tales of life at Gander are multiplying with the months, and no doubt, before long, a full fledged mythology of life in the Newfoundland wild will have built up. It is difficult to separate fact from fiction at this stage of the game—in fact, it was sometimes difficult to understand what actually happened, right while the events were taking place.

But most of the stories of the bizarre, most of the wild tales of the eccentric, most of the humorous anecdotes of the unusual—all these are mere leaves in the Newfoundland wind. All these are unimportant, in the face of the tremendous accomplishments of the North Atlantic Division, and its Gander Lake airmen.

The sleet that bit into the faces of the mechanics working on the line; the blinding snow that made driving a hazardous task; the chilling, damp cold that went deep to the marrow of the men; the everlastingly falling snow, that kept on coming and had to be removed from the runways; the sudden fogs that enveloped the ground—all these were factors to be coped with.

But the planes went through. The snow fell all night and all day—and all night and all day, one could see the lights of snow plows, snow blowers, and other snow moving equipment moving through the dim whiteness of the northern half-light. And, when finally the snow stopped and the wind stopped blowing—the runways were quickly cleared for service.

It was discouraging sometimes—the runways would be cleared, and the aprons piled high with snow. Then the winds would howl, and the snow would begin to drift. But Base Maintenance, working day and night, had only one thought—those planes must get through.

Sometimes just going from the barracks to the chow hall was torture itself—leaning against a wind strong enough to hold you up, and sleet punching holes in your skin as you went along. Parkas pulled tight around your face and body, could protect most of you, but it couldn't protect your face. But bad weather or no—there was work to be done. Guard posts had to be maintained; aircraft engines had to be inspected and thoroughly checked; runways and roads had to be kept clear; the men had to be fed, and the

Rescue Training



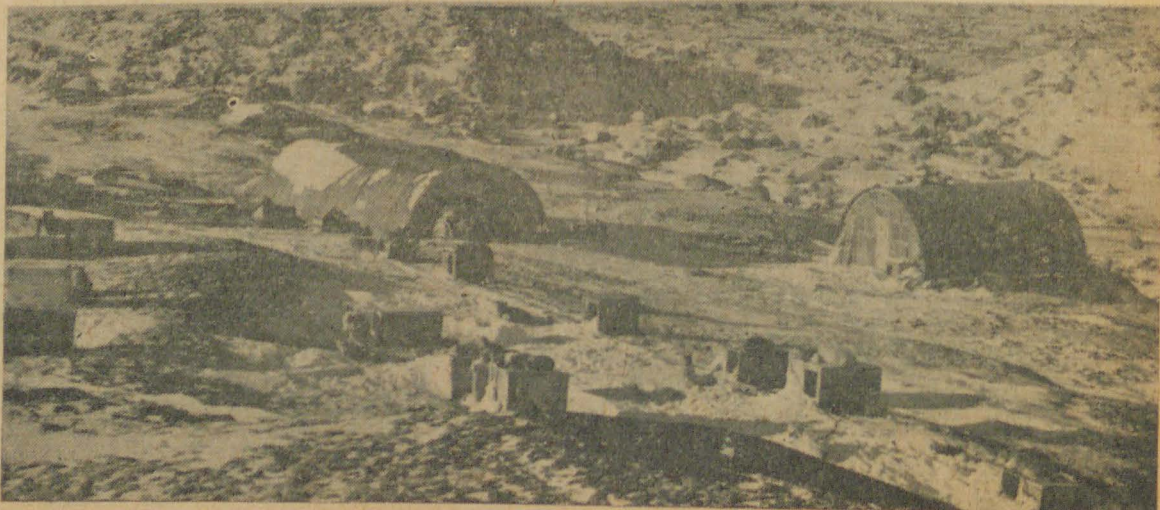
Arctic Search and Rescue Group at Gander Lake, develops techniques at Gander's Sun Valley Ski Run. WO Carl Powell, of Air Corps Supply, was in charge of this group, and many Dow Field soldiers took part in its maneuvers. These included (believe it or not) deliberately setting out in the teeth of an Arctic Blizzard, and sleeping out in snow five feet deep, miles from the camp.

buildings had to be heated and lighted.

Regardless of the difficulties of weather, the work went on. And with the work went a continuous program designed to give the men something to do—good movies, occasional USO and other shows, well equipped gymnasiums, a good library, plenty of skiing and snowshoeing equipment, and plenty of space in which to use it, and an opportunity to be with and get to know, men of other nations who are fighting the war at our side.

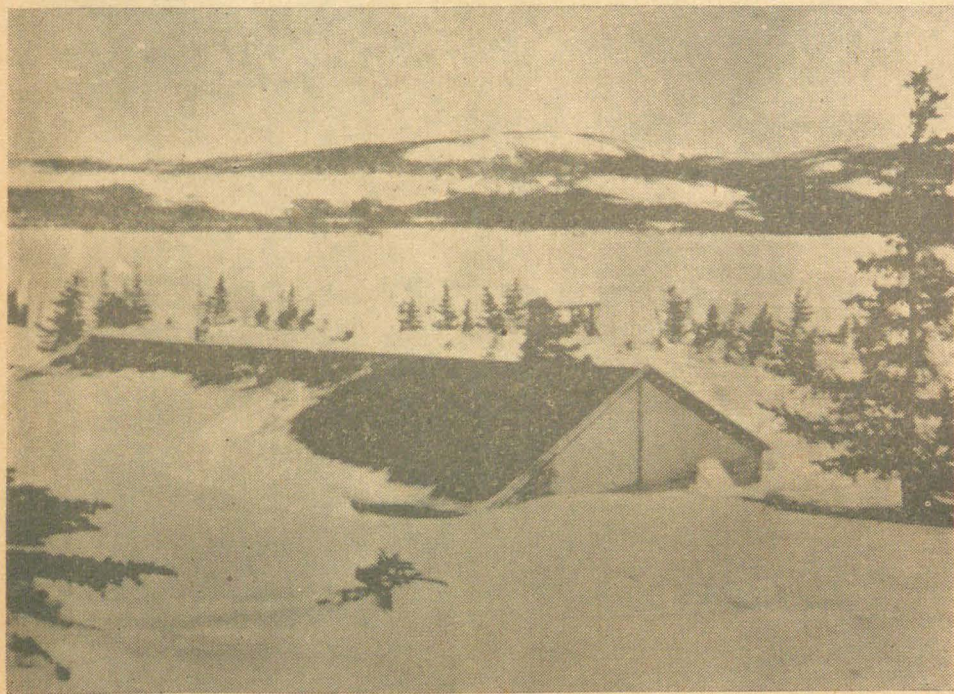
But the important thing—and everything else is secondary—is that the planes went through last winter, and that they will go through all this winter. Gander carries on with its great part in the North Atlantic Division's epochal role of sending across the Arctic the sinews of war.

Greenland Bases Are Not a Picnic



This Greenland Weather Station has Nissen huts which house a commanding officer, six weather men, four radio operators, two rescue men, five mechanics and a dog tender. Crashed airmen have been rescued from these stations.

NAD Personnel Know This As the Real North



A Cosy Labrador Outpost.—And the snow it blows and blows until it mounts to the roof. This is a barracks building of an AACS outpost. From such stations come weather reports that make winter flying possible.

They're Really Friendly.—Even though they don't look it, these Eskimo beauties (male and female) are friendly. They visit Frobisher Bay and other Baffinland posts often. It's the GIs one change to select a wife. Missionaries, such as Father Albert Steinman (mentioned in another story) welcomed the GIs as a relief from the Eskimos.—Official AAF Photo.



NAD's Weather Posts Vital



Theodolite at a Greenland weather station is operated during snowstorms. Small hydrogen balloons are released, viewed through theodolite to determine wind direction and velocity. Of the balloons released, many have been found and returned by Eskimos.

ESKIMO WORK GOOD, LT. MARSHALL SAYS

First Lt. Joseph Marshall, officer in charge of the Dow Field Band, reports that the Eskimos on Ungava Bay are fine craftsmen, if you can get them to work. He tells a story of how the Factor's wife at Fort Chimo, located near the base there, wanted a coat made. Tearing apart an American style coat at the seams, she gave the pieces to an Eskimo

woman and suggested she duplicate the coat from Hudson Bay Blanket material. Lt. Marshall says that the coat, when finished, was equal to the best Fifth Avenue could supply.

He also reports that getting furs is no picnic. So—if you're heading north don't expect to come back with a barrel of furs. Lt. Marshall did get a first rate walrus tusk—ask him to show it to you.

Entire World Uses Stations For Forecasts

NAD's 53 weather stations are not only of importance to northern flying but are used by the Allies to determine weather conditions for the entire world. Without them accurate forecasts could not have been made for the European invasion.

Probably the greatest obstacle to all year round flying is weather. Generally speaking, the weather in temperature latitudes moves from west to east—from Northeastern Canada out across the Atlantic. Flying conditions in the British Isles are frequently the direct result of previous conditions over the Atlantic.

The first step in the fight against weather was to establish meteorological stations in northeastern Canada, the birth place of Atlantic weather, and at land stations situated around the rim of the ocean. The first weather group was sent to Gander Lake in March 1941. This was followed by others—a station built in Greenland in July. From then on, one land in June, and another in Iceland after another was built until there are now 53 observation and forecasting stations serving the Division.

Personnel manning these stations are among the unsung heroes of the war. All of Dow Field's weather men are veterans of these isolated outposts. Sent in small groups to remote and isolated stations, some located within the Arctic Circle where there is no communication with the outside world except through radio code, these men are first carefully selected and then observed to determine whether they can stand the strain imposed by their monotonous living conditions.

Their replacements, and most of their equipment and supplies, can be brought in only during the summer when the NAD amphibious "Catalinas" can land in the water near the station. In win-

ter, perishable and emergency supplies are dropped by parachute.

More than 800 weather experts—officers and enlisted men, live the year round in these isolated outposts. The atmosphere in the Far North is much like an ocean extending many miles above the earth. Through it move deep masses of air, like ocean currents. Cold air masses sweep down from the polar regions; warm air masses rise from the equatorial belt. When the warm and cold currents meet—weather is made.

By observation, plane reconnaissance, and scientific weather reporting, the ATC has learned how to beat weather handicaps. It furnishes pilots charts of weather conditions expected on the course, a schedule of weather broadcasts, and a list of points to call for additional information while in flight.

Perhaps the most important item is the pilot's flight forecast map. On one side this gives the route, wind currents and approximate high and low pressure areas. The other side contains drawings from a vertical cross section angle, showing expected types of cloud formations, cloud bases, visibility, and approximate landing weather. The map also shows where and at what elevation turbulence may be looked for, and gives the pilot a recommended flight level.

The Air Transport Command has conquered Arctic Weather—with the aid of the veteran Arctic weather men at Dow Field.

Little paycheck, by tonight
We'll be where the lights are bright
In some gaily festive spot.
I'll return, but you will not.

Study Ethnology If You Figure On Going North

Inhabitants of the far north comprise Indians, Eskimos, and whites. The Eskimos are spread out along the coast from west of the Mackenzie Delta to Hudson Bay, and on the Arctic Islands, including Baffin Island. Whites include traders, fisherman (lots of them in Labrador), missionaries, doctors, wireless operators, and weathermen. And, of course, there are Canadian Mounted Police (without horses) wherever you are likely to land in the Canadian north. There used to be a lot more Indians and Eskimos than there are now.

If you're shrewd, you'll get some interesting souvenirs of your trip up north. There are many items at Dow Field collected by amateur ethnologists.

ATC men located at one of the Baffinland stations discovered some interesting ruins, which may turn out to be prehistoric.

But to know what it's all about—study your ethnology.

MAJ. BALLERINO HEADS EARLY ARCTIC GROUP

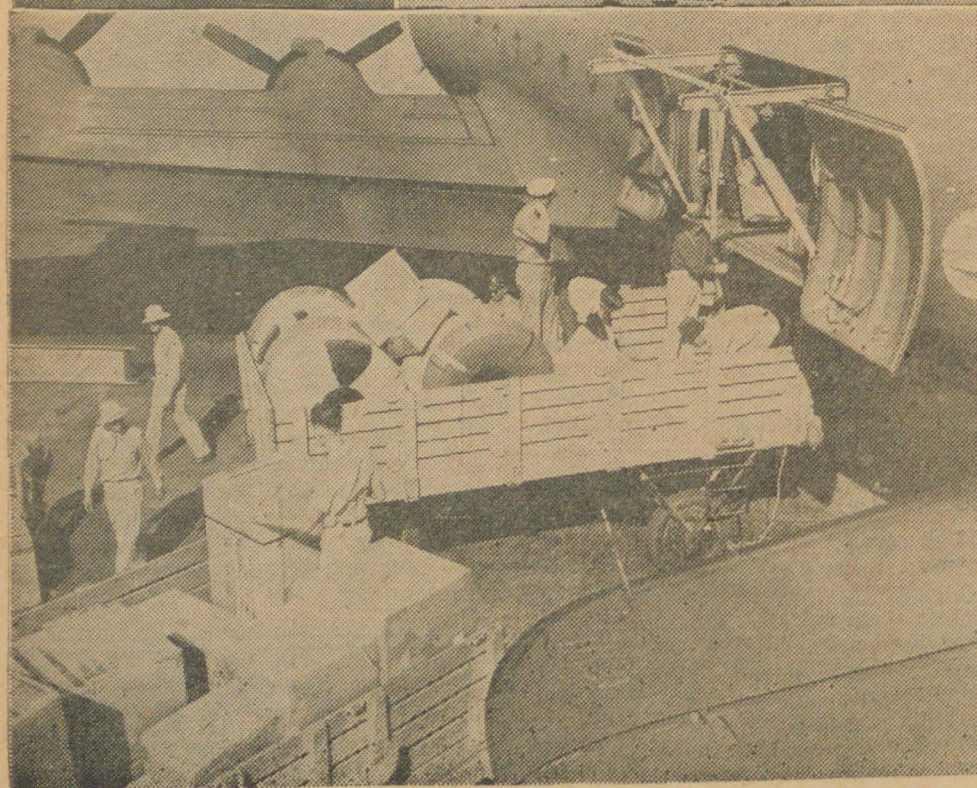
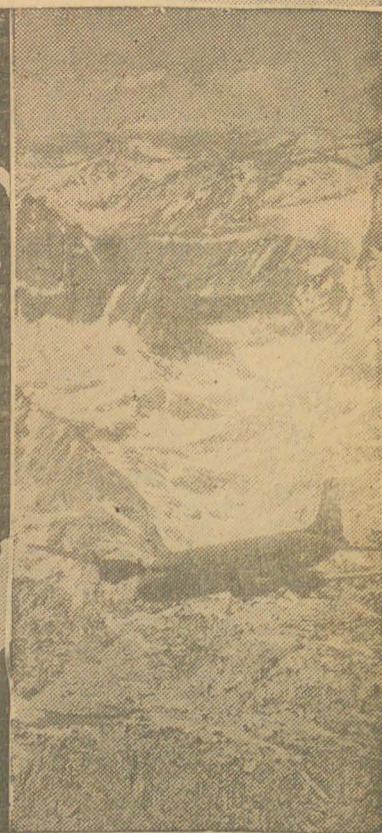
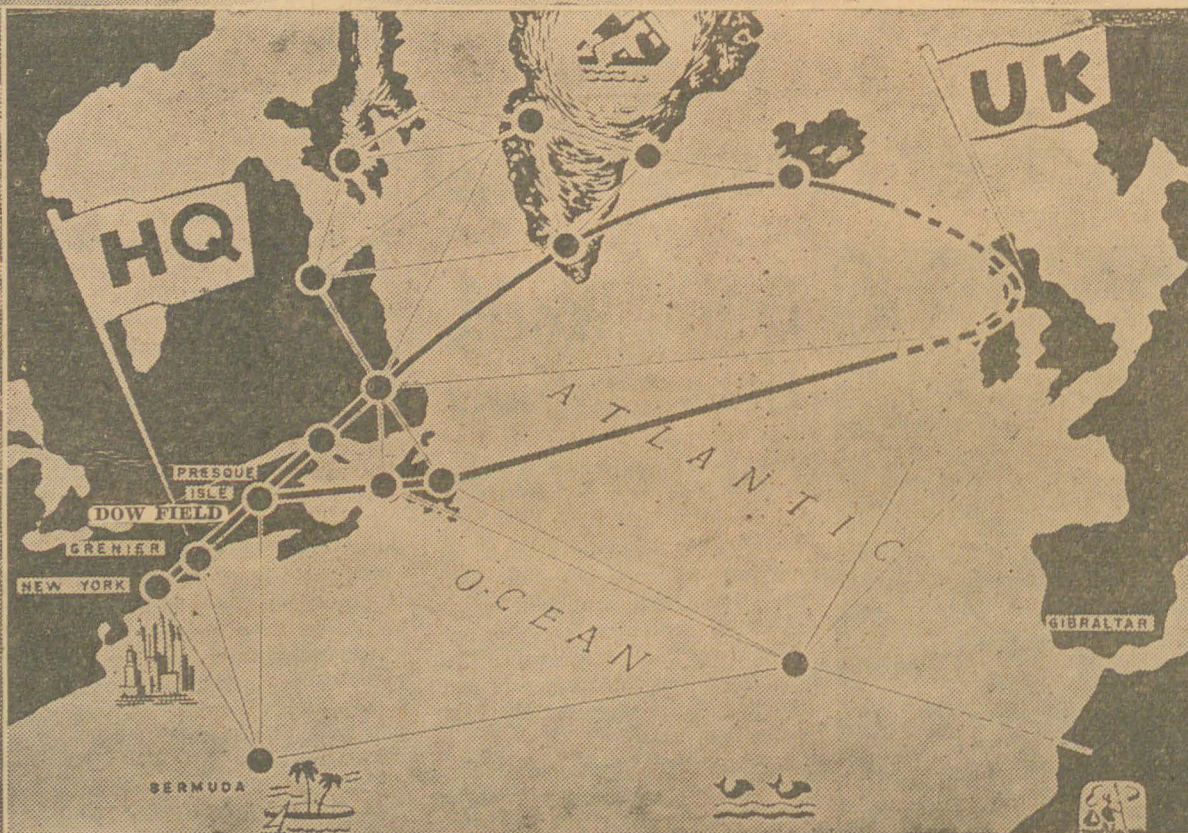
Major John Ballerino, provost marshal of Dow Field, had the job of escorting the first Air Transport Command troops to our base at Churchill, located at the northwest corner of desolate Hudson's Bay. He doesn't say much about it, but it must have been tough going.

THE DOW FIELD OBSERVER

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Cross Section Of the North Atlantic Division



—ATC Photos—Courtesy of Grenier Field "Beacon."

Upper Left—Tactical Bombers being flown to Europe by the ATC over the North Atlantic Route.

Upper Center—Brigadier General Lawrence G. Fritz, Commanding General of the Division.

Upper Right—A group of Arctic Search and Rescue Men with their big St. Bernard Pack Dogs.

Left Center—A group of ATC Freight Handlers checking over the B-4 bags of some of the thousands of personnel from overseas by the ATC.

Center—A new North Atlantic Division map, showing more detail than we've ever seen in the papers before.

Right Center—A C-54 flying over snow-capped mountains. This is an everyday occurrence to NAD.

Lower Left—A C-54 being loaded with heavy cargo preparatory to speedily flying to the war fronts.

Lower Right—Men of the Air Surgeon's office carrying a wounded soldier from one of our air evacuation planes.

Arctic Rescue Dog Team



Arctic Search and Rescue dog team of the North Atlantic Division, crossing a bleak, snow-covered stretch of land on Baffin Island, just south of the Arctic Circle. Air Transport Command Search and Rescue Experts have travelled for days at a time with dog sleds. Many lives have been saved in the Arctic by these men.

ATC Inaugurates Direct Air Route To Paris, France

With the arrival in Paris recently of General George C. Marshall, Chief of Staff, and Office of War Mobilization Director James F. Byrnes in an Air Transport Command C-54 plane, the Army Air Forces inaugurated a direct United States to Paris air route.

Almost simultaneously with the arrival of General Marshall and his party, another ATC plane landed at the Paris field from New York loaded with supplies and mail. Supplies consisted of urgently needed map-making equipment, medical supplies and engine parts.

These pioneer flights utilized knowledge of weather conditions accumulated and closely analyzed in recent months of all-weather flying by ATC planes.

Brigadier General Earl S. Hoag, Commanding General of the European Division, ATC, made the following statement:

"The start of regular, through transatlantic plane service from New York to Paris is another milestone in the history of the constantly expanding Air Transport Command.

"Coming only about five weeks after the liberation of Paris, the flights of through planes from the United States will bring in valuable war cargo and priority passengers in much quicker time than was possible when using the old routes. The new service is an effort by ATC to do its part in bringing the war over here to an early end."

In keeping with its function to maintain the front-line supply chain, ATC has been operating to bases within France since shortly after the Germans were driven out of eastern and southern France.

Snow Light in Arctic

Although there are regions of intense local storms, the Arctic take as a whole is less stormy than perhaps any other region of equal size in the world. It is strange how seldom the wind blows and how gently it blows when it does. The average snowfall of the Arctic is much less than that of Scotland or Iowa. The little snow there is disappears rapidly.

Eskimos Show Arctic Explorers How to Live

The early explorers of the Canadian Arctic loaded themselves down with woolen clothing and heavy leather boots. These were uncomfortable and didn't prevent them from getting badly frost-bitten now and then: On winter journeys they pulled their own sledges, slept in their suits to try to keep warm with their inadequate bedding, and sheltered themselves with canvas tents. Experience taught them to copy the Eskimos.

The Eskimos they met wore skin clothing exclusively, each person having two completed hooded suits, one with the fur turned in, the other with it turned out. His boots were of seal or caribou skin, with fur socks. The whole outfit weighed very little, and it was so pliant that it restricted the wearer's movements not at all.

The Eskimos use skin or canvas tents in summer, but built snow houses on the trail in winter. A snowhouse could be put up in an hour or less, yet would afford perfect protection against the severest blizzard. They are heated by soapstone lamps, burning seal oil—frequently now, they burn kerosene, and have gasoline cooking stoves.

Skins of polar bears, musk oxen, seals, or caribou, are spread on a raised platform, and when the occupants of the house choose to retire, they remove all their clothing, putting most of it on racks to dry, and crawl naked into relatively cozy caribou skin sleeping bags.

Some of the Eskimo's living customs are a bit on the offensive side, as some of our ATC Personnel have found out while visiting their igloos. But—while we have them with us, we don't have to live with them. "It's bad enough," said one Baffinland soldier, "to have them stinking up our moving picture theater."

But it's an experience, you can be assured.

Overheard in the PX: "Boy, was that girl ugly. She must have been a professional blind date!"

The sailor's a crazy guy
And has a lot of fun;
He sizes all the cuties up,
And seldom Mrs. One!

4000 WAR CASUALTIES FLY HOME MONTHLY

C-54s of the Air Transport Command are now flying combat casualties home to the United States at the rate of 4,000 a month, about 40 per cent of all casualties returning from overseas.

Since air evacuation was begun at Bowman Field in October, 1942, twenty-nine Medical Air Evacuation Squadrons have been organized and nearly 1,000 Flight Nurses and a comparable number of Surgical Technicians have been trained.

The Ferrying Command of ATC and the Troop Carrier Command are now flying more than 6,000 patients a month from American ports of debarkation to Army hospitals in the interior. This includes a portion of the casualties arriving by sea as well as those coming in by air.

This happened in France a few weeks back.

A GI interpreter sat across the table from a Nazi prisoner.

"Is it true," he asked, "that the German people are eating horse-meat?"

"Ach," reminisced the Nazi, "Dose vere der good old days."

STARS IN SERVICE

CHARLEY KELLER
HARD HITTING
OUTFIELDER

REALLY DELIVERED FOR THE
YANKS IN THE 1939 WORLD
SERIES—BATTED .438, GOT 7
HITS (3 HOMERS), MADE
8 RUNS HIMSELF
AND BATTED IN
6 MORE—IN 4 GAMES!

BUY MORE WAR BONDS

CHARLEY'S WITH THE BOYS WHO REALLY DELIVER FOR THE YANKS—HE'S IN THE MERCHANT MARINE!

U. S. Treasury Department

This Is No "Fish Story"



Fishing is a great sport at Gander Lake. Many are the tall tales that are told back in the States about the fish that get away—but up at Gander (and at Goose Bay too, we are told), fishing stories are true. These are all trout and landlocked salmon, and they're delicious. Some of Dow Field's best fishermen tell of taking 60 fish in one hour (four men fishing). Can you beat that?

LT. COL. MORRIS RECALLS MIDNIGHT BALL GAME

North of the Arctic Circle there are more than six months of long days. When the days are longest, it is often possible to play baseball by the light of the midnight sun. Lt. Col. C. K. Morris, Base Surgeon, tells about the midnight baseball games at Ladd Field, Fairbanks, Alaska. But there's another side to the picture. The so-called "dark period," lasting from several days to several months, depending on the latitude, gives you a time when the sun does not rise above the horizon the clock round. It is totally dark, though, only in stormy weather. The rest of the time, the moon and stars, often aided by the aurora borealis, furnish light on the snow covered ground. Arctic nights are clear and cold.

Local Parade

(Continued from One)

big New York base. Then the program will switch to Harmon Field, Stephenville, Newfoundland, where the duties of flight traffic clerks, flight nurses, priorities and traffic men, and weights and balances men, will be dramatized. The program will close with an over-all picture of the work being done by all departments—and with a plane zooming off from Stephenville, bound for Europe.

In today's Arctic Parade will be snow plows, snow pushers, snow blowers that send snow cascading 200 feet, fire trucks that envelop a gasoline fire in fog, the latest crash equipment, and many varieties of Arctic clothing and equipment.

Arctic Visibility Good

Visibility is greater the colder the air, providing it is not interfered with by condensing moisture. At —50°, you can see comparatively small objects two or three times as far away as at 50°, and remote things such as mountains acquire neither the purplish appearance nor blurred outlines we associate with distance. Often a mountain 20 miles away is mistaken for a small hill one mile away.

Arctic Conquest Long Visualized By General Fritz

When Brigadier General Lawrence G. Fritz, CG of the NAD, was operations chief of ATC in Washington, he asserted, "The North Atlantic can be flown both east and west on regular schedule in winter as well as summer."

Today all NAD is celebrating the fact that he was right as the second winter of regularly scheduled operations over the North Atlantic network starts.

Last winter the division flew more traffic over its routes than in the entire previous summer. This winter—with traffic up to more than 40 crossings daily—the Arctic has been licked and NAD has something to celebrate.

But the going wasn't—and isn't—easy, as anyone knows who has been stationed at Harmon, Gander, Goose, Crystal 1 and B, BW 1, 2 and 8, Mingan, Meeks, Prestwick, Bermuda, the Azores, Presque Isle or any of the 53 isolated weather stations. You can be pretty certain, though, that when only two tenths of a per cent of the thousands of tactical craft flown to Europe have been lost, the toughest part is over and flying the North Atlantic in winter is safe.

Steam at 60 Below

A conspicuous effect of cold on air is to dry it. At —30° to —60° this causes various phenomena. Clouds rise from flooded rivers that resemble the smoke of a forest fire. Animals leave "fog trails" behind. At —60° or colder there is a trail in the air behind a running caribou as if a smoke screen were being laid. A reindeer, probably as dry as it could normally be, was reported invisible from its own steam at ten feet.

GI: "There's a whole drawer full of useless documents on file. Shall I burn them?"

OIC: "Yeah, but make copies first."

The Jap navy is certainly thorough. It gets to the bottom of places.

Winter Flying Starts Today at NAD Bases

(Continued from One)

include almost 20 bases in this country, Newfoundland, Greenland, Canada, Labrador, Baffin Island, Iceland, Bermuda, and other spots.

Personnel Interchanged

Dow Field is filled with experienced veterans of all of these bases—in retrospect, there isn't one of the far-flung bases of the North Atlantic Division that isn't capably represented at Dow Field. Alumni of the Greenland Icecap and the snow-covered wastes of Baffinland and the Hudson Bay Country, rub shoulders every day at the Base with those who have just returned from Bermuda's sunny beaches, and the hot deserts of North Africa.

18 Hours to England

Following the Great Circle, one North Atlantic airway starts from Washington, New York and New England bases, and follows a line extending through Newfoundland or Labrador, Greenland and Iceland, to England and the United Kingdom, while the other follows a course by way of Newfoundland or Bermuda to North Africa. These two routes encompass an area of roughly 4,000,000 square miles of ocean—and very little land. The trip to England is made in approximately 18 hours.

Over country varying from semi-tropical climates to Arctic tundra and wasteland, virgin wilderness, glaciers and almost limitless expanses of water, huge transport aircraft fly cargo and passengers on a round the clock schedule to their destinations.

Arctic Conquered

Long since conquered are the twin hazards of treacherous Arctic weather, and long over-water flights. Weather outposts and an efficient chain of Army Airways Communication System stations virtually "nurse" planes over the routes. It was recently revealed that last winter regular daily schedules across the North Atlantic had been maintained for both cargo and tactical aircraft. This contrasts with the almost total lack of crossings in the winter of 1942-43. Veteran ATC pilots now jocularly refer to the once-treacherous airway as the "low-level sunshine route."

In less than a day, war supplies are delivered in England and Africa which would take many days by the fastest surface vessel. Using several terminals and fuel stops along the routes, Army C-54 transport and aircraft maintain the first multiple daily air service linking America with Europe and Africa, as well as points farther east.

Return Cargoes

Returning cargoes include strategic war materials such as platinum, mica and rubber, personnel returning from combat duty, ferry crews for replacement aircraft, and mail. At this time, many C-54s are fitted with litters for the evacuation of wounded to hospitals in this country. These casualties, plus returning military personnel, swell the proportion of passengers over freight on westward flights.

Cargo carried east by the North Atlantic Division is needed in a hurry, and commanding generals of all combat theaters want the supplies they order "there yesterday." Only the most urgent cargo goes by air—all else by surface means.

Careful Planning

Allocation of cargo space is carefully planned by highest military authorities in Washington. Every week theater commanding generals estimate the amount of sup-

plies they must have by air, and space is then allocated on the basis of military exigencies and requirements of the Allied High Command's global strategy.

Priorities and Traffic division, Air Transport Command, tells the general staff how much cargo space is available, based on the number of planes on hand flying the most efficient schedules.

A certain amount of the total figure to be carried by the entire Air Transport Command is assigned to its North Atlantic Division. This amount is now very large—almost one-third the total—as invasion has meant an increase in military supplies for the European Theater, and its needs are constantly changing. For instance, shortly after the invasion had been launched, 8,900 pounds of penicillin were requested by General Eisenhower's medical staff, and within six hours after receipt of the information, North Atlantic Division planes were carrying the life-saving material to England.

Ready for Emergencies

NAD Priorities and Traffic division must be prepared for sudden contingencies such as the penicillin order, and also plan an efficient, quick dispatch of a huge volume of traffic backlogged in warehouses on or near bases in this country for movement abroad. Division P & T must plan how the vital loads will move, laying out routes, and allowing for weather and capabilities of aircraft.

The monthly load figure, or "lift," is broken down into weekly estimates and apportioned in "channel" traffic to areas served directly and indirectly by the Division's scheduled traffic. North Atlantic planes fly directly to England and North Africa and indirectly serve the Mediterranean area, Russia, India, and China by flying essential loads on the first leg of their trip to ultimate destinations.

Exceeds Quotas

By careful planning and scheduling of flights, Priorities and Traffic is able not only to meet quotas for channel traffic, but exceed them—as happens nearly each week. This cuts down the backlog of military supplies waiting on this side for air shipment overseas and frees cargo space for additional supplies.

A large volume of traffic for bases along the North Atlantic Routes must be scheduled in addition to channel traffic, as many stations are isolated from all transportation but air for the greater part of the year. They must be constantly supplied by air so that year round operations over the North Atlantic are maintained at peak efficiency.

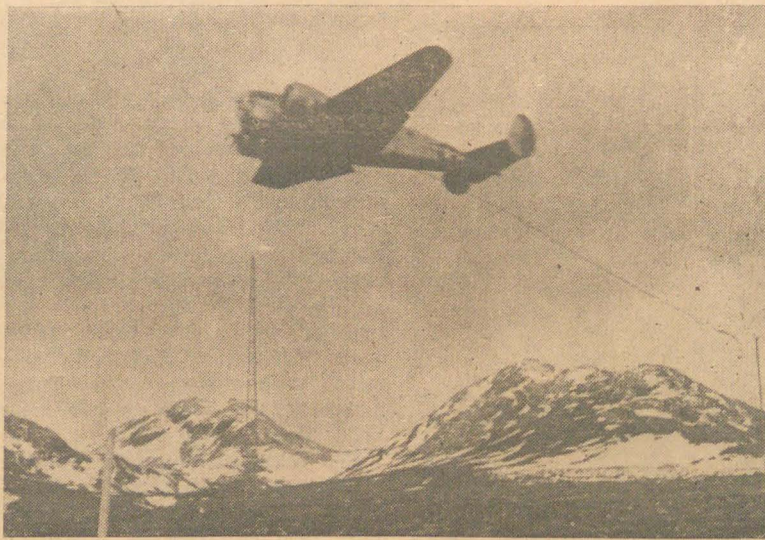
Who Gets What

So important is the rapid long-distance movement of cargo by air, that deciding which theater will get what amount is a prime task for top-echelon military authorities. The value of 50 tons of special ammunition or several thousands of some particular weapon flown to a battlefield is difficult to estimate exactly, but it can be enough to save a bad situation or put victory within the grasp of our forces.

General H. H. Arnold, commanding the U. S. Army Air Forces, recently said, "It will be realized that air transportation itself does not solve the whole problem of supply, but the ability to fly in vital cargo on short notice can turn and has turned the tide of battle."

Ordinarily, a theater commander, once he has received his allotment of cargo space, puts the

The Mail Must Go Out



Picking up mail at an isolated Labrador AACS Station. Our own Colonel Schurter, former Operations Officer at Goose Bay, used to be a frequent visitor at this station—both picking up and dropping mail and freight.

problem of deciding what materials are to come by air up to his Theater Priority Board. Designation of the cargo, waiting or soon to be ready in the United States, is forwarded to Washington.

Types of Cargo

Among types of cargo flying the North Atlantic airways are aircraft repair parts, modifications to improve existing weapons or adapt them to specific field needs, special supplies—from clothing to medicines, and even delayed cargo that must be included in a convoy originating overseas. At the time of the Italian campaign, more than 15,000 pounds of paper "invasion currency" was flown to Algiers for use by our troops.

Prior to the offensive in Italy which saw the capture of Rome, many tons of urgently-needed aircraft tires and tubes were flown to our air forces in the Mediterranean Theater. The material arrived in time for our aircraft to go all-out in pre-attack and support bombing. It was flown by special mission across the Atlantic to the point where it was picked up for transport to the air bases needing it. More recently, during the pre-invasion bombing of Europe, additional electrically heated flying clothes were required by bomber crews flying a mounting number of missions, to prevent frostbite at the high altitudes flown. These were delivered swiftly in record time, so that this particular obstacle held up no projected bombing.

Flexibility

These instances illustrate the "special" type of missions flown by the Air Transport Command. Such missions are often performed at almost a moment's notice, depending on the demands of the military situation in a particular theater. Flights of this type naturally give a good deal of price-less flexibility to the operations of theater commanders, as they can be assured that with the present increasing volume of air transportation, material that they must have, and which was perhaps not included in their long range plans, can be delivered when and where they specify in the shortest possible time.

Military, diplomatic and civilian personnel necessary to the prosecution of the war are also carried by Air Transport Command planes. Special diplomatic missions, such as that of President Roosevelt to Teheran, or Wendell L. Willkie to Moscow, are noteworthy examples of special missions. Meetings between high military personnel of the Allied nations, as well as hurried consultations between commanding generals and the Army high command in this country are quickly arranged and consummated

by air, and in most cases these involve travel across the North Atlantic with consequent necessary precautions for safety and security of those involved.

East Bound Passengers

All personnel, whether military or civilian, east bound over North Atlantic routes are carried by air only because their presence at destinations is important to the war effort. Here again, it is Priorities and Traffic which must make the decision and assign priorities for their travel.

In addition to the preliminary details required for the establishment of priorities, scheduling of aircraft, selection of traffic for air shipment and numerous other problems, Priorities and Traffic must maintain a constant vigil over passengers and cargo. All aircraft must be loaded properly and loads distributed throughout the cabin according to accurate computations permitting pilots to keep the plane in "trim" during flight.

Loading Planes

Movement through the passenger cabin of one or two passengers does not greatly affect the trim of the plane but if, for example, a thousand pounds of cargo were to be loaded too far forward or too far aft, it would cause a great deal of trouble during the take-off and in flight. Specialists familiar with the loading of aircraft are responsible for every item that is placed aboard.

After the plane departs from this country it is then the duty of the Priorities and Traffic Officers at the on-line stations to expedite the onward travel of the passengers and cargo. Passengers are received at each station and made to feel at home during their short stay while the plane is refueled. Each transit stop is prepared to handle the arrival and departure of aircraft at any hour of the day or night, and meals are served on the ground or placed aboard to be served in flight.

Customs Officials

Passenger and cargo entering the United States via North Atlantic Division planes must be cleared through Customs, Immigration, Public Health, and other government agencies. The urgency of the traffic aboard these planes requires that there be no delay in the clearance of important passengers and cargo, and details pertaining to such clearance are handled quickly and precisely by P & T in order to avoid delay.

Priorities and Traffic Division of the Air Transport Command corresponds, actually, to the traffic department of a commercial airline. It deals with all traffic problems relative to movement of passengers, cargo, and mail. Such

traffic cannot be placed aboard an airplane without advance preparation, nor can it be forgotten after it is aboard the plane.

Mail for Servicemen

The other type of high priority traffic carried by air is mail for military personnel overseas. Nearly every cargo ship leaving this country delivers mail to the United Kingdom and North Africa, where it is off-loaded and dispatched to other theatres of operations by Air Transport Command's European and North African Divisions. The South Atlantic Division also carries a large quantity of mail to destinations in Central Africa and eastward. Mail is another responsibility of Priorities and Traffic.

Each theater is now allocated a given tonnage of mail over a month's period, which is a percentage of total traffic allocated to the theater. To the United Kingdom, for example, is assigned a mail allocation of 34 per cent of all traffic to that area. This adds up to a staggering amount of mail, as is indicated by the fact that the North Atlantic Division carried during the first six months of 1944 more than two and a half million pounds of mail to terminals overseas, and to intra-division bases.

A Million Pounds of Mail

In October alone, nearly a million pounds of mail was carried eastward by the North Atlantic Division. Over 1,800,000 pounds of cargo was carried eastward during October.

Mail is packed in bags weighing fifty pounds, and includes V-mail, air mail, and sometimes first class mail, depending on the number of aircraft making the trans-Atlantic run. V-mail goes first and then air mail. The fifty-pound bags are easily stowed aboard aircraft. A plane which has bulky but light cargo can be brought up to its maximum payload by adding mail sacks, as there is practically no packing, handling or tie-down problem with mail. Often more mail is dispatched than the regular allotment for this reason.

"Postmaster, N. Y."

Most trans-Atlantic mail is loaded aboard cargo planes at LaGuardia Field, New York, where V-Mail and Air Mail addressed to "Postmaster, N. Y." is delivered from the Army's huge postoffice at 464 Lexington Avenue in New York City. Date of receipt at this postoffice determines which mail leaves first for overseas—the earliest dates leaving first, though normally it is possible to keep nearly abreast of arriving mail without accumulating any considerable backlog.

At National Airport, Washington, D. C., courier and diplomatic mail is loaded aboard transport aircraft, though on a much smaller scale than LaGuardia. The Air Transport Command carries mail for other branches of the Armed Forces, as well as for civilians working for various agencies of the United States overseas. The Naval Air Transport Service in turn carries mail for Army personnel in areas it serves.

And now, at Dow Field, and other bases of the North Atlantic Division of the Air Transport Command, celebrations are being held to commemorate the opening of the Second Winter Flying Season across the North Atlantic. Arctic weather, though not completely conquered, has at least been subjugated to the point where all winter flying has become a reality.

Pink Snow

"Pink snow," caused by microscopic plants growing in the snowbanks is common. You cannot see the coloring when you stand close to a drift, but at 30 or 40 yards it appears decidedly pink or even red. When the plants are at their height, the reflected hue of the snowbanks gives the skies a pink tinge.