

DOW FIELD Observer

Oldsters and Youngsters Sworm Over Base

CAP Cadets In State Outfit Encamp Here

One hundred Civilian Air Patrol Cadets from various sections of Maine are training at Dow Field for the next two weeks. Working under the direction of Capt. J. G. MacPherson of South Portland and their own cadet officers, they are going through an extensive training program, developed in coordination with 1st Lt. Bruno Pieromarchi, Ground Training Officer.

Program Extensive

Rising at 5:45, the program includes activities scheduled from 8 a. m. to 5 p. m. daily. Classes include camouflage, articles of war, chaplain's duties, orientation, link trainer, parachutes, weather, weight and balance, gas mask and gas chamber, Arctic search and rescue, physical training, fire fighting, safeguarding military information, military courtesy, ground safety, flight radio, aircraft maintenance, chemical warfare, and other subjects.

The instructors for most of these classes are commissioned officers, enlisted men and civilians of the base. Most of the classes are for informational purposes, stressing aeronautical subjects.

PT Tests Planned

The boys are planning to go through a regular physical fitness test before leaving. Their drilling is hard, and done under their own drillmasters.

The boys range from 15 to 17 years in age. Back home, in their own Flights, girls are also members of the outfit, but no arrangements were made to bring them on this encampment. All of the boys are interested in flying—many of them are taking flying lessons back home. Many intend to enter the AAF of the Navy Air Corps, when old enough.

Cadets Pay Own Way

Cadets pay \$12 for the two-week encampment. In some cases this sum was raised by dance outfits held in their home communities. All cadets furnish their own uniforms.

Sightseeing tours of the base were conducted for the cadets on Sunday by S/Sgt. Clarence Pursley, of Squadron "A"; Sgt. Chester Sutton, Squadron E; Cpl. Emil Salkay, Squadron B, and Cpl. Anthony Vitkauskas, Squadron C.

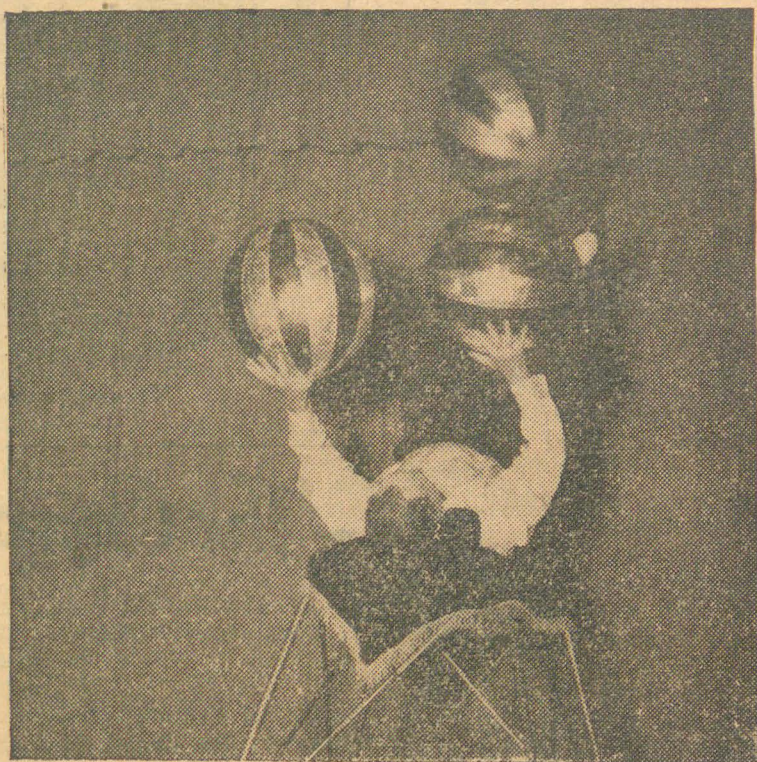
Working with Capt. MacPherson is WO John E. Hamilton, Jr., of Lewiston, and WO Edgar S. Lindsey of Bingham.

Dance At T-6 Tonight

The regular bi-weekly base dance, sponsored by the USO and featuring USO girls as dancing partners, will be held in the Special Service building, T-6, tonight, starting at 8:30. Music will be furnished by Sgt. Herbie Blinn and his orchestra.

COURSES OPEN TO WIVES

Directors of the "GI College," realizing that many men do not care to spend extra time studying when they could be at home with their wives, emphasize that wives of servicemen may sign up for any of the courses offered on Dow Field



James Evans, juggles with his feet

Camp Show, 'Hats Off,' Booked For 2 Performances Saturday

The five-star team of Herron and Richardson headlines the USO Show, "Hats Off," appearing in Building T-6 on Saturday night at 6:30 and 8:30 o'clock. The versatile duo, who act as Masters of Ceremonies for the show, also dance and carry on a humorous conversation. Other members of the four-act cast include James Evans, who juggles with his feet, "The Park Avenue Sextette," dancers, and "White and Manning," a comedy dance act.

James Evans is billed as the man who "for years set the pace for all acts doing foot juggling." He has played every civilized country in the world and been featured in musical productions and vaudeville at the principal theatres in America.

"The Park Avenue Sextette" joined Camp Shows following a long tour with the Sally Rand unit, touring the better night clubs and theatres from coast to coast. Miss Rand may have had something to do with their top billing, though advance notices promise something in the way of dance entertainment.

"White and Manning" have presented their dance act before Warner Brothers and Paramount cameras. Introducing the "Booms-O-Daisy" to America, they featured it at the St. Regis Hotel in New York and at Leon and Eddie's.

"Bobby Carr and Company," a late addition to the show, accentuates the comedy angle of the presentation. Charles Ruddy is pianist and musical director of the unit.

Two Returnee Chaplains Now at Dow

Father Morkowski Here Temporarily

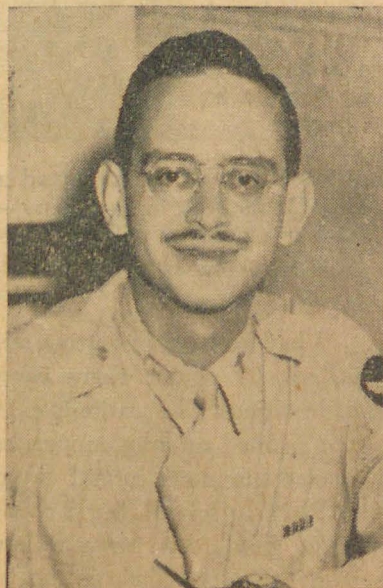
While Chaplain James T. Kilbride is attending chaplains' school, Chaplain Edward J. Morkowski, who recently returned from England, is filling the Catholic post here.

Just back from 32 months overseas with the Eighth Air Force, Chaplain Morkowski reported here for temporary duty following his rotation leave.

While in England he was assigned to the 305th Bombardment Group, stationed in the Midlands. Declaring that he saw little of the blitz, he said:

"Our principal duty was to prepare men spiritually for combat at any hour—and to sweat out their return. Combat crews were not as

(Continued on Five)



Chaplain Paul F. Ketchum

15th Air Force Veterans Here for Reassignment

Fifteenth Air Force veterans of campaigns in Africa and Italy are being processed at Dow Field this week for transfer to U. S. bases of the North Atlantic Division. A majority of these members of the 451st Bomb Group and 525th Air Service Group wear

'E' Softball Ten Leading at Half

Chalking up 12 runs to Squadron "B's" five, the league leading Squadron "E" softball ten took the first half championship tourney on percentage points last week, and finished with a record of five wins and only one loss. Even if they should lose their rained-out contest scheduled with Squadron "A," the "E" boys would remain far enough ahead to cop the contest.

In other games played during the week, Squadron "B," with former Manchester-man Wagh pitching, eked out a 3 to 2 win over the Officers. Faughnan of 8th Weather shut out the Squadron "A" sluggers 3 to 0, while his teammates garnered nine scattered hits off the slants of Ted Johns. The "A" boys made nine hits, but couldn't score at the crucial moments.

"C" beat the second place 135th team, 7 to 1, in a contest marked by its substitutions, and the Officers in their final game of the first half took the measure of the same 135th team. The final score, 6 to 2.

Final standings:

Team	Won	Lost	Percent
Squadron E	5	1	.800
Squadron B	4	3	.571
Officers	4	3	.571
135th AACs	4	3	.571
Squadron C	4	3	.571
Squadron A	3	3	.500
Eighth Weather	2	5	.286
Squadron F	2	5	.286

ten battle stars on their ETO ribbons, and have been awarded three Distinguished Unit Badges for their part in flattening Ploesti, in Roumania; Markersdorf, in Austria, and Regensburg, in Germany, and possess numerous other decorations.

2,000 to Be Processed

About 2,000 officers and men of the Groups will be processed here for assignment to Dow, Presque Isle, Grenier, LaGuardia, and Washington National Airport—all NAD bases. None will be reassigned to overseas duty.

The first shipments of men arrived here in two troop trains Saturday, boarded at Ft. Dix, N. J., following their rotation leaves.

Elaborate preparations have been made on the main base and in the Union Street area so that an individual can be processed in a week. Classification is being handled by an NAD Headquarters team, here from Manchester. The Personal Affairs office and Information and Education office of Dow are handling details coming under their functions.

While here, the Groups will operate as units, handling their own administration. Facilities on the main base are open to them, with shuttle buses connecting the two locations. The men receive passes, and buses to town run directly to their area.

Commanding Officer

Acting in command of the Staging Area is Pacific-ETO veteran Col. LeRoy Stefanowicz, CO of the 451st Bomb Group.

Col. Stefanowicz is an old-timer at combat flying, with 15 months in the Pacific, including Fiji and Guadalcanal, and 16½ months in the European Theater of Operations. He wears the Silver Star, the Distinguished Flying Cross and one Cluster, the Bronze Star and one Cluster, the Air Medal with six Clusters, the Asiatic-Pacific Ribbon with three battle stars, and the European Theater Ribbon with six battle stars.

Following reassignment to the five ATC bases, 15th Air Force veterans eligible for discharge will be released under quotas allowed the North Atlantic Division.

Carpentry Class Begins At Shop in T-246 Tonight

The first class in practical shop work under the "GI College" system begins tonight at Building T-246 when Mr. Johannes Axelson opens a session of the school in carpentry at 7:00 p. m. Classes will last two hours, one day a week.

The carpentry class was begun with a knowledge that after the war 20 per cent of all workers will be employed in the building and construction trades, and that a practical knowledge of the tools of carpentry in his own home.

Twenty-six Dow personnel have signed up for the course, though all may not attend.

Paul F. Ketchum Replaces E. D. Viser

A 1600-mile stretch far from any coastline across three countries in central Africa was the monthly circuit covered by Chaplain Paul F. Ketchum before taking up his duties here last week.

The new Protestant chaplain, who replaces Chaplain E. D. Viser, said in telling of his modern circuit rider's duties:

"It was as if I was stationed in Cincinnati and covered St. Louis, Philadelphia, Richmond and Atlanta."

His actual territory covered a straighter line offering no shortcut back to headquarters, located at Maiduguri, near Lake Chad, in Nigeria. From there he flew west

(Continued on Back Page)

DOW FIELD OBSERVER

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Lt. Col. Edward F. Tindall.....Commanding
Capt. Manuel Korn.....Information & Education Officer
1st Lt. A. G. Thompson.....Public Relations Officer
Sgt. F. M. Snyder.....Editor
Cpl. James F. Burns.....Assistant Editor
Photo-Lab Personnel.....Photography

Movie Review Contained In Letter to the Editor

Dear Editor:

Last week your paper apologized, sort of, for its inability to review the Base Theater's coming attractions, its excuse being that pictures reach here so soon after release that neither the daily papers nor the weekly magazines can review them first. It is this writer's belief that a review, good or bad, about a forthcoming film, is not going to determine the average GI's attendance or non-attendance. Rather, the factors that sway him are (a) the weather, (b) his date calendar, (c) restrictions, and (d) or more probably (a) the state of his folding money.

Furthermore, it is this writer's contention that the average GI movie-goer has become so accustomed to reading reviews after seeing the pictures that he prefers it that way. His purpose accordingly becomes to criticize the critic rather than the picture, which he has already mentally catalogued and half-forgotten in the welter of films he has subsequently viewed.

So this writer believes that there is a place in the "Observer" for reviews of past films. And here goes for last week's "Blood on the Sun."

The Review

This picture starred James Cagney, the Yankee Doodle boy, and Sylvia Sidney, who looks exactly as she did when I was a boy—and I'm pushing an age discharge. I remember seeing Miss Sidney with Richard Barthelmess, and he saved Lillian Gish from going over the falls on a cake of ice in "Way Down East." At that period in my life my mother could take me by the hand to the Ladies' Room without causing the slightest embarrassment. Which, remembering all that ice and water, she probably did.

But Miss Sidney is a sweet dish and as mysterious as what the mess hall calls lamb fricassee, being half Chinese and half something unnamed—Miss Sidney, not the fricassee; it contains no Chinese. Her eyes are Pekinese.) She wears an enormous ring that has quite a bit to do with the plot, but you wouldn't understand that.

Action in Tokyo

The action takes place in Tokyo shortly before this war. Mr. Cagney spends the entire picture, when he isn't very sensibly lolly-gogging with Miss Sidney, trying to get a document to the U. S. which will tip us off to the Nips' dastardly plans. At the end he succeeds. At least he staggers, bloody but unbowed, into the U. S. Embassy with the document clutched to his bullet-riddled bosom. After which, apparently, it gets filed with the Operations Orders and forever lost. Leastwise, if my history is correct, it didn't forestall Pearl Harbor.

What happened to Miss Sidney shouldn't happen to a Pekinese. Last I saw of her she was shoving off from Tokyo in the dead of night in a rowboat with two Oriental characters who were strangers to me. I'm sure I don't know where they were going, and it's mighty doubtful if they did, either. A darker night you never saw.

Jap Hairdoes Good

What with one thing and another, Miss Sydney had by now gone through hades but every hair of her pretty head was in place, and for my money she was still a mighty sweet dish. And will probably remain so for many generations to come.

The picture also contained much stalking, chasing, shooting, judo, har-kiri and an old Japanese gentleman who looked more like Charles Evans Hughes than any Japanese you ever saw.

I hope this review won't keep anybody from seeing "Blood on the Sun" when it plays at the Base Theater in revival—a most unlikely happenstance.

A Former Movie Lover.

DOW FIELD CROSS SECTION DOW FIELD

Speculating on how it feels to wear that pretty little gold eagle, Cross Section this week asked ex-GIs now working at Dow:

"What problems have confronted you since receiving your discharge?"

Mr. Thomas C. Nowdy, a clerk in Headquarters file room, was formerly a staff sergeant with a Medical outfit of the Second Armored Division. Nine stars on his ETO ribbon, and a Legion of Merit helped him receive 132 points for a discharge about a month ago. He said:



"I'm having trouble getting adjusted to civilian life; I don't know whether it's the civilians or me. It seems I was a lot better off when I was overseas in Germany, where I didn't understand anything that was being said. Perhaps I was just over there too long — 35 months."

Mr. Oliver Cormier, clerk in Base Training, received a medical discharge after three years in the Army, a year and a half of it in Africa and the ETO with S-3 and S-4 of the Amphibious Engineers. The ex-sergeant stated:

"There's a much slower pace in civilian life; it makes me restless. The Reemployment Branch of the Veterans' Administration have a contact man in branches of U. S. Employment Service who gives valuable aid to veterans, but once a veteran secures a job he'll be surprised how income tax and higher living costs eat into his pay. The more adaptable a man was on entering the Army the easier it is for him when he leaves"



Mr. Edmund J. Boucher, Motor Pool driver, was a private with a QM truck company when he was discharged on age in April 1943. He said:



"I sold a truck and a taxi to enlist for overseas in November 1942. I was turned down later for overseas duty and now am criticised because I wasn't across. I don't think they give an ex-service man enough consideration any place. He gets the same pay as a young fellow. After deductions he can't get along on what's left."

Mr. Lester V. Vasseur, a mechanic at First Echelon, was discharged on a CDD a year ago. Of his 16 months service, five were spent in England as an Infantry rifleman. The ex-private said:

"I've no complaints; everyone has treated me okay. The draft board and the U. S. Employment Service cooperated in getting me a job. I wasn't overseas long enough for things to change much when I returned, except that of course money doesn't go as far as it used to. I had no trouble at all in getting readjusted."



Mr. Guy Allen, Motor Pool driver, received a CDD in March, after 26 months in the Army—seven and a half as a truck driver with an anti-aircraft outfit in New Guinea. The former Pfc. declared:



"I had no trouble getting adjusted. Of course there were little things like rationing. I was penned up long enough as it was and don't intend to go back to school, but I think it's a good idea for a fellow who can stand the routine to take advantage of that section of the GI Bill of Rights."

The Wolf

by Sansone



The Chapel Spire

Catholic Chaplain

Capt. James T. Kilbride

Protestant Chaplain

Capt. Paul F. Ketchum

Telephone Ext. 215

CATHOLIC

Temporary Catholic Chaplain: Capt. Edward J. Morkowski

Sunday—In Base Chapel, Masses at 0730 and 1100. Hospital Rec. Hall, Mass at 0945.

Daily—In Chapel, Masses at 1230.

Confessions Saturday night from 1930 to 2030 and before each Mass.

PROTESTANT

Sunday—In Chapel, Services at 1000. In Hospital Rec. Hall, Services at 0900.

JEWISH

Friday—In Chapel, Services at 1900 by Bangor Jewish Welfare Board.

Army Chaplain Corps to Observe 170th Anniversary This Sunday

The Army Chaplain Corps will observe its 170th anniversary on Sunday. The corps, on its anniversary, numbers approximately 8,000 with two-thirds of its members serving at overseas stations.

While the Chaplain Corps, as such, was not established until 1920, the Continental Congress on 29 July 1775 granted the first formal recognition of a legal status for chaplains in the armed services.

52 Chaplains Killed

Fifty-two chaplains have been killed in battle or have died of wounds during the present war. Non-battle casualties total 52. Thirty-four chaplains are listed as detained by the enemy and 180 chaplains have been wounded in action. Three chaplains died of disease while detained by the enemy.

A total of 754 decorations have been awarded 602 chaplains.

In pre-Revolution days, chaplains served with companies nearest their churches. In the Continental Army during the Revolution they were assigned to regiments, separate units and hospitals.

In March 1791, the Reverend John Hurt of Virginia, a veteran of the Revolution, served as chaplain for the Army, deriving his authority from a Congressional Act. He is considered the first chaplain of the Army of the United States.

Down to One

Chaplains were assigned to regiments during the War of 1812. After that war, the only chaplain in the Army seems to have been one at West Point, who also was professor of geography, history and ethics.

Concurrent with a new interest in education and religion, the Office of Chaplains was restored by Congress in 1837 and post chaplains, charged with the responsibility for instruction in lay subjects, were assigned to Army installations. During the war

with Mexico, a chaplain was authorized for each regiment of volunteers.

Rabbis Made Eligible

In 1861, regimental chaplains were authorized and Jewish rabbis made eligible. During the Revolution, three Catholic chaplains had served. Of three Catholic chaplains who went to Mexico with Taylor's Army, one was killed by guerilla fighters.

When the United States entered the World War in 1917, there were 74 chaplains in the Regular Army and 72 in the National Guard.

Chaplains attending the Chaplain school at Fort Devens, Massachusetts, take a course in military organization and in counseling, morale and discipline. Courses are given in duties they may need on the battlefield, like map reading, graves registration and military funerals. Calisthenics, drill and road marches give the chaplain the necessary physical endurance. He also is instructed in chemical warfare defense, first aid, sanitation and personal security.

GIs Invited to Compete In Dexter Tennis Tourney

Armed Forces personnel have been invited to participate in the Eastern Maine Tennis Tournament being held at the Wassookeag Tennis Club in Dexter, Maine, on 2, 3, 4 and 5 August. No entry fee will be required of members of the armed forces, but each singles or doubles team must furnish three new tennis balls for each match.

Entry blanks, obtainable at the gym, must be sent in on or before Saturday, 28 July 1945. First round matches will be played on 2 August.

ATC Bases Differ from Tactical Units in Organization

Division Plays Important Role In Command

(Continued from page 3)

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.

In addition to the preliminary details required for the establishment of priorities, scheduling of aircraft, selection of traffic for air shipment, Priorities and Traffic must maintain a vigil over passengers and cargo. All aircraft must be loaded properly and loads distributed through the cabin according to accurate computations.

Passengers and cargo entering and departing the United States via NAD planes must be cleared through Customs, Immigration, Public Health and other government agencies. The urgency of the traffic carried aboard these planes requires that there be no delay in the clearance of important passengers and cargo.

Also Carries Mail

Another type of high priority traffic carried by air is mail for military personnel overseas. 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.

Most trans-Atlantic mail is loaded aboard cargo planes at LaGuardia Field and Presque Isle. Courier and diplomatic mail is loaded aboard transport aircraft at National Airport, Washington, though on a much smaller scale than at LaGuardia.

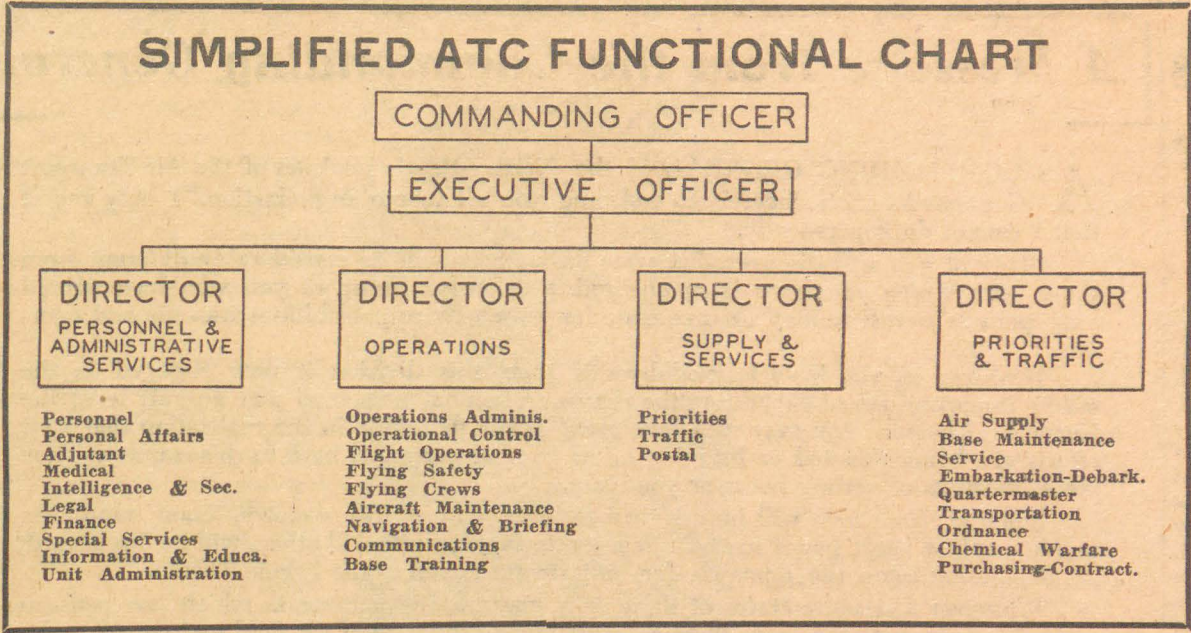
History of NAD

To understand the work of the North Atlantic Division of the ATC, one must know something of the history of flying over the Great Circle Route. Prior to the war, practically all of the flights were pioneering ventures, with a large percentage of men dying while blazing the trail. In December 1940, the President called upon American industry to turn this country into an "arsenal of democracy." Britain had weathered the initial blitz, and was beginning to return the German blows. It needed bombers, and original shipments of planes by boat through the sub-infested North Atlantic were suffering tremendous casualties. Britain's air force could be reinforced more quickly and safely by flying the bombers from the United States to the United Kingdom.

Utilizing British, Canadian and American airline and private pilots, a corporation was organized, known as the Atlantic Ferry Organization or "Atfero." The route selected was the great circle route of the North Atlantic, the most direct route between the northern United States and the British Isles. Facilities were expanded at Gander Lake, Newfoundland, and other existing airports, and additional fields were begun. In December 1940, Atfero began ferrying operations, flying Lockheed Hudsons and, shortly thereafter, Liberators and PBVs.

The Lend Lease Act, passed in March 1941, made possible a flow of aircraft from this country to Britain. On 28 May 1941, the President directed the Secretary of War to "take the full responsibility for delivering planes . . . that are to be flown to England, to the points of ultimate takeoff." The next day, the Ferrying Command was formed, later to become the ATC.

The inaugural trip of the "Atlantic Ferrying Command" was the flight of a B-24 Liberator piloted by Col. Caleb V. Haynes from Bolling Field, Washington, to Scotland by way of Montreal and Gander Lake, Newfoundland, on 1 July 1941. A regu-



lar trans-Atlantic shuttle was established. By the fall of 1941, the definite patterns of a trans-Atlantic ferrying route for the delivery of tactical aircraft and a regular transport operation were clearly in evidence.

The green light was given by the entrance of the United States into the war in December 1941. Early in September 1941, Ferrying Command personnel had been assigned to the small municipal airports at Presque Isle and Houlton, Maine, which were then in the process of conversion to Army air bases. On 2 January 1942, the North Atlantic Sector headquarters was located at Presque Isle, assuming jurisdiction of Ferrying Command activities at Houlton, Maine; Dorval, Quebec; Goose Bay, Labrador; and other activities which were being established along the route.

Becomes ATOL

The growth of Army air transportation in the first half of 1942 was of an emergency nature, allowing little time for systematic planning. On 1 July 1942, the Ferrying Command was reorganized as the Air Transport Command, with Lt. General Harold L. George in command.

During all this period of creating an organization, the NAD was proceeding with the establishment of the North Atlantic route. One of the earliest flights after the United States entered the war was a survey flight made in January 1942 from Presque Isle to Goose Bay, Labrador, where the first new principal airport outside the United States on the North Atlantic route was being built. In April 1942, a flight was made from Presque Isle to Labrador and Greenland, carrying a radio range removed from a mid-western station. In May, a flight was made to Iceland, and later, the route was extended to the terminal at Prestwick, Scotland.

Exploratory Flights

These early exploratory flights were not like the long over-water hops made today in giant four-engine aircraft. Two-engine planes were used, and the flights were made in comparatively short hops from island to island. Weather reports necessarily were incomplete, although the construction of weather stations throughout the Arctic had begun. Bases were just being built, and usually were inadequate for the needs.

Early Control Officers

As one of the first steps in the North Atlantic operation, the Air Corps selected a group of pilots with outstanding records in army and airline flying. Sent to the new Arctic stations, they operated on Control Officers, planning and usually leading, the early trans-Atlantic flights of tactical aircraft. While construction was still going on in all our northern bases, the combat planes flew through the route in the summer of 1942, and by October a large plane movement had been successfully completed. In November, these planes

spearheaded the invasion of Africa.

Although the success of the first great mass movement of tactical aircraft continued the feasibility of flying the North Atlantic, the winter of 1942-43 saw little air activity. Additional weather data had yet to be collected; housing and messing facilities for permanent and transient personnel had to be expanded; and additional personnel were needed to move the volume of aircraft scheduled for the next summer.

Early in 1943, the 30th Weather Reconnaissance Squadron was organized for the specific purpose of safeguarding movements of military aircraft over the northern route of the Atlantic. The squadron was equipped with a number of B-25 Mitchells, stripped of their armament and provided with bomb-bay fuel tanks and a few meteorological instruments.

700 to 800-Mile Hops

The route extended in jumps of from 700 to 800 miles from Presque Isle through Labrador, Greenland and Iceland to far northern Scotland. If one of these planes flew, for example, from Labrador to Greenland, and found Greenland closed in, it still had fuel enough to return to Labrador. The squadron operated continuously throughout the summer and fall of 1943. They took off well in advance of a projected flight, and sent back by radio frequent reports of the weather along the route. Near the end of the flight, the pilot of the reconnaissance plane would radio back a code message summarizing the state of the weather in terms of the types of planes which could safely fly through it.

Later, B-17s specially equipped for the purpose were added, and weather flights were extended to cover more territory. The data secured was used, with the same type of information from the land stations, in the drawing of weather maps. Well drawn maps and accurate analysis enabled the meteorologist to forecast the weather for several routes rather than just one; and to give an alternate if one route was closed.

C-54 Weather Planes

Still later, a number of C-54s were equipped with special newly developed meteorological instruments, and a trained observer was put aboard as part of the crew. Flying at various altitudes, the information which they gathered filled in the last gap on the weather map; all routes on the North Atlantic were covered; and the bombers and cargo ships were able to fly across over this short route throughout the entire winter of 1943-44.

North Atlantic Division air routes now extend 21,000 miles, and cover an area of 4,000,000 square miles of water, and very little land. The job of the Division has not ended with victory in Europe. There is still another enemy to defeat—Japan. A glance at a modern air map will show you that the shortest and the best route to the Far East is over the North Atlantic.

4-Year Record Of ATC

(Continued from page 3)

civilian personnel departing for overseas, or returning from overseas, are checked and processed. It maintains world air routes with bases where transient flyers may be fed and billeted, where planes can be serviced and repaired, and where the pilots can be briefed on the next point on their flight. It maintains many hundreds of small weather and communications stations, providing weather data, and the radio directions and beams. It maintains search and rescue facilities in all parts of the world.

ATC evacuates sick and wounded from combat theaters to the United States, and from hospital to hospital within the United States. Over 50,000 wounded soldiers have been flown back from Europe by the North Atlantic Division alone. In many embattled island in the Pacific, wounded soldiers are evacuated by the ATC within a day or two after they were injured.

Active in Redeployment

When the present redeployment program from Europe has reached its peak, the ATC will be flying the Atlantic Ocean every 6 minutes, twenty-four hours a day. Flight across the Pacific, while not as frequent, are running close to one every 30 minutes.

The ATC at first carried on its transport and cargo operations in converted passenger planes and bombers. While some bombers are still converted to cargo and passenger use, the principal planes of the ATC are now the C-54, the C-46, the C-47, and the C-87. As the newer and more modern planes are produced, the Air Transport Command will use them too.

New Wing Insignia Approved for Engineers

New type wings for flight engineers and three qualification bars for remote control turret specialists have been approved by the War Department.

The flight engineer's insignia, as prescribed by Change 4 to AR 600-35, will consist of the front bank of nine cylinders of an aircraft engine and a four-bladed propeller, all superimposed on the usual oxidized silver wings.

The same order prescribes qualification bars for remote control turret mechanics, remote control turret mechanic gunners and remote control turret repairman.

GIs BIG WRITERS

WASHINGTON—That members of the armed forces are avid letter writers was shown in the report of former Postmaster General Walker, who said that the 11,500,000 men and women in service 30 June 1944 had mailed 3,611,920,000 pieces during the year, an average of 6.04 letters a week.

Four Directors Report to CO On Functions

Because of the nature of its mission, an Air Transport Command base is organized differently from a combat Bombardment Group. The four major departments on the base are Directorates—Personnel and Administrative Services, Operations, Priorities and Traffic, and Supply and Service. All base functions, with a few minor exceptions, are channeled through these four Directors, who are responsible to the Commanding Officer for everything they do.

The Air Transport Command believes in going through channels, but it believes in doing so efficiently and rapidly. At any rate, the four directors supervise and coordinate every activity on the base.

Personnel and Administrative

The Director of Personnel and Administrative Services (corresponding to S-1 in a tactical outfit) supervises the work of Military and Civilian Personnel divisions, the Adjutant, Personal Affairs, the Medical division, Intelligence and Security, the Legal and Finance divisions, Special Services, Information and Education, and unit administration.

Operations

The Director of Operations (corresponding to S-3) supervises Operations Administration, Operational Control, Flight Operations, Flying Safety, the Flight Crews, Aircraft Maintenance, Navigation and Briefing, Communications, Base Training and attached services, such as Weather and AACS.

Supply and Services

The Director of Supply and Services (corresponding to S-4) supervises Air Supply, Base Maintenance, Service, Quartermaster, Transportation, Ordnance, and Purchasing and Contracting.

Priorities and Traffic

A new organization to you will be the Directorate of Priorities and Traffic, which is strictly an Air Transport Command outfit. The Director of P & T supervises priorities for air travel, passenger handling, cargo handling, mail handling, and the actual operations of the post office. In the Air Transport Command, P & T is a major function.

Functional Organizations

Each of the activities described under the four directors is known as a Division, or functional organization. Each Division operates under an officer, who is directly responsible to his director for orders, information and coordination. Each division operates under a Station Regulation which clearly outlines the functions of the division, and the chain of command above and within the Division itself.

Within the Air Transport Command, orders are generally given by the Commanding Officer, or by the Executive Officer in the name of the Commanding Officer, to the four Directors. They, in turn, handle the delegation of duties within their directorates. Since the directors, who constitute the backbone of the CO's staff, meet frequently, this system works out smoothly with a minimum amount of delay.

Helium Gas Now Used In Big Airplane Tires

AKRON, Ohio—Helium, the non-inflammable gas which America has used for years to inflate its blimps and dirigibles, may now be used to lighten the country's heavier-than-air flying craft.

Goodyear Tire & Rubber Company technicians stated that they had perfected a method of inflating the huge tires on bombers and commercial planes with the gas, thus reducing plane weight and automatically increasing range and "pay loads."

Welcome to Newly Assigned ATC Personnel

Division Plays Important Role In Command

In a history-making operation, millions of pounds of cargo, passengers and mail are now being flown over the North Atlantic each month to and from England, North Africa, Europe, Russia and China. Every day, on regular schedule, C-54 transports roar down the runways of Washington National Airport, LaGuardia Field, Presque Isle, Dow Field and Grenier Field, loaded with cargo needed on battle fronts. Extra space is crammed with mail for the fighting fronts, with men returning from a furlough or mission in the States, and sometimes with items like fresh fruits and vegetables for isolated bases along the routes.

Greatest Passenger Movement

At the same time, the North Atlantic Division is carrying on the greatest air passenger movement in history. The redeployment of combat troops from the ETO and MTO by air is moving some 30,000 men a month back to the United States over the routes of NAD. A thousand men a day are landing at Presque Isle, LaGuardia and Washington National Airport, passing through the other bases of NAD en route. Another 20,000 men a month are flying home via the South Atlantic route.

The regular cargo and passenger carrying functions of the North Atlantic Division are unchanged by this expansion in operations. Regularly scheduled planes fly to Paris and Sweden from Presque Isle; to all points in Europe and Africa from LaGuardia Field and Washington; to continental U. S. stations, to Baffinland, Labrador, Newfoundland, Bermuda and other points from Dow Field; and to any place in the 4,000,000-square-mile area that comprises the stamping grounds of the NAD on special flights from any of our bases.

Over country varying from semi-tropical to Arctic wasteland, and vast expanses of water, NAD transport aircraft fly cargo and passengers on a round-the-clock schedule.

Arctic No Hazard

Long since conquered are the twin hazards of Arctic weather, and long over-water flights. Weather

A Message from the Commanding General

AS COMMANDING GENERAL of the North Atlantic Division of the Air Transport Command I wish sincerely to welcome you all to our organization. I only regret that I cannot do it personally.

Many of you will discover that your duties here will be considerably different from those with which you have been charged previously. Those of you who have served long periods overseas may at first consider your new responsibilities irksome and onerous.

However, as you have learned by this time, this division is now engaged in the vitally important job of expediting the return of combat personnel and aircraft from the European Theater. You may well take great pride, therefore, in the realization that your efforts are being devoted to bringing other combat personnel back to this country. They are as desirous of getting home as you were.

Some of these men will be assigned to duty within this country, many more are making only a short pause in their journey to Japan, while still others will be discharged, all depending upon the demands for military personnel in the Pacific Theater.

Whatever the future status of these men may be, the manner in which you perform your duty will in a very large degree aid in setting the date of the final and complete defeat of Japan. This date in turn will figure most importantly in deciding when you and I will finally be able to get back into civilian clothes and return to our families.

Let us then work together wholeheartedly for the speedy realization of this objective.

L. G. FRITZ
Brigadier General USA
Commanding

outposts and an efficient chain of Army Airways Communication System stations virtually "nurse" planes over the routes. Regular daily schedules for both cargo and tactical aircraft were first maintained during the winter of 1943-44, but last winter, operations were on a consistently high level of regularity and safety. This has been accomplished through efficient and accurate weather forecasting, through the extensive use of instrument flying by qualified pilots, and through a system of AACCS communications and radio beams.

NAD Priorities and Traffic Division must be prepared for sudden contingencies, and also plan an efficient, quick dispatch of a huge volume of traffic back-logged in warehouses in 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.

ATC Routes

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. NAD planes fly directly to England,

France and Sweden, and indirectly serve the Mediterranean area, Russia, India and China, by flying essential loads on the first leg of their trip to their ultimate destination.

By careful planning and scheduling of flights, Priorities and Traffic is able not only to meet quotas for channel traffic, but exceed them. 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.

General of the Armies 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."

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.

Emergencies

Prior to the Italian offensive which saw the capture of Rome, many tons of aircraft tires and tubes were flown to the air forces in the MTO. The materiel 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.

During the pre-invasion bombing of Europe, additional electrically heated flying clothes were required by bomber crews flying a mounting number of missions. These were delivered in record time.

The North Atlantic Division has made many special plane deliveries of tactical aircraft which were needed at particular times. The first B-29s in China were flown through the North Atlantic route as a top-secret mission.

Gasoline carrying C-109s, dubbed "flying gas tanks," were flown to India to rush more gas into China for the B-29s, and more C-109s were rushed to Europe to provide Patton's swift rushing armored divisions with more gasoline. Troop Carrier Command C-47s, all important in the airborne invasions of Europe, were rushed through the North Atlantic Division, with top priority.

On another occasion, orders were received to get 300 bombers to England within three days. In three days the task had been accomplished.

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. Flights of this type give a good deal of flexibility to the operations of theater commanders. They can be assured that with the increasing volume of air transportation, materiel they must have, which was not included in their long range plans, can be delivered when and where they specify.

Passengers

Military, diplomatic and civilian personnel necessary to the prosecution of the war are also carried by North Atlantic Division planes. Special diplomatic missions, such as those of President Roosevelt, or Harry Hopkins, or President Truman are noteworthy examples of special missions flown over NAD routes. The return of General Eisenhower and other high ranking ETO generals was accomplished by special flights over NAD routes. Meetings between high military personnel of

(Continued on Page 4)

4-Year Record Outlines Work Done by ATC

May 29th marked the fourth anniversary of the Air Transport Command, which started as the Ferrying Command with one officer and two civilians, in a basement room in the Munitions Building in Washington. ATC strength is now close to 200,000 officers, enlisted men and civilians.

Girdling and crisscrossing the globe, and touching every part of the world but Japan, ATC routes now stretch more than 160,000 miles, or more than six times around the world.

ATC's Job

ATC operations affected your work directly in the MTO, since all four-motored bombers there were ferried over its routes; airplane parts were rushed there by ATC; blood plasma, whole blood, and other surgical necessities and drugs were flown to you with highest priority; men needing emergency furloughs were flown home by the ATC, and mail came by air through the same organization.

The manifold urgent demands of our complex war machinery have made air transport as vital to combat operation. While the exploits of the ATC may be less spectacular than most of the combat missions flown by our air forces, we all recognize and appreciate how much we owe to the men who fly long, hard runs with valuable cargoes of men and supplies.

The Air Transport Command's operations extend all over the world, and touch all the battle fronts of the war.

8 Foreign Divisions

There are eight foreign Divisions of the ATC: Pacific, Alaskan, Caribbean, North Atlantic, South Atlantic, African, India-China, and European. All of them are linked together into the world's greatest airline.

This vast network of air lines is dependent on the efforts of the men who live and work in the isolated bases of the ATC. Anyone who has passed through the small shack that marks the desert air base, or the Nissen hut that marks a Greenland or Baffinland barracks, finds no difficulty in recognizing the contribution that these men have made.

Personnel

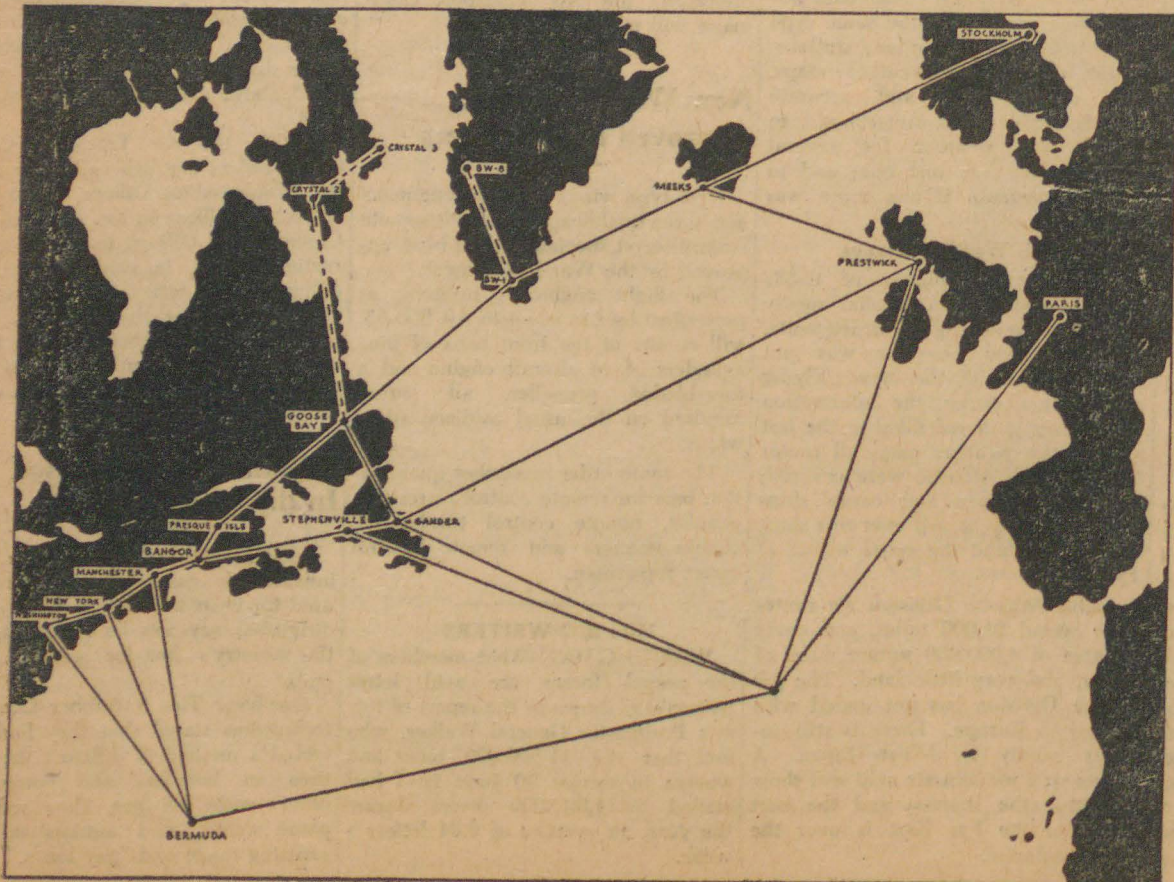
The men who will work with you in the Air Transport Command are almost all veterans of these isolated way stations—most of them veterans of the Arctic.

Their pioneering in the Arctic has made the North Atlantic route what it is today. The hazards of flying the great Circle Route have been practically overcome—it is now used the year round.

Air Transport Command is charged with the air transport of personnel, mail, and strategic materials for all War Department agencies. It ferries tactical aircraft from the United States to the combat theaters. It operates ports of aerial embarkation, of which Dow Field is one, where military and

(Continued on Four)

Routes of the North Atlantic Division, ATC



Information on These Pages

Anyone entering a new organization is entitled to know something about its mission and function. This not only satisfies his curiosity but also enables him to become more efficient in his new duties. It is for that purpose that these pages are printed.

It is only natural that a soldier who has been overseas with a combat outfit should have pride in his organization. ATC is not a combat organization but still it performs a vital war mission. This pamphlet merely tells you what that mission is, how it is performed, and why ATC is proud of its contribution to the war effort.

Morale Suggestion Ends WAC Bed Check

A recent memorandum from Lt. Col. Edward F. Tindall, Commanding Officer, to the Morale Committee, approved several of the suggestions made by the Committee.

One of the suggestions was that WAC bed check be discontinued, on the general theory that Wacs should be treated on the same basis as the male GI, for whom bed check is not required.

Colonel Tindall's answer:

"Bed check in WAC Squadron may be discontinued as of this date (July 17th)."

Another suggestion was that the buses left Branch Pond altogether too early to suit the convenience of most of the GI patrons, many of whom preferred to stay out at the pond later in the evening.

Colonel Tindall's answer:

"New bus schedules have been instituted which should improve accommodations and allow longer periods at Branch Pond. It is thought that the departure of the final bus from Camp Jordan at 2100 is advisable."

Other suggestions of the Morale Committee were temporarily tabled for further consideration, and some were definitely turned down.

An account of a Morale Committee meeting shows a picture of a typical group of Americans, working in a democratic way. There are arguments, differences in point of view, and eventually a gradual meeting of the minds. The average GI member of the Morale Committee (the majority of the members are enlisted men—not officers) is eager to speak his mind, and tell the committee about any morale problems. In the discussion following each idea, there is a breadth of viewpoint on the part of all concerned. Few men are concerned with their own minor problems—all of them are concerned with the larger problems of the base.

For the most part, the meetings are serious, although there is some joking give and take. Every subject is thoroughly discussed—there is no side-stepping anything. Before it is decided that a definite recommendation is to be sent to Col. Tindall for a decision, the recommendation is read over again, and every member given a chance to say his piece.

The Morale Committee has done a good job to date. If you have problems, which your Squadron Commander is unable to solve to your satisfaction, and honestly think the Morale Committee can solve it, let one of the members know, or write a letter addressed to the Morale Committee. The Chaplains, the Air Inspector, and the Commanding Officer himself can also be reached for help and guidance.

But don't forget—the Squadron Commander comes first on the list. Usually he can handle the problem.

PX TAKING NO FILM

Because the photo finishing studio in town closed during the past week for alterations, the PX has discontinued taking films for processing until further notice. As soon as the studio reopens, in about a week, film will be processed again through the Post Exchange.

Squadron B

By Cpl. Leon "Flush" Tarien

The fortunes of war and newspapering has made for a shifting in the creator of Squadron B's column, with yours by-lined, becoming the "ears and knows" for the squadron, with my nose to the grindstone, my ear to the keyhole, my eyes to the chart, and my heart on my sleeve (sun-tan, 34 length).

"I wish to express special thanks to Cpl. Emil Salkay, last week's scribe, who was so kind as to let me take over the various grapevines which supplied him with facts, figures and fantasy, plus several other of his reliable (?) sources of dirt, er, I mean gossip. Incidentally, for those who may wish to catch up with the perpetrator of these official (hmm) reports for the purpose of reaming him, informing him, or reforming him, I may be found (in varied positions) commuting between a straight milk-shake in the PX, the sack, and last but not least the Operations Orders Section. Behind my favorite typewriter, 14", Royal, in the executive position of feet on desk.

Oh, you've had enough of the intro and you want some news? OK, OK, put down that M-1, you win.

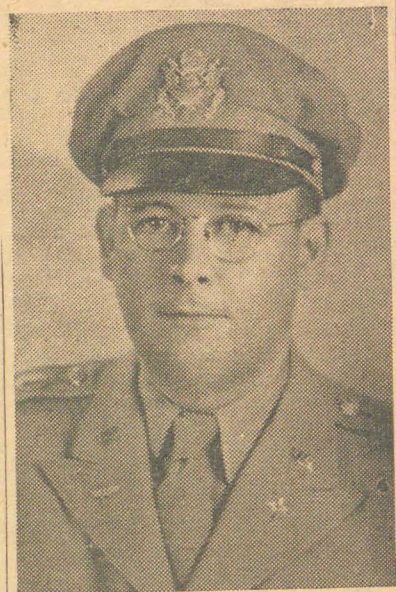
"IS THIS STRIPE NECESSARY: A vociferous "Yes" was given this query by nine temporarily "stripe-happy" individuals. Entering the inner sanctum of the "rocker" brigade and its very exclusive privileges were Sergeants Clifford H. Bundy, Dorwin D. Burton, John H. Miller, Lindsey G. Stafford and Horace C. Stewart. Transferring from the dubious "KP" rank of corporal to the "buck" status were Corporals Roy G. Phillips, Jr., Raymond Wander, Darvil O. Wilcox, Wing S. Yep. Congrats and many happy returns (financial and otherwise)!

"A HARD MAN FOR SOFT-BALL": The hard pressed and over-worked pitching staff of the squadron softball team, consisting of S/Sgt. Tom Gilmore PERIOD, was greatly bolstered by the acquisition (through channels) of an ex-Grenier Field pitching sensation Bob Wagh. With Wagh in the box, our boys, "pulling their rank" on the Officers, outclassed them to the tune of 3-2, during last Wednesday's twilight affair at Ye Softe Balle Diamond overlooking TS Creek. We are now over the .500 mark. Three Cheers! 2 Hip Hoorays! And I Hoopla!

"THERE ARE SMILES": Our "every other day CQ", Sgt. Russell A. Trombley, after leaving the 4th of July on an emergency trip, slightly worried to say the least, returned smiling broadly, passing out cigars, cigarettes, and pipe tobacco, proclaiming the birth of his (and her) first child. Vital statistics: It's a girl; weight 7 lbs., 5 ozs. (stripped). North Adams, Mass., has reason to be proud of its new "junior sergeant."

"I WANT A BEER JUST LIKE THE BEER": The dry element of Bangor is thinking of probing into the "beer intake valve" of S/Sgt. Roland L. Schmidt, our alternating CQ, whose "exercises" in the art of

Major Bryon Now Lt. Colonel



Lt. Col. George F. Bryon

Major George F. Bryon, Executive Officer here, was promoted to the rank of lieutenant colonel last week. He has been at Dow Field for the past year, originally as Organizational Planning Officer.

Colonel Bryon, an exponent of military efficiency, is known for having developed an air traffic control and an aircraft movement system widely used by the RAF and the ATC. Here he developed the Job Assignment Control System, used as a model for similar systems throughout the Division.

Entering the Army in June 1942 as a first lieutenant, he was assigned as Aircraft Engineering Officer at Morrison Field, Fla. Later, together with Col. James C. Jensen, former Commanding Officer of Dow Field, he was one of the original cadre which set up the European Division of the ATC. He arrived in England in May 1943.

In civilian life, Col. Bryon worked for the Bell Telephone Company, but in 1933 founded an insurance company. When he entered the service three offices were operating under his name.

Col. Bryon was married ten years ago to Miss Frances Sherborne, of Philadelphia. They make their permanent home in Long Island, have two children, Guy, 8, and Ross, 2, and now reside in Bangor.

PIN-UP BOYS WANTED

The Hodge-Podge editor, out of a job for the past several weeks, decided that the fellows and gals at Dow Field didn't have any more pictures of attractive acquaintances or wives to publish. As a last resort, he suggested that Wacs or civilian girls submit pictures of their boy friends or husbands, and patted himself on the back that he had a wonderful idea. How about it, gals?

NCOing in Malt and Hops are causing an acute, let alone obese, shortage in the "amber fluid reserve."

"SITUATIONS WANTED": S/Sgt. Roscoe M. Collins, recent arrival, was seen scanning the Want Ad Columns, intently searching for employment.

"NEWLY ARRIVED": A "Hello, hope you'll like it here," to Mrs. Nello DeFilippo, wife of our Ass't Mess Sgt. Wonder who is the chief cook in the family.

"CRAZY WITH THE HEAT": A recommendation to those land-lubbers who are allergic to the Lakes in the area, but who like to drink in sun like a bar fly in the Bangor House imbining. Take a tip from the sun addicts in front of T-9 and T-11, who with a tall, mint coke, complete with chair, sprinkled with generous helpings of Esquire, Look, Yank and other He-Man magazines, get that Florida Tan the easy way.

Well, that's it for now. Keep Healthy, Keep Laughing, and with payday so close, remember "A friend in need, is a friend in dough."

Attitude on Safety Must Change, Brig. Gen. Fritz Declares in Letter

A recent letter from Brig. Gen. L. G. Fritz, Commanding General of the NAD, to all personnel of this division highlights a callous and indifferent attitude on the part of many toward safety.

According to the General, this attitude will have to change. Some significant quotes from his letter follows:

"Since January 31st, seven accidents have occurred in this Division involving collision of motor vehicles with aircraft. These accidents have resulted in fatal injuries to one officer and serious injuries to three others. Analysis of the reports concerning these accidents indicated that every one of them was avoidable, and in each instance was absolutely inexcusable.

"It is not my intent, and certainly not my desire, to be continually repeating instructions, compliance with which contributes to the welfare and safety of personnel concerned. Compliance with these directives should be a natural reaction on the part of any individual qualified to wear the uniform of the United States Army or to be employed in a civilian capacity on an Army post.

"History is replete with accidents caused by cockiness, a know-it-all attitude, or merely perfunctory attention to advice and instructions from higher and competent authority.

"I am forced to adopt a drastic and arbitrary attitude in this matter. Effective immediately, whenever accidents, similar to those above occur, it is my intent to require all supervisory personnel who are or may be in a position to exact and demand strict compliance with safety and other regulations promulgated, to account fully for their failure in such matters. It will no longer suffice to point out that the personnel involved were violating regulations.

"Minor infractions will be dealt with immediately, and in such a manner which will leave a lasting impression. Serious violations will receive the attention which conditions warrant. No excuses will be accepted."

General Fritz's instructions are clear, according to 1st Lt. Ed Capp, Ground Safety Officer. There are plenty of good safety regulations on the base—if all regulations were complied with to the letter, there would be few or no accidents. The trouble is with the individual who violates the regulations.

Death is an unpleasant thing—we have seen it come to Dow Field on

several occasions recently. It's pretty tough to feel that another man's death, or serious injuries, may be due to criminal recklessness or carelessness.

Lt. Capp continued:

"We want people to do the right thing because it's the smart thing to do, but General Fritz makes it clear that accidents caused by violation of safety regulations will be severely dealt with. Let's watch ourselves, and remind others if they are being careless. Accidents must stop — no excuses will be accepted."

Father Morkowski

(Continued from One)

much of a problem as people like to think. They were just like others doing any combat job.

"We were supposed to discourage them from marrying the English girls but never succeeded in doing it. Love is something that can't be controlled by ARs."

Chaplain Morkowski, who holds a captain's rank, returned from England by boat, landing at Staten Island, N. Y., on 1 June. Three days later he was on leave. After his leave he was assigned to the ATC at Ft. Dix, N. J., and arrived here on temporary duty last Friday.

Native of Chicago

He was born in Chicago, and upon graduating from high school there entered St. Louis University. He received his arts and science and divinity training at St. Louis and was ordained there.

He was then assigned to teach English in the Webber High School of Chicago, and in 1938 became principal of the school, retaining that post until he joined the Army in March 1942.

His initial assignment, to Fort Devens, Mass., in March 1942, was interrupted when he attended the first class in the Chaplains' School, at Harvard. Upon graduating there in August, he returned to Devens, where he remained until receiving his overseas orders in November 1942.

He will return to Ft. Dix when Chaplain Kilbride completes his course.

Archery Range Planned

Having acquired three bows and a number of arrows, the gym staff announces that an archery range will be opened soon on the parade ground near the softball diamond. At the present time the targets and backboards are being set up. As soon as the range is opened, equipment may be signed out by the hour.

News of Bangor USO

WEDNESDAY, 25 July

Base Dance Night. Open House at the Club—use of all facilities.

THURSDAY, 26 July

The Sewing Group sews at Squadron A Orderly Room at 2:00 p. m. Arts and Crafts Night at Club. Many gifts can be made in our Craft Room for your friends. Classical Music Hour, 8:30-9:30 p. m.

FRIDAY, 27 July

Movie of the week, "Wake Island," a full length major production. Dancing to hit tunes on the Juke Box.

SATURDAY, 28 July

Party welcoming returnees. Broadcast at 10 p. m. Music for dancing from 8:30 till 12:00 p. m. "Personality Quizz" planned.

SUNDAY, 29 July

Breakfast at the Club after church, served by members of St. John's PTA—quiet lounges to read the Sunday papers or letter writing. Box lunch picnic at Branch Pond, buses leaving at 1 p. m. Community Sing at 7:30, followed by feature movie.

MONDAY, 30 July

Join the Contract Bridge Group or let us help you to arrange for partners for the game of your choice. Duplicate Bridge to be resumed under the direction of Miss Evelyn Goulette in September. Handwriting Analysis.

TUESDAY, 31 July

Beano, with eight cash prizes. Finger-painting in the Art Room, and opportunity for outdoor artists to borrow our equipment. Letters-on-a-record, with Hostess Connie Beal in charge.

WEDNESDAY, 1 August

Dancing Party, honoring the establishment of the WAVES in 1942, with special honors for new recruit, Hostess Jean Libby. Dancing, 8:30-12:00, with Sgt. Herbie Blinn and his orchestra.

This Week at the Base Theater

WEDNESDAY, 25 July—A THOUSAND AND ONE NIGHTS (Technicolor), with Cornel Wilde and Evelyn Keyes. Also "Mother Goose Nightmare," a Terrytoon, and Community Sing.

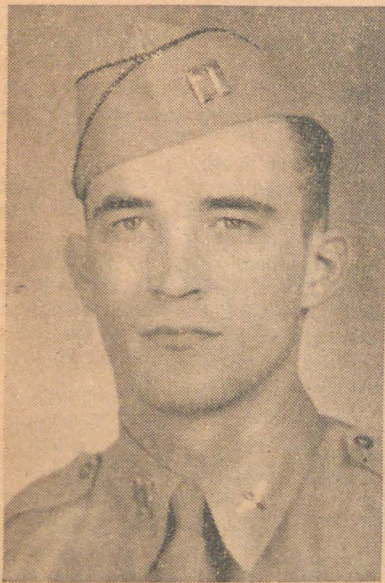
THURSDAY & FRIDAY, 26 & 27 July—CAPTAIN EDDIE, with Fred McMurray and Lynn Bari. Also "Movietone News."

SATURDAY, 28 July—(double feature) WEST OF THE PECOS, with Robert Mitchum and Barbara Hale. Also JEALOUSY, with John Loder and Jane Randolph.

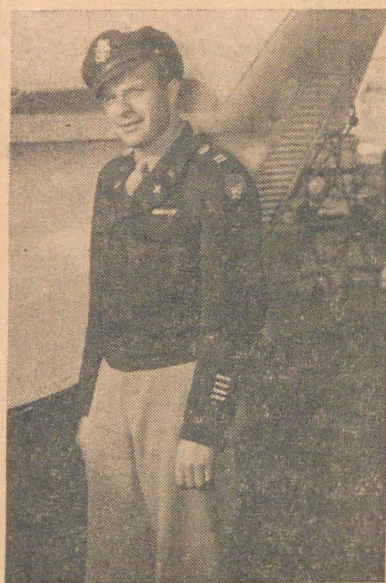
SUNDAY & MONDAY, 29 & 30 July—OVER 21, with Irene Dunne, Alexander Knox and Charles Coburn. Also Army-Navy Screen Magazine, and Movietone News.

TUESDAY & WEDNESDAY, 31 July and 1 August—THE GREAT JOHN L, with Linda Darnell and Greg McClure. Also Unusual Occupations, and "Dippy Diplomat," a Universal cartoon.

Oh, Those Printers are So Careless!



Capt. Earl R. Holm



Capt. Willie Knutson

The "Observer" staff pulled a boner when, in last week's paper a picture of Capt. Earl Holm appeared in the spot where that of Capt. Willie Knutson should have been. Alert readers caught the error, and the staff caught hell.

Ducking expertly, however, the staff claimed that it was done for the

purpose of checking on reader interest, and to use Capt. Holm's picture, which was lying around. (Willful waste makes woeful want, we always say, then blame it on the printer.)

Trusting that all is forgiven, the printer placed the pictures side by side for identification this week.

Chaplain Ketchum

(Continued from One)

300 miles to Kano, in the same country. Six hundred miles east of headquarters was his first stop at El Geneina; a mere 195 miles farther east was El Fasher, while eastward another 500 miles was his terminus at Khartoum. French Equatorial Africa had to be crossed to reach the three eastward stops in Anglo-Egyptian Sudan.

Air bases of ATC's Central Africa Division, to which Chaplain Ketchum was assigned, were located at all five stops on the circuit.

The Chaplain, his face still yellowed by atabrine doses, in telling of his rounds to these African communities, said:

"Although there were only mud huts with thatched roofs in these isolated communities, one of them, Kano, had a population of 80,000. Maiduguri, our headquarters, had 60,000. In addition to the natives, these mud-walled cities were filled with camels, donkeys, sheep and goats. Oh, yes—and horses.

"Wonderful horses could be bought for \$20 and almost everyone at the base owned one. It was our main recreation. I had one and received a broken arm when I was thrown off."

Within the walls of the cities were smaller walled family units. The Chaplain recalled:

"Each man was entitled to four wives—at a time. Divorce was merely a moral declaration so within a lifetime a native 'Tommy Manville' might have 150 to 160 wives. The Shehu, or chief, was also limited to four 'wives' but he could have other women. Men made him presents of them. The Shehu was quite a racketeer with women and often sold these gifts.

"The native women were attractive and vain. They'd spend hours on a hairdo. Married and single women could be distinguished by their hairdos.

"They went to a good deal more trouble than American girls to get a nail polish. They would mash up herbs and weeds in a long gourd, then would keep their arm in it all day and all night. This would make their nails purple."

While in central Africa, Chaplain Ketchum hunted gazelles by jeep, visited missionary friends at a leper colony five miles from his headquarters, and often officiated at native marriages and baptisms in churches started by Christian missionaries.

Children brought in for baptism were referred to as "pickan" by the natives. The Chaplain believes that our colloquialism "pickaninny" may be derived from this word.

Maiduguri's mess, noted throughout central Africa, had native waiters, linen covered tables for four, and served steaks, fresh vegetables and banana splits.

After a 15-month stay in central Africa, Chaplain Ketchum was flown to Miami in an RAF Liberator, landing 17 June. Following his rotation leave he was assigned to Diw Field, and arrived here last Wednesday.

Native of Washington

Chaplain Ketchum was born in

Squadron E

Sgt. Joseph C. Cooper

Dear Editor:

Permit us to express our appreciation for the unique manner in which your office has presented the Orientation program for the past several months. The programs have been both interesting and informative, and have thus enhanced their value to all of us who attend.

Unlike the philosopher who took life so seriously that he cried continuously, or the philosopher who took life so lightly that he laughed continuously, the Information and Education office has successfully varied its program to provide (we think) as nearly as possible a happy medium for both listeners and participants.

We refer, of course, to the presentation of such speakers as Mr. Margolin, Dr. Adler, and Mr. Singer in addition to regularly scheduled Orientation discussions.

This marked improvement, we hope, is only normal and we shall anticipate further progression.

(NOTE: This letter was written after discussing its contents with several members of the squadron and getting their opinions.)

Washington, D. C. He graduated from Duke University, Durham, N. C., in 1937, and from Princeton Theological Seminary in 1940. Ordained, he became assistant minister of the Covenant First Presbyterian Church, Cincinnati, until volunteering in September 1942. In November he was called to duty and entered the Chaplains' School at Harvard.

His first assignment was at Chanute Field, Ill., where he remained from 1 January until 20 August 1943 when he was assigned to the 1st MP Training Center, Aviation, at Camp Ripley, Minn., as the outfit's first chaplain. A month later the outfit moved to Camp Berkeley, Abilene, Texas. In February 1944 it moved to Barksdale Field, Shreveport, La., where he received overseas orders a month later. Assigned to ATC, he went to Camp Luna, N. M., for a brief period prior to being flown to the Central African Division on 1 April 1944.

Chaplain Ketchum holds the rank of captain.

Chaplain Viser, at Dow Field over a year, is now assigned to a tactical outfit in Orlando, Fla.

RCAF Baseball Team To Play Dow Next Week

A Royal Canadian Air Force baseball team stationed in Canada has accepted a Dow Field challenge to meet the local nine at Brewer Athletic Field on 31 July or 2 August. The RCAF group, flying down from their base at Penfield Ridge, New Brunswick, will meet the Bombers at 5:00 p. m. on the day selected for a nine-inning tilt.

All personnel wishing to attend the game may accompany the home team, leaving the base at approximately 4:30 p. m. from in front of the gym.

Letter to the Editor

Dear Editor:

How come the CAP Cadets currently billeted here for their introductory look-see into Army life a la Summer Camp are allowed to purchase merchandise at the PX? We were always under the impression that the PX was for the exclusive use of military and civilian personnel working here, yet this writer has seen these kids ambitiously loading up on many of the items there, particularly candy and cigarettes (by the cartons). Many of them probably do not smoke and are getting them for their friends outside.

Perhaps next week we can invite Troop five of the Bangor Boy Scouts out for a similar shopping spree.

Sincerely,

Pfc. Teedoff.

Though it is hard to understand why Pfc. Teedoff is, since he loses nothing if "these kids" buy at the PX, here is the answer to his questions:

"Regulations authorize Post Exchange privileges for certain items to organizations such as the CAP while they are stationed at Army bases. The Dow Field PX has published a list of items which the boys are authorized to purchase. The list includes only essential items (cigarettes, candy, toilet articles) which they require during encampment.

"Temporary Tobacco Ration Cards authorizing purchases of cigarettes during the period of encampment are issued by the Quartermaster Ration Office. The boys receive the same ration allowance (6 packs per week) as other personnel."

9 GIs and 1 Wac Receive Promotions

Nine Squadron B men and one member of the WAC detachment were promoted during the past week. Five of the ratings given to "B" personnel placed their recipients in the first three graders class, and four men advanced from corporal to sergeant. The Wac made Pfc.

Here is the list of ratings:

Staff Sergeants (Squadron "B")—Sgt. Clifford H. Bundy, Sgt. Dorwin D. Burton, Sgt. John H. Miller, Sgt. Lindsey G. Stafford, and Sgt. Horace G. Stewart.

Sergeants (Squadron "B")—Cpl. Roy G. Philips, Jr., Cpl. Raymond Wander, Cpl. Darvil O. Wilcox, and Cpl. Wing S. Yep.

Private First Class (Squadron "G")—Pvt. Lee V. Pawinski.

TENNIS TOURNAMENT

Three trophies, for singles and doubles winners, will be awarded to the victors in the forthcoming Dow Field tennis tournament, scheduled for the near future on the base courts. Entries are being accepted at the base gym, though no date has been set for the tourney as yet.

The trophies, 18 inches high, have been ordered, and will be on display in the PX as soon as they arrive.

G Strings Along

Things to Remember From a Dow Field Summer

Bedore's tan—"It must have been 'sun' glow!"

Fran Savage's fish—such whoppers as she is catching these days—

Doris Ramer's and Rose Granieri's "ACGRAVATIONS"—

Lt. Manning's turtle "Who Came to Dinner"—

Hobby's morning activities on the P. T. bench with Jo—

Jo's "athletes" on the ground without Hobby!—

These WAC weddings—

Borrowing the idea from the OBSERVER "Cross Section"—we think we will ask some timely question this week, and let different Wacs answer it—we feel tired and lazy, and can't think of any new news—so that's the solution—except we can't think of any good timely question—we have it—we'll ask a Wac to supply the question. There's Vern Edwards now looking very intelligent behind her typewriter across the room—"Hey! Bugs, what question shall I ask, that the Wacs can answer, that will fill up this column, and make Fritz happy?"

"When do we eat?" says she!—

Silly girl.

Best we give up this question idea altogether—it requires too much effort!

There is an empty bed in the upper bay at #326 now—Dixie Fulkerson has taken off for the wilds of P. I.—Speaking of which, reminds

us, we hear that Eleanor Le Page is doing well by herself in Washington, and is most happy in the city of Senators and sizzling sidewalks.

After all those "profiles" and physicals last week, we half expected to be somewhere between Gander Lake and Baffinland by this time—or maybe slapping mosquitoes in India—or reporting to—HUSH! "classified!"

A letter from Helen Splann, one of the first 10 Dow Field Wacs—now in Bermuda—reveals, that ATC base is a pretty nice spot to be at almost any season of the year—gorgeous scenery—heavenly climate—much social activity—Army and Navy, Marines, RAF, British navy, etc., etc.—just no end. No K. P., and maids to clean the latrines, showers, and day rooms—(remind us to speak to our striker!)

Helen also said she had seen Dottie Abbott a few weeks ago—she went through on her way to India—said she seemed very calm about the whole thing!

It's fortunate we have a foreign correspondent this week—can't seem to dig up enough local news.

These days we don't know whether it's a sunset we are seeing or Lake's and Geissler's sunburns. We're just jealous—we know it will turn into a nize tan soon.

30!

C. K. K.

OUTING PICTURES SOUGHT

With Branch Pond a minor success, the editors are looking for photographs taken by outdoor enthusiasts at the pond. Any size photo is acceptable, but it should be clear for best results in printing.

Male Call

by Milton Caniff, creator of "Terry and the Pirates"

All Together They Spell "Musher"

