

CHERRY POINT

the Windsock

MARINE CORPS AIR STATION - CHERRY POINT, N.C.

IMPORTANT SERVICES

Jewish services will be held 12 September at 2000 in the Protestant wing of the Station Chapel. Mr. Ruslander of the Jewish Welfare Board accompanied by his wife will lead the worship. Information concerning the Jewish religious holidays 15 and 16 September will be made available to all men interested at this service so be sure to attend. A social evening will follow the close of the worship service.

Vol. 7, No. 25

PUBLISHED WEEKLY—CIRCULATION 6000

12 September 1947

CRASH CREW BLESSED BY LITTER



—Photo By PIO, MCAS, Cherry Point
Six sprawling puppies sunning on the Crash Crew's jeep.

CLEVELAND AIR SHOW DRAWS 170,000

MOREHEAD CITY BEAUTY NOW WORKING FOR A & R

"Margie, I'm always thinking of you Margie. I'll tell the world about you . . ."

Once again, Cherry Point Marine Corps Air Station reveals one of its charming, lovely, and Oooh so glamorous southern belles. This time it's Miss Margaret Morris, daughter of Mr. and Mrs. Troy Morris of Morehead City, North Carolina.

In the gala festivities of the state-wide Annual Tobacco Festival, Miss Morris was voted third highest in a court of thirty-seven lovely southern belles competing. The beauty contest was the highlight of this well known and well attended affair that was held on August 14th and 15th in Wilson, North Carolina.

Miss Morris, known as "Margie" to all, is twenty years old, has



—Photo By PIO, MCAS

curly brown hair, blue eyes, and a southern drawl that would melt the heart of any "gentleman." In case you haven't noticed in the photo, our "pritty" has more than a wily smile. Her 113 pounds look just right in either a bathing suit or a formal, both of which she had to wear in competition at the Festival.

(Cont. on P. 2, col. 1)

CHINA MISSION

Among the many humorous incidents that have taken place with the Marines stationed in North China is the story of "Eightball," a Chinese number one boy employed by the Aerology Section, Headquarters Squadron, AirFmFwespac, Tsingtao, China.

Corporal White was one of the Aerology strikers attached to the office and "Eightball" served him as well as the other men attached. One Monday afternoon White spent a few busy minutes on the typewriter preparing a note to one of his buddies employed at the enlisted men's club, stating his desire for several hamburgers and

(Cont. on P. 2, col. 4)

MARINES GUARD FREEDOM TRAIN

Many years have passed since Marines were called upon by the Government to guard Federal mail from train robbers, but within the next two weeks a Marine Detachment is to be assigned to a train once again.

This Marine detachment will find their job somewhat less exciting than the Marine guards of old but the job will be just as important.

The detachment will be assigned to "The Freedom Train," which is to display famous documents in American History to at least three hundred cities this coming year.

The train is scheduled to leave

(Cont. on P. 2, col. 4)

THOMPSON RACE JINXES FOUR

JANAZZO DEAD

By Jimmy Crum
Windsock Sports Editor

Cleveland, Ohio, Sept. 1—You'd have almost thought that this thriving Lake Erie city had been playing host for the past three days to a Hollywood premiere.

There were no Hopes, Grables, Crosbys or Bergmans in attendance, but the names of great stars that have been repeated time and time again during the past 72 hours have made the movie greats look minute in comparison. The talk has been, not of which cinema performer would win a coveted "Oscar" for his or her performance, but of which pilot would capture the Thompson, Bendix, Good-year and Tinnerman Trophy races.

Names such as Tony LeVier, Chief Lockheed Test Pilot; round-the-world soloist Bill Odom; cross country flier Paul Mantz; Col. Roscoe Turner; Marine Major Marion Carl, holder of the world's fastest mile; and stunt flier Bevo Howard have been on the lips of 170,000 air enthusiasts since early last Saturday morning. Add to this list of greats the P-80 Shooting Star (jet propelled Army aircraft), P-63 Kingcobra, P-51 Mustang, F4U-4 Corsair, B-29 Superfortress, the Navy's Fireball jet plane, and the Navy's precision-flying quartette, the Blue Angels, and you have only a small number of reasons why devotees of flying have flocked to Cleveland from all of the 48 states, Canada, Mexico, and South America.

Tops All Others

In only one locality, and just once every 365 days, can you find such a galaxy of top notch flying personages and military and civil-

(Cont. on P. 4, col. 1)

MALARIA COMBAT UNIT OF WEEK

Malaria Control, the Unit of the Week for this issue, though small in size carries on one of the most important phases of work here at Cherry Point. Although it's main work as the title suggests is to control the "anopheles quadrimaculatus" or malaria carrying mosquito, it doesn't describe the many other duties which this outfit carries on nor the amount of work they accomplish.

The outfit, Malaria Control Unit is a function of the Medical Department under the command of Capt. T. L. Altman (MC) USN, and is conducted on a permanent basis. At the present time, the total strength under the officer in charge, pharmacist William D. Creech, SN, consists of 15 Marines, 2 SN, 2 Phlms, 4 Ph Ms, and 22 Sailors. Operations are carried on from buildings located on the Edinburg Road just off Roosevelt Blvd.

To the average person, the sucking of the mosquito and other insects could seem like an easy job. In a sort of "Quick, Henry, Die" operation, but this is not the case here at Cherry Point. Read and you will be surprised in learning of the various duties and work of the "DDT-Daredevils" carry out.

The mosquito control program consists of surveys to determine the presence and distribution of the mosquito; the use of various traps to control larvae; and fogging to kill the adult mosquito. The traps are handled by use of stations which are located throughout the station and the count found in various water. When breeding

(Cont. on P. 2, col. 3)

and Chicklets get in the beat at 2000 16 in the Station Drill Bobby Byrne, Fea, groovy and mellow section and an eye-lingualist, Byrne's I be giving out till smooth dance appealing and jumpin' joy. don't forget the date, the place and the time: to wit, 16 September, 2000 in the Station, Drill Hall. Will be seeing you?

A MARINE DIES

"For my enemy is dead, a man divine as myself is dead. I look where he lies white faced and still in the coffin—I draw near.

Bend down and touch lightly with my lips the white face in the coffin."

Charlie Wolff, 64, rewrite man for Chicago and New York newspapers in his day was buried a few days ago. Attended by a Marine firing squad and honor guard, he

(Cont. on P. 2, col. 3)

GEN. ROWELL DIES

Lieutenant General Ross E. Rowell, USMC, (Ret.), died in the San Diego Naval Hospital Saturday, 6 September, after a short illness. The General was 63 years old when he died. Funeral services will be held 15 September at Arlington National Cemetery.

PILOT ERROR CRASH CAUSE

This station has a good safety record when compared to bases doing a comparable amount of flying; however here are some facts that YOU, as a pilot, should know.

Last three months have piled up a total of 12 accidents due to "pilot error." Five accidents have been fatal in the last six months with a total sixth month accident record of 47. Eleven of these have been "strikes" where the ship has been damaged beyond salvage.

In the last six months, approximately 38 per cent of all accidents were a result of pilot error in some form. In the last two months, two mid-air collisions have exhibited just this type of accident cause. Of the 47 total accidents in the last six months, 28 occurred with pilots in F4U's, 3 in F7F's, 1 in an SNJ, 1 flying an R4D, 1 in a JRB, and two with F6F's. Summing these figures up, you have 29 accidents with F4U's and 8 in other type aircraft.

These accidents CAN be avoided. Pilot error though due to fatigue, overconfidence, inexperience, and emotional disturbances is most often a result of sheer DOPING OFF of the pilot himself. Failures

(Cont. on P. 2, col. 5)

MARINE MAJOR CARL SETS JET SPEED RECORD

Muroc, Calif.—Flying the Douglas "Skystreak" 659.6 miles an hour on August 25, Marine Major Carl of Hubbard, Ore. established a new world's speed record. Racing four times over a three kilometer (1.8 mile) course, Maj. Carl shattered a record set five days before by Navy Commander Turner F. Caldwell in the same plane.

The top speed attained by Maj. Carl was 652.64 m.p.h. in his first run across the Muroc sands. The new official record is an average of his speeds in his four flights across the course.

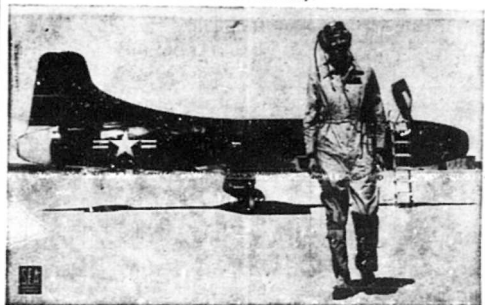
Maj. Carl was in the air approximately 18 minutes, during which time it is estimated that he flew 150 miles. It was necessary for him to take the jet plane miles from the runway in order to turn properly and get ready for a next run.

The "Skystreak" in which Comdr. Turner had set a record of 640.7 m.p.h. less than a week before, is jet-propelled and has a wingspan of only 25 feet. The world mark held before Comdr. Turner and Maj. Carl flew the Douglas plane was

623.8 miles an hour, set by Army Colonel Albert Boyd in a Lockheed PS-9.

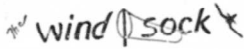
In making the four runs demanded by international rules, Carl poured his ship into the course from 1,000 feet in dives which

brought him as close as 25 feet above the ground. The motor trouble which had hampered Caldwell in his tests the previous week was corrected by the adjustment of a faulty governor in the small, blood-red ship.



Official U. S. Navy Photo

FASTEST MAN on earth is the title given Maj. Marion E. Carl, USMC, who broke the world's air speed record set only a week previous to his flight by CDR Turner Caldwell, USN. Flying in the same Douglas Skystreak, Carl was officially timed at 650.6 m.p.h.



THE WINDSOCK is published weekly by and for personnel of Marine Corps Air Bases...

BRIG. GEN. IVAN W. WELLES, Comdr. Air Bases, C.G. USMCAS and C.G. AirFMFlant...

STAFF—Corp. Jack A. Brown, Managing Editor; Pfc. Jimmy Crum, Sports Editor...

"Our Republic and its Press will rise or fall together."—Joseph Pulitzer.

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HOW IS YOUR IQ?

Answers to questions on page three. Correct: 1 or 2, poor; 3 fair; 4 good; 5 excellent.

- 1. Mr. Robert R. Younk, the new firebrand from Texas who has sworn to back "Wall Street up against the wall."
2. Jimmy Dorsey.
3. Freddy Fitzsimmons.
4. 13 men including the leader.
5. Wisconsin.

Coming Attractions

STATION THEATRE

- 15 (Daily change of schedule)
15 KISS OF DEATH—Victor Mature, Brian Donlevy.
16 HOW GREEN WAS MY VALLEY—Walter Pidgeon, Betty Hutton.
17 SWAMP WATER—Walter Brennon, Walter Houston.
18 COMEDY CARNIVAL—Walter Abel.
19 MERTON OF THE MOVIES—Rod Skelton.
20 Kiddie Show 1000 GENTLEMAN FROM TEXAS, MOTHER WORE TIGHTS, Betty Grable, Special Show 1200 and Reg. Feature.
21 TILL THE CLOUDS ROLL BY.
22 SPECIAL SHOW 1200 BLONDES IN THE DOUGH—Evvy Singleton, Arthur Lake, Reg. Feature.

CHERRY THEATRE

- Shows Monday through Friday 1230, 1900 and 2100; Saturday and Sunday—1200, 1500, 2100.
(Subject to change without notice)
15 RAINBOW OVER THE ROCKIES—Jimmy Wakely, Hilda Yancey, RE.
16 TIKENS—Alan Curtis, Terry Austin.
17 PACIFIC ADVENTURE—Ron Randall, Marjorie Stenbach, Screen Stagnation.
18 CHERRY.
19 15-16 BEGINNING OF THE END—Brian Donlevy, Robert Walker, Pathe News.
17 HARBOLD MAHONEY—East Side Kids, 2 cartoons, comedy sport, BANK NIGHT.

MOREHEAD BEAUTY

(Cont. from P. 1, col. 3)

If you are acquainted with Marge, you know that she is quite a sports fan and participant. In fact, she is quite a "sizzling" football and basketball player.

Marge proved that the Marines can always recognize a beauty, for back in '42 this graceful gal was chosen Queen of the Morehead U.S.O.



Who's hot here! These boys and girls had the right idea as they cooled off in Combat Pool No. 2 one afternoon last week.



Delightful and different is So Long at the Fair by Anthony Thorne. It all began in Paris on the eve of the Exposition of 1889. John Barton and his sister, Victoria, after spending a pleasant evening dining and watching the crowds along the Montmartre, retired early to their rooms in the Hotel Lucrece.

There is something reminiscent of "National Velvet" and "Flicka" in Dana Paralla's novel, The Magnificent Barb. All the Fitzgeralds had "an eye for a horse". This was especially true of young Kevin who, steeped in Gallic folklore, dreamed of the Godolphin Barb, a famous horse with a magical white foot.

Speaking of unforgettable characters, there is one you cannot afford to miss in A. B. Guthrie's first novel, The Big Sky. Boone Caudill is the name, a husky mountain man by trade, who wouldn't hesitate to take a shot at his own father.

If you are acquainted with Marge, you know that she is quite a sports fan and participant. In fact, she is quite a "sizzling" football and basketball player. To spend a day at the beach swimming or bowling a few games are also favorite pastimes of hers.

MARINE DIES

(Cont. from P. 1, col. 2) was laid to rest recently in the Farmingdale National Cemetery, Long Island.

For the last ten or twelve years Charlie had been a general aid to the Federal Court Reporters Association. He did many nondescript errands for the newspaper men and photographers of the association.

After his body had been taken to the city morgue at Bellevue Hospital, it was announced that unless his body was claimed within thirty days he would be buried in Potters Field.

A Federal court reporter recalled his reference to the Corps and contacted the Marines in New York. Burial was postponed and an intensive search of the records were made. After nearly exhausting all the records in the search, as the investigators were beginning to give up hope, his fingerprints were found in the Philadelphia Navy Yard records.

Charlie Wolf had been a Marine, one of the first ever to be fingerprinted, enlisting in 1907 at Chicago and honorably discharged three years later. The funeral services were held at Cook's Funeral Home. After the service, Charlie Wolf was buried at the Farmingdale National Cemetery with a Marine firing squad rendering the honors and an honor guard at attention in a final tribute to Charlie Wolf, Marine and journalist.

UNIT OF WEEK

(Cont. from P. 1, col. 1)

Increases steps are taken to counteract the situation. The larvae are regulated by the draining of swamps and ditches, land-filling, dragline dredging, clearing, ditch-dredging, water-oiling, hand-spraying, and so forth. These operations are very important as they check the mosquito in its earliest stage. The adult "sketters" are taken care of by the use of DDT dispensed by a mobile Bessler fogging machine, fogging Jeeps, and by an especially prepared plane which sprays the station systematically by direction.

The pest control program consists of spraying with DDT, dusting with sodium fluoride, and fumigating with HCN to control bedbugs, cockroaches, flies, fleas, ants, and other household pests on the station.



CHINA DUTY

(Cont. from P. 1, col. 4)

something to drink. Enclosing three dollars, in the form of a chit book, he handed the note to "Eightball," at the same time pointing toward the club with his finger.

Coming to the aid of "Eightball" for a moment it would be necessary to understand that the English language is not easily mastered and "Eightball" had not learned it by a large margin. "Eightball" was about five foot three, very thin, with a face that had a striking resemblance to a monkey.

White thinking that "Eightball" would soon return with his food continued working with extreme impatience awaiting his chow and drinks. About half an hour passed and in walked "Eightball," his face all aglow with a broad grin.

Seeing that he was empty handed White asked, "Well where's the chow?" "Eightball" simply nodded his assurance that all was well.

After several attempts at conversation White decided that a Chinese has something in common with the tobacco auctioneer.

Foul thoughts did not sway "Eightball's" silence, so White decided to get in touch with an interpreter and have him find out what was done with his chit book and note.

Finally they were both silent and the interpreter walked hastily to ward the door to depart saying as he did, "Sir, "Eightball" thought your note and chit book were to be posted so he dropped them into the mail box."

Wonder if the boys at the Post Office ate good for a week or if our friend "Eightball" added another three dollars to his income that week?

THE FREEDOM TRAIN

(Cont. from P. 1, col. 4)

Philadelphia on "Independence Day," the 17 of September. There will be three cars full of treasure concerning our struggle for independence.

The tour was proposed by Attorney General Tom Clark and is to be financed by private citizens known as the American Heritage Foundation, Inc.

The Constitution, Bill of Rights, and many other famous documents will be displayed to those that are fortunate enough to visit the train.

gation with HCN to control bedbugs, cockroaches, flies, fleas, ants, and other household pests on the station. Places like the mess halls, station bakery, commissary, and station brig are treated at regular intervals. Barracks, married men's quarters, and other installations are sprayed when requested. All buildings that are vacated are treated before new occupants enter.



QUESTION: WHAT DO YOU BELIEVE WOULD BE THE "RIGHT" NUMBER OF CHILDREN TO BEST ROUND OUT A FAMILY AND WHY?

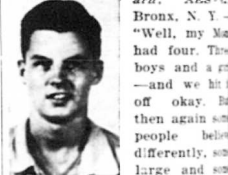


later life by the give and take within the family."

Pfc. Samuel M. Siebert; VM R-252; Baraboo, Wis.—"Not by experience, but by observation, I should think that an 'ideal' family should include three children. In my case I would prefer a combination of two boys and one girl.

With a small family, the children will be getting more help and attention from the mother and father, which in turn will bring the children closer to the parents."

Pfc. George A. Arn; AFS-1; Bronx, N. Y.—"Well, my Mom had four. The boys and a girl—and we hit off okay. But then again she people believe differently, so large and small. I think three children will be enough. I get married, I would like to have two boys and one girl, because that seems to be the average American family of today."



Pfc. Arthur Daniels; SMS-11; St. Louis, Mo.—"It depends on two things, both your wife and your income. My father had seven and that never seemed like too many for me. Why should I be different, seven still seems like a good number to shoot for. So people may want two or three, but I want enough for a new team at least."

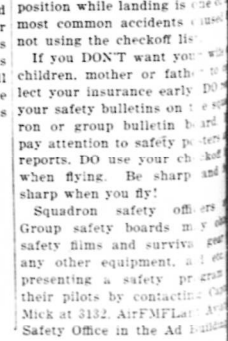
PILOT ERROR

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

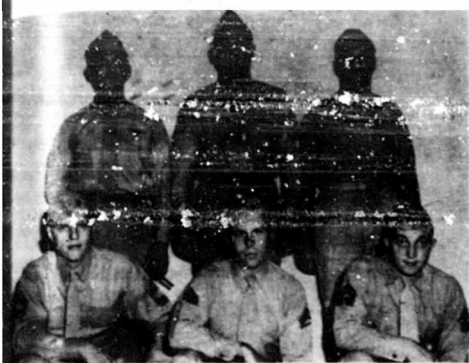
to use the checkoff list ranks in the list of things to do before DOPING OFF. Landing gear in position while landing is one of the most common accidents caused not using the checkoff list.

If you DON'T want your wife, children, mother or father to select your insurance early DOPING OFF, you should read your safety bulletins on the station or group bulletin board and pay attention to safety precautions. DO use your checkoff list when flying. Be sharp and sharp when you fly!

Squadron safety officers and Group safety boards may use safety films and survival gear and any other equipment, and in presenting a safety program to their pilots by contacting Group Mick at 312, AirFMFlant, and Safety Office in the Ad Building.



MEET CHERRY POINT



From upper left are M.Sgt. Morgan, S.Sgt. Brown, M.Sgt. Tierney, Sgt. Anderson, S.Sgt. Kaiser, and M.Sgt. Anielski.

The Para-Marines never made a combat jump into battle but they did their share of fighting as one of the best trained and most skilled fighting forces on record. There were four battalions of Para-Marines during the war each of which is represented by at least one of the eight ex-troopers staged here, at Cherry Point.

These men are S Sgt. B. F. Brown and T Sgt. Vesey of VMR 122, M Sgt. R. E. Morgan of AES 46, and M Sgt. Grover of VMF 122 who were members of the First Para-Marine Battalion. S Sgt. Kaiser of AES 46 was in the Second Battalion and M Sgt. Tierney was in VMF 222, fought with the Third Battalion. Two other men of AES 46 who were among the first forty Marines to train at Lakehurst, New Jersey, helped to construct a total of four thousand Para-Marines needed to form the four commissioned battalions of papers and as replacements for other groups. These last two are S Sgt. E. C. Anderson and M Sgt. A. Anielski.

It was late in 1940 that the organization originated at Quantico and was transferred to Lakehurst. There were forty men that made the first jump there in November of that year. Of these men some went to Camp Lejeune and the rest to Gillespie Parachute Training School, California, to begin the job of making a formidable force of Para-Marines. Within a short time the first combat platoon

was commissioned at Camp Elliot, California.

This first platoon of troopers increased in size until they became the First Para-Marine Battalion. It was in June 1942 that these men were shipped to New Zealand and became part of the task-force that was enroute to Guadalcanal. On July 7 they landed on the beach of Gavuto Island.

During the primary invasion of the Solomon Islands the attack of Gavuto met with the heaviest resistance. For seventy-two hours the Para-Marines were held there with no relief. However, 1400 Japanese were killed there in those few hours.

When they were taken from Gavuto the First Battalion joined with the Raiders in the defense of Tulagi. For thirty days they were out of touch with the supply depots and had to live off the "fat of the land"; which in the Pacific meant roots and Jap rice. They participated in patrols and pre-dawn attacks at that time.

Finally the Para-Marines were sent with the Raiders to the quietest spot on the Canal. Then on September 13, 1942, all-hell broke loose and that spot became known as "Bloody Knoll." In that twenty-four hour battle two thousand men of the First Imperial Japanese Army were killed. But when the Marines were evacuated, on the twenty-second of the month, there were only sixty walking Para-Marines of the entire First Battalion.

HIGHLIGHTS OF BRITE-LIGHTS BY DOT

A pure white mink coat Lucille Ball wears in "Lured" consists of 85 pelts which took eight years to assemble. This ultra-rare fur is the only one of its kind in the world. Producer Hunt Stromberg insured the garment for \$50,000.00. . . . Average weight of the crew shooting "The Matting of Millie"—Evelyn Keyes and Glenn Ford starring—went up five pounds in 15 days. A three-layer cake must be baked daily for the scenes and the crew sprints what is left after the scene is shot. . . . Ginny Simms returns to the air this fall, on the Coca-Cola "Lasse That Refreshes" program originating from New York. Ginny is to be accompanied by Percy Faith and his orchestra. . . . Oscar Levant, now at Warner Bros. for a stellar role in "Romance in High C," says, in his border enthusiasm, "I like an open car if I can close it." . . . A few of the better films to be released very shortly are: "Her Husband's Affairs" with Lucille Ball and Franchot Tone—sounds like a merry-mixup. . . . Robert Young and Marguerite Chapman share starring roles in new thriller "Relentless." . . . And the newest story dealing with the famous Kentucky Derby has Anthony Quinn starring in "Black Gold." Black Gold, by the way, is the name of a horse who carries Quinn's colors across the wire first in the run for the Roses. . . . Running into the Big Five for this week is almost like repetition when it comes to naming the number one hit of the nation. For the umpteenth time none other than "Peg O' My Heart" tops the parade. Holding strongly on to second place is "That's My Desire," a comparatively new-comer "I Wonder Who's Kissing Her Now" is number three. Crazy ditty "Smoke, Smoke, Smoke, That Cigarette" is the fourth selection and a brand new song—written many years ago—takes up the final position; the name, "When You Were Sweet Sixteen." . . . "These commercials are getting me down," stated Arthur Godfrey, star of his own show over WCBS on Monday evenings. A few weeks ago, Godfrey acquired a new sponsor, Lipton's Tea. "Last night," he quipped "I even dreamt I was a little tea leaf—and boy did I get bagged!" . . . An emcee on a popular Sunday evening broadcast, noticed this on the marquee of a local theatre: "Northwest Mounted Police"—"Up In Mabel's Room." According to Variety's National Boxoffice Survey, Betty Hutton's latest starring vehicle, "Perils of Pauline", is doing the biggest business. The next four films doing more than credible business are "The Unfaithful" starring Ann Sheridan, Lew Ayres, and Zachary Scott; "Fiesta" with Esther Williams; "Dear Ruth" costarring Joan Caulfield and William Holden; "I Wonder Who's Kissing Her Now" with June Haver and Mark Stevens. . . . Hazel Scott, Negro pianist, has signed a new contract with Columbia Recording Company. She formerly recorded for Signature Records and before that for Decca. . . . Broadway's "Harvey" grew quite a few inches when James Stewart took over the role that Frank Fay made an overwhelming hit in. Stewart towered over "Harvey", the imaginary rabbit, who had costarred with Fay.

FOOTNOTE:

212 PILOT HERO

An unidentified woman, near drowning, was rescued about four in the afternoon 19 August at Virginia Beach, Va. by Capt. Walter F. Jacobs of VMF-212. Swimming in deep water beyond the breakers of the beach, the woman lost control of herself and was screaming for help when Captain Jacobs swam to her rescue.

Despite battering by high waves, witnesses saw Captain Jacobs swim fifty to sixty feet to the woman, steady her and bring her about halfway to the beach where he put her aboard a rubber raft. Those aboard the fragile summer beach craft then helped the Cherry Point pilot bring the vacationist to shore. No artificial first aid was necessary.

Captain Jacobs, fortunately for the lady in distress, was present while participating in Operation Camid with his squadron, VMF-212 reported in this paper 5 September.

HOW IS YOUR IQ?

(Answers can be found on page 2)

- Monday, 15 September, a new man the Railroad Industry will appear before the Interstate Commerce Commission to answer questions which may or may not allow him to become the controlling interest in the New York Central Railroad. Lined up against this man in the fight for railroad properties are the J. P. Morgan Co.; Kuhn, Loeb and Co.; and the Mellons of Pittsburgh all backing the ICC investigation of the man revolutionizing the country's iron roads. Can you name him before the Monday headlines hit the streets?
- What popular dance band's theme is "CONTRAST"?
- Once an outstanding National League pitcher, later a manager, he has the same last name as one of our earlier heavyweight boxing champs. Who is he?
- How many men are in the newly revised rifle squad?
- What State is nicknamed the "Dairyland State"?

ABOARD

- Lt. Patrick G. Sivert, USMCR, MAG-11.
- Lt. Marvin N. Brown, USMCR, MAG-14.
- Maj. Walter E. Gregory, USMC, MACG-1.
- Capt. Robert F. Conley, MAG-14.
- Lt. Donald M. Eyrinck, MAG-14.

BON VOYAGE

- W/O Claude A. Fisher, Camp Lejeune.
- Capt. Frederick O'Connor, Pearl Harbor, T. H.
- W/O Richard B. Colglazier, El Toro, Cal.
- Capt. Forrest L. Martin, Camp Lejeune, N. C.
- CW/O Arthur Buckner, Camp Lejeune, N. C.

Greenville, S. C.—A cataloguer at the Furman University library, Miss Kathryn Pickel, has a new assistant: Roselle Dill.

—By William C. Wygant

Schedule of Divine Service

Protestant	Community Church.
9:45—Sunday School at Cherry Point School.	Catholic 0645. 0845. 1200 Mass at Station Chapel.
9:00—Divine Worship at Station Chapel.	Confessions Saturday 1600-1700 and 1930-2100.
9:00—Divine Worship at Community Church.	0900—Mass at Community Church.
9:45—Young People's Meeting at Cherry Point School.	Daily Mass at 0630 in Catholic Wing of Station Chapel.
9:00—Evening Divine Worship at Station Chapel.	Perpetual Novena Devotions Tuesday at 1930.

*A special bus leaves MOQ at 0915 for Havelock via MEMQ and returns to the station via the same route immediately following the close of Sunday School.



Speaking of pinups, here is a gorgeous beauty knocking them in the aisles all over the Union. Who? The "Doll" What Comes Natchery! Girl, Gertrude Neissen!

THE OLD SALT



AIR SHOW

(Cont. from P. 1, col 5)

an aircraft. Boil it down, and it all adds up to the Cleveland National Air Races, the greatest, most spine-tingling, and the biggest air show in the world.

Each year, hundreds of thousands of air minded men and women, from six to sixty, spend their Labor Day week end in Cleveland. During the three day show, touched off by the cross country Bendix Trophy race, and topped off by the exciting and dangerous 200-mile-closed-course Thompson "K" (reciprocating engine) division Trophy race, there is never a dull moment.

This year, due to repeated appearances of old Jupe Pluvius, the show scheduled for the initial day was cancelled. It was therefore that only a handful of spectators, including this reporter, were on hand at Cleveland's rain-soaked airport when Paul Mantz flashed across the finish line in his sleek, red P-51 to win the famed Bendix for the second straight year. Winner of \$10,000 first prize money, Mantz broke his 1946 record by averaging 469.423 miles an hour for the 2,950 mile hop. Four hours, 26 minutes and 57 seconds after taking off from Van Nuys, Calif., he crossed the finish line followed by Joe De Bona, also piloting a P-51, who averaged only 2.2 miles an hour under Mantz. De Bona's time of four hours, 28 minutes and 15 seconds, for an average of 458.2 m.p.h., brought him the second place winnings of \$4,500.

Janazzo Killed

Long after Mantz's victory had made the headlines in all four corners of the globe, a 31-year-old Cleveland airman, Cook Cleland, flew his converted military F2G Corsair to victory in the richest of all air races - the Thompson Trophy race.

But tragedy, not Cleland, was the real victor in the hair-raising, and perilous race, which is flown around a 15-mile closed course. Entered in this year's race were some of the fastest and trickiest aircraft known to flying: the F2G, P-51, P-38 Lightning, P-36, P-39 Aircobra, and the P-40 Warhawk.

Tony Janazzo, flying one of three Cleland-owned Corsair entries, was killed instantly when his plane crashed three miles south of the No. 2 pylon in the seventh lap of the race. The plane's engine rolled 500 yards before burying itself in the ground.

Woody Edmonson and Jack Hardwick both rode to earth with their P-51's after engine failure, and although neither sustained serious injury, their planes were completely demolished. Edmon-



-Photo by PLO, MCAS

Football enthusiasts in the Cherry Point area will have a chance to see what sort of tactics the 1947 Cherry Point grid aggregation will toss at opponents when the Captain Ed Berry-coached eleven makes its initial home appearance of the season against Fort

Benning two weeks from tomorrow. With two weeks practice already under their belts, the "Flyers" have just seven days in which to prepare for their season's opener against the Pensacola Naval Air Station crew next Saturday at Pensacola.

son was found to have multiple cuts on the face and head, and a possible skull fracture. Hardwick escaped possible death, and received minor cuts and bruises.

Skip Ziegler was forced to bail out of his experimental P-49 after rounding No. 4 pylon in the 14th lap of the 20 lap race. Flying dangerously close to the ground when his engine stopped, Ziegler, the mystery man of the race, pulled up and bailed out within sight of an estimated 150,000 spectators inside and outside the field. Ziegler, who broke his right leg in landing, caused considerable confusion when he took off. His qualifying speed was not high enough to place him in the starting field limited to the 12 speediest planes - and it is still a mystery of how and why he was allowed to take off.

Cleland took away \$19,500 in prize money after averaging 396.1 miles and hour, but "it would be better to know that Tony was alive, to have all the money in the world," he said.

Richard Becker, flying the third of Cleland's Corsairs, finished second, taking home \$8,000 second spot prize money.

Nine Mishaps for '47

Counting the Thompson accidents, a total of nine serious mishaps blackmarked the 1947 races. During the week of qualifying that preceded the races, three pylon racing pilots were forced to jump from disabled planes. Jack Ruble parachuted from his burning ship during the Bendix race, and Dori Marland crash landed yesterday during the Halle Trophy race.

Jets Appear

Not to be forgotten were the Bendix and Thompson races for

the jet-propelled aircraft. Due to the extremely inclement weather, the "J" division of the Bendix was ruled "no contest" after all but one of the P-58s had been re-routed to Dayton's Patterson Field. Army Maj. Clay Albright was the first to land in Dayton after three hours and 56 minutes of flight from Van Nuys for an average of 489 m.p.h. over the 1,290 mile distance.

Flying over a special 180-mile jet course, Lt. Col. Bob Pettit finished the Thompson jet race in 18 minutes, 27.24 seconds, for an average of 597.7 miles an hour. After hitting a bird at top speed, Pettit's vision was obscured by a blood-stained windshield. His only comment was: "There are too many of our feathered friends flying around here while the P-50's are up." Lt. Joe Howard, with an average speed of 497.9 m.p.h., finished second and Lt. Col. Bill Dunham finished third after 18 minutes, 49 seconds flying time.

Home-Made Midget

If you can imagine flying through the ozone in a plane that will top 175 miles an hour, yet is so small that it can be placed - with absolutely no trouble - under the wing of a P-59 and have room to spare, you know what sort of ships were flown in the Goodyear Trophy race. Built, for the biggest part, of home-assembled parts, the tiny planes furnished more than their share of thrills during the three-day show.

Averaging 168.8 miles an hour, Bill Brennan copped the midget race, with Paul Penrose right on his tail most of the way. Brennan's speed, which won for him \$8,500, was the fastest of four elimination heats, two semi-final heats, the final and the consolation heat. Penrose, who told reporters that his plywood seat broke from "too much gravity on the turns," flew with a handicap during the final few laps of the race. The broken seat lowered Penrose four inches further into the extremely small cockpit and he was forced to fly blind for the remainder of the race. The Goodyear course was a two-mile rectangle with most of the race clearly visible from the grandstands. The four elimination heats consisted of 10 laps each, 15 laps for the semi-final and 25 laps for the final.

Record Set and Broken

A new record was set for closed-course racing when Steve Beville rode his P-51, "Galloping Ghost," through 105 miles of the Kendall Trophy race for P-51's only at an average 384.6 m.p.h. But, his record was shattered when Cook Cleland topped the mark by 11.5 miles an hour in the Thompson race.

Following Woody Edmonson through the first three laps, Beville took the lead after Edmonson was forced to reduce his power setting and to burn out exhaust stack. Beville won \$2,500, and Kendall Peterson, who took over second spot when Edmonson de-

Speaking of Sports

By Jimmy Crum

CLEANING UP AIR RACE ODDS AND ENDS.

Marine Major Marion Carl, the world's "fastest" human, Cmdr. Turner F. Caldwell, and Army Colonel Albert Boyd presented Individual Weatherhead Trophies by A. J. Weatherhead. Col. Boyd brought the world's speed record back to the United States last year when he flew a P-80 623.8 m. p. h. . . . Three weeks ago Caldwell broke that record when he flew a jet propelled D-558-2 649.7 m. p. h. . . . Five days later Major Carl, flying the same plane, became the world's "fastest" human when he flew a P-51 652 m. p. h. . . . This scribe had the pleasure of meeting and spending considerable time with the Navy's Blue Angels. . . . Not only do they fly in formation, they take off, land, taxi and park in formation. . . . You should happen to see four young, clean-cut Naval aviators walking down the street in diamond or box formation, don't think you're looking at four fellows who are somewhat inebriated. . . . The Blue Angels even walk in formation. . . . Bevo Howard, International Aerobatics Champion, Jimmy Graner, Dave Binns, Sammy Mason, and King King brought many thrills and nerve wracking moments to the spectators. . . . Looping their tiny, souped-up planes with less than 100 feet altitude, landing on one wheel, performing inside loops with a "daredevil" clinging to the top wing of a World War I "Jenny", executing Cuban-eights, hammerhead stalls, square loops, inverted climbs, inverted dead stick landings and inverted flight less than 75 feet above the ground were but a few of the aerial artists death-defying stunts. . . . Graner, in the role of a drunk, after bouncing vigorously on the wing of his Piper Cub, took off cross wind, looped under 100 feet and did practically everything but make the plane curtsy after a thrilling 10 minute show. . . . Bevo Howard lived up to his title as International Acrobatics Champ, and everyone agreed that the three-day show would not have been the great success it was had it not been for those "daredevil" of the sky. . . . Maj. R. A. Moody and Capt. "Tex" Hood, Chaplain, N. C. FLY "Tigercat" pilots, practically ripped holes in the atmosphere with their precision flying during the Navy demonstration. . . . Long after Maj. Moody had landed, after engaging in loops, drolls, corkscrew climbs, etc., with his cohort, Capt. Hood could be heard calling the tower in somewhat the following manner: "Want I should make another pass at the field? Still plenty of stuff left in this old bird. How about another loop? Could I interest you in another slow roll?" . . . Capt. Hood, combat-wise and a "hot" pilot, was having the time of his life. . . . It's a mystery how Lt. Col. Bill Dunham, third man in the Thompson "J" Trophy race, ever finished. . . . "I was slowed down a mere 305 miles an hour," he said "when the left wing tip was buffed off by the terrific speeds". . . . Several rivets on the plane were popped and buckled as well. . . . A broken gas line forced world soloist Odom to drop out of the Bendix race. . . . But, Bill, his plane - the "Gold's Bombshell" - and his sponsor, prop maker Milton Reynolds, made an appearance on Monday. . . . They dropped in just long enough to "hit", and in the blink of an eye were off to Chicago for another appearance. . . . All P-80 pilots, and entrants in the faster trophy races were wearing the life-saving Anti-G suits. . . . The G suit is a complex apparatus used to prevent backing out in turns and pullups at high speeds. . . . Jack Hardwick, who escaped serious injury when his plane crashed during the Thompson race, was still wearing his G suit when he was rushed to the stands in a Jeep after crashing. . . . When you truly arrived in Cleveland two days before the races were scheduled to begin, I noticed Hardwick was having considerable trouble with his P-51, "Battling Betty". . . . The motor would sputter and stall at 100 mph on the verge of "cooking out". . . . The California flyer was forced to drop out of the Kendall Trophy race for P-51's when he was done by engine trouble. . . . Less than 45 seconds after taking off in the Thompson, the engine "stopped dead" and this time Hardwick had time, nor enough altitude and space in which to maneuver his plane to a safe landing. . . . Beauty and gasoline mixed well during the show. . . . Blonde, beautiful Dori Marland, who crashed during the Halle Trophy race, Jane Page, Bendix entry, Anna Logan and Edna Whyte were but a few of the beauties who took their place in cramped cockpits, amid the heat of engines and smell of gasoline, to thrill the race fans. . . . After a heavy rainfall Saturday, the grass and dirt parking areas for millions of planes became sloppy, disgusting, deep quagmires. . . . Several planes were embedded so deeply in the mud, that crews were still trying to dig them out after the last race had been completed. . . . Sixteen P-51 troopers from Fort Bragg, N. C. were dropped from a C-82 "Flying Boxcar" during the Army show. . . . Two troopers were involved in a tragedy. . . . After having their shroud lines become hopelessly tangled together they dropped with great speed, and one of the jumpers received a broken leg. . . . JATO (Jet Assisted Take Off) was demonstrated during the Navy show when the "Truculent Turtle", piloted by Comdr. Tom Davies, who flew the Turtle from Australia to Cleveland, Ohio, recently to establish a new world's record, was given an extra horsepower boost via the jet unit. . . . The Army and Navy produced their newest aircraft. . . . In addition to P-80's and P-51's, the Army produced the P-50's newest "son", the P-54 Thunderbolt, which climbs at 7,500 feet a minute. . . . The Navy's Fireball, which is with both jet and reciprocating engines, the MacDonald Phantom, the speed plane in which Maj. Carl established his record, and streak, were put through their paces. . . . The Ad-1, USN's latest bomber "Sky Raider" demonstrated its diving ability with an average speed of 384.6 m.p.h. . . . The use of the new fuselage dive brakes,

developed his trouble, took second place money of \$1,000. . . . Six P-59 Shooting Star jet fighters took part in the newly inaugurated Allison Trophy race. In less time than it would take most spectators to clear the heavy traffic jams, the P-59's flew nonstop from the Cleveland airport to Indianapolis and back. Captain Dick Barner completed the round-trip



"I want this detail done in five minutes - and the same to you!"

(To be continued next week) WHEN IT'S NEWS, call 5201. Office open 2:30 or later.