

Give an ear your LIBERTY HOUNDS! The Bus company is running special buses direct to Rocky Mount at 1630 and 1650 every Thursday and Friday—fare \$2.30 one way—which make connections at Rocky Mount for the 7:40 p.m. train to points NORTH just for you.

Other buses leave the Point headed for Rocky Mount via Kingston, Goldsboro, and Wilson at the following times: 0725, 0915, 1210, 1405, 1545, 1725, and 2135—fare to Goldsboro is \$1.78 one way. Ready to pitch another big weekend liberty?

116 Average Wins M. Rose "500" Classic

By Jimmy Cram
(WINDSOCK Sports Editor)

Indianapolis, Ind., May 30.—Maui Rose, 41-year-old veteran of nine Indianapolis Speedway classics, today sped around the treacherous two-and-a-half mile oval at an average of 116.338 miles per hour for his second victory in the famed "Kentucky Derby of Auto Racing."

Driving a four cylinder front drive Blue Crown spark plug special, Rose pulled into the lead on the 193rd lap, and received starter Seth Klein's checkered flag, synonymous with victory, after 4 hours 17-minutes and 52-seconds of hard driving on the brick-asphalt track.

After pulling into second place at 294 miles, Rose trailed Bill Holland, who was behind the wheel of another Blue Crown spark plug special, until the 193rd lap. Lou Moore, owner of the two four-cylinder cars, flashed an "ey" sign from the pits at the 192nd lap, indicating that both cars were so far in front of the field, that they could slow down and virtually coast to victory. Holland shut down to half throttle, but as he did, Rose pushed his blue No. 27 all the way open. He passed Holland going into the southwest turn, and crossed the finish line 32 seconds ahead of the Bridgeport, Conn. driver.

Rose made only one pit stop of one minute 40-seconds for fuel and a tire change.

Following the race, while Rose was receiving the Borg-Warner winner's trophy and a kiss from film actress, Carole Landis, Holland was engaging in a heated discussion with owner Moore and his pit mechanics.

"The first time I knew I didn't win the race was when I pulled into the pits and heard the man on the loud speaker say 'Holland sec-

(Cont. Page 4, Col. 1)

Sailing Hits Summer Pace



—Photo by Dagenais, PIO

S1-c Bonhotel and S2-c Willis seem to be enjoying their lesson in sailing from Pfc. Thurber (in the stern) and Pfc. Anderson (amidships). This pic was snapped the 29th of May, but the sailing instructors will tell you that the season has been very good so far—including all of last month. Sailing classes are held at Mitchell Park every Wednesday thru Friday from 1200 till sunset for aspiring salts. This is just one of the recreational activities available at the Park for everyone; why not join in the fun?

VOL. IV No. 12 PUBLISHED BI-WEEKLY 13 JUNE 1947

Twin Decommissioning Ends Career MAG-21, 53

MAG 53 Dies After 4 Years Varied Service

Peruvian Visitors Complete Navy Courtesy Training

Trained Famed VMF 533

By Wm. C. Wiggant

Since its inception, 2 April 1943, the Marine Aircraft Group Fifty-three has become known as the "Finest night fighter group ever seen." Now, 31 May 1947, the group has been decommissioned. During the history of the group, there have been eight Commanding Officers. The last of these being Lt. Colonel P. D. Lambrecht. Though the group is being disbanded it will be survived by two of its old squadrons, VMF(N) 531 and VMP 354.

The group as a whole has had a variety of tasks, even though it was originally designated as a night fighter group. For a while, September 1944 until February 1946, it was in operation at Eagle Mountain Lake, Texas where the duties of training night fighter pilots were assumed. At that time the group was operating on a twenty-four hour basis. The training syllabus included both single and twin engine aircraft.

There have been many individual squadrons in this group that have made history. VMF(N) 531 went overseas early in 1943. This squadron is one that will remain in operation. It is to be a squadron combined of all those fighter squadrons now belonging to the group, having FTF-3Ns and POF-3Ns. The pilots of these planes are checked out on "carrier landings" so that they may readily handle any assignment. Its companion squadron now is VMF 354, a photo-reconnaissance squadron containing FTF-3P, F4U4P, and POF-5P. Like the fighter pilots, all of these pilots are versed on carrier landings.

During the war several squadrons of the group proved outstanding. VMF(N) 531 was the first to go overseas. In December of '43 a second squadron, VMF(N) 532, went into the Pacific. They left their mark on the Gilbert Islands, the Marshalls, and the Marianas. When they returned in September of '44,

(Continued on P-2, Col-2)

Thurber Wins Classic Race at Mitchell Park

The newest feature at Mitchell Park, Sailing Races, got underway with a bang 1 June when the annual Cherry Point Sailboat Classic was captured by Pfc. Thurber in a "Lightening" class craft numbered 26. His time, 2 hours and 21 minutes, was taken from the starting line at Slocum Creek. Close runners up were Capt. Paulin second and Lt. Col. Reddick third.

A steady wind from the Northeast required skillful tacking to gain headway while in the creek and to hold the gain once out in the open. Once out in the channel a battle developed between Paulin and Thurber for the lead. Thurber finally wrested from his opponent and brought him home to victory.

These Sailing Races will be a regular weekend event at the Park from now till 28 June when the gala three day Sports Regatta will be held in New Bern.



—Photo by Dagenais, PIO

Seen with Major Robert E. A. Lillie (center), left to right, are Enrique Marquez, Froilan Duenas, Vicente Dardant, Antero Gracey, Oseas Moscoso, and Tomas Arteaga—all Sub-Officers 2c in the Peruvian Air Force. Major Lillie, C.O. of Headquarters Squadron MCAS to which these visitors were assigned, was the former director of the National Peruvian Weather Service and Communications Service for the Peruvian Air Corps.

After completing a year's studies in widely divergent fields, six Sub-Officers of the Peruvian Air Force left here by plane 2 June for Washington, D. C. where they will board another plane for their homeland. I spite the language difficulty when they first arrived here 25 June 1943 Froilan Duenas, Tomas Arteaga, Enrique Marquez, Vicente Dardant, Oseas Moscoso, and Antero Gracey made very creditable grades in their courses. Though expressing a genuine liking for the base, they too complained, as most "Point" Marines do, about the liberty—"you have to go so far for a good liberty."

As a step towards cementing in ter-hemispheric solidarity and unity, these Latin American neighbors studied here under the courtesy training program of the United

tates Navy Department. Each man specialized in one field. Thus, Sub-Officer, Vicente Dardant returned to Peru an expert in aerial photography and mapping; Tomas Arteaga in communications; Froilan Duenas in aircraft overhaul and repair. Antero Gracey in aircraft engine overhaul and maintenance; Oseas Moscoso in ordnance; and Enrique Marquez in welding and aircraft instruments. Each of these Sub-Officers 2c will receive a Navy Department certificate of satisfactory completion of their course.

To be eligible for this special training in the United States, these men finished at the top of their particular specialty class in the Escuela de Sub-Oficiales, Real Felipe, Callao, Peru—a petty officers school of training under the Peruvian Ministry of Aeronautics.

Marine Aces Thrill Crowds In Air Show

An estimated crowd of sixty-five thousand people were galvanized into hoarse cheering as 12 Cherry Point Marine fliers did their stuff in the three day World Air Show at the Northeast Airport in Philadelphia 30, 31 May and 1 June. Flying PTF Tigercats and F4U Corsairs, the Cherry Point fliers brought the giant crowds to their feet day after day as they went through the paces from low altitude strafing runs and precision formation flying to acrobatic team work.

Lt. Brown and Capt. McCaleb made up the two man acrobatic team which thrilled the Quaker City aviation enthusiasts by executing slow rolls, loops, and Cuban eights in tight formation.

Two WASP flyers put on a spectacular show of their own in the course of the three day aerial festival without pay; a certain portion of the gate receipts were designated to go into a fund for a monument in memory of the women pilot members of the world famous organization who died in the war. The WASP flyers were Betty Haas who flew her P-50, the "Gallopings Gertie" and Gloria Heath who flew a mean acrobatic SNJ.

Home Papers Now Available At Red Cross

Newspapers from every State in the Union are now being received at the Field Director's office of the American Red Cross aboard this station almost daily for the use of personnel visiting the Red Cross recreation and reading room.

"In order that the men stationed at Cherry Point would find a touch of home in our reading room," said W. H. Wooders, Asst. Field Director, "we sent a request to the Red Cross chapters in the capitals of each state asking that they arrange to send us, at regular intervals, copies of their state papers. Almost every chapter has responded, and we are now receiving from 15 to 25 papers each day."

Typical of the replies received from chapters throughout the country is one from the Red Cross at Sacramento, California:

"Our Camp and Hospital committee felt this a very worthwhile project and have subscribed to the Sacramento Bee to be delivered to you daily for the next three months. If, at the end of that time you feel that you would still like to receive this paper, please notify us."

Hdqs. Decision Ends Life MAG Eve Sixth Year Won Praise In Maneuvers

Early this year MAG-21 won high praise for its participation in the Caribbean maneuvers under the leadership and command of Col. Deane C. Roberts. Now MAG-21 will be no more; it is in the process of decommissioning after nearly six full years of service stateside and overseas in Marine Aviation. Late last summer and on into the fall, MAG-21 took part in one of the largest full scale aerial transfers of troops ever undertaken by the peacetime Marine Corps, bringing men from Parris Island to the Point and carrying men from Camp Lejeune to Texas on the first leg of their journey overseas. Then came more routine operational hops to East and West Coast stations as well as training flights to the Bahamas. VMR-252 now contains the 600 remaining members of the MAG, and later, it will be reduced to normal squadron strength and size.

Since its inception in August of '41 at Ewa, Hawaii under Brig. Gen. Lewis G. Merritt, now retired, (then a Lt. Col.), MAG-21 has led a varied existence, seen more than its share of combat and the deadly rolling in back areas of the islands while waiting for more action.

Initially a training outfit to supply groundcrewmens and pilots to organizations forming in the field, MAG-21 was born a part of the Second Marine Aircraft Wing. In August of '42 the MAG joined the Fourth Wing, and later, in February of the following year, the First Wing. Still later it returned in November of 1943 to its parent outfit, the Second Wing. Finally, before returning to the Second Wing at Cherry Point, it joined the Fourth Marine Base Defense Aircraft Wing—a higher echelon formed for administrative purposes.

The MAG saw action for the first time in the Russell Islands where, as a fighter group, it ran combat air patrols and interceptions on Japs "coming down the slot." In July of '43 its men and planes flew daily bomber escort and strikes over Munda, Kahili, Baeroko Harbor, and Northern New Guinea.

Though Torpedo and Scout Bomber Squadrons joined it in August and September 1943, the organization again reverted to a fighter outfit, principally, in operations during the month of October '43.

The next month, November, found MAG-21 at Efate with little activity taking place except for the fer-

(Continued on P-2, Col-2)

Attention Rhode Island Veterans!

Veterans whose legal addresses were in the State of Rhode Island prior to entry into the service and who have active service between 16 September 1940 and 2 September 1945 are eligible for a state's bonus. This includes former members of the Merchant Marine during the same period.

All applications must be postmarked prior to 30 June 1947; write to your State Capital or application blanks or consult Al1Mar 167 for additional information.

windsock

THE WINDSOCK is published bi-weekly by and for personnel of Marine Corps Air Base, the Marine Corps Air Station, and the AIRFPM, LANT, Cherry Point, N. C.

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For Fishermen

AEROLOGICAL SECTION
U. S. MARINE CORPS AIR STATION
CHERRY POINT, NORTH CAROLINA

Tide Predictions for Beaufort, N. C.
(34° 43' N 76° 48' W)

Date	Easter Standard Time			
	A.M.	P.M.	A.M.	P.M.
1	0644	1903	0657	1247
2	0724	1943	0158	1328
3	0801	2019	0239	1409
4	0840	2055	0320	1459
5	0915	2127	0355	1515
6	0947	2150	0435	1546
7	1022	2232	0430	1620
8	1058	2309	0503	1657
9	1138	2358	0538	1740
10	1225	0621	1822	
11	0627	1320	0709	1826
12	0715	1402	0802	1949
13	0742	1528	0906	2203
14	0831	1610	1007	2301
15	0944	1705	1107	2351
16	1052	1818	1157	
17	1204	1908	0053	1217
18	0725	1942	0145	1312
19	0822	2045	0228	1425
20	0910	2141	0315	1525
21	1000	2240	0405	1625
22	1052	2316	0452	1700
23	1149		0543	1803
24	0012	1240	0640	1912
25	0115	1359	0745	2020
26	0225	1509	0853	2147
27	0332	1612	0958	2252
28	0428	1708	1044	2317
29	0528	1755	1134	
30	0614	1842	1217	

In Pamlico Sound, except near the in-
lets, and in the Neuse River the peri-
odic tide is negligible. Easterly winds
cause high water and westerly winds
cause low water, the maximum rise
above normal of fall being 10 to 12
feet. Heavy gale, amounts to above 2 feet at
the entrance to the Neuse River and
3-4 feet at New Bern.

Bus Schedule

M. LINLIXER

Round Trip Each Hour 0645-0145
Daily

Leave Main Gate—Lv. Main Gate
0645, Gate 3, 0745, 0845, 0945, 1045,
Bks. Area 0952, 3 Rd. St. Post Office
0052, MEMQ, MOQ 0055, NCO Club
(2 min. lay over) 0055, JOQ, BQ 0052,
0010, MOQ 0015.

Leave MOQ—Lv. MOQ 0015, JOQ,
BQ 0020, NCO Club 0025, MEMQ,
TMQ 0025, Post Office 0027, Bks. Area
0038, 3rd St. Bus Station 0040, Gate
3 0043, Main Gate 0045.
—2 min. layover in return trip
Coming from MOQ.

HAVELOCK BUS

(Round Trip Each Hour)

Working Days 0645-0145

Saturday and Sunday 1700-2300

The Hour—Main Gate: 0606—At-

tendance & Hatteras: 0610—MEMQ

Community Bldg.: 0612—Gate No. 3:

0615—Grassland & Halifax: 0620-0630

1212—Gate 3: 0635—R. 0635—Dis-

pensary: 0642-0652—Commissary

(Ten Minute Wait): 0655—Grassland

& Halifax: The Hour—Main Gate:

MOQ HANGAR SPECIAL

(Working Days Only)

Leaves: MOQ 0745, 1250, JOQ,

0750, 1255, Ad. Hdq. Park Lot: 0840,

1305.

Leaves—Ad. Hdq. 6th & A St.: 1155,

1255, Ad. Hdq. Park Lot: 1205, 1440.

Arrives—Hanger 6th & A St.: 0805,

1315.

Arrives—JOQ: 1215, 1650, MOQ,

1220, 1655.

MOQ MOVIE SPECIAL

(Daily)

Leaves: MOQ 1740, 2010, BQ,

1745, 2015, Movie: 1955, 2200, JOQ,

2005, 2240.

Leaves: MOQ 1750, 2202, Movie:

1800, 2250, BQ 2007, 2242, MOQ,

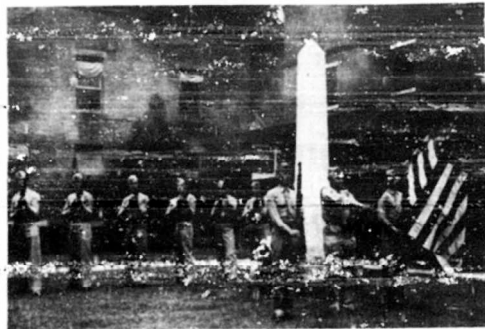
2010, 2245.

Saturday and Sunday Arrives—

Leaves: MOQ 1230 Arrives—Leaves

Movie when over is over.

Firing Squad In New Bern For Memorial Day Services



—Photo by courtesy M/Sgt. Florese.

The firing squad (above) and the Air Station Band represented
Cherry Point at the Memorial Day ceremony held 30 May in front of
the Court House in New Bern. Held under the auspices of the Donors-
Hawkins Post of the American Legion, the principal speaker was Con-
gressman Graham A. Barden whose remarks attacked the popular
bogey of communism in the government. The band gave a concert be-
fore the program and rendered selections during the course of the ser-
vices which were led by Commander Beaman of the Legion Post; the
Post chaplain, North Gaskins, offered the Memorial Day prayer.

MAG 21

(Cont. from P.1, Col.5)

rylon, of planes to nearby island
and routine familiarization hops
with new and standard aircraft.

In June 1944 they were joined
by two torpedo squadrons and an
air warning squadron; later, in
October, a transport squadron in-
creased the size of the "new" MAG-
21.

After the invasion of Guam, they
set up headquarters on that island
and were responsible for the air
defense of the Guam-Marianas Is-
land area where they subsequently
flew day and night combat air pat-
rols, reconnoitering missions over
Rota, anti-submarine patrol for the
whole Marianas area, and sudden
strikes against enemy shipping in
the nearby Bonins.

Throughout the entire war, MAG-
21 saw action in the Wake Island
Defense, 8-22 Dec. 1941; the Battle
of Midway, June 1942; the drive
on Munda and interception of Japs
from New Georgia, June '43; and
action in the Rendova area, where
members of the MAG shot down 17
Jap "Betty"s and 20 Zeros with the
loss of only 8 planes. They also
took part in the drive on New Geo-
rgia and attacks on enemy airfields
and installations at Kahili in the
summer of 1943.

In the New Georgia operations—
Vila, Kolombangara, Munda, Vella
Lavella, the Segi areas, MAG-21
pilots shot down 50 Japs to ring
up ten for every man lost from
their outfit. They also supplied
aerial support and coverage for the
infantry at Vella Lavella in August
of '43 and the Empress Augusta
Bay landings in November of the
same year. The occupation of Guam
and the landing of the first Ameri-
can plane on the island in August,
1944, since its occupation by the
Japs, climaxed the fast action
packed career of the MAG.

MAG 53 DIES

(Cont. from P.1, Col.2)

they bore a score of two enemy
down and one probable.

In April of 1944 another squad-
ron left the States for the Marshall
Islands and Okinawa. It was
VMF 523, and they tallied their
twenty-five kills at night to prove them-
selves the ablest night fighters
among the Allies. At present the
squadron is stationed at Ewa in
the Hawaiian Islands.

Still another squadron to enter
the Pacific from MAG 53, was
VMF(N) 534. They covered Guam
and the defense of Saipan and Tin-
ian. Now they are assigned to MAG
31 and are stationed on the West
Coast. VMF(N) 541 went overseas
during July 1944. Over Poliden and
Leyte they managed to run their
score to a grand total of twenty-
three down, four probables, and 25
Jap vessels.

Civilian Notes

STOREKEEPER EXAMINATION ANNOUNCED

On 5 June 1947, the Board of
U. S. Civil Service Examiners an-
nounced an open competitive exami-
nation leading to probational (perma-
nent) appointments to the posi-
tion of Storekeeper, CAF-1 through
CAF-6, Application Form 57, 5001
ABC, and Supplemental Experience
Form 20 may be secured from the
Board of U. S. Civil Service Ex-
aminers or from the Department
Personnel Offices. These forms must
be received by the Board not later
than 19 June 1947.

This is an unasssembled examina-
tion and does not involve a written
test. Efforts will be based upon the
extent and quality of experience
relevant to the duties of the posi-
tion, as shown on the application
form, and additional evidence se-
cured by the Board of U. S. Civil
Service Examiners.

INDUSTRIAL RELATIONS OFFICE

SNAPPER RATING CHANGED
TO A GROUP III POSITION: Al-
though the title of Snapper and
same rate of pay will continue, it
will no longer be a group IVa posi-
tion. Instead, it will be combined
with the Journeyman, Group III
level, for promotion, change to
lower grade, and reduction in force
purposes. A Snapper rating will be
assigned only when the work-load
justifies the assignment, the premi-
um pay not being considered a pro-
motion and conversely.

On June 1, it was candy for the
ladies and cigars for the lads
around the Station Administration
Building. The reason? Why of
course: The birth of a 7-pound, 13
ounce boy—Robert Hugh—and Mr.
William E. Williams of the Indus-
trial Relations Office is the proud
father.

Mrs. Flossie Kunenetz and Mr.
James Oliver, Station Vocational
Training Office, have recently re-
turned from an instructive as well
as entertaining trip to New York
City. The occasion was a confer-
ence of training experts and both
report having picked up a lot of
good information.

Freida Stankus, formerly of Offi-
cers' Records, and husband, Joe
(AES-46), now of Easton, Pennsil-
vania, were recent house guests of
Mr. and Mrs. Kenneth Tiffany. All
of their friends were glad to see
them and several luncheons and
dinner parties were given in their
honor.

Everyone is delighted to see Julia
Thatch back at her desk in the
Industrial Relations Office. Julia
has been absent for almost four
months due to an injury sustained
in an automobile accident, she is
now able to navigate without either
of her "bodyguards," crutch or
cane.

Dept. News

STATION SUPPLY (USMC)

Some months ago there appeared
an item in the WINDSOCK about
the Station Bakery. This reporter
observed the reaction of different
individuals when they read the com-
ment that there was enough bread
manufactured during that time to
"pave" a highway in bread from
Cherry Point to New Bern (of
course this would be a highway for
a one wheel jalopy).

As one would suspect the bread
made for this past month would
have someone stranded not too far
from Cherry Point should they have
decided to travel the highway of
bread. This is true because of the
decline in personnel strength.

At the time the original item on
the Station Bakery appeared in this
paper, the personnel strength was
around 7,000 and there was a month-
ly manufacture of about 43,575
loaves of bread. At this time the
personnel strength is approximately
3,300 and the manufacture has
reached a low of approximately
13,800 loaves per month.

We have the same personnel at
the Station Bakery which includes
among the wheels (strictly an
Army expression MT/Sgt. Rind
fleisch, Gardner and Bracey. The
still continue to slap dough and
beat eggs, only there is less of each.

SUPPLY NEWS

Before getting down to the busi-
ness of reporting Supply News, this
reporter feels that the following
quotation from the "Federal Diary",
Washington, D. C., is worthy of
note by all civilian employees of
the Station: "A Navy employee in
Norfolk is accused of reporting him-
self sick when he wasn't sick. The
F. B. I. was called in to investigate.
The employee was charged be-
fore the U. S. Commissioner in
Norfolk and held on a charge of
making a false statement to the
Government." A later article ap-
pearing in the "Service to the
Fleet," Norfolk Naval Shipyard
paper, stated that a fine of \$500
was paid by the employee. It is
evident from the foregoing that our
Government means business.

And now for the news at hand
in Supply: Captain R. H. Sullivan,
Navy Supply and Accounting Offi-
cer, and Mrs. Sullivan are enjoying
a visit from their two sons: John
A. Sullivan, Cadet-Midshipman in
the U. S. Maritime Academy,
Kings Point, New York, who will
remain with them for about a
month, and Russell H. Sullivan,
Jr., an Ensign (USN), attending
the University of South Carolina,
who will remain about a week.

James Riedose of Material Group
is taking his vacation the first two
weeks in June. His plans include
various trips to different parts of
the State and wind up with a visit
with his brother, an Army Captain.
It is wedding bells for Miss Mar-
celle Basnight of the Communica-
tions Section and Sgt. Kenneth R.
Johnson of AES-41, the date—June
14, the place—Oriental, N. C. Sgt.
Johnson hails from Foxworth, Mis-
sissippi. Best wishes, Marcelle and
congratulations, Kenn H.

The Supply and Accounting De-
partment wishes to welcome the
following ex-military personnel to
its ranks: Fred R. Luddy, Law-
rence D. Campbell, and Hall C.
Akerley, all formerly of the Marine
Corps, Anita M. Tabor, formerly of
the Women's Reserve Marine Corps,
and Bernice G. Lupton, a former
Wave.

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Corps, Anita M. Tabor, formerly of
the Women's Reserve Marine Corps,
and Bernice G. Lupton, a former
Wave.

The A&R Bowling League has
now entered the second round of
this season's tournament. There
are eight teams, with seven men on
each team, striving for the coveted
winning trophy.

The lead is now held by the flash-
ing "Jets" team with 17 wins and
4 losses. The other teams, though,
vow to make it "hot" for this lead-
ing team. Any spectators who de-
sire to watch this fierce competi-
tion are invited to be present at
Hill's Bowling Alley, New Bern, this
coming Tuesday and Thursday.

Miss Rachel Garner, Secretary
to the A&R Officer, is spending ten
days with some friends in Belfonte,
Ohio. Rachel is well known to
A&R Administrative personnel of
all and join in wishing her a pleas-
ant vacation.

VIEWS AT LANSBURY



QUESTION: WHERE WOULD YOU LIKE TO GO ON YOUR HONEYMOON? WHY?

Pfc. William
J. Genser, Hdqs.
Sgt. Sta.; Beach
haven, N. J.—
"In my opinion
no one could
ask for a better
place to spend
his honeymoon
than in the
mountains and
lakes that are
located to the
northwest of
Montreal, Canada. All you need to
make it perfect is a canoe, your
wife, and a portable bar. Amen."

Miss Ethel
Pittman, Public
Works Adminis-
tration Build-
ing; New Bern,
N. C.—"I would
like to go to
Florida for my
honeymoon—be-
cause I've never
been there and
besides, if you
have who you
want with
you, it doesn't matter where you
are. I'd just like to see things in
Florida and have fun."

Corp. George
Edwards, SMS-
11; Metropolis,
Illinois—"I
would like to
spend my honey-
moon in north-
ern Canada be-
cause of the
scenic views and
the recreational
activities—
hunting, fishing,
swimming, and
lots of other
sports."

Sgt. Elwyn
Moore, G-2 In-
vestigations; Al-
toona, Pennsil-
vania—"I
would like to
go to Nova Scotia
because of the
entertainment
and recreation
at facilities—
swimming, fish-
ing, tennis and
other sports."

Coming Attractions

STATION THEATRE

Show Time: 1800, 2030

Daily Change of Schedule

6-15 STAIRWAY TO HEAVEN—

David Niven and Kim Hunter

6-17 LITTLE MISS BROADWAY—

Jean Porter and John Shelton

6-18 VIOLENCE—Nancy Coleman

and Michael O'Shea

6-19 MIRAGE ON 34th STREET—

Maureen O'Hara and John Payne

6-20 THAT'S MY MAN—Catherine

McLeod and Don Ameche

6-21 VACATION IN TEXAS—Ray

Wentz and Johnnie Mack Brown

6-22 THE TRAP—Sydney Toot

Ray and Johnnie Mack Brown

6-23 THE TRAP—Sydney Toot

Ray and Johnnie Mack Brown

6-24 THE TRAP—Sydney Toot

Ray and Johnnie Mack Brown

6-25 THE TRAP—Sydney Toot

Ray and Johnnie Mack Brown

6-26 THE TRAP—Sydney Toot

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6-27 THE TRAP—Sydney Toot

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6-28 THE TRAP—Sydney Toot

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6-29 THE TRAP—Sydney Toot

Ray and Johnnie Mack Brown



By Frances Howell
Your favorite authors are really outdoing themselves these days. For proof just take a look at the following brand new titles — all climbing rapidly on the list of best sellers:

The Chequer Board, by Nevil Shute. Jackie Turner, given little hope by the doctors for his return to good health, wanted to look up three men whom he had known in an English hospital during the war — Phil Morgan, boyish R. A. F. pilot, who had been insulted by having a Negro in the same ward — Durgie Brent, red-headed paratrooper, who had been going on trial for murder — and Dave Lesurier, an American Negro who was up for attempted rape. The result is a story often totally unexpected and shocking to us American readers, but one which will give us a glimpse of what the brotherhood of man might mean.

The Wayward Bus, by John Steinbeck. The technique is old but the people are new in this first full-length novel in eight years. To begin with, there is a bus ride which lasts less than a day, but the memory of the people you are going to read about will last much longer — a successful business man with his wife and daughter, a traveling salesman of funny gadgets, a pimply youth planning to study radar, a waitress infatuated with Clark Gable, Camille who had an irresistible lure for men and a very wise bus driver. Steinbeck "talks their language; he knows what makes them tick" — and so will you after this bus ride!

Kingsblood Royal, by Sinclair Lewis. "A blazing story with a theme that will jolt the nation!" Thus reads a single startling statement on the inside cover of the jacket for Lewis' latest novel. Neil Kingsblood, a successful young banker, had just been wounded, decorated and sent home as a casualty. He was looking forward to a long peaceful life with his beautiful wife, Vestal, and his small daughter, Biddy. Then the time bomb, six years ago, exploded. He discovered that he was a Negro. While making some researches into his ancestry Neil ran across a great-great-grandfather who had passed on to him one thirty-second part of Negro blood. What in the world would you have done? — especially after going on record previously as holding some strongly anti-Negro sentiments. Well, it all turns out to be "the story of a man who resigned from the white race!"

Marine Private W. A. Leavitt once field stripped and reassembled a machine gun in 27 seconds while blindfolded.



There was quite a bit of excitement in the Family Unit a few days ago — W.O. and Mrs. Warthen were blessed with a set of twins, the first twins born since family ward was opened last November. One of the twins wears pink; the other, blue.

The Fates really kicked the X-ray department hard last week. One of the three men who work there, two had emergency operations. Wooten was first when he was taken into the operating room to have a hernia repaired, then came Gerber with appendicitis. Poor old Hancock put in quite a bit of overtime until Wooten and Gerber were "fit for duty." By the way, we hear that Wooten is getting his orders. We'll be sorry to see you go, Wooten. And getting back to casualties: Zuckerman was turned in for a sprained ankle he got sliding into third — and Elliott had a finger in a cast for a week. Who said softball isn't a dangerous game?

Chow Hounds Risking Lives

It is requested that all men going and coming along the roads from the Mess Halls to the Barracks have a little consideration for the drivers who must use the road. Walking along the roads three and four abreast makes it very hazardous and some one may be killed. Playing around or careless walking may mean the permanent injury of another person as well as themselves. Air Station Regulations, 2007.16, states that men walking will use sidewalks when provided. When there is no sidewalk, they will walk on the left side of the road facing traffic in single file. Only men in formations may travel two or more abreast on the road and it must be done facing traffic. A word to the wise is sufficient. Take heed before someone gets badly injured.

HOW IS YOUR I. Q.?

Answers to questions in Col. 5. Correct: 1 or 2, poor; 3 average; 4 good; 5 excellent.

1. Yellowstone National Park with its geysers, lakes, and Indian (approx. 220 sq. mi.); Mont. (approx. 3,170 sq. mi.); Wyo. (approx. 3,100 sq. mi.); Idaho (approx. 82,800 sq. mi.); Nev. (approx. 110,000 sq. mi.); Utah (approx. 269,000 sq. mi.); Ariz. (approx. 113,900 sq. mi.); Calif. (approx. 77,300 sq. mi.); Tex. (approx. 695,600 sq. mi.); Okla. (approx. 77,000 sq. mi.); Kan. (approx. 82,000 sq. mi.); Colo. (approx. 104,000 sq. mi.); W. Va. (approx. 62,000 sq. mi.); Md. (approx. 12,100 sq. mi.); Del. (approx. 2,400 sq. mi.); Pa. (approx. 45,000 sq. mi.); N. J. (approx. 8,000 sq. mi.); N. C. (approx. 53,000 sq. mi.); S. C. (approx. 52,000 sq. mi.); Ga. (approx. 60,000 sq. mi.); Fla. (approx. 17,000 sq. mi.); Ala. (approx. 52,000 sq. mi.); Miss. (approx. 47,000 sq. mi.); Ark. (approx. 53,000 sq. mi.); La. (approx. 52,000 sq. mi.); Ky. (approx. 40,000 sq. mi.); Tenn. (approx. 45,000 sq. mi.); Mo. (approx. 69,000 sq. mi.); Ill. (approx. 149,000 sq. mi.); Ind. 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3-2 Lo. And 13-6 Win Mar & Flyers Tour In D. C.

Washington, D. C., 3 June—This game was highlighted by the tremendous homer of Al Strouse which came a home aboard in the sixth inning of the first game between Washington and Cherry Point. Strouse was responsible, also, for the "Flyers" run of the game when he "fried" in the second inning with a home out, and was brought home by Barnard's long center field triple. The game was one of the best played by the "Flyers" this season, and Joe Marasco was largely responsible, because he gave up eight hits along his line-upning chore—the only extra base clout on Joe was Busina's homer which came in the second inning, with none aboard. Marasco's control was good also, he struck out four batters with his sharp breaking curve ball and walked three men.

The "Flyers" infield proved that they were on their toes as the key-stone combination of Ring and Verbanic, came up with two double plays for the afternoon. The game was a pitcher's battle because of Galletta's sixth performance for Washington and Marasco's eight hit exhibition.

Washington, D. C., 4 June—To prove that yesterday's close game was only an off day for the "Flyers," Cherry Point beat the Marines from Washington rather decisively here today by the score of 13 to 6. It was Charlie Hurst who did the trick for the "Flyers" as he not only devoted all his talent to pitching, but Charlie proved, he could hit also. He unloaded a well hit ball that went for a home run into left field his first time at bat. Later, in the seventh inning, with two mates aboard, he drove them in with a loud double into left center field.

Albie Strouse continued to smack the ball as he hit his second homer

in the Washington series, this time with two team mates on the bases. It was one of the longest hit balls ever seen in the Washington field, as it was well above the left center field trees.

Cherry Point vs. Marine Bks., Washington, D. C., 3 June 1947.									
Cherry Point	ab	r	h	bi	o	a	e		
Ring, 2b	4	0	1	0	0	3	0		
Verbanic, ss	4	0	1	0	0	2	0		
Ellis, cf	4	0	0	0	0	0	0		
Davis, c	4	0	0	0	0	0	0		
Strouse, 2b	4	2	2	1	1	2	0		
Barnard, rf	4	0	1	1	0	0	0		
Beach, 1b	4	0	1	1	0	0	0		
Kirby, if	4	0	0	0	0	2	0		
Marasco, p	3	0	0	0	0	2	0		
*Cox	1	0	0	0	0	0	0		
Totals	28	2	6	2	2	15	0		

*Batted for Marasco in the ninth (fielder's choice)									
Washington	ab	r	h	bi	o	a	e		
Gage, if	2	0	1	0	0	0	0		
Boord, 2b	4	0	0	0	0	2	0		
Keary, 2b	4	1	2	0	3	1	2		
Cox, rf	4	0	0	0	1	0	0		
Bush, 1b	2	1	1	0	12	0	0		
Belvin, c	4	1	1	0	8	0	0		
Stapleton, ss	4	0	0	0	2	4	1		
Olsen, cf	2	0	1	1	0	0	0		
Galletta, p	2	0	1	0	0	0	0		
Totals	30	3	5	1	27	8	4		

Cherry Point vs. Marine Bks., Washington, D. C., 4 June 1947.									
Cherry Point	ab	r	h	bi	o	a	e		
Ring, 2b	5	2	2	1	4	1			
Verbanic, ss	6	1	2	1	0	2	0		
Ellis, cf	5	0	0	0	0	0	0		
Barnard, rf	5	0	0	0	0	0	0		
Strouse, 2b	2	2	1	1	2	7	1		
Bush, 1b	2	1	1	0	12	0	0		
Kirby, if	0	0	0	0	0	0	0		
Cox, rf	4	2	0	0	1	0	0		
Beach, 1b	4	0	0	0	0	0	0		
Hurst, p	2	0	2	2	1	0	0		
Totals	40	13	10	12	27	12	4		

Washington									
ab	r	h	bi	o	a	e			
Gage, if	4	0	0	0	0	0	0		
Moore, 2b	5	1	1	0	2	4	0		
Keary, 2b	4	1	0	0	0	0	0		
Cox, rf	2	2	2	0	0	0	0		
Bush, 1b	4	1	1	0	13	0	0		
Belvin, c	4	0	0	0	11	0	0		
Stapleton, ss	4	0	1	0	2	0	0		
Olsen, cf	4	1	0	1	0	0	0		
Doubek, 1b	1	0	1	0	0	0	0		
Kozlowski, p	2	0	0	0	0	2	0		
*Florence	1	0	1	0	0	0	0		
Totals	40	6	10	4	27	12	4		

*Batted for Doubek in the fourth (singled)

Fortieth Lap Fatal For Cantlon

(Cont. from Page 1, Col. 1)
and," the 39-year-old vet of the dirt tracks said. "I asked the men in the pits why I didn't tell me," he went on, "and they said, 'Moore wouldn't let us.'"

Moore told reporters, "I had no preference. I gave both drivers the 'oxy' signal."

Holland, who won better than \$14,000 in lap prize money, had this to say: "All I was getting was the 'oxy' signal. I thought I had a lap on Rose. I was running half throttle when Rose went by. I waved to him. I guess I waved \$10,000 to him. That is the difference between first and second prize. I was going into the turn at 90 miles an hour after I got the signal. I thought I had it in the bag. I would have won the race by a lap and a half. It's the loneliest deal I ever got."

Ted Horn, driver of the black No. 1, the Bennett Brothers Special, again took third place money. Last year, Horn took third place money after the late George Robson and Jimmy Jackson.

One of the favorites, veteran Cliff Bergere, capped fourth place honors with Herb Ardinger, although Bergere had been forced out of the race in his own car. A Novi Governor Mobil Special in the third lap, when his car stalled on the back stretch, Bergere took over as relief driver for Ardinger, who was also in a Novi.

Last year's second placer, Jackson, was driving a Jimmy Jackson Special for fifth place. Rex Mays, another of the Indianapolis vets, took sixth in a Bowes Seal-For Special. Driving a Permaflex Special, Walt Brown took seventh.

After the seven cars had officially completed the 500 miles, AAA officials declared the race ended and the other four cars on the track was flagged down by Marshall in a Tattersfield Special was eighth. Fred Aalashabin in a Ross Page Special, was ninth and Duke Dins more in a Schoof Special was tenth. Les Anderson in a Keamey Tank Special was still running at the finish in 11th place.

Memorial Day turned out to be beautiful and warm in Indianapolis

—an excellent day for the grueling "500" race fans from every section of the country were thrilled by the daring and cunning of the experts and newcomers to the Speedway; but in everyone's heart there was sadness.

William (Shorty) Cantlon, one of the best known vets at the track, was killed when his car, the yellow 24, an Auto Shippers Special, crashed into the retaining wall in the 40th lap.

Cantlon had begun the race in the shadow of bad luck. Having difficulty in getting started, he was almost a lap behind when he got underway.

Holland attempted to pass an other car, went into a spin and spun down on the apron. Cantlon, in an attempt to avoid hitting the spinning Holland, spun on the outside, hit the outside wall midway on the southwest turn and came to rest high on the track.

The ambulance rushed forward. The crowd was still out and the race continued at a fast clip.

Cantlon was lifted from his smashed car and rushed across the track to the infirmary on a stretcher.

The left front wheel of Cantlon's car was crushed where it struck the wall. Workers scattered sand over the track to blot up gasoline spewed out of the smashed automobile.

Cantlon's chest was crushed and he also had a broken leg and internal injuries. Shorty was the first man to be killed on the two-and-a-half mile oval since Floyd Roberts cracked up on the southeast turn in 1932.

Car No. 28, a Bristow McManis Special, with Roland Free behind the wheel, gave the spectators a thrill in the 88th lap. Coming down the home stretch, Free's car was smoking badly. He spun three times going into the ever-dangerous south turn, went down on the apron and back down on the track.

Paul Russo and Charles Van Acker, driving a Wolf Special and Tucker Partner Special, respectively, collided on the northwest turn in the 24th lap. Although uninjured, both drivers were forced out of the race.

Bartlett, Rose Cop Team Honors 5th Naval District Tennis Tourney

Speaking of Sports

By Capt. Charles H. Church

CUFF STUFF—In Alaska bettors risked \$150,000 on guesses as to when the ice would break in the Tanana River this spring. . . . Forty players have batted over 400 or better in the World Series. Babe Ruth's 625 in the 1928 classic being the all-time high. . . . Brooklyn played 153 games last season but had their pitchers go the route in only 52 of these. . . . The famed British racing yachts, Endeavor and Endeavor II, constructed at a total cost of over \$125,000, brought less than \$200 when sold at auction recently. . . . Last season was the first that Joe Magglio failed to reach the magic 300 circle since he entered organized baseball in 1932. . . . A new record was established by Buddy Rosar of the Athletics last season when he set a new fielding record for catchers by playing errorless ball in 126 games. . . . Dave (Boo) Ferris's pitching success in the past two years can be partly attributed to the fact that his style of delivery keeps the ball well hidden until he releases it thus keeping the batters guessing until the last minute. . . . Dream pictures of Wellesley College beauties showering him with kisses gave pleasure to Richard H. Bryant as he pedaled to victory in the Harvard Bicycle Club's 11 and 4-10ths mile race. His reward: a glass of root beer a doughnut, a new bicycle seat, and a blue ribbon. "Revenge" the cuties explained. A Harvard man dressed as a Wellesley girl had won their annual hoop race years before. . . . The Boston Red Sox and the Brooklyn Dodgers produced the most successful farm system last year; Sox farm clubs produced five pennants while the ratty Dodger farm were able to garner three for the parent club and Branch Rickey. . . . Longest game of the 1946 season saw Cincinnati Reds and the Dodgers of Brooklyn play a scoreless tie for 19 innings. Brooklyn using four hurlers and the Reds employing two. VanDerMeer going 15 of the 19 innings. . . . Since 1940 pari-mutuel betting in New York State has resulted in a total of \$1,037,557 being left at the tracks in uncashed tickets. . . . Louis (Bobo) Newsum wears the largest size uniform shirt in the big leagues today, it being a size 52. . . . George (Stuffy) Strinweiss, New York Yankee second sacker, is back field coach of the University of North Carolina during the off-season.

—Toronto Maple Leafs made a terrific comeback last season in the hockey world. After finishing out of the post-season play-offs two years ago, they came back strong and captured the Stanley Cup from the Montreal Canadiens last season, and with a team that had an average age of only 24. . . . Pat Seery, heavy hitting outfielder of the Cleveland Indians, is well on his way to claiming the dubious honor of being the strike-out king in 1947. Pat has struck out 23 times in the first 29 games. Last year Seery and Charlie Keller were tied at 101 whiffs each. . . . Avery Brundage, the American Olympic Games Committee representative, recently forced Barbara Scott, 19 year old world figure skating champion, to turn back a New Bulck convertible given to her by grateful Canadian citizens, in order to protect her amateur status for the 1948 games. . . . Illustrating the high turnover among the Phillies only 16 of the 46 men who reported at spring training are now with the club. Nine of these are pitchers. . . . Recently the basketball coach at Middlebury College had pedometers put on his players; at the end of the game, he discovered that his squad had covered 24.01 miles, just short of an average of 5 miles per man. . . . Charlie Trippi, famous as a football player these past few years at the University of Georgia, is making quite a name as centerfielder of the Atlanta baseball team.

Cherry Point vs. Norfolk Naval Air Station, 30 May 1947.

Cherry Point	ab	r	h	bi	o	a	e		
Ring, 2b	5	1	2	0	4	2	1		
Strouse, 2b, ss	4	2	1	0	4	2	1		
Ellis, cf	4	0	1	2	2	0	0		
Barnard, if, 2b	4	0	0	0	0	0	0		
Cox, rf	2	1	0	1	2	0	1		
Beach, 1b	4	0	0	0	8	0	1		
Verbanic, ss	2	0	0	0	0	0	0		
Fenn, if	2	0	0	0	1	0	0		
Wells, c	4	0	1	1	5	1	0		
Billet, p	2	0	0	1	2	0	0		
*Davis	1	1	1	0	0	0	0		
Totals	35	5	7	5	27	8	7		

*Hit for Hallett in the ninth (singled)

Norfolk N.A.S.	ab	r	h	bi	o	a	e		
Garden, if	4	0	0	0	2	0	0		
Smith, 1b	5	0	0	0	16	0	0		
Knaul, c	5	0	1	1	11	1	1		
Davis, rf	4	0	0	0	1	0	0		
Cory, 2b	4	0	0	0	1	1	0		
Rutigliano, cf	1	0	0	0	0	0	0		
Hall, cf	1	0	0	0	0	0	0		
Beggs, ss	4	1	0	0	0	0	0		
Holscomb, ss	4	1	0	0	0	0	0		
Kammings, 2b	4	0	1	1	0	0	0		
Groski, p	4	1	0	1	0	0	0		
Totals	41	10	10	12	27	12	4		

Time: 2 hrs. 4 min. Umpires: Mohn and Annis.

Cherry Point vs. Norfolk Naval Air Station, 29 May 1947.

Cherry Point	ab	r	h	bi	o	a	e		
Ring, p	4	1	2	1	4	3	1		
Ellis, cf	2	1	2	2	0	0	0		
Barnard, if	4	0	1	0	0	0	0		
Davis, c	4	1	0	0	3	0	0		
Cox, rf	2	0	1	0	1	0	0		
Strouse, 2b	4	0	1	1	1	0	0		
Beach, 1b	4	0	1	0	12	0	0		
Verbanic, ss	4	0	1	0	1	2	1		
Fenn, p	2	1	0	0	0	2	0		
Totals	35	4	9	4	27	15	4		

Time: 2 hrs. 20 min. Umpires: Mann and Annis.

Norfolk N.A.S. ab r h bi o a e

Norfolk N.A.S.	ab	r	h	bi	o	a	e		
Darden, if	5	1	2	2	12	0	0		
Smith, 1b	5	0	1	1	13	0	0		
Knaul, c	5	0	1	1	13	0	0		
Davis, rf	6	0	2	1	11	0	0		
Cory, 2b	4	0	0	0	0	0	0		
Holscomb, ab	0	0	0	0	0	0	0		
Rutigliano, cf	4	0	0	0	0	0	0		
Beggs, ss	2	0	0	0	0	0	0		
Kammings, 2b	5	0	0	0	4	0	1		
Roth, p	5	1	0	0	1	1	0		
Hall, p	0	0	0	0	0	0	0		
Totals	46	11	10	11	27	8	1		

Time: 2 hrs. 20 min. Umpires: Mann and Annis.

NATIONAL LEAGUE

Place	Team	W	L	Win %
1	Hq. St. FMP	4	0	1.000
2	MAG-25 Hq. St.	1	1	.500
3	VMP-521	1	1	.500
4	VMP-522	1	1	.500
5	AS-41	1	1	.500
6	SMS-53	1	1	.500
7	AS-54	1	1	.500
8	VMP-223	1	1	.500

AMERICAN LEAGUE

Place	Team	W	L	Win %
1	AS-46	4	0	1.000
2	MAG-21	1	0	1.000
3	MAG-111	1	0	1.000
4	Navy D	1	0	1.000
5	Hq. St. FMP	1	0	1.000
6	SMS-53	1	0	1.000
7	Sta. Paymaster	1	0	1.000
8	Hq. St. 11 MAG-11	1	0	1.000

CHERRY LEAGUE

Place	Team	W	L	Win %
1	MAG-11	1	0	1.000
2	1st. Training School	1	0	1.000
3	Sta. Officers	1	0	1.000
4	VMP-115	1	0	1.000
5	Crash Crew	1	0	1.000
6	VMP-224	1	0	1.000

MAILING FORM