

FLYERS CRUSH PHILADELPHIA NAVY, 47-2, IN SMASHING VICTORY



M Sgt. E. J. Monagle, NC0int, G-1 Station pictured above after being sold a \$25 Savings Bond by Station Bond Director, Captain S. M. Taylor, Jr. Sgt. Monagle says, "More money now, its time I saved a few shekels." Brigadier General I. W. Miller has set aside the period 21 November through 2 December as the Pay Raise Bond (Anvass).

(Story on Page 5)

Airmen, Ground Aerials; Win With Land Assault

By George Ene

Cherry Point's offensive minded football machine unleashed a devastating ground assault Saturday to crush the Philadelphia Navy, 47 to 2, at the Sailor's home field, with offense and more offense being the keynote in the contest as the smartly coached Flyers posted a tremendous victory, their second in a row.

The Flyers displayed a strong running attack and the aggressive and rugged CP forward wall hog-tied the Navy backs all afternoon. The lads from up Philadelphia way couldn't catch fire whenever they got their paws on the oval and were more or less forced to dig in and attempt to hold down the score with their unorthodox defense.

Coach Tuma's forces struck swiftly in the initial chapter for their first of seven touchdowns. A short Bluejacket punt from deep in the end zone went out of bounds on the 35 and Jim Bond reeled off 30 yards on the first CP play, placing the ball in the shadow of the Navy goal posts, setting up the Flyers initial six pointer. Two plays later Bond crashed over for the touchdown and Pilon converted his first of five successful conversions to send the North Carolina Marines out into a lead that was never relinquished or threatened.

Our classy team built up a commanding 20-0 lead at halftime and left little doubt remain in the minds of the fans as to whether or not the visitors from Dixie would emerge victors. The second half was a carbon copy of the first and the Flyers, wasted little time in scoring the first of four touchdowns they tallied in the final two quarters of action.

There were many stars on the field Saturday for all the boys played a hard, slashing brand of football, but two long runs highlighted the contest, a beautiful 55 yard jaunt by Jack Christiansen behind good downfield blocking and Tony Kapelewski's 40 yard dash to the Navy four, both in the third quarter.

The local line, spearheaded by Saxon, Cleveland, Brown, Erfert, Deckery, Leonly and Ernie Davis, was a thorn-in-the-side of the Navy all afternoon.

Tom Shepherd and Jack Christiansen saw pay dirt twice and Jim Rogd, Tony Kapelewski and Walt Anderson crossed the goal line once. And Danny Theopolous, Al Cullen and Jess Thompson turned in an inspiring brand of football in the backfield for Cherry Point.

Flying Technique Of Pilots Saves Two '212' Planes

Recently two VME-212 aircraft were saved from damage due to the commendable flying technique of pilots concerned.

On October 17, Captain "Pete" Tonnema, TAD from Headquarters Squadron, MAG-14, experienced an emergency due to malfunction of landing gear. This was to be the first of two similar emergencies in F4U-4 type aircraft, the handling of which favorably bolstered the record of Naval Aviation.

The U. S. S. Palau (CVE-122), cruising in the blue waters of the Caribbean, South of Guantanamo Bay, Cuba, was the base of operations. Capt. Tonnema was launched for a training flight, but soon after the take-off noticed his hydraulic pressure had dropped to zero. After an exchange of words (Continued on Page 8)

Traffic Deaths For Marines Number 86

Washington, D. C.—Of the 86 Marines who died as a result of traffic accidents during the preceding year, July 1, 1948-August 31, 1949, Headquarters Marine Corps states: "The greatest tragedy is that this loss of life was unnecessary and could have been avoided. The majority of these accidents would never have occurred had the Marines exercised even a minimum of normal caution and judgement. Most of the accidents resulted from excessive speed, defective vehicles, and drivers unduly tired or under the influence of intoxicants."

Auto Inspection CO's To Check Private Vehicles By December 15

All privately owned vehicles on the Station will be inspected by commanding officers of each station squadron before December 15, a recent Station memo declared. All vehicles, belonging to Station personnel, not inspected prior to December 15, should be reported to the Provost Marshal on that date to avoid cancellation of their registration and permits. (Civilian personnel with presently registered vehicles will have them inspected at a later date. However, vehicles of questionable mechanical condition will, in the meantime, be given spot checks by the Provost Marshal, the memo stated.

The vehicles will be checked for: Front and Rear Bumpers; headlights, upper and lower beam; working lights; windshield wiper (check for operation); tail light; horn; emergency brake; condition of steering mechanism; and brakes; check at 20 MPH.

National Geographic Famous Writer Visits Station

Mr. Frederick Simplich Jr., feature writer for National Geographic Magazine, which has a monthly circulation of over 2,000,000 copies, is here at Cherry Point acquiring material for a story he is writing for the Marine Corps, to be published in the spring. The MAF and MAW is providing transportation for Mr. Simplich and an AFM photographer for the purpose of visiting East Coast Bases. He was already called on Parris Island and Camp Lejeune. Our distinguished visitor is no stranger to the writing game. At the turn of the century he covered the Boxer Rebellion in China, and one time was editor of Shanghai and Manila newspapers.

6 Marines Assigned To Joint Chiefs Of Staff Organization

During the recent Congressional testimony, General Omar N. Bradley, Chairman, Joint Chiefs of Staff, reported that six Marine Corps officers were now assigned to the Joint Chiefs of Staff organization. He said the Marine Corps representation approximated six per cent of the Navy membership.

The names and assignments of the Marine Corps JCS members are as follows: Col. Verne J. McCaul, Joint Strategic Plans Group; Col. Jesse S. Cook, Jr. and Lt. Col. Sidney S. Wade, Joint Logistics Plans Group; Col. Paul A. Putnam, Joint Intelligence Group; Maj. George R. Helmer, Joint Intelligence Group, secretariat; and 1st Lt. Richard E. Smith, aide to the Director, JCS.

SAME OLD SONG

'If I Had My Life To Live Over ...'

So you have a long week-end, or maybe it's a leave, and you're driving and in a hurry to reach your destination. Have to get there quick, don't you? Got to give her a little more gas. Well, that's your business. It's your life. And to each his own. But what is it going to get you? A little more time at home. A few more minutes here and there. Really means a lot to you, doesn't it, getting there in a hurry? Of course it does! But let's stop and think about it. Would you intentionally shorten your span of life here on earth? Bet your life you wouldn't. Yet a lot of auto drivers are doing just that. Not intentionally, of course, nevertheless they are, by giving the old buggy a little more gas. All of you men are players in this auto driving game. The stake is life and death. YOUR LIFE. Let's hold down the score. Let's play it cool. It can happen to you. It all goes down to the fellow who never expects it. Below is the 1949 score on auto accidents, and deaths as a result of them, involving Cherry Point Marines: DEATHS 7 ACCIDENTS 23

Communication School

'Point' Marine Cops Top Spot

Sergeant Paul Kirkman of HQ-Sq-2 was recently presented a letter of congratulations from Major Gen. Louis E. Woods, Commanding General, AirFMFLant and 2MAW for interest and aptitude shown in completing the Amphibious Communications, General Course last month at the U. S. Naval Amphibious Base, Little Creek, Virginia. The sergeant headed a class of 11 with a final mark of 3.5. Gaining the seven highest marks, Cherry Point Marines led the way in class standing, with Pfc. John A. Brady securing a close second with a final mark of 3.3.



Marine personnel attached to the USS Leyte (CV-32), enjoy cool refreshments at one of the many side-walk cafes in Cannes, France. (Left to Right) Cpl. James D. Baker, Pfc. William C. Smith, and Pfc. Frank Tolton. (See Story of MAG-11 In France Page 5)

THE CHERRY POINT WINDSOCK

Captain George J. King

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US Declared leader In Jet Aircraft Progress

U. S. aircraft companies and engineers have gained more experience in the design and development of jet-propelled military aircraft types than those of any other nation, according to a survey conducted by the Aircraft Industries Association, in Washington, D. C.

The United States has a total of 34 military jet aircraft types flying or being evaluated, plus some others still classified as secret, the Association declared. The British showed 24 types of jet planes at their recent annual exhibition at Farnborough.

However, the British have established leadership with jet-powered transport planes. They now have two large experimental jet transports flying and have predicted they will have production units ready for trans-Atlantic passenger service by 1952. No U. S. aircraft manufacturer has announced plans for immediate production of a jet transport.

The box score on U. S. jets: The Air Force has six multi-jet bombers 12 types of fighters, and one trainer. The Navy has seven types of jet planes in operation. The military services have five types of planes using both jet and reciprocating engines. Going even further into aeronautical frontiers, the services have three rocket-powered planes and two types with both jet and built-in rocket power. In addition, the Air Force is developing a helicopter propelled ram-jet engines.

The Association claims a "first" for the U. S. and points out that the U. S. Air Force flew the first combat type jet aircraft ahead of the British as far back as October 1, 1942. At that time the British were experimenting with jets but had not put them in combat-type planes. The first multi-jet bomber was flown in the U. S. in March, 1947; the British flew their first jet bomber, the Canberra, in 1945.

While using the basic Whittle jet engine first made in England, U. S. engineers have developed many refinements, particularly in metallurgy and other techniques to give the engines greater power and longer range.

However, in both the U. S. and Britain, the jets developed are mostly experimental, with relatively few having been produced in quantity even by peacetime standards. In the U. S. only two jet fighters have been produced in quantity with a third now, attaining such a rate. In Great Britain, only two jet fighters have been produced in quantity.

Actually, the number of jets produced in both countries combined amounts to only a "dribble" compared to World War II standards, it was said.

VFW Hits World Federation

Peace "at any price" does not appeal to the Veterans of Foreign Wars. Omar B. Ketchum, VFW legislative director, told the House Foreign Affairs Committee recently when hearings were held on a House resolution calling for organization of some form of world federation.

Mr. Ketchum said the VFW takes a "dim view" and is "suspect" of various movements and groups which "hold forth the promise of everlasting peace as a tempting appeal to the people to join in some scheme for world government. An atmosphere of generalities and obscure details surrounds most of these proposals," he pointed out.

"This resolution before your committee is an example of seemingly innocuous proposals to explore the tempting but vague delights of one world, one citizenship and one currency."

Rejects Surrender Theory
"Members of the VFW," he told the committee, "understanding by personal experience the horrors of war, and no group more earnestly desires to preserve world peace. However, they reject the theory of peace at any price."

"We believe there are some things more precious than to obtain physical peace. Freedom, human dignity and the right to govern our own lives are most precious to men who have fought all over the world to maintain those rights."

"We believe it is better to die on our feet than to live on our knees." The VFW official reiterated the stand of the organization taken at its recent national convention when a resolution was adopted declaring that the organization is "unalterably opposed" to any program which would "entail the surrender of any part of the sovereignty" of the U. S. in favor of world government.

MCJ—When victory came in 1945 more than 70,000 Marines were enrolled in MCI courses.

Vet Group Forms In Washington

A new veterans organization, called the "National Confederation of Combat Unit Associations" held its first meeting early this month in Washington, D. C.

The group, composed of veterans from more than 50 combat divisions, named Edmund G. Love, one-time Army historian, as chairman.

Veterans desiring to become members should communicate with the organization care of Post Office Box 1111, Washington 13, D. C.

MCI—The U. S. Marine Corps accepts MCI college studies toward the college credit needed for entry into the Marine officer training program.

MCI—The MCI course is as sure as the U. S. Mail. When Marines are transferred, the lessons follow them to their new stations of duty, with no interruption in the continuity of the course.

DIVINE SERVICES

PROTESTANT SERVICES
 1910 Sun.—Sunday School (Nursery)
 1930 Sun.—Worship Service Main Chapel
 1900 Tue.—Youth Fellowship Evening Center 2nd Deck
 1900 Wed.—Choir Rehearsal

CATHOLIC SERVICES
 1130 Sundays
 Weekday Masses: 6:00 St. Michael's
 Sunday Masses: 0645, 0845, 1200
 Chapel

Novena Devotions: 2000 Tuesdays, St. Michael's Chapel.
 Sunday School—Wendovers 1600-1730, St. Michael's Chapel.
 Holy Days—Masses: 0645, 1200, 1700 in Station Chapel.

JEWISH SERVICES
 2000 Wed.—Divine Worship in Protestant Chapel

CHERRY POINT COMMUNITY

Complete One Year MATS In Pacific Area

After a year's temporary assistance to fill the gap created in Pacific service when planes and personnel of the Air Force and Navy were rushed to the Berlin Airlift, Marine Transport Squadron 352 is withdrawing from the Pacific Division of the Military Air Transport Service.

Fifteen R4Ds and their crews and maintenance personnel have been released from operational control of the division and returned to the squadron which is slated to move from Barber's Point, Hawaii to the Marine Corps Air Station, El Toro, Calif., where it will base its future operations.

Flying operations ended when a Marine transport plane landed at Hickam Air Force Base, Hawaii, on October 31 from Fairfield-Suisun Air Force Base, Calif. A total of 25,000 hours were flown under the MATS banner and 25 million tons of passengers, mail and cargo were carried by the Department of Defense without an accident.

Major General Laurence S. Kuter, MATS Commander, commanded the squadron for the excellent results produced during its participation in the Pacific transport mission and said:

"When the Chief of Naval Operations more than a year ago transmitted to me an order of VMR-352 to operational control of our Pacific Division a very large proportion of Navy and Air Force planes of MATS had been sent from the Pacific for duty in the Berlin Airlift. The timely support of the Marine Squadron aided greatly in maintaining the long air line between California and Saudi Arabia."

"The Marines fitted smoothly into the Army, Navy and Air Force organization already operating in Pacific Division and gave further proof that all the Services can work together and produce satisfying results. VMR-352 flew 25,500 hours under the MATS banner and delivered 25 million tons of passenger, mail and cargo for the Department of Defense without accident. By their performance and spirit of cooperation the squadron won the wholehearted respect and admiration of all of us in MATS."

In a ceremony at the conclusion of the last flight, Rear Adm. William G. Gombinson, Commander of the Pacific Division thanked Col. Ben Z. Redfield, USMC, and his squadron for its fine contribution to MATS intergraded effort.

Col. Redfield stated, "VMR-352 has enjoyed its association with the Air Force while in MATS and feels that both organizations have benefited from that association in solving their joint and mutual problems."

Navy 'Deep Freezes' Rare Art Collection

A Navy refrigerator ship with an "ice box" full of rare paintings is enroute to the United States from Europe.

She is the USS Malabar and her cargo is an \$80,000,000 collection of 127 paintings by the likes of Rembrandt and Rubens which are to be exhibited at the National Gallery of Art starting November 30. Later they will be shown in New York, Chicago and San Francisco. The collection, which was assembled in Vienna, Austria, were unloaded at the Naval Gun Factory in Washington, D. C. on Saturday, October 22.

The Navy was requested to provide trans-Atlantic transportation for the collection so that they could be stored at a controlled temperature of 70 degrees and a stabilized humidity of 55 per cent.

Arrangements to bring the collection to the United States were made by the National Gallery of Art in Washington, the Metropolitan Museum of Art in New York and the DeYoung Museum in San Francisco.



MajGen. R. A. Robinson, Inspector General of the Marine Corps, is shown with MajGen. L. E. Woods and Capt. E. H. Potter on his recent visit to MCAS, Cherry Point. At the present time General Robinson is at Camp Lejeune conducting his annual inspection of that station.

VMR-1 had the honor of being the first Wing Unit to be inspected, since they are based at Peter Point Field and received their annual inspection along with Lejeune. (Photo by Station Photo Lab.)

Marine Corps Returning To Wartime Type Organizations

Washington, D. C., Nov. 7.—Marines, under their recently revised postwar organization, are formed into fighting units some what like the Army's and carry standard Army Weapons, but unlike the Army are trained, organized and equipped for specialized fighting—amphibious warfare—a Chicago Tribune correspondent reported to the Times Herald.

Toastmasters

1st Meeting Proves A Great Success

The first meeting to form a chapter of Toastmasters Club at Cherry Point was held Tuesday evening at the Officers Club. Forty-three officers were present, and enjoyed a program of table topics and speeches.

The acting chairman, Col. W. E. Sweetser, Jr., opened the meeting with a short introduction of the purpose and aims of Toastmasters. He then introduced Capt. Richard French as the table topic chairman of the evening. The table topic was "My Most Embarrassing Moment." Many varied and interesting experiences were promulgated by the group.

The toastmaster, Capt. Eugene Winchester, then introduced the speakers of the evening, Col. Sweetser, Comdr. J. J. Flaherty, Col. C. J. Schlapkohl, and Lt. D. Somerville. Col. Sweetser's was "What Can Toastmasters Do For You?" Lt. Somerville talked on the "Value of Speaking in the Service." Comdr. Flaherty, making his first speech, "My First Public Speech" following the outline used by Toastmasters in their basic training manual, did an excellent job. Col. Schlapkohl's subject was "What Not To Do in Public Speaking." His performance was amusing and educational, and enjoyed by all. Each speaker received constructive criticism of his speech in order that he could correct the faults which were pointed out by his critic. The general critic of the evening was Major Ross Jordan.

The chairman appointed a nominating committee consisting of Lt. Col. Homer Sterling, Lt. Comdr. T. R. Matthew, and Lt. Thos. A. Gribbin, who were requested to come up with nominations for temporary officers of the club. Nominations and elections will be held next Tuesday evening.

The general consensus of opinion among those attending was that it was a most enjoyable, profitable and entertaining evening. Officers interested in becoming

Organization of the Fleet Marine Forces two divisions resemble generally that of the Army's "triangular" division introduced in 1950 and built around three infantry regiments.

Shortly after the end of the war the Marine Corps reorganized its Fleet Marine Forces with emphasis upon the battalion combat unit as the basic unit. This was an answer to atomic warfare which requires scattered troops and an effort to cut the Marine strength to peacetime reduced budgets. The regiment was dropped.

Now the Marine Corps has reverted to its wartime organization. It has reinstated the regiment and has built its organization around the regimental combat team.

Under reduced peacetime strength, however, the Marine Corps has cut one angle from the triangular system of organization to save manpower. Instead of three rifle companies in a full battalion there are only two and instead of three rifle platoons in the rifle company there are two.

The elimination of units within the division provides a smaller peacetime Marine force which can be expanded rapidly by adding the missing companies and platoons.

The Fleet Marine Forces differ from the Army in the following important variations upon the Army organization scheme:

1. The Marines have retained the 13-man rifle squad, consisting of a sergeant and three fire teams, each consisting of a corporal, a Brownie automatic rifleman, his rifleman assistant and a rifleman-grenadier.

The Army, on the other hand, adopted a nine-man squad to replace its wartime 12-man squad.

2. The Marine division has an organic amphibious tractor battalion to transport its first assault elements from ship to shore.

3. The Marines have "platoon" battalions, or working units, which move supplies and equipment from ship to shore and then join up with engineer and other fighting units.

4. An organic tank battalion is part of the Marine division. The Army added a similar battalion to its infantry divisions after the war.

MCJ—The Marine Corps motto has been operated by the Marine Corps since its inception in 1790.

Class Of Seventeen Pledge Services At Sixth Graduation

On November 9, many guests gathered in the Officers' Club main lounge to witness the impressive sixth Gray Lady graduation ceremony at Cherry Point. Seventeen graduates pledged their volunteer service to the Hospital and Recreation Corps of the American Red Cross.

Mrs. Evelyn Vellines, Chairman of the Cherry Point Gray Lady unit opened the exercises by asking Chaplain Winter to give the invocation, and then introduced Commander McCaffrey, Executive Officer of the U. S. Naval Dispensary. Doctor McCaffrey welcomed the new class and expressed the appreciation of the Dispensary Staff for the varied and excellent services rendered by the Gray Lady unit.

Introduced by Mrs. Vellines, Brigadier General Miller, Commanding General, Marine Corps Air Station, Cherry Point, congratulated the graduating class. Air FMOPLANT and 2MAW, General Woods wished the new Gray Ladies a happy and fruitful service.

Mrs. Vellines, as Gray Lady Chairman, greeted the new Gray Lady class and presented Mrs. L. E. Woods as the new American Red Cross Auxiliary Chairman of Craven County Chapter.

After the new class had recited the American Red Cross Volunteer Pledge as administered by Mrs. Koontz, Mrs. L. W. Miller, the Volunteer Services Chairman at Cherry Point, presented Time Awards to Mrs. Ruth Miller, Mrs. Ruth Amundson, Mrs. Lou Koontz and Mrs. Evelyn Vellines, and one year Service Stripes to Mrs. Pearl Foster, Mrs. Peggy Gregory, Mrs. Inez Taylor and Mrs. Ruth Whitten.

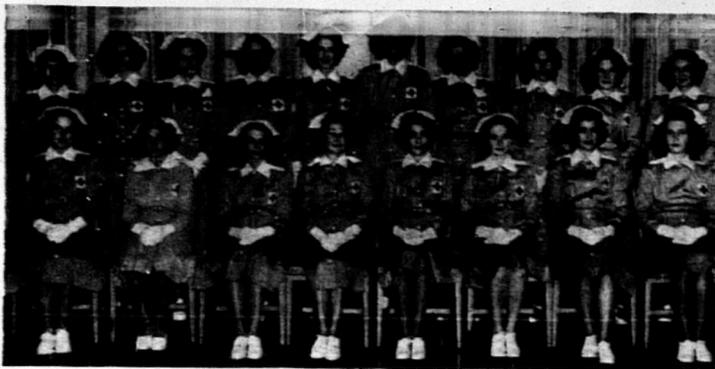
Another highlight of the ceremony was the address by Mr. W. C. Chadwick, Chairman of the Craven County Red Cross Chapter, who presented Certificates of Appreciation to Mrs. Marcone Mayer and Mrs. Ruth Whitten for their many extra-curricular efforts.

Two new Gray Lady transfers to Cherry Point, Mrs. Bernice Wendt and Mrs. Shirley Conrad, were welcomed by Mrs. Vellines.

The service was concluded with a benediction by Chaplain Pigott, whose wife, Mrs. Ruth Pigott, had completed the required course for graduation but was unable to attend the ceremony.

Tea was served by the Gray Ladies and their guests by Mrs. Thomas Allman of Cherry Point and Mrs. W. C. Chadwick of New Bern.

Sixth Gray Lady Graduating Class Receives Caps



Shown above are the seventeen members of the sixth and latest Gray Ladies graduating class after receiving their caps from MajGen. Louis E. Woods, Commanding General, Air FMOPLANT and 2MAW. (Left to right) (1st row) Mrs. Robert L. Conrad, Mrs. William R. Wendt, Mrs. Arthur E. Causser, Mrs. Harry H. Bullock, Mrs. Joseph H. Swindell, Mrs. Donald A. Paraska and Mrs. Warren E. Swelless. (2nd row) Mrs. Victor E. Allen, Mrs. Tom A. White, Mrs. James G. Kelley, Mrs. Warren E. Swelless, Jr., Mrs. Lloyd L. Willis, Mrs. T. R. Matthew, Mrs. D. W. Torrey, Mrs. D. C. Spruill, Mrs. E. F. Shadle and Mrs. Anita Hoade. (Photo by Station Photo Lab.)

... Try, Try Again

Denver Youth Finally Accepted By Marine Corps

The old adage about "try, try again" could well apply to one Marvin R. Lucas of Denver, Colorado.

In 1946 Lucas came to one of the Marine Corps offices in the Midwestern Division. A big, well-built lad for his age, Lucas almost had the recruiters convinced that he was a definite prospect for the Marines. A check of his birth certificate disclosed, however, that he was only fourteen years of age. Undaunted, Marvin went to the Air Force recruiters' office and managed to enlist in their branch of the service.

After three months with the Air Force at San Antonio, Texas, his true age was discovered and he was released with a minority discharge. He tried again, this time with the U. S. Army. Once again Lucas was enlisted and was sent to the Army's parachute school at which post he completed over half of his schooling before the Army also found out that he was underage.

On July 11th, Lucas again returned to his first love, the Marine Corps, to apply for enlistment with the Leathernecks. He told the recruiters that he had been in the Air Force and the Army and that he would legally be of enlistment age on September 22. Successfully passing his mental and physical examinations, and being found qualified in all other respects, Lucas had but to wait for his birthday to be on his way to recruit training at San Diego, California.

Station Theatre

Tonight
THE CONSPIRATORS
Robert Taylor
Elizabeth Taylor

Saturday (1800-2030)
PRICE OF FOXES
Tyrone Power - Orson Wells

Sunday (1200)
THREE GODFATHERS
John Wayne
Pedro Armendariz

Sunday (1800-2030)
THE INSPECTOR GENERAL
Danny Kaye

Monday (1800-2030)
TELL IT TO THE JUDGE
Robert Cummings
Rosiland Russell

Tuesday (1800-2030)
MASKED RAIDERS
Tim Holt - Richard Martin

Wednesday (1800-2030)
THE GREAT LOVER
Bob Hope - Rhonda Fleming

Thursday (1800-2030)
IN THE GOOD OLD SUMMERTIME
Judy Garland - Van Johnson

Engineering

Truman Lauds It; MCI Has It

The President of the United States, Harry S. Truman, in a recent address, to a group of engineers at Washington, D. C., stated that the technical know-how in the construction and reconstruction taking place in the world today is being supplied by engineers.

The entire field of engineering, of which surveying and mapping are a part, has taken a big upturn in employment possibilities since 1940, according to the U. S. Department of Labor. The Department further explained that although World War II had a great deal to do with the additional opportunity offered, post-war building and construction continues to absorb all newly trained personnel at a rapid rate.

The Marine Corps Institute now has a 94 lesson course entitled **Surveying And Mapping**, which includes study of the fundamental mathematics required for the course, as well as chain surveying, transit surveying, topographic surveying, land surveys, mechanical drawing, mapping and the fundamentals of law for surveyors.

Surveying is adapted to military usage for building roads, air strips, dams and bridges. The Marine Corps Institute in commenting on the increase in enrollment and popularity of the **Surveying And Mapping** course said, "Students interested in enrolling in this course may apply to the Director, Marine Corps Institute, Washington, D. C. or through their unit Education Officers."

One-Fourth Service Academy Graduates Allocated To USAF

One-fourth of the graduates from the United States Military Academy and the United States Naval Academy in 1950 will be allocated to the Air Force by agreements made by the three armed services. Secretary of Defense Louis Johnson announced recently. The transfers are to be voluntary.

The Army has agreed that at least 60 per cent of the West Point graduates transferred to the Air Force will be qualified for flying duty. The Navy stipulation is that at least 80 per cent of the Annapolis graduates allocated to the Air Force will be qualified for flying duty. The Navy has stated, however, that its allocation may require some variations of the percentage qualified for flying duty because of special needs of Naval Aviation.

The agreements to allocate Army and Navy trained officer personnel to the Air Force do not involve any ROTC graduates as substitutes for the Service Academy graduates. In this connection it was pointed out that all the armed services contemplate obtaining a considerable portion of their career officers from civilian life through Reserve Officers' Training programs.

The allocation agreements were based on the recommendations of the Service Academy Board of the Department of Defense as an interim relief measure pending proposal by Congress on the proposed to erect a third Service Academy to meet the urgent needs of the three services. The Air Force is particularly in need of educated young men who desire to become career officers.

Under the new agreements, the Army and the Navy will allocate approximately the same number of Academy graduates to the Air Force in 1950. Estimates based on 25 per cent of the probable 1950 graduating classes at West Point and Annapolis indicate that the proportions will be: Navy, 172, and Army, 168.

This year the allocations were made on the basis of 40 per cent from West Point and 7 per cent from Annapolis, resulting in 329 West Point and 55 Annapolis graduates being commissioned in the Air Force. In 1948, the Air Force received all of its Academy-trained officers from West Point.

Critical Water Shortage Exists At MCAS, El Toro

According to El Toro's Flight Jacket a critical water shortage exists at the Southern California Air Station. Mechanical failure of one of the pumps in the station's water supply facilities has necessitated strict curtailment of water usage at El Toro.

Until the pump is repaired, personnel aboard the station were enjoined to conserve in the usage of water to the greatest extent possible.

No water will be used for sprinkling or irrigation purposes and washing cars is strictly prohibited until the emergency is over.



LAFF ALONG

Maybe it's all for the best that men don't understand women. Women understand women—and don't like 'em.

"What would I get if this building should burn down tonight?" inquired the man who had just insured his building against fire. "I should judge about ten years," replied the insurance agent.

Mrs. Fozzle to bridge expert: "In the same circumstances, how would you have played the hand?" Expert: "Under an assumed name, ma'am."

Looking Better: "How in the heck did that hawk win the race?" Jockey: "Well, I just kept whispering in his ear 'Roses are red, violets are blue—horses that lose are made into glue.' And he behaved me."

Wife: "You seemed disappointed with your package." Husband: "I am. I answered that ad for a device to keep our..."

This Week's Entries For "Miss Windssock Of 1950"



Two lovely blondes were picked by the judges for this week's selections in the "Miss Windssock of 1950" contest, making them eligible for the title of Miss Windssock for the month of November.

The submitter of the cutie on the left forgot to give his name. She's Miss Elizabeth Pinkard, former singer in Olisen and Johnson's "Hell-Za-Poppin'" and resides in Montecito, California. The Marine who submitted her photo says "she's 26 years old, has brown eyes and golden hair."

The Windssock thanks Pie Rudy Manning for the nice letter sent along with his girl's picture. He's with VMO-1, 2ndMAW, Peter Point Field, Camp Lejeune, N. C. His entry Miss Margaret Vessels, halls from Rhodeta, Kentucky, weighing 125 pounds and standing 5' 8" in height, with blue eyes and blonde hair. "She's wonderful and lots of..."



NAVY SLIPPIY

By Susie Moore

MATERIAL BRANCH

Ruth Smith visited friends in Plymouth, N. C. over the weekend. Sidney Edwards and C. C. Radford attended the football game between Duke and Wake Forest last Saturday and judging from the look on their faces, they were not at all pleased over the result of the score. Mr. Forney Hoke attended the football game between New Bern and Goldsboro High Schools last Friday night. Ila and Dick Emer, Borden Wade, James Sexton, and Ira Jones were among the many fans who attended the Tennessee and Carolina game last Saturday. Sidney Edwards spent the weekend in Dunn, N. C. visiting relatives.

CONTROL BRANCH

Jessie Bell, Mr. Gibbs and Ethel Van Horn all reported wonderful vacations. Jossie took quite an extended drive up into Indiana into the corn country. The country was beautiful and so is the new Pontiac she acquired while on leave! Mr. Gibbs spent his time in Englehard, N. C. Ethel visited relatives and celebrated her birthday. That new watch of hers keeps perfect time. Dolores Cassel, who has been a "widow" for three years, is flying to Philadelphia soon to meet her husband who sailed from Italy on November 3rd.

Stock Control welcomes Chris Marshburn from Administrative and Nancy Watkins as new employees. There has been considerable weeping and wailing and gnashing of teeth since the weekend football games. It seems that several members of Stock Control are considering giving up football for good. Control Branch is sorry to lose Mr. Latham but Control Branch's loss is Planning Division's gain.

Margaret Holbrook is absent from work because of her mother's illness. Mrs. Lodge flew to Norfolk on business recently. A speedy recovery is expected to Agnes Hill who is in a hospital. Margaret Thomas attended the Duke-Wake Forest game.

ADMINISTRATIVE DIVISION

We are all happy to see Dot Clasy back at work. Sorry you were sick Dot. Anna Clyde is off for a week to care for her sister who is ill. Mr. and Mrs. H. E. Avery and children visited Mr. Avery's family in Beaufort over the weekend. Flossie Campbell spent a very enjoyable weekend with her daughter in Edenton. Jocelyn Stevens went shopping in Richmond and Norfolk, Virginia, last weekend.



"But Sir! It's part of my art material!"

Thanksgiving Dinner At Civilian Cafeteria

As has been the custom in the past few years, the Civilian Cafeteria is planning to repeat its traditional Thanksgiving dinner this year. The dinner is to be served on Wednesday, 23 November 1949, between the hours of 10:00 to 12:30.

Cafeteria personnel are busily engaged in procuring all the necessary ingredients to prepare what they hope to be the best Thanksgiving dinner ever served at the Cafeteria.

The menu will consist of:

- Turkey Soup
- Roast Young Tom Turkey with Dressing
- Cranberry Sauce
- Creamed Potatoes
- Buttered Green Peas
- Tossed Salad

Rolls

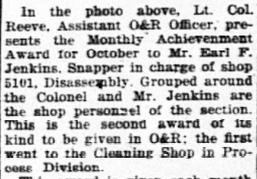
Sweet Potato Pie

Butter

Hot Tea

The price for the meal will be 75 cents and those of you who have attended these Thanksgiving dinners in the past will agree that for such a meal as will be served the price is very low.

...giving dinner. It's a treat that only comes at Thanksgiving.



In the photo above, Lt. Col. Reeve, Assistant O&R Officer, presents the Monthly Achievement Award for October to Mr. Earl F. Jenkins, Snapper in charge of shop 5101. Disassemble Group around the Colonel and Mr. Jenkins are the shop personnel of the section. This is the second award of its kind to be given in O&R; the first went to the Cleaning Shop in Process Division.

This award is given each month to the section "which makes the greatest contribution during the month toward supporting the mission of the Overhaul and Repair Department." For the month of October, three shops ran neck to

neck when the committee met to determine the winner. They were: Disassembly, Landing Gear and Salvage Yard. All of these shops had done an excellent job of meeting their schedules with very little loss of time due to absences. It was Disassembly, though, that turned up with a perfect health record with no absences due to illness or accident. This point, along with the excellent housekeeping standards maintained in the section, were the final determining factors. Disassembly is destined as one of the dirtiest shops in O&R because of the type of work that goes on there; that is, the disassembling of aircraft and the removal of engines.

Reports From Local 1859 I. A. M.

By D. M. Connor

Mr. D. M. Connor, President of Local 1859, International Association of Machinists, has received a letter from the President and Business Representative, International Association of Machinists, Mr. N. F. Alfias, which discussed the Federal Employees Compensation Act Amendments of 1949.

Mr. Alfias stated that the Amendments which were approved October 14, 1949 will net employees who are now on the compensation for injury rolls, a substantial increase in benefits. It would also substantially liberalize benefits for those who may hereafter be injured.

Under the Act, a 40% increase will be given employees who were on the compensation for injury rolls prior to January 1, 1941; and a 10% increase for those injured between January 1, 1941 and July 1, 1946, except that the increase would be limited to \$50.00 per month.

Under the old Act, the most an employee could receive in compensation was \$116.66 per month based upon two-thirds of as much of his salary as amounted to \$175.00. Under the new Act, if the individual is married, he receives 75% of as much of his salary as does not exceed \$420.00 per month, which amounts to \$315.00 per month. This applies to total temporary disability.

Under certain circumstances, an employee may receive a monthly compensation of not less than \$150.00 and not more than \$525.00. The details of these benefits can be ascertained by a careful comparison of the present law with the old law.

APPRENTICE SCHOOL

By Hildegarde Porter

Before your scribe takes off on three days leave, (one of which good old Uncle Sam gave all of us through sheer good will) here are items of interest to our column-readers.

The Everett Oliver's have a boy... the first son in that family, and of course, he's a junior. And just to keep the book balanced, the Milton Warrens have a daughter. Congratulations to all the happy parents. I always have believed, though, that the (congratulations should go to the babies for choosing such fine families to belong to.

New addresses for Wallace Hill and "Mac" McClimmon. Mr. Mac has moved into the old project at 35 East Central Drive, which is the old project's gain and the new project's loss. The Wallace Hills have moved into their charming new home just north of Newport, that very lovely place with the big picture windows. Give them a little more time... odds are 100 to 1 that they will have one of the best looking places in these parts.

May we express our heartfelt sympathy to William Cox who lost his mother recently. You know, Bill, our thoughts are with you.

The Morehead City National Guard Battery went firing on the New Bern Rifle Range last weekend, and groups will go again for the next three week-ends. Scores were not available at this writing, but we understand that everybody shot high, and everybody had a good time. The cooking, we hear, was terrific, and we mean out of this world.

Have you seen the colored drawing of the apprentice school ring design which is on display on the bulletin board? Oh, boy, it's a beauty! Come on boys, get your order in. You simply will want one of these rings.

LOST BUT NOT FOUND

Paul Justice lost his wallet, with many valuable papers therein, but "no money" says Paul, with that attractive smile of his. Anyone getting a lead on this item, please notify Justice, or call the apprentice school. You know how much it will be appreciated.

Two slide-rules have been lost, too, and anyone recovering these is asked to return them to the Apprentice School Office, you'd hate to lose your slide rule and not get it back, now, wouldn't you?

What Section D wants to know: what squirrels threw the acorns in the science class the other day? Naughty, Naughty, squirrels! Don't they know acorns should be saved for the cold winter coming. Maybe one of the apprentices will give them the "word."

Yet this shop is always commended during inspections for its cleanliness.

B. T. Burroughs, senior civilian of Assembly Division, says that as long as he can remember shop 5101 has almost always stayed ahead of its scheduled workload, and with a minimum of personnel to turn out the work. Mr. Jenkins, who has been supervising the 12 civilians and 3 Marines in the shop for only 3 months, has done an outstanding job of leading his personnel and says Mr. Burroughs, deserves much recognition because he is a Snapper, Aircraft Mechanic General, acting in the capacity of a rated Leadingman.

Around The P. W. Ad. Building

Ann Jones left last week for Pittsfield, Mass., where she will spend her two week vacation.

We will miss Commander Abiplanip who has been ill for several days. Get well wishes to him.

The Brockways are sporting a brand new Chrysler these days. Guess Santa Claus came early this year.

Dot Barfield attended the Wake Forest-Duke football game last Saturday. Weather report: Fair and much cooler.

Mr. Hancock has returned from the annual Methodist conference in Sanford, North Carolina with promise of a Minister for the Havelock Community.

Betty Baker plans to visit in Roanoke, Virginia, this weekend. Jim Valentine and Joe Mirabella are flying to Parris Island on official business this week.

Skippier baked a cherry pie last weekend. No drastic results on the family so far, but she is keeping her fingers crossed.

Who shows up with tickets to the Notre Dame-Carolina game but Mr. Stembrieger. My, My.

Elsie Little visited friends in New Bern over the weekend. Somebody please tell Joe Lamont what a Form 1092 is.

Happy Birthday to the Personnel and Time Section's File Clerk on the 13th day of November.

Motor Transport Chit-Chat

By Louise Harrison
Lloyd Smith, Dewitt Browning and D. C. May were on the sick list this past Monday. Along with the rest of the sick, Herman Hill reports that he took his son to Wilson last week for examination by a specialist. Here's hoping that the trip was successful, Herman.

William Cox's mother died last Sunday and the sympathy of the entire department is extended to him in his bereavement.

In the sports department we find that fishing and hunting are the most talked-about subjects around here. Stuart Brook's had the kind of fishing luck that most of us dream about. He caught 15 drum over the weekend, and what I want to know is just how is it done? Herbert Blackewed stayed away from the deep water and trued through the woods in his quest for the four point buck that he bagged on the hunt last Saturday.

Blanche Barber had quite a full weekend—she did her good deed for the day when she went out on an outing with the Girl Scouts plus having guests from New Bern. That's what we call a worthwhile project.
As far as I can find out, every-

...catch" or "I raised my gun, and aim, and—" With all the bad weather that we have had lately, it's no wonder that the hunters and fishers are in their glory. John Leitz couldn't make it fishing, so Mrs. Lentz went fishing for him and returned with nine—almost enough to eat. On Saturdays and Sundays, if you would like to take a trip to Shackelford Banks, you will "catch" John Mayo, Dave Windley, John Thompson, D. T. Cox, and Bill Andrews, trying to get enough fish to show their wives they weren't fooling. Fishing and freezing this past Sunday at Morehead were Lee Booth, John Thompson—we thought he went to Shackelford Banks—and Hubert Winkler, but with all the discomfort, there was good luck. It seems that Bob Robinson's lessons from Windley on how to catch speckled trout have paid off. Now part is instructing teacher.

In the hunting department, Earl Douthitt went out hunting and returned with one fat coon. J. H. Fletcher says that he goes deer hunting one day a week and spends the other six days looking for his deer.

Among our travelers are Bruce Heath who attended the Wake Forest-Duke game on last Saturday. Off for a few days are: New-wood Davenport, Edgar Padgett, Willie Harris and George Willis.

Bob Hundley visited the Williams family in Fayetteville over the weekend and helped celebrate a housewarming for them. Lots of people have a brand new home. Bill Harrell (Paint) is in the hospital in New Bern, and A. B. Cobb (Labry) is in the hospital in Norfolk. Here's hoping a speedy recovery for both of them.

Jim Stanley is now back on the job after several days' illness. Peo Meekins took his wife to the hospital in Goldsboro on Monday. We wish for her a speedy recovery. Mrs. C. C. Anderson underwent an operation at a New Bern hospital last week. She is doing fine and Claude kept the road home between here and New Bern in a jiffy.

Congratulations to Milton Wagon (Planning) upon the birth of his daughter and also to the A. C. Hendersons who are celebrating their fifth wedding anniversary.

The luckiest people in the world are those who HAVE to take the Redman Crow (Building and Grounds) is one of these. Ten days, including two holidays and glorious weather, to boot.

AUTUMN—To some people autumn is a sad time of the year. It is the evidence of things to come and the hope of things to come. They are the colors of their golden autumn colors, and the hillsides are dew-pearled, and gets the feeling that Nature is preparing for a long winter's rest when the earth will be covered with ice and snow. But when the quietness of winter has passed, spring appears in all its glory. One cannot help but long for the spring, eternal—urging us on to better living and the promise of ambition fully realized.

3 Civil Service Positions Vacant Elsewhere

The Commandant of the Naval Air Station has notified the station that three positions are open at other activities, and the station was requested to circulate the information to all employees.

The position of Civil Engineer P-3, is vacant at the U. S. Naval Air Station, Key West, Florida.

A Quartermaster Public U. S. Navy is urgently needed at the U. S. Naval Air Station, Key West, Florida. North Carolina for duty with the Maintenance Division.

A qualified Rigger-Diver is urgently needed at the U. S. Naval Mine Countermeasures Station, Panama City, Florida to assist in the research work being carried on there.

All qualified status employees desiring to file application for any above positions should forward Standard Form 57 direct to the activity concerned.
one else stayed at home and enjoyed it easy and enjoyed themselves all but Charlie Potter, who was crowded.

Leathernecks Relax At Riviera

By Captain W. F. Simpson
The Marines of MAG Eleven scanned the "Port of the Privileged" on 20 September when the Carrier LEYTE weighed anchor at the fabulous French Riviera.
For ten days, the Air Group visited France on conducted tours to Paris, Versailles, Geneva, Grasse, Monte Carlo, Nice and the port of Cannes which harbors the "Conte d'Azur," the blue coast of the beautiful Riviera.
Paris, with its legendary culture and gaiety, played host to five day tours which included a rugged seventeen hour trip by trains that seemed to run at the whim of the Engineer. But the Marines were more than rewarded. In three whirlwind days of frantic sight-seeing the group attempted to cover all of Paris.

They climbed the very symbol of France—the Eiffel Tower. They wandered through the sprawling Le Louvre, which houses some of the art treasures of the world. They strolled down the Champ Des Elysees, France's most famous and historic avenue to the Arc De Triomphe and the tomb of France's unknown soldier. They saw floor shows at the Lido, the Scherazade, and the Folies Bergere, and found that all the night clubs of Paris are like New Years Eve.

The French Guides informed them that the French intend to paint the Eiffel tower blue and that a wartime fighter pilot had flown under one of its arches. Pilots in general eyed the gap in the center of the huge steel girders and contended that a division of four planes could make it—if they were careful.

At Le Louvre, which comprises several hundred rooms with a history of violence, and peace treaties, and Kings with their mistresses, Marines saw the original "Mona Lisa," "Venice De Milo" and Rembrandt's "Blue Boy." French guides told them that it would take 21 days to visit all the rooms and sights in Le Louvre and its Tuilerie gardens of flowers and statues.

Notre Dame De Paris, Napoleons Museum, the Egyptian Statue called "Cleopatra's Needle" and the famous Palace De La Concord were all visited by the MAG Eleven Marines.

At the Riviera, tours were taken to Grasse—the perfume center of the world where the Marines stocked up at bargain prices with such perfumes as "Paris La Nuit," Chanel, D'Orsay, Coty, and Joy, which is one of the world's most expensive perfumes. At the Frammand Factory in Grasse, the guide informed the Air Group that Americans should have no trouble manufacturing their own perfume. He said it was the same principle moonshiners used to make corn whiskey.

The tour to Grasse also included dinner and sightseeing at Nice, the largest city on the French Riviera.

Along the Promenade Des Anglais, a broad avenue over eighty-five feet wide, the Marines saw the huge elaborate hotels and the Casino Municipal, a decorative and fashionable building with a theatre, club rooms for gambling and a combination restaurant and night club.

The trip to the tiny independent principality of Monaco and Monte Carlo, is comparable to the most beautiful mountainous scenery in the world. There are ancient fortifications, towering crags that rise sharply from the sea and the medieval castle of Prince Louis the Second who rules the principality.

At Monte Carlo, some of the boys played the gambling tables. No one came close to breaking the bank.

(Continued Next Week)

VMF-225

By LtJG E. R. Sessions
About 1000 on 30 September, we arrived at the harbor of Juan, France. At least we had reached one of the high lights of the entire Mediterranean cruise aboard the USS LEYTE. Preparations were begun immediately for the departing of the first Paris tour, and the first liberty party left the ship about 1530.

PARIS TOUR

Our voyagers to Paris were: Captains M. M. Staples, C. C. Schwartz, and J. T. Moore; First Lieutenants, M. L. Beamon, G. H. Dudenhoff; Second Lieutenant R. H. M. Dupuy; Master Sergeant J. Alling; Technical Sergeant L. Mizke; Staff Sergeant W. J. Smith; Corporal D. R. Kemper; and Privates First Class, P. M. Pope, Jr., R. B. Smith, C. H. VanDiver, Jr., and W. D. Wisdom.

On the way to Paris the boys endured the hardships of a very uncomfortable and long train ride. Many of them commented that the seats were of such a construction that it was impossible to obtain a relaxing position. However, once in Paris there were no regretful moments or apprehensions concerning the trip. For this was the beautiful and rascinating city of Paris, yes this was the most certainly gay Paree, the Queen of all Cities.

It was very interesting to learn that at one time the whole area on which Paris stands today was once covered by the Atlantic Ocean. The hills of Montmartre and Chatelet and Mount Lacatius, now called Montagne Sainte-Genievre, were the first to rise from the water. At one time the river Seine was more than 3,000 feet wide and numerous islets emerged from its bed. It was one of those islets which thousands of years later was to become the "Lie de la Cite," the tiny nucleus of present-day Paris. The guide told us the developments of this great city. He stated that it was not until 1006 A. D. that Paris became a city. From 1163, when the reconstruction of Notre-Dame was begun, until 1660, Paris remained a medieval city. It was first modernized in the reign of Louis XIV who gave it the motto,

(Surete, Propriete, Clarte" (Safety, Cleanliness, Clarity). The building of Paris continued during the reign of all rulers, but Louis XIV, Napoleon, and Napoleon III deserve most of the credit for the construction and enlargement of the city.

Our Paris travelers visited the Cathedral of Notre Dame, The Arc de Triomphe, The Eiffel Tower, The Louvre, The Tuilleries, The Palais de Luxembourg, Pont Neuf, and many other historical sites.

INTERESTING FACTS ABOUT THESE HISTORICAL SITES

Cathedral of Notre-Dame—It is the last large Cathedral to be built with galleries and the first to have flying buttresses. It is a turning point in the evolution of French religious architecture. Captain C. C. Schwartz and Lieutenant G. H. Dudenhoff were impressed by the Gothic architectural design and beauty of the Cathedral in its entirety.

The Arc de Triomphe—It dominates all the Champs Elysees section. It is 164 feet high, 145 feet wide, and 72 feet thick; it has now become a mausoleum. Under its vault the "Flamme du Souvenir" keeps watch over the Unknown Soldier. Many commented that there could not exist a more appropriate aptitude to the Arc de Triomphe than the Avenue Champs Elysees.

The Eiffel Tower—This tower introduces in building the Second Iron Age, preceding the Concrete Age. It is 981 feet high, weighs 7,900 tons, is made up of 12,000 pieces of metal, and rests on a square each side of which is 323 feet long. The pillars are supported by cement blocks having a surface of 280 square feet. The tower was built for the world exposition in the late eighteen hundreds. Today it is in excellent condition. Many of our personnel had their pictures taken at the exact location where Adolph Hitler stood while gazing upon the city of Paris during the German occupation. Even though there is a large amount of steel in the tower's construction, the Germans felt that it was more vital to them as an early warning and observing post.

After World War II, a fighter pilot flew under the pillars of the tower. This may sound very daring, but a Marine pilot was heard to remark that a division of Corsairs in diamond formation could fly between the pillars due to the tremendous size of the tower.

Louvre—In viewing the Louvre, one must remember that it has always been one of the greatest museums of the world as we know it today. It was at one time a fortress and a palace occupied by all the Kings and Emperors of France.

Its walls are the Venus of Milo, the Victory, Samoth Race, the Panathence-Frieze, the two Scribes, and Mona Lisa. Captain M. M. Staples visited the Museum while a French Egyptian exhibit of statuary and paintings was being featured. He said that it was the most interesting museum that he had ever visited.

(Continued Next Week)



(Left to Right) Pic. Q. J. LaRall; Pic. E. Daggett; Pic. J. F. Seal. Left to Right) Pic. Q. J. LaRall; Pic. E. Daggett; Pic. J. F. Seal.

Napoleon, "Arch of Triumph" and "The Tomb of the Unknown Soldier". Overlooking the "Tomb of Napoleon" is a glass structure which throws off sun rays at all times. The formula for making this glass was lost soon after it was made and to this day it has never been re-produced. All hands were amazed at this breath-taking sight, and all enjoyed their short stay in Paris immensely.

Enroute to this port, one of our men received the most exciting telegram in his life. It read, "Baby girl born at 0945, 26 September 1949. Mother and child doing fine." The telegram was received at 0600, 27 September 1949. We wish to extend our felicitations to Master Sergeant Francis X. Clegg and his wife and also to the expeditious service of Naval Communications.

Another tour enjoyed by the men was the tour of that ever famous French Riviera. All men were looking anxiously forward to seeing this famous bathing place. Although we did not have the opportunity of witnessing it during the season, all hands were satisfied in its beauty and surroundings.

And last but not least, the perfume factories at Grasse, France. This tour was offered to all hands, and they were able to witness the making of the famous French Perfumes and can readily understand why they are world known, and that no country ever produced such exquisite perfumes.

Our two hands in sick bay, Master Sergeant, Truax, and Technical Sergeant Russell are coming along fine and we look forward to seeing "Red" and "Russ" on their feet shortly.

We now leave Cannes, France for a few days of operations and are looking forward to seeing more interesting and historical places.

VMF-461

By LtJG M. A. MH
On the 1st of October the members of Fighting 461 again looked at the shoreline of the Riviera where last January a very excellent liberty period had been enjoyed. Plans of the returnees included tours to Paris, swimming on the beach, eating some of the superior

French cookery, sampling of Champagne in its native habitat and general appraisal of the playground of the world's wealthy. Our ship, the LEYTE, anchored just off the shore from the Villa of Aly Khan, now the home of Rita Hayworth which was viewed through the glasses by many of the lads. When liberty call sounded, over the side they went in dress blues to spread good will, sample the products of the local vineyards and take as many pictures as possible. All was not play however as the Squadron furnished officers and men for Shore Patrol Duty, Beach Guards, security watches aboard ship and representatives on Commission Boards. During the ten days stay everyone got ashore and all enjoyed the visit thoroughly.

Lieutenant Tom Wadsworth and your correspondent were luckier than most, by having our names drawn in the Squadron's "Hat Trick", we won the right to go on a four day tour to Switzerland. Leaving the LEYTE at 0500 Monday morning together with the other thirty members of the tour party we proceeded ashore by small boats and boarded a bus furnished by CIT and we were taken in hand by a congenial young Italian guide by the name of "MIKE" who was reputed to know everything about anything and who actually enjoyed the tour more than we did and didn't offer too much of anything, except he was a fine interpreter and a great comic.

Dawn found us driving through Cannes and up to Grasse where we entered on the old Neapolitan route over the French Alps. The road rose very sharply by a series of turns; on each one we were sure our driver was going to spin us in but he always missed by a shudder and by virtue of a very loud air horn cleared all obstructions from the narrow road bed and got us through without a scratch.

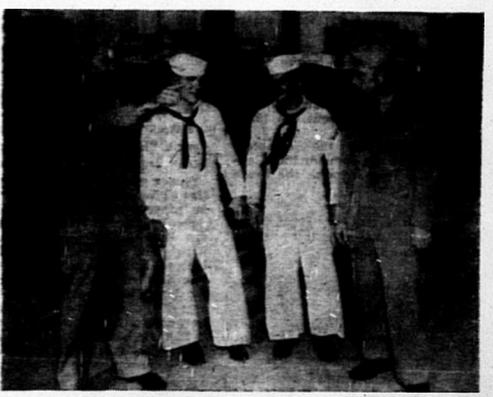
The first stop of the morning was near a bridge built in 1807 and still in use; after the maneuvering in getting across it we needed the thick black coffee laced with cognac we were served. Clouds blanketed most of the valleys throughout the mornings. As we were riding on the ridges we saw very little of the country side except the peaks of the mountains towering beside

(Continued on Page 7)

HEDRON-11

By Sgt. E. E. Myers
When last reported we were leaving the "Rock of Gibraltar." We now have news to report on our present liberty port, Cannes, France. We arrived here on the 26 of September 1949 and have had some shore leaves worth recollecting. A few are as follows:
Lieutenant Colonels Wyatt B. Carnall, Jr. and James R. Anderson had the wonderful opportunity to take a five (5) day trip into the Alp Mountains and tour the history laden community of Lake Geneva. This was an excellent trip for two such officers and students of history as our Group Executive Officer and Operations Officer.

In addition, Master Sergeants Francis X. Clegg, Joseph W. Simpson, Roy W. Little, Corporals Jackson A. Little, Joe Barnes, John M. Toddhunter, Jr., and Privates First Class Charles S. Murtha, Charles F. Hunger, Romeo A. Gaudreau took a four day tour of picturesque historical places as the "Tomb of



Personnel of the USS Leyte (CV-32) (Left to Right) Capt. E. W. ... J. Y. Hayes, USMC, Lt. ... on Shore Patrol Duty.

Mt. Sgt. F. X. Clegg, who is aboard the USS Leyte (CV-32) in Marine ... with a street vendor in Paris, France.



Tumamen Underdog In Ft. Bragg Tilt

THEIR JUN. ANGLE

Cherry Point Flyers will go into the game with Fort Bragg Troops as decided underdogs when the two elevens tangle here Sunday, November 20.

The Troopers—rated one of the best service clubs in the nation—have lost only one game in two years, while the Flyers have won three, lost four, and tied one this year.

Respective team weights, as well as comparative scores, also give the Troopers an edge. The squad from Fort Bragg will outweigh the bantam weight Flyers about 20 pounds per man.

However, Marine Coach Jim Tuma is planning on kicking over the dope bucket by trying up the Troopers' passing attack and befuddling their defense with his "rotating backfield." The Flyers have intercepted nine passes in their last two games and their "rotating backfield" has been responsible for their last two victories.

The Troopers may be minus the services of their 145-pound quarterback Mendivil when they play here. The scat-back was injured in the Ft. Bragg-Camp Lejeune game and hasn't seen much action since that time.

On the other hand, the Flyers should be near full strength. Halfback John Bilak, defensive workhorse, will be back in the lineup... his broken hand having mended.

Coach Tuma forecasted that the Flyers would be "ready mentally" for the Fort Bragg tilt. The Flyers have improved 100 percent in every department in the last month," Tuma said. "They'll be ready physically and mentally for the Troopers. It will be a close game."

Cage Squad Lists 29 Game Schedule

The Cherry Point Flyer's basketball squad have 29 confirmed games to date with six or seven more pending. The complete sked to date follows:

- Nov. 29 McGuire Field (Ft. Dix) here
- Dec. 2 NOB Bermuda there
- Dec. 3 NOB Bermuda there
- Dec. 7 McGuire Hospital (Richmond, Va.) there
- Dec. 12 Marine Bks. D. C. there
- Dec. 16 Quantico here
- Dec. 18 Little Creek here
- Dec. 19 Parris Island here
- Jan. 2 Marine Bks. D. C. here
- Jan. 7 Quantico there
- Jan. 9 Little Creek there
- Jan. 11 Parris Island there
- Jan. 14 Miami U. Fresh there
- Jan. 16 Jax-Navy there
- Jan. 22 Erlin Field here
- Jan. 23 Fort Jackson there
- Jan. 25 McGuire Field (Ft. Dix) there
- Jan. 26 Camp Lejeune here
- Jan. 29 Norfolk NAS here
- Feb. 1 Jax-Navy here
- Feb. 2 Great Lakes here
- Feb. 5 St. Francis College there
- Feb. 8 Camp Lejeune there
- Feb. 10 Fort Bragg here
- Feb. 14 Norfolk NAS there
- Feb. 15 Erlin Field there
- Feb. 24 Fort Bragg there
- Feb. 25 Fort Jackson here

Flyers Win Second Straight

The Cherry Point Flyers bewildered the Fourth Naval District team at Philadelphia last Saturday, 47-2. The Flyers lost the toss and Big George Pillion kicked off to the Flyers where DeJesu was dropped in his tracks by quarterback Tom Michalski with a bleacher jarring tackle. The Sailors were forced to punt from deep in their own end zone and Cherry Point took over on the 35-yard marker.

Conrad-Mull Tilt To Decide Station Golf Tournament

The next center was replica of the first with Shepherd testing the ball over his own right tackle from the three yard line. Pillion again split the uprights.

Late in the first half, an intercepted pass put Cherry Point in scoring territory. Shepherd, behind Bill Phillips, Bob Brown and Charlie Lemire romped 25 yards to score standing up.

The second half was sparked by Jack Christiansen, Danny Thompson, Al Cullen and Jess Thompson in the backfield with Cleveland Brown, Erfert, Dockery, Skarns, Leony and Ernie Davis comprising the forward wall.

Christiansen shot off the wide side and ran 55 yards behind the best downfield blocking seen this year by the Flyers to score again in the third period. Pillion's conversion was good.

The next thrust came as a result of Tony Kapewski's slant back off his right tackle for a magnificent 40 yard run. Excellent backfield deception confused the Navy secondary until Kapewski was well on his way. DeJesu brought him down with a hard tackle for four yards from the double line.

After two plays through the end failed, Tony plowed over to bring the score to a commanding 34-0. Pillion converted his seventh conversion in eight attempts.

After an exchange of play, Shepherd's 35 yard pass completion to Charlie Davis set up the first six. Tom Christiansen ran wide around end to score again. Pillion's attempt was wide.

Late in the fourth stanza, alternate runs, well called by Omar Anderson, and carried by Thompson, Cosenza and Walt Anderson set up the last score with Anderson pitching the ball as brother act to W. Anderson who scored on a fine 30 yard punt. The conversion was good.

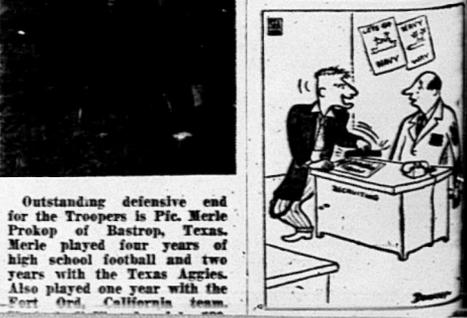
Philadelphia Navy's squad, led by a dozen Marines from the Yard Guard Detachment, played creditable ball despite the sniping from the Flyers considerable able at times with an unorthodox defense. They broke through a block Bond's punt recovery to find the goal for a safety in the third period.

Flyer End Bill Phillips Will Try College Football

Holding down the right end position for Coach Jim Tuma's Flyers this year is Bill Phillips, 6' 7", one pound former Plant High School athlete from Tampa, Fla.

One of the few lettermen from last year's squad, this range also pitched for the 1948 Flyers-Bonmond crew.

After his tour of duty, Phillips plans to return to Tampa and a florist job. He also expressed a desire to enter Florida State University at Tallahassee.



Well, the Camp Lejeune-Quantico football battle is history. Almost everyone knows that the Globe-trotters won from the highly publicized Virginia Marines by a 23-7 score. And the score could easily have been 23-0.

An important item is that the line boys from Onslow capitalized on all the breaks. Quantico fumbled five times and all five fumbles were recovered by the alert Lejeune ball hawks.

The Virginians could complete only four passes out of 17 thrown which means that Lejeune's pass defense was outstanding. One of the completed passes was a fluke touchdown toss with but three minutes of playing time remaining.

It was evident that the Quantico gridders were overconfident. Their defense crumbled completely under Lejeune's Dick Stein kicked a 25 yard field goal to put the Troopers ahead for good.

Stein, incidentally, was the outstanding performer on the field. He is like a great clutch hitter in baseball—always good for an extra yard when it is needed.

John Merricks, a former Marshall College athlete, was brilliant for the losers. He kept the Lejeune secondary awake with his runs and his defensive work was exceptional.

All year I've said that Lejeune could whip Quantico. And I believed it. It's true that the Marines from the neighboring state had more stars than Lejeune, but after the first string, they didn't have a thing.

A football team, like a combat team, is no better than the reserves. And Lejeune had plenty of reserves. They have the confidence that it takes to defeat a supposedly great team because they have beaten one and with it should continue to the All-Navy finals.

Meanwhile, the Parris Island D. I.'s handed the favored San Diego Recruit Depot their first service loss of the year at P. I. Nov. 10, 19-13.

Much has been written and said about the Quantico and Lejeune football powers, but very little has been uttered about Parris Island.

Their ball club is probably more balanced than any of the others. But they, like Quantico, lack the necessary reserves to stop Lejeune. Nevertheless, the D. I.'s will give the Onslow County boys the best battle of the year.

The two teams, already conceded the two best in the South Central Group, will meet Thanksgiving to decide the representative from the S. C. Group in the All-Navy East Coast eliminations.

Let's compare the two. Lejeune has downed the defending All-Navy champions by two touchdowns and Parris Island has touched the All-Navy runner-up by one TD. Lejeune defeated our Flyers by three touchdowns and P. I. outscored the Tumamen by two TDs.

Then Fort Bragg, probably the best service team in the Country, defeated both. They outpassed Lejeune 28-0 and scored a 27-14 victory over the D. I.'s.

There you have it. By comparative scores, Lejeune is at least a touchdown favorite, but you know what can happen between two Marine teams. So my advice is don't give any points, but take all you can get.

Out on the West Coast, they're still giving Camp Pendleton the edge over the other squads as the team to beat for West Coast laurels. Pendleton dropped a strong Deep-Pac team from the undefeated ranks late last month in a game that was supposed to have decided the All-Navy representative.

Although I haven't seen either team play, and, despite the fact that the Scouts handed San Diego a 32-12 lacing in a pre-season practice tilt, I'll still pick the Recruit Depot to represent that coast. But in the All-Navy finals, it'll probably be part Camp Pen and part Depot who will take a defeat from the East's Camp Lejeune.

INTRMURAL SPORTS

Deadline for entry in the Intramural basketball and ping-pong competition is tomorrow, November 18. All entries should be in the intramural director's office by that time.

To date, seven squadrons have filed entries for basketball with six of these entering ping-pong teams. The only squadron that hasn't entered a "paddle" team is VMP-122.

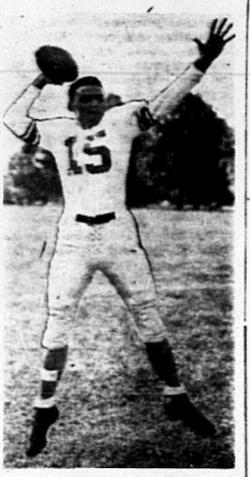
Squadrons entering both ping-pong and basketball outfits are: AES-46; VMR-153; VMR-252; MAG-1; and VMP-224. TSgt. Ralph Radzlowace, director of intramural sports, said that he believed at least eight more teams will be entered, bringing the total teams to 15.

Squadrons who are planning to enter bowling teams in the bowling league this winter, should get their prospective pin splitters out and start practicing. The bowling season will begin about the 15 of January.

Below is listed the complete standings in the Commanding General's Cup race through the tenth football season:

VMR-252	60
AES-46	45
YAC-1	40
MWSS-2	30
VMP-224	27 1/2
VMP-461	20
SMC-11	15
VMP-212	15
USQSta	10
VMP-114	5
HqSq-2	2 1/2

U. S. Marines figured prominently in the occupation of the Canal Zone before it joined the Union.



Mike Bellipanni, one of Coach "Rip" Collins quarterbacks sees plenty of action in Trooper games. Mike is a native of New Orleans, La., where he played two years of High School ball with Warren Easton High. Played one year with Northwestern State College of Louisiana, played on the Far Eastern Command Championship 11th Airborne Division squad and with the 22nd Airborne Div. team in 47. Mike is 22 years old, 6' 1" and weighs 170. (US Army Photo).

(MC)—If you are interested in high school completion or preparation for college, ask your education officer about enrollment in the Marine Corps Institute.

By Catherine Blanton

ing from a recent appendectomy.

An error was made last week in this column in regards to TSgt. O. M. Schmidlen and family being transferred to El Toro. Seems Sgt. Schmidlen is only being TAD for a while and Marion has gone to Sheffield, Pa. to spend an extended visit with her mother. She is expected to return in April.

Last Friday was little Carol Lynn Dart's fifth birthday. Lots of her friends joined her in playing games and enjoying the lovely refreshments.

Mrs. Jack Sims is recovering from a recent illness.

Mrs. Betty Beverly has returned to Cherry Point after a short visit spent with her family in Des Moines, Iowa.

PHM1 c and Mrs. Robert Beard spent the Armistice Holidays with their families in Gladys, Va. Agnes's sister, Iris, returned with them to pay a visit to Cherry Point.

Please call 6146 for news you wish to be placed in this column.

SMS-14 PARADES

Awarded Day

Off For Efforts

By Tsgt. George Bell

The Armistice Day parade in New Bern went over big with the citizens of this thriving metropolitan area. And for the splendid marching efforts the first and third duty sections were awarded a day off.

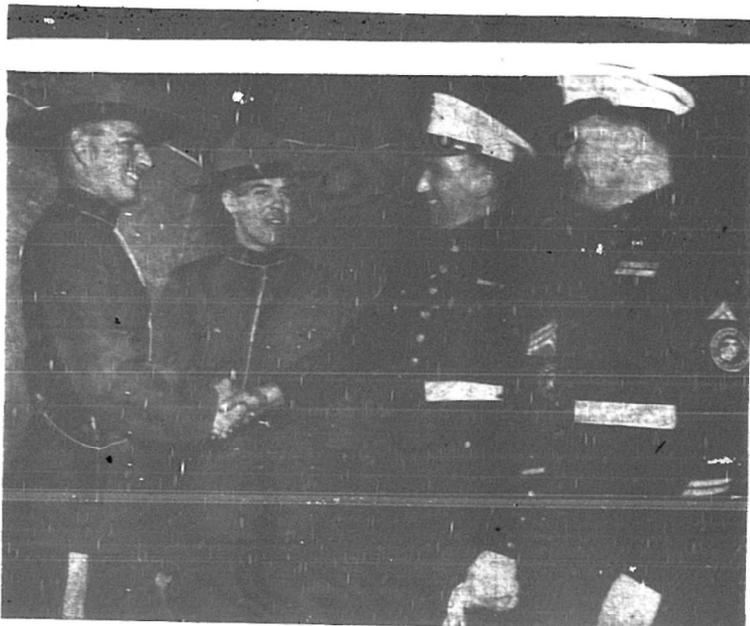
The sixty-four dollar question seems to be, "What Marine decked out in his glamorous blues did in his Blue room fame about 'Hey, Fabst Se Cola' We wonder!"

The squadron office still remembers Grand Central Station. There was quite a shuffle of personnel last week, as usual. Incoming were Mgt. Westerland returning from temp duty at the Philly Navy Base, Pfc. George E. McCready back from ABS-21 and Pfc. Robert B. Sergeant who completed a tour of duty with MWS-2.

Gone are such familiar faces as Pfc. Thomas E. Proctor, who was transferred to Hq Sq. Station; SSGT. Lawrence E. Romaine, who's headed towards MCAS, El Toro; Cpl. Clarence A. Johnson, who's laid

off sick bay at USNH, Camp Lejeune; and SMSGT. Hugh T. Burgess. Privates First Class William Jennings, Richard J. Roehm and David E. Wiggin who were transferred to MWS-2 for separation and discharge from "Ye Old Corps."

Major Gerard M. Schuchter parted with his Captain bars last week and congratulations are in order. The "Daniel E. Moore" club opened its doors to three new members. Sharpshooters and Experts are eligible for membership. And sharpshooting their way into the club were Cpl.'s Ernest D. Cale and Richard C. Leitenberger, also Cpl. Lloyd E. Ross, Jr.



MANHATTAN MARINES MEET "MOUNTIES". . . Marines Corps Recruiting Sergeants from DE-RS, New York City, visit the Royal Canadian Mounted Police encamped near Madison Square Garden during the annual National Horse Show. Pictured above are (Left to Right): Constable R. M. Douglas, Constable J. B. Clark, and Marine Staff Sergeants Robert E. Wander and Robert A. McDonald. (Photo by Tsgt. Joseph W. Hayes, USMC)

NCO Wives' Club

By Catherine Blanton

The N. C. O. Wives Club meeting will be held on Thursday evening, Nov. 17th at 8:30 p. m. A Children's Fashion Show will be held preceding the meeting at 6:30 p. m. in the club ballroom. Officers, Staff NCO's and guests are invited to attend.

"Blackface Comedy," a minstrel, will be presented by the Riverside P. T. A. on Wednesday evening, Nov. 23 at 8:00 p. m. in the N. C. O. Club Ballroom. Tickets are 50c for adults and 25c for children. The tickets are being sold by members of the club and a special booth will be set up in the sales building on Friday, Nov. 18th from 8:00 p. m. until 2:00 p. m. for the purpose of selling tickets. The nursery will be open the evening of the show and no charges will be made.

NURSERY-KINDERGARTEN HOURS FOR NOV. 24, 25

The regular Nursery school, Kindergarten and First Grade will be closed on November 24th and 25th.

The Nursery will be open on an hourly basis on November 24th from 1:30 p. m. until 12:00 midnight, and on November 25th from 4:30 p. m. until 1:00 a. m. On Saturday and Sunday, the regular schedule will prevail.

DISPENSARY NEWS

By L. M. Robinson

Perhaps it is that good Navy Spirit that keeps calling them back. Whatever it is, HMC J. F. Smith, has signed the sheets that make him Navy's own for a few more years. For his reenlistment leave, he went to the West Coast for some sunshine—a North Carolinian said that.

The East Coast has its attractions, too, from the reports this week. Specifically:

HN Jesse Noakes and HN J. D. Murphy especially like Roanoke, Va. Rumor terms it Dan Cupid's dwelling-place, at least for them. Could that be the attraction for DTS J. F. Smith, who spent the holidays there? And HMC D. K. Young finds something so attractive about Old New York, he decided to ship over at Cherry Point for six more years—or so HN Kelley says. Wonder if HMC Young stopped there enroute to Rochester, Minn. on his reenlistment leave.

HMI and Mrs. R. L. Beard flew home to Lynchburg, Va. for the holidays. Mrs. Beard's sister, Miss Iris Daniel, returned with them to spend a few days at Cherry Point.

HMC Ray Stokes and HMI Glenn Faust enjoyed the State-Wake Forest football game Saturday. "Welcome Aboard" to HMC D. K. Moore from Camp Lejeune, who is making his home in Swansboro. Chief Moore made a quoter-day statement when he said he liked North Carolina. It was really appreciated by your reporter. Of course, he could have felt it to be the only polite thing to say when she said it was her home state.

The Welcome Mat is also spread for Chief P. J. Stinson from Bethesda, Md., who arrived here in time to celebrate Armistice Day with us, and HN E. N. Wolf from USNH Pensacola, Fla.

If the fear of broken bones and lost teeth have always held you back from motorcycles, but you like them anyway, here is the club for you. It is represented by two Hospital Corpsmen and one Dental Corpsman, HN J. H. Martin, HMC2 W. G. Weeks, and DN Shell, who report satisfactory progress is being made in their Motorcycle Club. They are trying to arrange tours in the mountains next spring, and have plans for getting 51 Harley Davidson motors in April. Good luck, men, and happy motoring. Confidentially, your reporter prefers cars because four wheels are safe than two—unless she is driving, in which case it's a "toss-up" either way.

Did you hear about "Curley" Bennett's piano? No? Well, most of the Corporation at the Dispensary

thousiam spread among the group as he told them about the new piano he had just bought from the P. X. This group had heard Curley play before, and, eager to see his latest acquisition and hear him play thereupon, they rushed down to his quarters. There they beheld IT, with its beautiful keys, and enormous size of 18 inches—He hadn't previously mentioned its size.

If you see anyone with green hair walking down the halls at the Dispensary, it's no miracle—it's a painter. The painting crew are freshening up our walls with a color that makes us think of April in November.

Any times of interest about the Dispensary personnel and activities will be appreciated by this reporter. In case you think your news would be too trivial, read this column and again be reassured. Anything is better than nothing. So come on, everyone, tell me what is happening, and let's make our column more informative.

USO NOTES

Mrs. Sarah Marriner, director of the New Bern USO, has announced that plans are underway for an Open House Thanksgiving party to be given on Thursday, November 24.

The party, which is open to all servicemen in the surrounding area, will commence at 7:00 p. m. Dancing and games will be provided in the way of entertainment and refreshments will be served free.

Officers' Society Notes

By Joan Aynes

Thursday evening, 23 officers and their wives of VMP-354 enjoyed a no-host cocktail and dinner party before the Birthday Ball. Cocktails were served at the quarters of Major and Mrs. L. P. Bryan and then the guests dined at Major and Mrs. Arthur F. O'Keefe's apartment.

This past Tuesday, the Officers' Club was the meeting place for three groups' affairs:

The Gray Ladies met for luncheon and to plan their many helpful activities for the holiday season.

The Book Section of the Officers' Wives' Club met to hear a review delivered by Mrs. Thomas Alliman of "Peace, My Daughters" by Shirley Baker.

And in the evening, the Toastmasters Club held their dinner and speeches.

An informal get-together luncheon was enjoyed by officers of Headquarters Squadron Two, 2nd MAW, Wednesday. About forty attended the lunch which is expected to become a monthly affair.

Wives of the officers of VMP-122 played bridge at the Club Wednesday afternoon.

LtCol. and Mrs. W. K. Wendt gave a cocktail party in honor of General and Mrs. Harry Schmidt. The event took place Thursday evening at the Chess-parlor of the Officers' Club.

Mrs. Paul A. Schmuck, wife of Lt. Schmuck, invited friends to attend a four-table dessert-bridge party in the Formal Lounge, this afternoon.

Tonight, at Hancock Lodge, the officers and wives of MAGC-1 are having a double occasion party. They are welcoming in Col. A. G. Bunker as new Commanding Officer of the Group, and welcoming aboard those who have been to Labrador. About 30 couples are expected to join in the celebration.

MAG-11

(Continued from Page 5)

us. For lunch we stopped at the Hotel of Terrace, which overlooking a large valley filled with vineyards where the people were picking the grapes and taking them to the wine presses by ox cart. Here we sat out in the sun and enjoyed the panorama of the island Southern France, as it had been for ages, the same mountains, same dull buildings, highly cultivated grape orchards and flowers, clove oxen and large wine carts. Two blazes on the air horn and we continued through a very picturesque country, expressed by the different types of architecture, some as old as the twelfth century and all far different than buildings in the United States. Arriving at Grenoble we stopped to stretch our legs and quench our thirst with Pilsner beer and admire the ancient gabled buildings.

(Continued Next Week)

Officers' Mess Calendar

- Friday, 18 November 1949
 - 1230-1600 Officers' Wives Club Bargain Mart-Building 27.
 - 1630-1800 HAPPY HOUR—Main Bar.
 - 1930 Mixed Doubles Bowling League—Club Alleys.
 - Saturday, 19 November 1949
 - 2090 Informal Dance—Second Wing Orchestra.
 - Sunday, 20 November 1949
 - 1700-2000 BUFFET—Main Dining Room.
 - Sunday, 21 November 1949
 - Bowling Alleys open 1700-2300.
 - Monday, 22 November 1949
 - 1900 Officers' Wives' Club Knitting Class—Apartment B-9
 - 1930 Officers' Wives' Club Bowling League—Club Alleys.
 - 1960 Toastmasters' Club.
 - 2000 BRIDGE—Progressive and Duplicate.
 - Tuesday, 23 November 1949
 - 4900 and 1300 Officers' Wives' Club Ceramics Class—Hobby Shop
 - 1230-1600 Officers' Wives' Club Bargain Mart—Building 27.
 - 1830 Officers' Bowling League—Club Alleys.
 - BINGO—Main Dining Room.
 - Wednesday, 24 November 1949
 - HAPPY THANKSGIVING
 - Friday, 25 November 1949
 - 1630-1800 THANKSGIVING HAPPY HOUR—Main Bar.
 - BOWLING
- Club Alleys 1700-2300 weekdays and 1300-2300, Saturdays, Sundays, and Holidays.

Staff NCO Club Calendar

- Thursday, 17 November—NCO Wives Club meeting. A Children's style show will be presented at 1830, and the business meeting will commence at 2030.
- Friday, 18 November—Regular weekly dance. Music will be furnished by the Second Marine Aircraft Wing orchestra.
- Saturday, 19 November—Club hours: 1400-2400.
- Sunday, November—Club hours: 1400-2200.
- Tuesday, 22 November—Bingo in the main ballroom. Once again the jackpots are up into the big chips, and present a very attractive prize for the lucky winners.
- Wednesday, 23 November—Regular weekly dance. The minstrel show, at 2090, in the main ballroom. The show will be presented by the members of the Riverside PTA, and promises to be very entertaining with lots of laughs. Admission is 50c for adults, and 25c for children. A special table will be located in the Commissary on Friday, the 18th, for the convenience of those wishing to buy tickets for this swell show. Officers, Staff NCO's and their guests are cordially invited to attend.
- Thursday, 24 November—The chef has prepared an excellent menu for your special Thanksgiving dinner. The dining room will be open from 1400 until approximately 2100, and the complete menu and prices will be published by Club memorandum. Due to the large patronage expected, it is suggested that you make your reservations early by calling Mgt. Don or TSgt. Stamatac at 8102 or 8143.

Cuba, Pearl Of The Antilles, First Port Of Call For 212 During Caribbean Cruise

By Captain I. J. Barney
On this, the eve before the final battle problem, the past few weeks are viewed in retrospect. The first week in October marked the beginning of VMF-212's Caribbean training cruise.

Guantanamo Bay, Cuba was the first port of call and was to later serve as the home base for the USS Palau (CVE-122). GTMO has been the scene of several liberties, and many recreational facilities, all of which were utilized to their fullest extent.

The past few weeks have been spent in preparation for the final battle problem, interspersed with two visits to new ports of call. The first, and much enjoyed, being Kingston, Jamaica. Kingston, with its picturesque scenes, talk of pounds, shillings, and pence, showed a decided British influence. This tourist's and shopper's "Mecca," was the scene of numerous purchases and much bargaining. Motor trips through the mountains, to Jamaica's North Shore, were experiences not easily forgotten. The roads were narrow with many hairpin turns, and left hand driving added to the hazard.

The Tower Isle Hotel, on the North Shore, was visited by officers and men. The hotel has been open since July, and promises to become a well known vacation spot. The design is very modern, complete with swimming pool, beautiful beach, entertainment, and gift shop. One of the most enjoyable forms of entertainment was presented by (Lord) Fly, the chief exponent of Calypso singing.

The squadron was well represented in consular affairs by the Commanding Officer, LtCol. Bob Merchant, and Major Bill Gregory, the Executive Officer, who attended a party at the American Consul's residence. During the course of a delightful evening, they were presented to His Excellency the Governor of Jamaica, and his daughter, Diana Huggins.

A dance sponsored by the more prominent citizenry was held at the Myrtle Bank Hotel for the enjoyment of all enlisted personnel and officers.

The USS PALAU departed Kingston for another week's work prior to visiting the next port of call, Port-au-Prince, Haiti. Port-au-Prince is situated on the water-front with a mountain backdrop. Looking from the carrier's deck, the view of the city was pleasant sight. Upon arrival, the Presi-

dent of Haiti was honored with a twenty-one gun salute.

Haiti and mahogany are synonymous. Mahogany being offered in never ending forms and designs. The liberty boats returning to the ship, presented a sight similar to the markets on the water front, with men carrying mahogany fashioned into designs ranging from the unique to the weird. Jack Scott's Carib-Craft mahogany factory was visited by many officers and men. This factory is unique insofar as the entire process from rough wood to completed product is done entirely by hand labor, and very crude tools.

A very elaborate Exposition is in the process of being constructed, and should alter the present design considerably. This promises to be a boon to the country and increase the tourist trade.

With the departure from Port-au-Prince, thoughts were again shifted to the final battle problem, the Marine Corps Birthday, and the traditional turkey on Thanksgiving.

R4Q SCHOOL

Air Force Gives VMR-252 Scoop On 'Flying Boxcars'

By 1stLt. A. A. Grasselli

Under the supervision of 1stLt. D. C. Homfelt of the United States Air Force, a cut-away school on the R4Q-2 "Flying Boxcar" (Air Force version: C118) has been established to enable VMR-252 personnel to obtain first-hand mechanical "know how" on their soon-to-be-gotten Fairchild transport. The school is set up in building 222 and classes are being held daily from 0800 to 1630. While only 15 students per class can be tutored at one time, 120 men in all will have the opportunity of viewing the "boxcar" of one of the Air Forces most effective and most versatile troop carrying transports. The course although limited in time, is not limited in quality.

Lt. Homfelt brings with him from Champaign Field, Illinois, a well balanced and widely experienced faculty of mechanical wisemen.



We take pleasure in announcing the new Savings Bond (person to person) Canvass November 21 through 2 December. This canvass is primarily being conducted in the interest of those persons who have not endorsed the Navy's Savings Bond Program.

Yes sir, you ask the boss for a raise and what do you get? A raise! It takes money to buy security but not the money you spend the minute you get it, it's the money you put aside for the future. Savings Bonds can buy you the future such as a home education, business or that new car! Certainly there is some special thing that everyone would like to have for their very own... and I bet whatever it is it will take money to get. Well, here's your chance to make your wishes and dreams become solid reality... start saving now, this very day through the regular purchase of U. S. Savings Bonds. There's nothing like 'em for real safety, and real profit. This station offers to military personnel the Bond Allotment Plan and to civilian personnel the Payroll Savings Plan. All individuals are urged to contact their Squadron Savings Bond Officers or Activity Civilian Bond Chairmen immediately.

Commanding Officers of Squadrons and Activities are asked to lend full cooperation in this effort to encourage the men of their commands or employees in their own self-interest to regularly save a little bit of their pay through the systematic purchase of U. S. SAVINGS BONDS. Attention Bond Officers and Chairmen—There will be a meeting Monday morning at the Station Theatre at 10:00.

These men, under the direct guidance of MSgt. S. G. Wright, are doing their utmost to give "252" personnel the "big picture" of the general operation of the R4Q-2.

RED FEATHER DRIVE

(Continued from Page 1)

Medical Dept.	5.00
IBO	4.30
Labor Board	2.00
Total	\$22.40
INDEPENDENT DONATIONS	
Boy Scouts of America	\$49.02
First Citizens Bank	15.00
Theatre	10.40
Post Exchange	3.50
Club Bar	.55
Total	\$78.87

Flying Technique

(Continued from Page 1)

via radio, the pilot was instructed to land at NAS, Guantanamo Bay. A methodical, well planned sequence of events followed the instructions to land. Now was the time to employ procedures learned in lectures, hand books, ready room gossip, and hangar flying. The C02 bottle should have done the trick, but only one wheel dropped into the locked position because of C02 leakage.

Aerobatics executed for the express purpose of placing both negative and positive "Cs" on the wheel, proved to be of little help. The pilot resorted to the only alternative, other than landing on one gear, while maintaining a flying speed of 90 kts.

Capt. Tonnessa made four passes on the runway, bouncing one time on his locked down wheel on each pass. The faulty landing gear was down but would not turn into position and lock. His gas was running low, and he still had no luck, so he gained altitude over the water and dropped his auxiliary tank prior to final landing. Upon coming in to land, he touched his locked down wheel on the deck first, and at stalling speed the other wheel turned and locked on contacting the runway. Capt. Tonnessa's aircraft rolled to a safe stop. Prior to his landing Capt. Tonnessa had turned off all switches to reduce the fire hazard. Later inspection revealed a ruptured hydraulic line had been the cause of the complete failure.

On October 16, 1949, Major Woodley experienced a similar situation, which proved a bit more perplexing. If not weird, because the hydraulic pressure was normal. The pilot attempted every conceivable and prescribed emergency procedure for extending auxiliary gear, only to receive the report that his left wheel was only between twenty and thirty degrees out of the wheel well.

The pilot was instructed to land at NAS, Guantanamo Bay. Major Woodley decided to employ the same technique used by Capt. Tonnessa, however on each pass he bounced the locked wheel on the runway three or four times. Each time the auxiliary gear dropped down further into place until it finally locked.

The final landing was terminated without incident. Major Woodley's

PURR-FECTLY WONDERFUL!

BUY U.S. SAVINGS BONDS REGULARLY

PROTESTANT THANKSGIVING SERVICE

Thanksgiving is not so much a time for discovering new blessings for which to be thankful as it is a time for interpreting old blessings with a new sense of devotion.

Plan to attend your Protestant service of Thanksgiving at 1000 on Thanksgiving morning. This will be a brief service of Thanksgiving music and liturgies.

efforts were especially gratifying because a subsequent investigation revealed a hurred knuckle which caused the subject landing gear to freeze. To break the frozen position, out of necessity, he bounced the aircraft sufficiently hard to cause damage to the drag brace and the retracting struts of the malfunctioning landing gear. Rough treatment, but the aircraft was saved.

Prior to the above emergency article in the Naval Aviation News, describing the technique of bouncing the gear down as used by a TBM pilot, was read and discussed by Squadron pilots.

