



COL. BOYDEN RETIRES TODAY

Colorful Aviator Bids Adieu To Corps After 30 Years Service

One of Marine Aviation's most colorful officers retires today after thirty years of outstanding service. A varied career as a Caribbean expert, a pioneer in aerial photography who originated and perfected many of the techniques of aerial photography in use today, and an outstanding flyer with well over 7,000 hours of actual flight time since the beginning of his career as a Marine Corps officer in June of 1919, Colonel Hayne D. Boyden will be promoted to Brigadier General and presented the Brigadier Generals' star and flag by Major General Field Harris, Commanding General of The Second Marine Aircraft Wing at Cherry Point today.

Colonel Boyden, who is believed to be the only living aviator in the United States with an air field named after him, Boyden Field at Central Violeta near Moron, Cuba, is being advanced in rank due to his having been especially commended for performance of duty in combat during the Nicaraguan campaign in 1927. The ceremony will be held at 1430, 20 June, and will take the form of a parade and review of the entire Second Marine Aircraft Wing.

Born in Statesville, North Carolina on January 11, 1897, Colonel Boyden attended Brevard Institute at Brevard, North Carolina. Graduated in 1914, he continued his education at the Webb School in Bell Buckle, Tennessee, and taught at Webb for half a year.

Following his enrollment in the Marine Corps Reserve Flying Corps for the Naval Aviator Officer Candidate Course on August 13, 1918, he was ordered to the Ground School, U. S. Naval Aviation Department, Massachusetts Institute of Technology at Cambridge. Completing the three-month course there he moved to the Marine Flying School at Miami, Florida, in December 1918 and was commissioned a Naval Aviator in the Marine Corps Reserve on June 5, 1919.

Upon receipt of his commission, Colonel Boyden attended Officers Training School at Quantico, and was appointed a Second Lieutenant in the regular Marine Corps on September 2, 1919 and continued his studies at Quantico, where he was graduated in December, 1919.

Off to Santo Domingo the next month, he joined the Marine Aviation Force of the Second Provisional Brigade Marines. During this tour in the Dominican Republic, Colonel Boyden piloted one of the first flights from Santo Domingo City to Port-au-Prince, Haiti. It was also in Santo Domingo, in a storm, that his aircraft crashed into the Maimon Mountains in July, 1921. In the crash he suffered severe injuries and was forced to walk 25 miles through dense jungle for two days before he reached help.

The Marine Flying Field at Quantico, in 1922, was his next duty station and he remained there until March, 1923 at which time he was detached to the Air Service Technical School at Chanute Field, Illinois, for instruction in aerial photography.

Advanced to first lieutenant in July, 1924, Colonel Boyden returned to the West late that year on assignment to photograph the valley of the Arribanito River. His first tour of duty took him to Nicaragua where, discovering the Battle of Ocotol in July, 1927, he won the Distinguished Flying Cross for making a single-handed aerial attack against a bandit camp which greatly outnumbered the Marine garrison there.

Later in 1927 the colonel reported to the Naval Aircraft Factory at Philadelphia to assemble material for the West Indian aerial survey unit expedition which was being undertaken by Marine Corps personnel. In January, 1928 he began photographing the whole North and South coasts of Cuba and

Point Plays Host To 6th Nav Dist Diamond Tourney

Cherry Point will receive the host's role for the Sixth Naval District Baseball Tournament, scheduled for the week of July 24. The local diamond will be the meeting place for some 12 or 13 of the circuit's finest sines, hoping to earn a crack at the All-Navy bacon.

The choice came as a surprise to most local observers, one of the reasons being that this station acted as caretaker to the Sixth Naval Basketball tourney a few short months ago. However, Cherry Point received the Sixth Naval nod and will start preparations to meet the influx of diamond service stars slated to swarm aboard for the show. The Flyers' new diamond, modeled after directions laid down by Earl Mack of the Philadelphia Athletics may have helped in the Sixth Naval selection.

Since the event is beginning the week of July 24th, Marine Air servicers on their annual two week tour of active duty will be able to glimpse a portion of the most spirited service play in the country. They arrive at Cherry Point July 16 and leave on July 30.

Large District
Sixth Naval District boundaries run from North Carolina State Line south to Key West, Florida. They extend westward to Memphis, Tennessee, and the heart of the southern mountain area, to form one of the largest Navy zones in the U. S. Some 50 installations. (See POINT PLAYS HOST—P. 7)

Col. Kreiser Is New MCAS CofS

On Monday, 27 June 1949, Colonel Alexander W. Kreiser replaced Colonel Becker C. Batterson as Station Chief of Staff and Chief of Staff, Marine Corps Air Base, Cherry Point from AFMPFpac, where he also served as Chief of Staff.

Later that year made an aerial survey of the coasts and islands of the Gulf of Panama.

During the next four years Col. Boyden saw duty as Squadron Commander of VF5M at Quantico where he led a Marine fighter acrobatic team in the Air Races at Cleveland in 1929; Headquarters Marine (See COL. BOYDEN—P. 7)



Col. HAYNE D. BOYDEN - u.s.m.c.

'PHANTOM' PILOT INJURED IN INDIANA JET SMASHUP

Lt James R. Weaver of VMF-122 was seriously injured Saturday when he crashed his McDonnell 'Phantom' jet fighter in a field fifteen miles south of Evansville, Indiana.

Weaver was piloting one of five aircraft enroute from Cherry Point to St. Louis, to attend the 10th anniversary of McDonnell Aircraft Corp. and had refueled at Godman Field, Fort Knox, Ky. The accident occurred as the five planes were cruising at some two thousand feet altitude beneath a solid overcast. Normally this type fighter cruises at a much higher altitude.

Major A. J. Armstrong, Executive officer of VMF-122 and leader of the flight, expressed the opinion that there could have been water in the fuel tanks of the jet as the stoppages occurred immediately after Weaver and other members of the formation had switched tanks.

Lt. Weaver's condition was termed as serious but "not critical" and injuries sustained included back injuries and facial lacerations. Armstrong returned here on Monday afternoon and when interviewed stated that "the crash helmet worn by Lt. Weaver undoubtedly saved his life as the helmet was severely damaged in the

crash. The aircraft hit two trees in landing and ended up against an embankment after somersaulting several times. The plane was demolished and in several pieces."

Weaver is in the Deaconess Hospital in Evansville and will probably be transferred to the Great Lakes, Illinois Naval Hospital when his condition permits. Weaver joined VMF-122 in April.

Farmer Herschel Walter of Evansville, Indiana, who claimed that the plane narrowly missed him, said that it made a belly landing in the field, slid 400 feet and then took off on a rise and skidded 300 feet through the air; hit a tree, skidded another 150 feet, and then hit another tree and broke up.

Col. Conradt To Take Over El Toro

Colonel Pierson E. Conradt, former Assistant Chief of Staff G-3 section, is slated to assume command of MCAS El Toro, California about August 1st.

The Colonel who had been Chief of G-3 section since September, 1947, left here June 15th and is expected to arrive at the West Coast base the latter part of July according to the last issue of the "Flight Jacket."

Flyers Leave For Road Tour

Rain washed away the scheduled encounter between the Cherry Point Flyers and Camp Lee, Va., on Tuesday afternoon as the local baseballers arrived at their first stop on a three game swing through Virginia.

After this wet beginning, the team left Camp Lee by bus for Little Creek, where they were scheduled to compete against the crack Amphib nine yesterday. However, Athletic Department sources predicted postponement of the affair since rain was falling in Little Creek.

Arrangements were being completed to play a possible doubleheader in Norfolk today, in the event that the Little Creek tilt had been cancelled. The Flyers, scheduled to play Norfolk today, would also meet Little Creek on the same diamond for a second game. However, should the Amphibs have a previous schedule obligation, this contest would be erased.

Next home encounter for the locals will occur this coming Tuesday and Wednesday, when the Cherry Pointers square off against Little Creek. On Friday and Saturday of next week, the team will journey to Chicago, Ill. for a pair of engagements with Great Lakes. They won't play at home again until Parris Island arrives for a two game series on July 14.

THE CHERRY POINT WINDSOCK

BRIGADIER GENERAL IVAN W. MILLER COMMANDING
GENERAL MARINE CORPS AIR STATION

Asst. Lt. Col. T. GLEHART, Jr. OMC

Published every Friday, by personnel of MCAS, Cherry Point, N. C. under the supervision of the Public Information Office. Funds for publication are non-appropriated and are from the Special Services, Welfare and Recreation Fund. The Windsock complies with Letter of Instruction No. 1100, USMC. The Windsock receives Armed Forces Press Service and is a member of Ships Editorial Association. Reproduction of credited matter prohibited without permission of AFPS and REA. Subscription rate by mail, \$2.50 per year. Circulation 6000.

The Padre Says

By Chaplain Peter A. Schmitt

Those boys who were killed in the Islands . . . at Tarawa . . . at two . . . at Okinawa . . . in all the other places . . . they never died.

For reasons we don't know, God called them. Some He took and some he left. Those whom He took—it wasn't because they were less noble in any way; they weren't less intelligent, less powerful, less virtuous, less deserving to live, less eager to live.

You cannot explain away their lot as bad luck because the all intelligent God isn't leaving things to luck. The twenty-one million mirrors in your eye aren't luck; the twenty-seven thousand harp-strings in your ear aren't luck; the brain able to fashion a plane or split the atom isn't luck; the marvelous sun and moon and stars, the cornfield and the apple tree, the brook trout and the plodding cattle—they are not luck.

Shall we say it was unfair for them to die? Shall we indict the Justice of the Eternal God? Or shall we not more prudently expect that in the wisdom of God they never really died? What more plausible explanation could there be than in the everlasting scheme of things they only seemed to die?

In other words, the only intelligent explanation of their death is a life after death, a life that never dies. Chance cannot explain the universe which everywhere shouts the intelligent plan of God; neither can we believe that God takes lives indiscriminately. But a life that goes on—ah, that is more than a hope; it makes sense. It puts plan and wisdom and everlasting design in those apparent deaths.

So those Marines who laughed and sang and fought and prayed and walked in our midst—that they lived short lives was not so consequential as the kind of lives they led, because really they never died.

Ex MAG-33 Exec Aboard

Lt. Col. Warren E. Sweetser, Jr. arrived here from El Toro, California, Monday morning, June 27. The former Executive Officer of MAG-33, MCAS El Toro, is one of the many new officers that will arrive here in the next few months with the coming change of commands.

Col. Sweetser, relieved of his duties by Lt. Col. Armistead, was due to arrive here in July, but "checked in" early at this station. He is currently awaiting assignment by MWSS-2.

New MAG-11 Skipper



LT. COL. E. W. SEEDS, new Commanding Officer, takes over the helm of MAG-11. (Col. Seeds reported here from Quantico, Va., to relieve Col. E. A. Montgomery who has assumed the duties as Chief of Staff, G-3 Wing.)

Officers To Report Here

The below listed officers will report to Cherry Point on the dates indicated. The duty stations from which they are reporting is also listed.

Colonels

Becker, Herbert P., CNO, 58Sep; Cowie, Franklin G., HQMC (Dota), 15Jul; Schlaphohl, Charles J., 1stMAW, 27Jul.

Lt. Colonels

Bailey, Joslyn R., CarDiv-17, 15Oct; Bohnet, John R., TACS-1, 1Oct; Bullock, Harry H., AirFMFPac, 2Aug; Carneal, Wyatt B., Jr., S. C. Quantico, Va., 6 Jul; Chambers, Owen A., CincPac, 15Nov; Clasen, William E., Patuxent, 20Feb59; King, Howard E., S. C., 3Aug; Kurelich, William A., Memphis, Tenn., 20Jul; Lane, Henry C., MCS, Quantico, Va., 15Jul; Moser Robert D., Pensacola, Fla., 29Sep; Roblnson, Barnette, PHIBS Pac, 15Sep; Napp, John W., Jr., MCS, Quantico, Va., 8Jul; Torrey, Daniel W., Jr., MAD, Grosse Ile, Mich., 5Oct.

Majors

Baker, Robert R., DHRS, Phila., Pa., 22Jul; Berteling, John B., 1st MAW, 6Dec; De Lallo, Armond H., HMX-1, 20Jul; Elliott, Joseph H., Jr., Fort Bliss, Texas, (una); Ford, Kenneth M., TTU, TPCac, 20Sep; Gomes, Herbert, MCAS, Ewa, (unk); Groff, Sidney L., 1stMAW, 5Jul; Janson, Russell L., AWS (JC), 15Jul; Jewson, Winston E., Quantico, Va., 6Aug; Jordan, Harold R., Quantico, Va., 22Aug; Kimm, Charles, Patuxent River, 24Feb59; Kirkpatrick, Floyd C., 1MAW, 23Jul; Lillie, Robert E. A., AirFMFPac, 29Jul; London, Lyle K., AWS (JC), 5Sep; Pegauf, Ernest E., TACS-2, 20Sep; Pierce, Francis E., Jr., USS Rendova, 15Sep; Roberts, Gale W., 1MAW, 5Jul; Stewart, Lynn H., 1MarDiv, 20Sep; Teller, Robert W., Gsm, M. L., 13June; Woodruff, William L., 1MAW, 12Oct.

Captains

Armstrong, William D., Lowry Field, Colo., (unk); Aymes, James P., 1MAW, 10Jul; Barney, Irvin, Jr., AirFMFPac, (unk); Bedford, William J., 1stMAW, 10Jul; Bolt, John P., Jr., and Bush, Elwood D., 1stMAW, 14Jul; DeVolk, Austin O., USS Falau, (unk); Faser, George M., AirFMFPac, 4Jul; Fenton, Donald L., Finlayson, Edwin H., Foster, James H., and Freitas, Joseph L., Jr., AWS (JC), 21Jul; Geer, Horace D., 1MAW, 12Oct; Gilhuly, Fred J., DHRS, Kansas City, Mo., (unk); Ingraham, Clayton R., USS Falau, (unk); Jedwell, James C., 2ndMarDiv, 20Oct59; Johnson, Richard W., Pensacola, 21Aug; Lindley, Johnny D., Memphis, Tenn., 10Mar59; Manning, Herbert G., AWS (JC), 21Jul; Marshall, Robert M., 2ndMarDiv, 5Oct; Martin, Benjamin G., 1MAW, 15Jul; Masters, Irvin V., 1MAW, 12Aug; Mitchell, Joseph A., Patuxent, 10Sep; Moak, David R., AWS (JC), 21Jul; Morel, Alfred T., Jr., Patuxent, 10Sep; Myers, Victor E., 1MAW, 15Jul; McViears, Andrew L., HMX-1, 21Jul; Patton, Harvey M., AirFMFPac, (unk); Patton, Wilbur G., 2ndMarDiv, 5Oct; Payette, James, AWS (JC), 21Jul; Percy, Gilbert, Pletz, Meuel J., and Robinson, Eugene J., AWS (JC), 22Jul; Rosen, Anthony J., MCAS, Quantico, Va., 20Aug; Schnettler, Edward L., Corpus Christi, 1Aug; Seaton, James B., Patuxent, 6Jan59; Shipp, Robert C., Pensacola, 21Aug; Slingerland, John B., AirFMFPac, (unk); Steele, Fred A., 1MarDiv, 21Jul; Stockwell, Thomas D., Jr., MAD, Memphis, 25Sep; Thornbury, Donald S., 1MAW, 15Jul; Tooley, John J., Turner, Walter W., Van Housen, John E., and Winchester, Eugene H., AWS (JC), 22Jul; Wirta Elmer R., 1MAW, 26Jul; and Woodley, Charles H., 1MAW, 15Jul.

(Continued Next Week)

SERVICES' RIFT WIDENS

AIR FORCES' STAND ON AVIATION MAY THREATEN NATIONAL SECURITY

From an Editorial in the N. Y. Times

The rift between the services was still in evidence despite the announcement last week by Secretary of Defense Louis Johnson that the Navy will modernize two more of its Essex-class carriers to permit operations of heavier and longer range carrier planes.

The differences, especially in the case of the Navy and the Air Force, to a lesser extent in the case of the Army and Air Force, are vitally important and affect the national security. In many cases the major differences are sincere, but in others, they are the petty products of petty minds, and the whole dispute has become so muddled with propaganda and so enmeshed with personal and service struggles for power and appropriations that the public is confused.

It should now be amply clear, however, that the strategic, tactical and technical rifts between the services are so great that only the growth of a new generation of military leadership, the slow processes of education that produce unification of the spirit rather than unification by edict, and the technological developments of tomorrow gradually will reconcile them.

The carrier decision is merely a score for the Navy in a continuing struggle. The Navy is fighting for continued control over its own aviation of continued development of that aviation and of all other weapons of naval warfare to their ultimate potential.

The major consensus of opinion in Navy and Army circles holds that long-range strategic bombing, even with the atom bomb, will not alone win any wars in the near-off future, and that armies and navies will always be essential to victory, and that atomic bombardment with its probable wide-spread devastation will never alone "win the peace." Both the Army and Navy believe that tactical or short-range air power to support the ground forces is vital to victory. Most of the high brass believe that better results can be had by utilizing air power in an integrated team with surface power than by long-range independent bombardment.

The Air Force bitterly opposes these concepts. It has lent "lip service" to some of them, notably to the need for tactical air power and to the continued need for armies and navies as secondary instruments of military victory. The final objective of the Air

Force is better shown by its action—or inaction—than by the professions of some of its leaders. One of the first objectives is to eliminate the carrier; it is bitterly opposed to the so-called super-carrier or flush-deck 65,000-ton carrier, and it also opposed the remodeling of existing "flat-tops." The Air Force won the first battle; it has lost the second. However, its efforts are not by any means over. In the current discussions of the HCS budget, which have been conducted by the Joint Chiefs of Staff, the Air Force has fought appropriation of funds for any fleet carriers; it would relegate the Navy to a small escort of "jeep" carriers, too slow for fleet operations, and too slow for many modern, post-war planes.

The Air Force is clinging to the Douhet theory, that all aviation should be consolidated under one command, and that no effort should be wasted on so-called auxiliary or support aviation for the ground forces. Even though the Air Force position is not likely to be upheld, the effort to cut down on naval aviation is expected to continue.

Not only the Navy, which has always, although not always wisely, defended its own air arm, but the Army also has been affected by the Air Force's move to relegate tactical air power to a secondary position. Because of the low priorities assigned to tactical aviation, the Army has very little air support today.

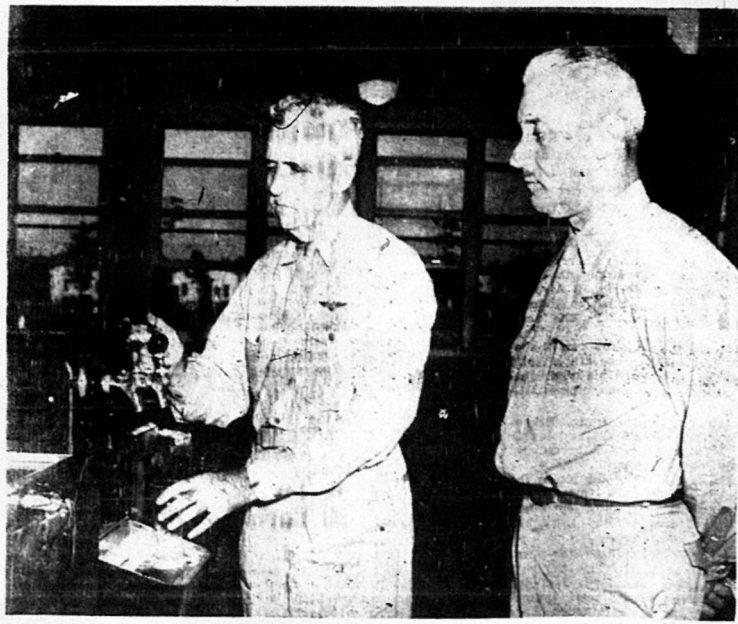
The Army and a small majority of Air Force personnel have been caused increasing concern about this neglect of what, in view of the Atlantic Pact and the armistice program, is now a vital pillar of our foreign policy, and as a result, an Air Force study of our tactical air power is about to be taken. No matter what this study finds, it is not likely to alter the stand the Air Force has taken, for that service is now pretty firmly controlled by American Douhetes flying out "into the wild blue yonder."

New 1st Wing Inspector

Col. Thomas J. Walker, Station Post Exchange Officer, will become First Marine Wing Inspector following his transfer to El Toro next month. It was announced by the El Toro "Flight Jacket."

Colonel Walker will replace Col. Charles J. Schlaphohl who was recently transferred to Cherry Point.

CG Formally Reopens EM Rec Hall



MAJOR GENERAL FIELD HARRIS, Commanding General, 2 MAW, draws the first glass of beer at the newly remodeled Enlisted Men's Club. Col. T. J. Walker, PX Officer, MCAS, looks on. The renovated Club, which was reopened 16 June at 1630, cost approximately \$25,000 to remodel. (Photo by Sgt. "Gus" Duzenals).

VMF-223 Bachelors 'Biting The Dust'

By Lt. O. L. Stephenson
 June is the month for weddings and the personnel office is humming with activity as records are being revised to reveal the new status of men who, only yesterday, were foot-loose and fancy-free well. (foot-loose, anyway) bachelors.

At St. Peter's Catholic Church in Madira, Pennsylvania, Pfc James Madira exchanged vows with his bride, the former Miss Ruth Madira of that city.

The bride wore the traditional white wedding gown with train, and the groom wore a tuxedo.

The small chapel was filled with friends, among whom were Sers Walter G. Planet, Rodney R. Sinclair, Cpl. Robert A. Chavez, and Pfc Peter A. Cunningham. They were seated in the front row and also in dress blues.

After a reception at the home of the bride's aunt the couple flew down to Atlantic City, N. J., for their honeymoon.

It was "old home week," as Capt. Arthur J. "Doc" Evans was welcomed aboard by several long-time friends who knew him when...

Capt. Evans reported in from Quantico, Va., after surviving many "hair" wartime and stateside experiences having passed the course of the AWSJC.

He was one of the Marine Aviation minute men at Guadalcanal where they flew the wily little Grumman "Wildcat" against Japs who hadn't received the word yet.

With his wingman and second section he sank an enemy destroyer and a transport by machine-gun fire only.

After the war the Captain served as Landing Signal Officer aboard the USS RENDOVA (CVE 11). During that period of time he was working with VMF-214 (the Black-Sheep Squadron) when they were the Navy "E".

Some LSO's are mere LSO's, but "Doc" has a secret method of spiriting his boys into the groove and aboard the carrier. The roughest pilot technique will smooth out a perfection if he is down there tagging.

Some people bear nicknames which were "tagged" somewhere from the line, but Captain Evans wears his honestly. He was practicing as a doctor of chiropody in Marion, Ohio, prior to entering flight training.

According to him, flying is much more fascinating than looking at people's aching feet.

Lt. Taylor Wagner is now on his way to AirFMPac, El Toro. Get you at the Coast Inn some-

VMF-225 Pilots Set 51.2 Ft. Mark In Rocket Firing

By Lt. B. B. Sessions
 Thursday the 23rd of June this squadron participated in a competition exercise in rocket firing on the Navy Caffe rocket range. The over all average for each pilot was 51.2 feet, which will probably receive a mark of good from Com AirLant; however, the official mark has not been received as yet.

Those low planes you saw in the blue on Saturday and Sunday of the 23rd and 24th of June respectively were from VMF-225. All hands are making an all out effort for a gunnery exercise on the 29th of June. The low planes have a total of 15,000. The percentage of those have picked up considerably during the last few days, and it is felt that this is due to the accurate bore sighting of our guns by our ordnance department and the increased flying proficiency of each and every pilot in the squadron.

The following officers have recently joined VMF-225: First Lieutenant E. W. Meyer, First Lieutenant G. W. Poulson, Second Lieutenant R. M. H. Dupuy. "Welcome, Fellows" from all members of VMF-225.

VMR-153 Pitches In For Reserve 'Liff'

By Sgt. W. Mitterlich
 Another reserve airlift got underway this year with 153 playing a vital part in the big lift. Last weekend planes from this squadron flew from Cherry Point to various cities on the east coast carrying ground reserve troops and equipment to and from their training bases such as Quantico, Camp Lejeune and Norfolk. For this weekend VMR-153's planes will go to Olathe, Kansas, Minneapolis, Duluth, Oklahoma City and Camp Pendleton.

TsSgt. Gilbert H. CAUDLE, Jr. has returned from leave bringing along his newly wed wife. Another brown-bagger has joined the ranks. Any more?

Farewell to Captain Fred C. McDANIEL, Jr. who departed on Monday 27 June, 1949, for twelve months duty under instruction at NATTC, Memphis, Tennessee.

Joining the squadron from MWSG-2 are Pfc. Robert A. Dunington, Billie J. Franklin, Bobby L. Hardin, Elwood L. Hayes, Peter Losardo, Jr., Billy G. Nassman, Forest R. Raitfel, and Charlie Moore.

Time while on leave.

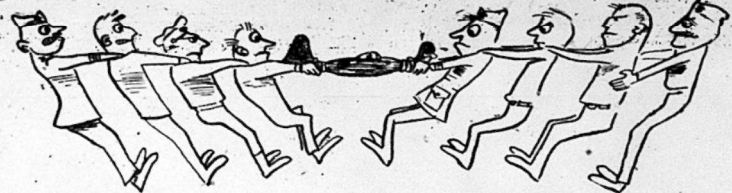
Engines sucking at the last fuel in their tanks, the remaining six fighters made it back to the runways of their home base. One of the bombing jets ran out of fuel while landing, its "hoo went out" and the airplane rolled to a dead stop on the runway. The silent plane was towed ignominiously back to the flight line by a tractor.

What was the reason for the disaster that had overtaken the two planes and which had narrowly missed pulling the entire jet squadron into the sea? The combat problem had been planned and prepared diligently. Each pilot had been briefed to his satisfaction. Before the eight sleek single-seater fighters sped from the base to "intercept and destroy the enemy," the pilots had carefully calculated fuel consumption and times for all phases of the problem.

The plan was: take-off, rendezvous, climb to 30,000 feet, and cruise to the objective at minimum fuel consumption. Engage and destroy the enemy and cruise back to altitude. Thence to normal descent and break-up-to-land procedure. This was a standard combat problem. In wartime it's done like that. Why hadn't it come off?

The lack of two additional navigation instruments had prevented the squadron leader from taking his flock home over the top of the clouds to save fuel. Without the instruments, the fliers could not be certain that when they descended through the "clouds they would find their base beneath them. They would not have the fuel and the time to cast about in a last minute search. The pilots had to fly down where they could see the terrain—down where the fuel goes fast.

And why weren't the instruments in the planes? Because



THE BATTLE OF COMPROMISE

BY BOONE T. GUYTON
 Chief Pilot, Military Liaison, Chance Vought Aircraft (From United Aircraft Corporation "Bee-Hive")

Part One of Two Parts

NOT LONG AGO a squadron of eight new jet fighter airplanes was flying homeward after "destroying the enemy" in a typical combat problem out over the Pacific. Sixty miles from shore, the leader, glancing down from his high perch, saw a seasonal stratus layer of clouds blanketing the water far below. He radioed his base for the latest report.

He was told that the weather permitted landing, but that the heavy cloud layer extended from 1,200 feet to 12,000 feet above the field. "Unless you come in underneath the clouds," the reporting aerologist said, "an instrument approach to the field will be required." The leader did not hesitate. He signaled: the squadron circled and descended all the way down to 1,000 feet, well under the clouds, and proceeded on course towards home.

Each pilot apprehensively studied his fuel gauge, for he knew that his fuel supply would be used up much more rapidly near sea level than at the higher altitude. One of the fundamental laws of jet engine efficiency is that fuel burns faster at lower altitudes.

Less than twenty miles from land, one of the pilots radioed an SOS: "My fuel supply is nearly exhausted. I am landing in the water." He prepared to ditch and barely had time enough to turn his airplane into the wind to land safely but expensively on the long beach.

The plane sank immediately. The other seven grimly flew on without deviating from their course. Suddenly, another plane, now less than ten miles off shore, slid out of the formation. Again the pilot was injured but an airplane was lost.

Six Fighters Reach Home

Engines sucking at the last fuel in their tanks, the remaining six fighters made it back to the runways of their home base. One of the bombing jets ran out of fuel while landing, its "hoo went out" and the airplane rolled to a dead stop on the runway. The silent plane was towed ignominiously back to the flight line by a tractor.

What was the reason for the disaster that had overtaken the two planes and which had narrowly missed pulling the entire jet squadron into the sea? The combat problem had been planned and prepared diligently. Each pilot had been briefed to his satisfaction. Before the eight sleek single-seater fighters sped from the base to "intercept and destroy the enemy," the pilots had carefully calculated fuel consumption and times for all phases of the problem.

The plan was: take-off, rendezvous, climb to 30,000 feet, and cruise to the objective at minimum fuel consumption. Engage and destroy the enemy and cruise back to altitude. Thence to normal descent and break-up-to-land procedure. This was a standard combat problem. In wartime it's done like that. Why hadn't it come off?

The lack of two additional navigation instruments had prevented the squadron leader from taking his flock home over the top of the clouds to save fuel. Without the instruments, the fliers could not be certain that when they descended through the "clouds they would find their base beneath them. They would not have the fuel and the time to cast about in a last minute search. The pilots had to fly down where they could see the terrain—down where the fuel goes fast.

And why weren't the instruments in the planes? Because

during the airplane's design days a compromise had been reached and a decision made to exclude the sixteen pounds from this airplane in favor of other items more critically needed. A cheerful footnote to the story is that the two ditched-aimers were retrieved by a destroyer within forty minutes, now made lighter, are being installed in the fighters.

Now, with the aid of hindsight, it would seem that the weight-saving had been overdone. Yet it was perfectly reasonable at the time of the design of the airplane to omit the sixteen pounds of gadgetry. The equipment was one of the victims of the "battle of compromise" that is fought out in the design and building of every airplane model. With the jet, the battle rages hotter than before.

Jet Designers Fight To Save Ounces. Literally, I recently flew a jet fighter which had several qualifications that would put it near the top of any list. The plane was fast, maneuvered quickly when called upon and was easy to fly. It had adequate range and armament with which to fight. One deficiency cancelled out these good points. The airplane was too heavy, due to several important and necessary late additions that "had to go in." It took off slow and landed "hot."

On taking off, I watched the end of a 6,000-foot runway loom up like the edge of a cliff. It's quite a thrill in a jet fighter, as the pilot sits up in the nose and meets everything first. Managing to lift it off before I met the runway's end, I retracted the landing gear quickly and then watched trees, house tops and poles float by directly underneath. It was most uncomfortable. The airplane was too heavy to climb fast enough. By the time I had struggled up to 20,000 feet, there was no longer without adding additional power had all but spoiled an otherwise first-rate fighter. Like a trailer truck on a steep grade—everything else would pass it in the climb. When the enemy comes down shooting—and you're still climbing—look out!

Makes Hot Landing

On landing this airplane, I had somewhat the same sensation you feel on skis when covering a strip of sheet ice at top speed. Sitting in the cockpit out in the nose, low to the ground where the sensation of speed is truly felt, I was grateful for good brakes on the wheels.

The new jet fighters that form the nation's first line of defense are the best. More than ever before, they are products of profound thought, difficult decisions and laborious research by aircraft designers. They go high, away up to enjoy that enviable vantage point in aerial combat—high man the totem pole. The related problems are trebled. At altitudes of six and seven miles up, in that cold, blue lonesomeness, the pilot has to have a pressurized cockpit to diminish or eliminate the "bends." That means a heavier, well-sealed cabin, complicated pressurizing machinery, increased cost, weight, and maintenance problems. As an additional complication, weight and performance stealing equipment is required to both cool and heat the cockpit. At 35,000 feet it gets down to minus 67 degree Fahrenheit. Without heat, the pilot is "put on ice." At 600 miles an hour, the cooling problem is a king-sized headache. The aircraft's temperature will rise some 64 degrees if flown at that speed for even a short period of time.

Ejection Seat Cheers Pilots

Because jet fighters operate constantly at speeds of 400, 500, and

some way of bailing out when in trouble of a serious nature. I would ask even my tax collector to try to climb out into such a windstorm. So the pilot gets an ejection seat that without apology throws him clear of the crippled airplane, seat and all. When he has slowed to a respectable speed, he kicks the seat away and uses his parachute. This little innovation, which we pilots are happy to see put into all jet fighters, adds approximately forty-one pounds of weight and takes up some valuable space in the fuselage. It constituted a tough compromise, but it gives us an excellent chance to walk home and ask for another airplane.

Keeping a sonic speed airplane small is a major headache, and other things remaining equal, the smaller they get, the faster they land. Some of the jet fighters in service touch down at 130 miles an hour. How "hot" can they get? If you want to land slower, you pay for it somewhere else. If the airplane gets too large, the engineer knows it won't attain a certain speed or will be too clumsy to fight if it does.

(Continued next week)

VMF-461 Holds Squadron Outing

It has been HOT outside, so Wednesday afternoon VMF-461 did something about it in the form of an outing at Slocum Creek Park. With all hands assembled at 1500 in sports attire, and with plenty of ice cold beer available for the thirsty, soft-ball teams were fielded, a volley ball game started and with numerous substitutions and comments from the sidelines. After the sports an excellent picnic supper was enjoyed and we all felt that Old Man Hot Weather had been whipped, at least for one day.

Lieut. John Kelley is organizing a swimming team for competition and recreation which should be at least a lot of fun.

Lieut. George Elias has taken over the management of the Squadron ball team and is expecting some winning scores in the future.

Lieut. Ed LaPavre a new addition to the lineup, is behind the plate and Pfc. Pombier is playing a good game on first.

A heavy flight schedule is being maintained in the squadron with emphasis on Instrument Qualification. It is expected that all squadron pilots will be white card holders by July 15th.

On the flight schedule is high altitude gunnery and night cross-country navigation.

MSgt. Albert Toscano left for duty at El Toro this week. Sergeant Toscano has been the Ordnance Chief for the past two years and has had a great deal of carrier experience. Sergeant Helmut L. Schmeichel who has been the general and, needless to say, popular main man for the squadron for the past two years took his discharge this week and has gone to see how the home folks are making out.

Adm. Halsey Urges Permanent USMC

WASHINGTON—Retired Fleet Admiral William (Bill) Halsey, at last week said Congress should put a fixed proportion of the nation's armed forces in the Marine Corps, thereby giving the corps perpetual strength. He spoke at the annual reunion of the "Marines" 4th Division.

"I believe that six per cent of the personnel of the Army, Navy and Air Force should be a flooring for the Marine Corps so we will always have a Marine Corps of

HIGH SCORER OF THE WEEK



BREAKS RANGE RECORD. TsSgt. David J. Clement of AES-46 topped the high scorer for last week and set a new range record as well. Sgt. Clement, who works as a coach on the rifle range, stood

PRINTING WITH PAINT DONE AT PUBLIC WORKS

Printing with paint is an old Chinese custom—thousands of years old. A similar system but crude, comparatively, was used in America around the turn of the century. Around 1915, two enterprising Americans, John Pillsbury, and Edward Owens, sign letterers and poster artists devised equipment and improved the system of printing with paint to a masterful degree. They had to make their own printing ink. This system, or method of silk screening process printing.

It had gradually grown and been improved upon until the World War II came and created a demand for thousands of signs and posters more than could be done by available letterers. Screen process printing was developed at Cherry Point Marine Base to help produce needed signs and posters (especially safety posters, War Bond posters, etc.) as well as being done at other bases and war plants. Fortunately, paint manufacturers had taken over prior to the War and were making a printing paint or synthetic printing ink. Other manufacturers came out with films and mechanical equipment to be used in this new growing industry.

At Cherry Point, James B. Will is, being the first letterer here, introduced screen painting which was used for a number of duplicate sign jobs. He was the only skilled film cutter until Carlisle Jordan, Russel Rorrier, Jimmie Sanderson and Ross Bailey entered the Shop. Since then, this part of the sign shop work has expanded until hundreds of screens are ready at a moments notice to start producing signs in quantity.

A great need was shown for equipment for making screens by the photographic method. Mr. H. Hokey—and he was always count on him—saw that it was a time- and eye-saver, so he ordered the best up-to-date equipment which is often used.

To the uninitiated, this is all a mystery. But in its simplest form the silk screen process is described thusly: A wooden frame is made, over which a special silk cloth is stretched. The cloth is then tacked to the frame. A sketch is drawn or painted on the poster board which is laid over a special film having a transparent paper backing. The film is held out following the design on sketch. When lettering had other parts of design are cut out the screen is held on film and later is adhered to silk after which paper backing is removed. The screen is then mounted on a rotating table on board on which guides are placed to hold card, paper, masonite or other stock to be printed in alignment with design. A squeegee (rubber blade handle) is used to pull paint across screen. A sign or poster or booklet cover, etc., is printed. Screen is raised and the printed copy removed, being replaced by another blank. The operations are repeated to print one or one million.

Here at Cherry Point a large variety of posters (in one to eight colors) have been printed, as well as folders, book covers, signs, license tags, radio dials, decals, trucks, buses, etc. Of course, screen printing directly on a truck is a different matter than sign printing as described above.

COLOR PRINTING IS A VERY INTERESTING PROCESS and there are many phases which cannot be described here in detail.

Two Cherry Point Employees Retire

The month of June saw two employees of the station go on the retired list because of disability. Mr. Clyde Needham, Quartermaster Public Works, was retired as of 15 June 1949. Mr. Needham came to work on the station on 3 June 1942 as a Leadman. He was later promoted to Quartermaster Public Works and remained in the position until he was retired. Mr. Needham was a veteran of World War I.

Mr. Stonewall Langston was retired effective 16 June 1949. He first came to work on the station on 15 February 1947, and he spent his entire time on the station working as an Assistant Storekeeper. He was later assigned duties as Operator, Gasoline Distribution Section and was later promoted to Storekeeper General in the Supply Department.

NAVY SUPPLY

By Catherine Bledsoe
CONTROL BRANCH

Now that summer has finally arrived we seem to be roasting nicely. We should be well done by the time the cool weather returns. They say that one can fry an egg on the sidewalks of New York. But I say they have nothing on us here at Navy Supply. "But what's a little heat?" she said as she silently passed out. We have a few people aging gracefully. One is Jimmy Harlow and the other is H. L. Gibbs, who celebrating a 40 day last week. Hot weather doesn't keep some people from square dancing; namely, Helen McWatters, Jean Baumgart, and Great Bull. Edith Leary, one of our talented youngsters, gave a piano recital in New Bern last week. Josie Bell and husband spent the weekend at White Lake where they entertained their guests Mr. and Mrs. Clemens of Oak. Nice time was had by all. Ruby Barnhill is one of the fortunate ones who comes out on the winning side of the Dog Races—What's the Recipe, Ruby? Jean Baumgart will leave on June 30th for Ft. Sill, Oklahoma, where her husband will attend college. Mrs. Lodge has been entertaining her son from Washington, D. C. and his family this week.

MATERIAL BRANCH
R. P. Joyce spent Father's Day in Chapel Hill, visiting his son Bobby, who is a student here. Lova Lamm combined visiting relatives with shopping while she was in Wilson for the weekend. Congratulations to the following storekeepers on recent periodic Pay Increases: Carrie Hunnings, Vernon Crowson, Ira Jones, Bill Carroll and R. P. Joyce. Borden Wade, E. D. Martin and Herbert Helms are on vacation—Wonder if they are fishing all this time.

ACCOUNTING BRANCH
Mr. Brinson has come back to work reluctantly after spending his vacation at home. He said his was far from being quiet and peaceful. He was much too young for that. Tom and Virginia Willis spent their vacation visiting friends and sight seeing in Washington, D. C. Thought for June—A June Bridegroom is that anonymous guy who marries a June Bride. Things we see and hear: Joy Murray keeping her house in an apartment in Havelock. Bernice Droughlich getting a sun tan, and it kinda looks like Edythe Whelan might have been close around.

ADMINISTRATIVE OFFICE
Judging from the pink faces it is obvious that a few of our girls were at the beach over the weekend. When some people go fishing they do it big way—like Sarah Bledsoe—she caught quite a mess.

ONE, Nora and Marion Grimes are now citizens of New Bern—proud landowners.

Veterans Benefits Deadline Nearing

Veterans of World War II should note deadline dates for benefits. Application must have been made by 30 June 1949 for special aids for disabled veterans such as automobiles or other conveyances.

GI schooling benefits end for most about 1951, and on-the-job training opportunities will be a thing of the past by July 1956.

Application for education and training must be filed by 25 July 1951 or four years after discharge, whichever is later; vocational rehabilitation training must be completed by 25 July 1956, and application for readjustment allowance for employment or self-employment must be made before 26 July 1949 or within two years after discharge, whichever is later.

Loans, guaranteed or insured by the Veterans Administration, are available until 26 July 1957. Enlistments between 6 October 1945 and 5 October 1946 have ten years from date of discharge. (From: The Charleston Navy News)

You've got to pay your bills, of course—but when you budget your paycheck for everyday expenses, don't forget to budget for the future, too! And the way to do that is to join the Payroll Savings Plan right where you work!

Snooping Around Station Supply

By Lucille K. Garner
Is it hot enough for you? How many times have we all (yes, I'm from the good old South) heard that one remark—in the past two weeks? The way it looks right now, we'll be hearing it for a while longer.

There is a familiar face wandering around Station Supply. James Lewis is back at work from his recent illness. Alma Council is back from her camping trip to the beach, and do you know that there is no one that we know of who knows just what happened. Did you have a good time, Alma?

Louise Harper is sporting the latest thing in sunbans. Who wouldn't have a tan if they went to the beach as often as she does? Mary Kemp and Frances Huff spend their spare time—not on the beach—but going from one place to another. Eloise Smith just became a "name changer" when she took the name of Mrs. Eloise Justice. Hazel Kohlbecker (who used to have a simple last name) definitely prefers Kohlbecker to Ball!

Mr. Bell likes to do things on the spur of the moment. Last Monday morning he came out to do a little work, and all of a sudden announced that he was going on his vacation and would not be back for the rest of the week. We are all wondering where he is vacationing.

Salvage Crew Wins Up Canning Project

By Ramona Savare
In a few days our Salvage Yard personnel will have "pickled" the last airplane and will get back to the routine of salvaging parts of damaged aircraft. Since October of 1948 they have canned 149 planes.

Your reporter was under the impression that "to can a plane" meant to disassemble it, coat the parts with some preservative solution and seal them up in big tin cans. But it isn't like that at all. Except for propellers, wheels and ordnance gear the plane is preserved intact. And the "can" is an airtight steel box 149 feet long and 19 feet wide. Each can will hold 4 planes and there are 48 cans, enough to hold 192 planes.

Most of the planes that have been preserved were brand new. About a hundred years from now, these planes will look just the way they look today, unless the electricity fails.

According to CWO Beard, Officer in Charge of Salvage, it will take six men about three hours to can one ship. First, the clocks, destructors, wheels, ordnance gear, etc., are removed and placed on special racks. The ship is cleaned inside and out, gas and oil systems cleared, the cowling removed and cylinders coated with oil to prevent rust. Propellers are removed and racked and the shafts preserved. All openings in the ship are unclogged in order that air may circulate through them. Then comes the delicate operation of riding the ships into the can.

They are placed on iron rails and slid into position; one tiny slip would mean ruination to both the plane and the can. Then the can is sealed and the "iron lung" turned on. This lung, which breathes for four cans, works electrically. As fresh air comes in through one vent it is filtered and dried while damp air comes out through another vent. The lung works automatically, cutting on and off as the humidity rises and falls.

Mr. Otho Winecer, Leadman in charge of the project, says his men have done a remarkable job and that they have kept ahead of schedule since the beginning. He doesn't know whether this finishes the picking of aircraft in O&R, but says the experience has been well worth the time and work for everybody concerned.

Personnel Patter From The Sign Shop

By Susie Moore
Some men day dream of being marooned on a lonely, uninhabited island with a beautiful girl—Jack Windley is simulating the situation to a certain extent. He is vacationing with his wife and the uninhabited island of Shadford Banks where sea breezes blow continuously and the nights are pleasantly cool. Fishing is fun there, too, they say. Further details may start you day dreaming.

Charles Nelson, who is responsible for fine looking lettering and screen process work on the station's hundreds of trucks, was away, is back from an extended vacation in and into Virginia. He enjoyed the trip with his attractive wife, who had not previously visited mountainous country.

Ben Robinson, our "screen star" (screen process operator), is as busy as a peg-legged man at a kicking contest trying to keep a head of layout and stencil cutting artists, Jimmy Sanderson and Russel Rorrier.

"Dear Brother" Ross Bailey again came out 60 cent winner at the Races. He is repainting and hooking his favorite flies. Being a good fisherman, he believes he will have better luck with his rod and reel.

"Dynamite" Guy Brooks is sweating plenty. He wants a post hole maker to turn out and stack up post holes for ready use in the station weather. He says the Exchange won't exchange his posts for old or broken sign posts.

Lester Henderson is expecting. His son, Walter, stationed in Japan, is getting a discharge and Lester is expecting him to arrive home in a few weeks.

"Is my face red?" asks Speedy Carlisle Jordan. He went to the beach with his family for fun and picnic and Violet sneaked up and burned him—or maybe it was a tra violet—or some flame he called infra-red. Anyway he is rubbing with ointment.

Awards Received By O&R Employees

By James E. Meeks
The following men in the O&R Department received awards from the Beneficial Societies, which are awarded by this activity:

Donald C. Taylor and Edg Taylor, Electrician, each received a Letter of Thanks for their suggestion relative to "Cutting an access hole to follow easy access to lavatory door warning switches."

Allen W. Branch, Electrician, James Todd, and Harold W. Wall, Automobile Mechanic, each received a Letter of Commendation for their suggestion that "An improved method be used for checking wiring on FH aircraft wings."

Carl S. Hagar, Leadman, Mechanic, received a Letter of Commendation for his suggestion that "A specially designed adapter be used to keep metal chips and white lead out of internal passages of propeller shafts."

Oscar L. James, Metalworker, Aviation received a Letter of Commendation for his suggestion that "A special jig be used for turning up holes to be drilled in replacement brackets."

Charles S. Goodwin, Jr., Aircraft Mechanic General, received a Letter of Thanks for his suggestion that "A specially designed adapter be used to remove FH-1 fuel cells."

These men are commended for their suggestions as it is evidence of their initiative and interest in their jobs.

Copies of these letters have been placed in the employees' employment record.

PUT MORE OPPORTUNITY IN YOUR FUTURE

JOIN THE OPPORTUNITY DRIVE



PUT \$4 A WEEK In Series E Savings Bonds through The Payroll Savings Plan in 10 YEARS YOU WILL OWN SAVINGS BONDS WORTH \$2,750 MATURITY VALUE



CHAMPION cover girl from Cleveland, Dorothy Hart, modeled here in Hollywood via her home in New York. She's working for General International picture.

P. I. Featured In New Leatherneck

The July issue of Leatherneck Magazine will go on sale 'til' all Post Exchanges July 1st. Leatherneck features one of the Corps' most famous posts in its most recent issue. The charms of Parris Island, familiar to a majority of the men in the Corps are described by Sgt. William Milburn. The magazine received their introduction to the Marine Corps at "PI" during or before the past war will be interested to read of the many innovations in the present Recruit training program at Parris Island.

The popular Sergeant Ski appears in "Spiller Hut" by Major Carl Hoffman, and illustrates the problem of neutralizing the spider-type fox-hole which was encountered during many of the campaigns in the Pacific. Three entertaining short stories, ranging in mood from typical Marine Corps humor to warm pathos, also appear in the magazine. They are, "The General's Trick," "The Watch," and "Sweep and Swab."

A profile on Brigadier General Christian Schilt, "Jet General," by Sgt. William Morris, tells the story of this famous Marine air pioneer. "Steel Hacienda," also by Sgt. Morris relates the advances being made at Quantico to house Marines and their dependent in the most modern of prefabricated housing units.

Sport Shorts, and articles on the new bazooka and mountain-climbing Marines round out the issue, along with the familiar features, Sound-Off, Mail Call, Bulletin Board, and the recently added transfer dope on Staff NCOs.

'Point' Children Invited To Attend Summer Camp

A summer camp of two weeks duration commencing Monday, August 8th, at Fishers Landing will be co-sponsored by the City Recreation Department and the Craven County Chapter of the American Red Cross. Children ages eight to seventeen, both boys and girls, are eligible to take advantage of this wonderful opportunity to spend two weeks of August on the banks of the Neuse River, seven miles below New Bern.

A varied program of recreation will be staged by Director Mike Lewis which will include softball, baseball, paddle tennis, badminton, arts and crafts, ping pong, volleyball and kickball, hikes, picnics, Fireside get-togethers, radio and theatrical shows, moving pictures and water sports. The Red Cross will direct Swimming, Life Saving, First Aid and Accident prevention.

The entire encampment has been conceived to present low cost camping opportunity to children. Food will be wholesome and adequately supplied under the capable direction of Mrs. LeRoy Tucker who has made an outstanding reputation for herself as food purveyor with the Louise Bell Free Lunch Fund. Counselors are being carefully chosen for maturity and experience and thus far include, Miss Sheryl Tucker, Mrs. Jennie Lewis, Miss Katherine Maxwell, James Robinson, motion picture machine operator, Thomas Britz, Edward Sutton and Lawrence Warrington. Any senior teenager or adult who wishes to assist as counsellor is asked to contact Director Mike Lewis at the Recreation Center.

Registration is now open and blanks can be obtained by telephoning 3465 or 4649 and ask for Mrs. C. L. Carter who is handling all inquiries for the project. Applications must be in by July 25th. By mutual consent this New Bern project is open to Cherry Point children and surrounding environs. Thirteen applications have already been received from Cherry Point and it is hoped the Marine Base will send more of its children.

Each of the warrant of the individual concerned, citing the Memorandum as authority. No new warrants will be issued.

STATION THEATRE

Tonight
Kazan
Stephen Dunn Action Good 103 Min.

Saturday
Black Magic
Orson Wells - Nancy Guild Drama Excellent
120 Min.

Sunday 1300
Miss Tatlock's Millions
Wanda Hendrix - John Lund Comedy Very Good
107 Min.

Sunday 1800-2030
Look For The Silver Lining
June Haver - Ray Bolger Musical Excellent
110 Min.

Monday—2030 Only
Best Years Of Our Lives
Myrna Loy - Fredric March Post War Drama
Excellent 185 Min. News

Tuesday
She
Randolph Scott Action Good 100 Min.

Wednesday
Keep 'em Flying
Abbott & Costello Comedy Good 100 Min. News

Thursday
My Brother Jonathan
Michael Denison - Dulcie Gray Melodrama Good
107 Min.

Kiddie Show Each Saturday At 1000
Two Showings Each Day At 7800 and 2030

FOLLOW THE FURTHER ADVENTURES OF
LITL ABNER ON PAGE 8

LISTEN FELLECS—here's our old pal-up friend Pat Hall who's in the limelight again. And for what? You'd never guess. A national association of chiropractors have decided he has the world's most beautiful feet (they're down there in the net). The Universal-International started, for the sake of the record, hails from the town of Aberdeen, Md.

LIBRARY

By Frances Howell
Upon his death in 1911 Joseph Hopkin, an American newspaper man and philanthropist, bequeathed a fund of money for the establishment of the Columbia University school of Journalism and provided that the yearly interest be used as prizes. These awards, first made in 1917, went to the best American drama, the best books of biography, history, and (from 1921) poetry, published by American authors. Awards are also given for the best work done in five distinct fields by American journalists.

Just recently the awards for 1948 were announced, and it is surprising to note that the winning fiction never reached that dubious kingdom of best sellers. The author: James Gould Cozzens. The book: **GUARD OF HONOR**. The story covers three days in 1914—a huge air training camp in Florida. The events of those days—a near-race riot, the deaths of a group of paratroopers, a visit from Washington, etc.—are sketched up when the commanding officer remarks "Our publicity hasn't been too good this week."

Not surprising in the least is the winner of the biography award—Robert Sherwood's **ROOSEVELT AND HOPKINS**. The author, a nephew of both Roosevelt and Hopkins and some forty filing cases of papers left by the latter as a basis for his study. In it he reconstructs the relationship of Hopkins to Roosevelt, and the part played by Hopkins during the crucial years. What makes for such interesting reading are the many anecdotes and glimpses of what went on behind the scenes. Peter Vereck, an instructor at Smith, won the poetry award with his first collection of verse, **TERROR AND DECORUM**. The poems, most of them referring to war experiences possess a certain freshness and depth, but one critic is of the opinion that Mr. Vereck as a poet has a great deal to learn.

If you should be walking down Broadway, you would see the winner of the drama award in lights—Miller's **DEATH OF A SALESMAN**. He has written of the life of an American salesman who does not realize the American dream and in it is a tragic note which speaks much food for thought. Worth reading, but not on the list. The poetry award went to Frank Nichols' **DISRUPTION OF AMERICAN DEMOCRACY**. He has written a very colorful political history of the United States from 1789 to 1861, dealing in particular with the reasons for the break-up of the Democratic party which had been in power for more than a third of a century.

Master Sergeants Made Permanent

According to a recent Marine Corps Memorandum, warrants of all MSets of the regular Marine Corps will be changed from "temporary" to "permanent."

The date of rank will remain the same as that presently held in their temporary status as MSets. All warrants issued subsequent to June 3, will be permanent.

A notation will be made in the service record book and on the



Flyers Win Ninth Straight Before Bowing To Camp Lejeune By 8-4

Down Langley Army Air Field, 15-11 And Crush Fort Monroe Army Base 21-2

Last week, Cherry Point's sizzling diamond club stretched its red-hot winning streak to 7 straight by blasting Langley Field and Fort Monroe in a 15-11 and 21-2 victory respectively.

The Flyers subdued Langley, 15-11, on June 21, then feasted on Fort Monroe, 21-2, the following afternoon.

Ray Warzyniak, Cherry Point catcher, rocked the rafters with a savage hitting display during the two-game jaunt. He collected eight blows for nine trips to the plate, rocked the stands with two homers, and turned the difficult "hat trick" against Langley by connecting for a homer, triple, double and single in five appearances.

Langley Outslugged
The flashy Flyers started off with massacre in their eyes against the outclassed Langley nine. Hardy Holloway belted a four-bagger with one on in the first, and the locals added another tally for good measure in that stanza.

After a brief rest during the next three frames, in which they totaled only three more markers, the Cherry Pointers went to work in earnest with a fat run in the fifth inning that put them in front 13-3. Tom Biggs' extra base hitting and wildness on the part of Fort Monroe's hurler proved decisive factors in the rally.

Starter Don Buchanan had to have help from Shorty Fenn to stave off late Langley rallies. The losers enjoyed the biggest threat in the bottom of the sixth when they matched a pair of walks with four hits to push across five runs.

Monroe Wilted
Any resemblance between a hard-fought baseball scrap and the Cherry Point-Fort Monroe encounter was purely coincidental.

The doughboys were forced to watch Warzyniak, who collected four-for-four, and his power slugger mates reduced the contest to shambles with 17 runs in three important innings.

Behind 1-0 going into the third, the Marines combed doughboy defenses for four singles, two walks and a double to produce six tallies. Not content to stop there, the Flyers surpassed this total with seven more runs in the fourth.

The leathernecks tapered off their attack in the fifth, crossing paydirt only 4 times. Becoming exhausted after so much base-running, the final two stanzas passed peacefully since the locals weren't in the mood to stage an All-Corps Track Meet.

Fort Monroe collected only eight singles off winner Johnny Fitzgibbons, who went the route for the triumph. They pieced together two blows in the second for one run, and scored their remaining marker in the third inning with another pair of singles.

Monroe Forfeits Two
Cherry Point made it 9 in a row without even taking the field against Fort Monroe last Saturday and Sunday.

The Flyers had been slated to meet the doughboys, but the soldiers requested cancellation of both tilts and agreed to forfeit the games.

Inning Totals: (1st)
Cherry Point 310 271 010-15
Langley Field 201 005 210-11

Buchanan, Fenn and Warzyniak; Baker, Maness and Grabowsky; (2nd)

Cherry Point 006 742 200-21
Fort Monroe 011 000 000-2

El Toro Golfers To Enter Calif. Publinks Tourney

Four members of El Toro's golf team will tee off Sunday at Griffith Park, Los Angeles for the 36-hole district qualifying round in the National Public Links amateur championships.

Representing the base will be Bob Bissett, Jack Davison, Frank McMannus, and Byron Heldt. Play will be over 18 holes on each of the Park's two courses—Wilson and Harding. (From the El Toro "Flight Jacket").

Cherry Pt. To Form Swimming Squad

Already boasting a first rate baseball team, a top-notch boxing outfit and a better-than-average football eleven, Cherry Point is ready to embark on another important sporting project—varsity swimming.

The move to form a club, eligible for 6th Naval District and possible All-Navy competition, started with the arrival of 1st Lt. Charles W. Weitzel from El Toro a couple weeks back. Himself an expert swimmer, Weitzel started casting about for candidates to form the nucleus of a local varsity team. Already, he has attracted several potential stars to the fold, many of them intramural winners.

While at El Toro, Lt. Weitzel coached the crack El Toro swimming outfit to West Coast championships in 1947 and 48. In addition, he headed a group of West Coast All Stars, composed of Naval personnel from Alaska to the Canal Zone, in the All Navy finals in 1948.

Team Set To Form
The current swimming club won't be selected until after the intramural races are over. However, it will be completed before July 26 when the team travels to Jacksonville, Fla. for the 6th Naval event. Winners there will enter the South-Central Group and finally the All-Navy tournament.

A swimming squad, composed of a tentative list of varsity candidates, has been formed and is already working out in preparation for 6th Naval competition. However, this list is by no means final and any interested parties are urged to contact Lt. Weitzel in the Drill Hall, or phone 5183.

Members of the swimming squad include: Lt. C. W. Weitzel, coach; Capt. W. T. Porter, distance; Capt. W. T. Vergote, sprint; HA J. W. Coakley, backstroke; SSGT. D. J. Norman, Ind. Medley; Sgt. R. H. Anderson, sprint; Cpl. L. L. Bunch, sprint; Sgt. J. J. Norton, Distance; Cpl. P. G. Grixton, Distance; Pfc. Russell, Diver; Cpl. Evans, Diver; Cpl. I. N. Sibilla, Breast Stroke.

INTRAMURAL SOFTBALL

STANDINGS		This Week (28)	
American League	National League	W	L
VMP 114	4	VMP 531	3
SMS 14	4	HQ 8-2	0
ABS 21	3	VMP 153	1
AS 46	3	HQ 8-11	1
VMP 334	3	SMS 11	2
HQ 8-11	2	ABS 22	2
VMP 252	1	VMP 224	2
AS 41	1	HQ 2-12	2
MA 9-1	1	VMP 1	1
VMP 225	0	VMP 461	1
VMP 223	0	MWS 2	1
		HQ 8-8	0

RESULTS	
American League	National League
SMS 15-11 VMP 4-1	AS 1-3
VMP 55-11 VMA 6-1	MA 1-1
AS 8-11 VMA 6-1	AS 4-1
AS 8-11 VMA 6-1	AS 4-1

INTRAMURAL SWIMMING
The Intramural Swimming Tournament will be held in Combat Training Pool No. 2 on July 6, 7, and 8. This will be the first sport under the 1949-50 calendar.



PLAYER OF THE WEEK
THIS WEEK'S Intramural star is Pfc. Frederick Cuelo of ABS-22. Cuelo, the leading batter in the Southball National League has hit safely five time in six at bats to spark the Air Basers with an .833 batting average.

ABOUT THE POINT

By BILL KENNEDY

On Monday, Cherry Point's Flyers put their nine game baseball winning streak on the line against powerful Camp Lejeune. The locals received the distinction of entering the contest as slight favorites because of their amazing comeback swing, one of the most discussed topics in Middle Eastern Service Conference diamond circles.

Naturally, most observers are looking for answers. That's usually the case when anything out of the ordinary occurs. They'd like to ponder over the factors that turned a baseball weakling into something resembling the 210-pound Superman who flexes his muscles on the pages of many health treatment advertisements.

Replacements could be one answer. In part, replacements have aided the club a great deal. Several skilled players are now providing the outfit with a strong diamond background. Still, replacements alone can't do the trick. The early season slumps of the paper-strong Boston Red Sox will testify to that. You need teamwork, too. The plain old-fashioned ingredient of men cooperating together and setting aside the stamp of individualism is hard to achieve, but it's being done here. An outstanding slugger, a star hurler, and a fielding perfectionist draw gasps but don't accomplish much toward a pennant by acting as individuals. The player who is capable and subordinates his interest to those of his mates' is worth his weight in gold.

Perhaps Coach Jack Bada realized this fact when he assumed the diamond reins at Cherry Point. The youthful lieutenant, confronted with individualism in many instances, went all out to emphasize the spirit of team unity. The record is proof of his degree of success. The present Marine prey has allowed his charges to absorb most of the limelight—and they deserve it—but we feel he rates a pat on the back for the fire, enthusiasm and energy he's directed toward instilling unity into his pupils. They learn their lessons well.

Wrestlers Wanted
Wrestling has been bobbing up in Cherry Point gossip lately. The "scrut and broom" art, a stranger to these parts, may be making out sizable wrestling representations that have accrued piles of trophies. Personnel on this installation haven't been among those winning groups since we've fielded no teams.

Right now, there is a move underway to start a mat squad at Cherry Point. Pretty soon a concentrated effort is going to be made to collect a crew of interested parties and put them through their paces. If you'll remember, it was only last September that many scoffed when SSGT. Johnny Tinsley took a crew of raw, untrained kids and developed them into a group of top-notch contenders who grabbed titles, press notices, and scored two members to the All-Navy finals.

Wrestling can offer the same opportunity, since we have a capable instructor stationed here. Major R. R. Ayres, Jr., former coach of El Toro's crack clubs just a short while back, is ready, willing and able to give Cherry Point another "first" in the world of sports. You can contact the Major by visiting ABS-22 or phoning 1560. If enough of you get in touch with him, you may find yourself sharing the headlines along with Bianquillo and Lara.

All Star Picks
Here are our All-Star selections for major league baseball. If you don't like them, you can be sure of one fact—you'll have lots of company!
In the American League, it would read something like this: Gus Zernial, Chicago first; Joe Gordon, Cleveland, second; Ed Jost, Philadelphia short; George Kell, Detroit, third; Ted Williams, Boston, left field; Don DiMaggio, Boston, center field; Tom Henrich, New York, right field; Vic Ferra, New York, catcher; We'll take four pitchers for one day, and they'd be—(1) Vic Raschi, New York; (2) Bob Lemon, Cleveland; (3) Virgil Trucks, Detroit; (4) Alex Kellner, Philadelphia.

Our National League would include: Ed Waikus, Philadelphia, first; Jack Robinson, Brooklyn, second; Pee Wee Reese, Brooklyn, short; Andy Paiko, Chicago, third; Roy Campanella, Brooklyn, catcher; Stan Musial, St. Louis, left field; Del Ennis, Philadelphia, center field; Our pitching staff would include: (1) Howard Pellet, St. Louis; (2) Robin Roberts, Philadelphia; (3) Vern Bickford, Boston; (4) Ken Raffensberger, Cincinnati.

Petkovich KO'd In 7th; 8th Frame Rolly Fails

By Sgt. Bill Kennedy

Camp Lejeune's smooth-working baseball club snapped Cherry Point's nine game victory streak with an 8-4 triumph at the local diamond on Monday afternoon. The setback, third at the hands of Lejeune this season, caught the Flyers without the services of third baseman Hardy Holloway, who was absent and unable to don a uniform.

Righthander Tony Petkovich, ace Flyer finger, started off for Cherry Point and was nipped for all eight Lejeune tallies. He was relieved by "Frenchy" St. Amant in the top of the seventh and "Frenchy" went on to finish Diamond native Teddy McCollum hurling scoreless ball for seven innings before the sun and local woodworkers combined to drive him to shelter in the bottom of eighth with a four run barrage.

Error Proves Help
Throttled by the smooth working McCollum for the first time in frames, the "Hollowayless" Cherry Pointers ignited for a brief ramp producing explosion in the eighth. After leadoff man Tom Sheppard singled and was forced at second by pinchhitter "Red" Hagan, St. Amant aided his own cause by blasting a tremendous double into left center. The blast scored Hagan with the Flyers first run of the day.

A walk to Jack Romanak brought Lejeune's manager out to the mound and relief pitcher Tom Noble into the game. However, Tom Biggs greeted Noble with a two base smash that sent St. Amant across the platter before Olkowitz fanned for the second out.

With Rommy on third and Biggs on second, Schmagel walked to fill the bases. This piece of inept control brought up slugger Ray Warzyniak, current batting rage of the local nine.

Extremely wary of Ray's banging eye, Lejeune catcher Hubary tried to make the final out by nipping Schmagel off first, only to see the ball spin into right field. The right fielder fired back into the plate to try and cut off at least one Flyer tally. However, the spheroid scooped right past Hubary and rolled back to the stands.

In the ensuing confusion, both Romanak and Biggs tallied with runs number three and four. Schmagel, who'd crossed the plate, was sent back to third base by the ump's, who stated he couldn't see a runner anywhere than third base. Warzyniak, who'd fanned to extinguish the scoring blaze.

Flyers Throttled
Apart from the eighth, however, it was strictly a one sided affair. Three costly errors and "White" Bishop's single provided the visitors with a brace of early markers in the third. Spencer's "Pee-wee" sacrifice and Ragnovich's single made it 8-0 in the fourth.

The victors chased Petkovich with three in the seventh. Chew opened with a Texas league blooper that dropped untouched into left center. Oseil, Lejeune cleanup man, cracked the first pitch for a steaming double down the first base line, sending Cheval home with run number 6 for the afternoon. Spencer went to third, and Oseil dashed across when Reggie Big couldn't hang onto the former's long drive into deep left. The blow went into the books as a three base error.

At this point St. Amant took over and quieted the uprising after Pezaza singled in Spencer to end Lejeune's run-making for the afternoon.

Highlight and Sidelight
Tommy Biggs' splendid judgment in the fifth gained a quick force at second when he tossed to keystones Jack Romanak at the last moment after juggling the ball for what seemed to be a certain "hot corner" error, was reported in a let somewhere between St. Louis and the base while the contest was taking place. The local could have used him badly, both in the field and at the plate, as subsequent events proved.

Score By Innings:
Camp Lejeune 002 102 000-4
Cherry Point 000 000 000-4
Tony Petkovich, St. Amant (7) and Warzyniak, McCollum, Noble (8) and Hubary.

(Continued from P. 1)

... Pensacola, Fla., where he was assigned as instructor at the Naval Aviator's School and at Parris Island, South Carolina, photographing the island and making a large mosaic map which was used in the development of that facility.

The summer of 1932 saw the Colonel back in Nicaragua, and for the next two years his time was divided between Quantico, Haiti and Nicaragua. After service at St. Thomas, Virgin Islands, he returned to the United States in August, 1935, to attend a course of instruction at the Air Corps Tactical School, Maxwell Field, Montgomery, Alabama.

Following the completion of his course he was ordered to San Diego, California, to Marine Aircraft Two. He assumed command of Marine Bombing Squadron Two on July 1, 1938. While leading this squadron the Colonel actively participated in aircraft carrier operations.

In 1940 Colonel Boyden was detached to the Division of Naval Intelligence at Washington, D. C., for indoctrination in his new assignment. . . that of Naval Attaché for Air at Havana, Cuba, which duty also entailed being attached at Port-au-Prince, Haiti.

The Colonel's many years of service and varied exploits in the Caribbean area have raised him to a position of high regard and esteem with the peoples of the Caribbean and Central America. He remained in his Cuban assignment until the early fall of 1941, at which time he reported for duty in the Division of Aviation at Marine Corps Headquarters. A time later he was detached to the Marine Corps Air Station, Cherry Point North, Carolina, as part of Staff of the Third Marine Aircraft Wing. Following this he was detached to duty in the Army Air Staff College which included the Air Force School of Applied Tactics and the Command General Staff School at Leavenworth. Then he reported to Marine Fleet Air, West Coast San Diego and left for Pacific service in July, 1944.

During this overseas tour of duty, Colonel Boyden served as Staff, Second Marine Aircraft Wing, participating in that capacity in the Palau and Okinawa operation. He was awarded the Legion of Merit with combat "V" for duty at Okinawa. Following a short tour of duty at Marine Corps Headquarters he assumed command of the Marine Corps Air Station, Santa Barbara, California.

While at that station he was transferred to Cherry Point. For about two years he served as an associate member of the Marine Corps Board of Headquarters Marine Corps. He has been Assistant Commander, Second Marine Aircraft Wing since April, 1947, until his retirement.

During the course of his career Colonel Boyden has received a letter of commendation from the Secretary of the Navy for highest honor in free gunnery one year.

He has received numerous other letters of commendation for gunnery and bombing with Marine Aviation units, and today after thirty years of service, is still an active aviator.

In addition to the Distinguished Flying Cross, Colonel Boyden lists among his decorations and medals, the Legion of Merit with combat "V", Presidential Unit Citation; Legion Corps Expeditionary Medal; two bronze stars; World War Victory Medal; Second Nicaraguan Campaign Medal; American Defense Service Medal; Base Assault Asiatic-Pacific Campaign Medal with one bronze star; American Theatre Medal; World War II Victory Medal; Nicaraguan Cross of Honor; Medal of the Haitian Republic; Medal of Honor and Merit with "V"; Cuban Order of the National Hero; Cuban Order of the National Hero First Class with "V"; and the Cuban Red Cross Medal of the Order of Honor and Merit Bank of Comendador.

THE THOUGHTFUL ONE
I never remembered thought is like a beacon in the night. Without it—I am lost. And with it—all is right.

The above is a poem written by her husband by Mrs. Margaret M. Boyden. She will spend the summer with her son Richmond, at Asheville, N. C., at the home of the Colonel's daughter, Miss Majorie Pearson, Richmond, Hill.



STATION FIRST GRADE school children in their class. The children graduated recently and will attend school in New Bern and Havelock. The teacher in the photo is Mrs. L. M. Swindell. Photo was taken at the Station Nursery-Kinderergarten by Staff Photographer R. L. Mills.

RIFLE RANGE

By Sgt. P. L. Brady
(M-1) Capt. W. H. Kellogg, VMR-252, captured the top spot on the rifle range this week with a score of 218 (expert) on the M-1 rifle. He was the only one to make the expert class for the week. (What happened to all the "troops" Friday?)

Pfc. G. S. Willard took the Sharpshooter top spot with a score of 216. He reported from MWSSG-2. All of the troops were complaining about the "hot weather" here at the range, and when it rained Thursday, no one had the right dope on their weapons.

There has been a new regulation set forth for the range. It states: "While on the firing line the Australian crawl stroke is hereby illegal." Oh yes, it rains here, too!

(Garbine) TSgt. C. W. Sugg, MAG-15, ran away with the top place in the Garbine division this week with a score of 254 (expert). SSgt. D. H. Tynes, and TSgt. R. E. Stevens, both of MAG-15, tied for second place with a score of 253. (Pistol, Cal. 38) SSgt. A. H. Wright won the high spot with a score of 372 (expert). That goes to show you that no matter how old you are, you can still win.

(NOTE) Due to a slight error in printing last week, there was a misfire on the score of TSgt. D. J. Clemons. He fired 233, not 225, as listed.

C. P. Plays Host

(Continued from P. 1)
within the section are eligible to send entrants, though only 12 or 13 of the stronger clubs are expected to do so.

Unlike the basketball event, only the Sixth Naval tournament will occur at Cherry Point. The winner will journey to New Orleans, La. for a chance at the South-Central title. The South-Central group is composed of champions from the Sixth, Eighth and Ninth Naval Districts.

Reminiscence of Basketball

The affair will remind fans of the combined Sixth Naval and South-Central Basketball classic held in the Drill Hall late last winter. The hoop spectators who attended were treated to a truly amazing exhibition sparked by the heroic, uphill struggle of the Camp Lejeune Marines, who played almost ten nights straight to sweep to victory in both tournaments.

Among teams eligible to bring their diamond representatives to Cherry Point for the show are Camp Lejeune, Parris Island, Memphis NATTC, Jacksonville NAS, Pensacola NAS, and naval clubs from the Charleston, S. C. area. Cherry Point's own Flyers, if they continue their present pace, may find them-

INTRAMURAL STANDINGS

SSgt. Czeleski and Lt. Mooney of MAG-16 picked up 26 and 22 points, respectively, in the sailboat races held at Sloucm Creek to give the Controlmen second place in the commanding General's Cup race. The 48 Points gave them first place in total points, exactly twice as many as their rival, VMR-252, who wound up the season with 24 points in the sailboat races and third in the final Intramural standings, with 23.

In the sailboat racing finals, held last Sunday, Czeleski was first, Pfc. Tatt, VMT-1, second; Capt. Hughes, MWSS-2, third; Lt. Mooney, fourth; Lt. Brown, AES-6, fifth; Capt. Skinner, VMR-252, sixth; Lt. Hill, VMP-461, seventh; SSI. Longstreet, VMR-252, eighth; MSt. Borden, HQSq-24, ninth and Cpl. Shultz, HQSq-24, tenth.

The complete Intramural standings are as follows:

Squadron	Points
VES-46	33
MAG-16	26
VMR-252	23
HQSq-MCAS	14
AES-11	5
VMP-223	5
VMT-1	4
VMP-161	4
VMR-153	3
VMP-122	3
AMF (N)-531	2
Heron-2	2
AES-12	1
Heron-11	1
VMP-221	1
(M)-111	1
Heron-14	1
HQSq-21	1

LONG WEEKEND

According to a Joint AirFMF, Lant and Bases Memorandum dated June 27, holiday routine will prevail for military and civilian personnel of these commands on Monday, July 4, in observance of Independence Day.

Seven-day-hour passes may be issued to military personnel for the period of July 2 to July 4. At least 25% of the personnel of each unit will be retained on board at all times.

As yet, final plans regarding playing time, rules and regulations have not been drawn up for the Sixth Naval Show.

Customer: "Have you anything for gray hair?"
Cosmetics Durgist: "Nothing, madam, but the greatest respect."

Point Goes 'All Out' In Fund Campaigns

Cherry Point has demonstrated the meaning of the words "all-out" during the past several months, when thousands upon thousands of dollars were contributed by air station personnel, both military and civilian, in various fund-raising campaigns.

The military and civilian personnel started this year's campaigns with an "over the top" contribution to the March of Dimes. With over \$12,000 going to the National Association for Prevention of Infantile Paralysis, Cherry Point added greatly to the Craven county campaign coffers.

Following the March of Dimes came the annual Red Cross Fund Drive, and once again the results were outstanding.

With the advent of the recent Navy Relief Drive, climaxed by a giant "all-hands" Marine-Civilian dance, everyone pitched in to make this year's fund campaign one to remember.

Following an air show put on at the New Bern air port, Cherry Point was credited with another \$329,000 added to the Red Cross fund.

Last year, personnel of the "Largest MCAS in the World" handed out a \$145,525 contribution to the Community Chest Drive.

There has been no Community Chest campaign for this year.

Item	Amount
Grand total of the three fund raising campaigns for this year, showing overall contributions to:	
March of Dimes	\$11,751.10
Red Cross	\$ 4,558.30
Navy Relief	\$ 6,530.69
Total	\$22,840.09

DIVINE SERVICES

PROTESTANT SERVICES
9615 Sun.—Sunday School (Nursery)
1020 Sun.—Worship Service—Main Chapel
1820 Tue.—Youth Fellowship Recreation Center 2nd Deck
1900 Wed.—Choir Rehearsal

CATHOLIC SERVICES
Sunday Masses—0645-0845-1200
Baptisms—1130 Sundays
Weekday Masses—0700 St. Michael's Chapel
Novena Devotions—1900 Tuesdays, St. Michael's Chapel
Sunday School—0900 Saturdays, St. Michael's Chapel
Confessions—1930-2100 Saturdays, St. Michael's Chapel
Holidays—0645-1200-1645 Station, Chapel

JEWISH SERVICES
2000 Wed.—Divine Worship in Protestant Wing
1920 Sun.—Evening Worship
CHERRY POINT COMMUNITY CHURCH
1100 Sun.—Morning Worship
1815 Sun.—Christian Endeavor

Linksmen Travel To Camp Lejeune

This week, several of Cherry Point's golfing stars travelled to Camp Lejeune to start Sixth Naval Tournament qualification.

The four lowest scorers, determined by medalist play, were to be sent to Parris Island for the All Navy Golf show, starting July 5 and continuing for three days. If any of the group pass the Sixth Naval show with flying colors and a South-Central qualification score, they will be sent to the Group tournament in New Orleans. All-star squads from both the 8th, 8th and 9th districts are scheduled to play there July 17.

Winners in the South-Central Group show would be eligible for All Navy competition.

SSgt. Bill Beverly, Cherry Point's sharpshooting low scorer, headed the local delegation to Lejeune. Beverly has been one of the link's squad's shining lights this year and turned in an especially noteworthy performance in the ABBSC tournament a couple weeks ago.

Major Jack Cosley, Captain Steve Warren, Lt. Bob Millane, Pfc. Duane Haley, Pfc. Emory Lee and C. Bill Price were among the candidates trying out for a berth on the Sixth Naval District squad. Lt. Charley Weitzel, Cherry Point swimming coach, travelled along with the team as official scorer.

VMR-252 Stars In Reserve Airlift

By Lt. Dave Reid

That "stuff" we spoke of a couple of weeks ago now has the "fan" bore-sighted and we're working like crazy. The itineraries for the last two weeks would make Terry and Hot Shot Charlie's Air Corps look like bush league barn stormers. A sort of shapies up like this. Thirteenth Signal Corps from Camp Lejeune to Jackson, Miss., and tenth Infantry Battalion from New Orleans to Camp Lejeune—total of 445 troops, and 38,531 lbs. of cargo. Third Infantry Battalion from Norfolk to St. Louis, and the 28th Infantry Battalion from Detroit to Norfolk—total, 865 troops, 64,497 lbs. of cargo. At Norfolk, the Third Infantry Battalion (348 men and 31,034 lbs. of cargo) were airborne 25 minutes after they arrived at the air field—efficiency like that is attained only by people who know what they are doing and hustling like hell!

Besides proving to ourselves what we can do when put to a test, this week's work also brought to light two up and coming radio announcers and weather broadcasters in Lts. HOFMEISTER and FAIRCCHILD. "Hoofs" crunch by crunch description of the jets crack-up was quite colorful and realistic while "Hoofs" dissertation on the Akron weather and his chartered course and all the many reasons why he chose it was really something to rock work to sleep. All in all, the week's work was quite a success, and from present indications the whole summer will be a repetition.

We would like to take this opportunity to welcome Captain K. L. MOOS and Lt. J. G. KELLY into our squadron. Capt. MOOS has just completed the junior course at the Amphibious Warfare School at Quantico, Va. Lt. KELLY completed a regular tour of duty at El Toro.

Strength Of Services

(From the Army-Navy Journal)
Total strength of the Armed Forces on 31 May was placed at 1,618,900, a drop of 11,700 from 30 April. During May, 23,418 enlistments were obtained in the Army, Navy, Air Force and Marine Corps.

Strength of the Air Force during the 30 April-31 May period rose from 418,500 to 419,800. The Navy strength dropped 1700 to 447,000, and the Marine Corps had a decrease of 400 to 86,500.

It was reported that Army commanders have been advised that recent enlistment quotas have been removed and that full-scale recruiting is to be resumed in order to make up for the current shortage.

Stop !! Lil Abner Starts On Page Five This Week



GOOD TIME TO TAKE LEAVE

Sgt. John Buckley
What with the shortages of this, that, and everything else, many people are taking leave from the squadron.

The stunt team off again for five days with stops at Grrosse Ile and New Orleans. Five other jets in St. Louis for the McDonnell birthday party. Hardly anyone around with Capt. KNAFF, Lts. Ness and Palmer on the pistol range.

A "fast well quick" message to Lt. J. R. WEAVER who sustained injuries in crash landing his jet at Evansville, Ind. enroute to St. Louis.

With one "Whoosh-Bird" down at Fort Knox, Kentucky many of the R-4M were clamoring to get a board to repair ship (propaganda) Marines will go anywhere. Thinking of Fort Knox reminds us of the song "I've Got Pockets That Jingle, Jingle." You Army boys guard that piggy bank well.

I got me some dough there.
Pudgy, likable TSgt. STOXTON "Interloping" at Atlantic Beach with Mrs. STOXTON and little Miss STOUTON.

Howdy Pard, to TSgt. L. E. MONDIE springing up on the Change sheet room in Torrey, California.

Scramble by SAVOY, helping point MAXWELL's Palatial Palace in New Bern.

GROUP GRIPE
Dear Cooie Cola Co. and People-

The one-armed Nickle Grabbin' Galvanized Liquid Juke-Box in the hanger has put the boys on the rocky road to the poor house. To What. In the hole.

"Stinky" SWANSON 10c
Lies "MAXELLA" 15c
Those "Fingers" BROWN 25c
The Eggs "MOORE" 5c
Hop "Head" DAVIS 20c
Now if something isn't done about this gastronomic Gulpin' Cook, guess an A-Bomb to you by return mail.

Bankrupt 122

sets EANES, NEITZ, AND WALDIN, disarming, bound, will be missed in the outfit come goodbye day.

"Slim" BEAL, dating some one who is definitely no unbooted Wren. Watch those orange blossoms and wedding bells, son?

Since we are on the scene wearing the green, we'll wager a duce of blips that Dick DOMBECK doesn't get four riders to Eljardo, Torrey, Iowa, not this week, maybe next November?

Philipp HILLARD, our favorite soldier man, around the U. S. Treasury is running out of money. His money.

Joe (Elephant Boy) STOCK battling the mid-riff bulge for forthcoming football practice. Tubby is down to a shadow weighing 220 pounds of his former solid self!

