

THE WINDSOCK



A RESOLUTION
 "Starting the New Year right with a sure thing, NEMA has your machine production. It can be your peace-time security."

BACK TO SCHOOL
 The Station Nursery Kindergarten and First Grade will resume their pre-holiday schedule on Tuesday, January 2.

Vol. 7 No. 52

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

30 December 1949

Authorization Given To Construct 1230 Housing Units Here

Air station authorities announced yesterday that a public notice has been received from the 6th Naval District Public Works Office to the effect that on the basis of preliminary determination the Department of the Navy proposed to certify to the Commissioner of the Federal Housing Administration construction of 1230 dwelling units. This includes all required utilities, streets, walks, services, and site improvements at Cherry Point, under the Title VIII of the National Housing Act.

The plans call for approximately one-third of the units to be aboard government owned land, while two-thirds will be off-station-owned private property.

When contacted, Commander K. E. Abplanalp, Public Works Officer of MCAS Cherry Point, said, "Only the preliminary plans have been made at this time, and it will be several months before actual construction can be expected to begin." The units will be privately managed rental-housing.

MILITARY AIRCRAFT IN FIRST SHOW SINCE BAN

Military aircraft of the Armed Forces—ranging from jet fighters to long-range bombers—will participate in the 18th Annual Miami All-American Air Maneuvers, January 13, 14 and 15. The maneuvers will be held at Opa Locka Airport, four miles from Miami.

The Navy participation will include a flyover of one squadron of Boeing B-29 or Boeing B-30 Superfortresses attached to Fleet Air activities at Jacksonville, Fla. According to the Army-Navy-Air Force Register, a Marine Corps Grumman F-9F jet Panther will also participate although there is no local information available to substantiate this statement.

Military aircraft have participated in all of the 17 previous maneuvers, but this is the first participation by the Armed Forces in such an air show under the new standard air demonstration policy announced by Secretary Johnson in November.

The ruling that made participation permissible this year was based upon that section of the new policy which defines a "suitable occasion" as one "primarily designed to encourage the advancement of aviation and one of national importance."

Planes of the Navy, the Air Force, the Marine Corps, the Naval Reserve, and the Air National Guard are scheduled to participate in a daily half-hour demonstration of modern military air weapons during the three days of the air show.



Lt. Col. HOMER STERLING U.S.M.C.

Lt. Colonel Sterling Plans To 'Take It Easy' After 31 Yrs.

RETIRING COL. BEGAN HIS CAREER AS PRIVATE

Lieutenant Colonel Homer Sterling climaxed a colorful 31-year career in the Marine Corps when he was honored during a parade and review held in his honor by the Second Marine Air Wing at the Football Stadium yesterday afternoon.

Approximately 1150 officers and men stood by as the acceptance of retirement by Headquarters Marine Corps was read. The order also directed that the retiring officer be promoted to the rank of colonel in recognition of his exemplary service.

The parade marked the final step in the service record of a man who enlisted in the Marine Corps as a private in 1918 and worked his way up through the ranks.

General Woods, Commanding General of 2ndMAW, personally congratulated Colonel Sterling after the order was read.

Colonel Sterling began his career in the Corps when he enlisted at Rochester, N. Y., in June 1918, and was sent to Parris Island for recruit training. He later served in Haiti where he served under Capt. (Later Lieutenant General) Roy Geiger.

His most interesting tour of duty was in Nicaragua in 1927-29, during which American planes were first engaged in combat since World War I. During World War II, the colonel served with Marine Air Wing Pacific and the First Marine Air Wing, MarAirSo-Pac.

In 1945, while stationed at Marine Corps Air Station, Ewa, the Colonel received his orders to proceed to Manila as part of the planning staff for the invasion of Japan. It was during this period that he was promoted to Lieutenant Colonel.

Before reporting here in 1949, Colonel Sterling served with the First Marine Air Wing in the U. S. He was the Supply Officer, 2ndMAW, prior to retiring.

When questioned as to his future plans, he replied, "I plan to settle down with Mrs. Sterling in Santa Ana, Calif. and take it easy."

Among the decorations worn by the Colonel are WWI Victory, Marine Corps Expeditionary, 2nd Halfing, 2nd Nicaraguan, Bronze Star with "V", Bronze Star, American Defense, Asiatic Pacific, American Theatre, WWII Victory, Philippine Liberation and Good Conduct with three bars.

The officers of AirFirmPlant Supply and Distribution sections gave Col. Sterling a farewell dinner last night at the "O" Club.

SCHOOL DAYS AHEAD

Four of Cherry Point's Officers have been ordered to temporary duty at the Armed Forces Public Information School at Carlisle Barracks, Carlisle, Pa., to attend the class scheduled to convene on January 4.

Officers ordered to attend the 14-week course are Capt. Guy M. Cloud, of MAG-15, Capt. Valdemar Schmidt, Jr., and Capt. Parks J. Stallings, both of MCAS, and 1st Lt. Larry D. Slattery of MAG-14.

Captain T. J. Saxton, Public Information Officer, MCAS, who was recently detached and ordered to the school will remain as an instructor upon his completion of the course.

Wing Band Concert

The Second Wing Band will furnish music during the intermission of the first and second movie shows on Wednesday evening, January 4, at the Station Theatre.

Various selections, including "Echoes of St. Marys," will be played by the Drum and Bugle Corps. Other selections will include the overture "Eurydice" and the intermezzo "Pas de Fleur."

Tsgt. A. H. Laube will present a vocal solo of "Old Man River."

LAST TWINS OF '49?

Hurriedly making his last minute runs before the Old Year is ushered out, the Stork made two passes at the Station Dispensary and delivered two sets of twins.

Major and Mrs. Edward K. Pedersen became the proud parents of twin sons this morning. "Michael" was chosen as the name for one of the boys but the proud parents were undecided as to the name of the other when the Windssock went to press.

On Friday morning, December 23, SSgt. and Mrs. Theodore A. Shiran were blessed with two daughters. The twins will be christened at a later date. The girls weighed four and one-half, and five pounds one ounce.



THE CHERRY POINT WINDSOCK

BRIGADIER GENERAL IVAN W. MILLER COMMANDING
GENERAL, MARINE CORPS AIR STATION.
Cdr. J. H. ...

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A LEGEND

One night in ancient times, three horsemen were riding across a desert. As they crossed the dry bed of a river, out of the darkness a voice called, "Halt!"

They obeyed. The voice then told them to dismount, pick up a handful of pebbles, put the pebbles in their pockets and remount.

The voice then said, "You have done as I commanded. Tomorrow at sun-up you will be both glad and sorry." Mystified, the horsemen rode on.

When the sun rose, they reached into their pockets and found that a miracle had happened. The pebbles had been transformed into diamonds, rubies, and other precious stones. They were both glad and sorry—glad they had taken some, and sorry they had not taken more—

And this is the story of Life Insurance.

Your NSLI Now Includes:

Unrestricted choice of one or more beneficiaries.

Lump sum settlement plans payable to you at maturity making 6 permanent plans in all.

Total disability income benefits for an additional premium.

Right to purchase insurance after discharge under certain conditions.

PREPAREDNESS

"Insurance is to the individual what the armed forces are to the Nation. Each furnishes indispensable protection for which adequate provision must be made in advance. To wait until something happens is just too late."

OMAR M. BRADLEY
Chairman, Joint Chiefs of Staff

SEE YOUR UNIT INSURANCE OFFICER TO-DAY!
OR CALL 3130.

REPORT from WASHINGTON

The Armed Forces are expected to Congress when the new session Services to lease existing buildings, largely wartime housing, for the use of military personnel.

to present about 32 proposed bills opens in January. High legislation,

a more satisfactory way of removing sulfuric acids, the department said.

The Navy has assigned four WAVE officers to duty in Guam, Egypt, Alaska, and Germany, the first woman assigned permanently in these areas.

The Navy will transfer two Atlantic Fleet vessels to the Pacific Fleet in a move to "equalize cruiser division strength of the two fleets."

Navy Ships Service Stores are redesignated Navy Exchanges, effective January 1, 1950.

That's Using Horse Sense!

Cornwall, N. Y. (AFPS)—The Cornwall, New Windsor, and Monroe Horse Thief Detecting Society recently held its 144th Annual Convention. There have been many horses stolen hereabouts for many years but one of the officers

Washington (AFPS)—About one-eighth of the 16 million war veterans entitled to the forthcoming National Service Life Insurance dividend have not as yet applied for it, the Veterans Administration has announced.

The VA said that the dividends owed veterans who fail to apply at this time will be retained as a claim against the NSLI fund.

This money may be applied for at any time, but will not draw interest.

Washington (AFPS)—A new and more economical method of producing gunpowder for large artillery pieces has been announced by the Department of Agriculture.

The new method, as does the old, uses gun cotton, but will save about two-thirds of the time formerly required and also permits the use of smaller powder factories, making them less vulnerable to air attacks.

Staff NCO Club Calendar

Friday, 30 December—No dance tonight. The Club will be open from 1650 to 2400.

Saturday, 31 December—New Year's Eve Dance, with music by the Wing Orchestra. Come early, stay late, and help escort 1950 in with a bang. Dancing until 0100.

Sunday, 1 January—HAPPY NEW YEAR! Club hours: 1400 to 2300.

Tuesday, 3 January—No bingo yet.

Wednesday, 4 January—Club hours: 1650-2300.

Thursday, 5 January—Club hours: 1630-2300.

2-Million Vets Soon To Receive Bigger VA Check

Washington (AFPS)—The benefit checks of almost two million war veterans and their dependents are to be increased, the Veterans Administration has announced.

The VA said that the increases in service-connected disability and death compensation, provided by the 81st Congress, will be shown on the checks issued for delivery after January 1, 1950.

The agency added that the largest group to receive increases is composed of 1,852,000 with service-connected disabilities ranging from 10 to 100 per cent. This group includes both veterans of World Wars I and II, and in addition, other veterans disable in peacetime service since July 15, 1903.

The old rates of VA payment range from \$13.80 to \$138 a month for war service and \$11.04 to \$110.40 for peacetime service, depending on the degree of disability. The new rates are 8.7 per cent higher—\$15 to \$150 and \$12 to \$120, respectively.

About 55,000 widows receiving compensation because of service-connected death of a veteran, and who have one or more children, will also receive increases. The payment to a widow with one child will be \$105, an increase of five dollars, and the allowance for each additional child is increased from \$15 to \$25, when the veteran's death was due to war service. For death incurred in peacetime, the veteran's widow will receive 50 per cent of the war rates.

Veterans drawing compensation for service-connected disabilities rate by the VA, at 60 per cent or more (who get additional allowances for dependents) also will receive increases.

DIVINE SERVICES

- PROTESTANT SERVICES
 - 0915 Sun.—Sunday School (Nursery)
 - 1000 Sun.—Worship Service Main Chapel
 - 1900 Tue.—Youth Fellowship Recreation Center 2nd Deck
 - 1900 Wed.—Choir Rehearsal
- CATHOLIC SERVICES
 - Reptians: 1130 Sundays
 - Weekday Masses: 0700 St. Michael's Sunday Masses: 0645, 0845, 1900
 - Chapel
 - Novena Devotions: 2000 Tuesdays, St. Michael's Chapel.
 - Sunday School: 1000-1730, St. Michael's Chapel.
 - Holy Days—Masses: 0645, 1200, 1700 in Station Chapel.
- SEVIER SERVICES
 - 2000 Wed.—Divine Worship in Protestant Wing
- CHERRY POINT COMMUNITY CHURCH
 - 1100 Sun.—Morning Worship

New Drug Aids MAT Passengers

Passengers and patients of the Military Air Transport Service who are—or might be—susceptible to air sickness, are now getting a break, according to an announcement from the MATS Washington headquarters.

Dramamine, the new "wonder" motion-sickness drug is now available to all who ride MATS planes. All flight nurses, medical air

attendants are being given a brief course of indoctrination in the use and administration of the drug before its distribution throughout the MATS commands.

It is reported that in most cases dramamine brings relief from motion-sickness within a half hour after it is taken.

Dramamine was discovered at John Hopkins Hospital. It was thoroughly tested with the cooperation of the Armed Forces because of its potential military value. Today it is a standard drug item

in the standard military medical supply catalogue.



'Who The Heck Said Contact?'

Noise - Testing Lab. Helps Save Service Lives

Brooklyn (AFPS)—Here at the New York Naval Shipyard, day after day, a man sits in a 24 by 28 foot cream-colored room. The room is filled with the boom of naval gun engines from the bowels of a battleship, the boom of naval guns down him in sound. All the while he talks into a microphone—obviously can't hear himself.

The room is a defuse reverberation chamber of the Navy's Material Laboratory. The man is a psycho-physicist whose job is testing of communications equipment manufactured for the Army Forces by private concerns.

What the scientist is attempting to find out is whether "cease fire" order can be as "deafened" in the din of battle. He's interested because what he discovers may decide whether a serviceman lives or dies.

The hard sound chamber, as is popularly called, is unique. It noises such as cannonading an engine pounding are amplified. These noises are funneled in the chamber from amplified phonograph records in an adjoining room.

The room itself consists of cream-colored walls of concrete half-cylinders which run vertically, horizontally and diagonally.

Microphones, earphones and inter-communication systems are checked for their intelligibility, comfort and degree of strain they impose upon users.

In checking the equipment the taker first reads off single-syllable words. Then he'll use two-syllable words. And then many he'll try the Sunday-word. How well those words are understood determines the worth of the equipment being checked.

An interesting offshoot of the experiments is the revelation the persons coming from Texas, Louisiana, Arkansas and Oklahoma are hardest to understand. Most each understood are persons from the Midwest.

youth still faces federal charges of illegally wearing a Navy uniform and of possessing a forged Army discharge paper.

Officers' Mess Calendar

Friday, 30 December 1949
1630-1800 HAPPY HOUR—Main Bar.

2030-0030 NEW YEARS' EVE BALL—Formal—\$2.00 per man
BRUCE "BUBBLES" BECKER AND HIS ORCHESTRA

Sunday, 1 January 1950
1700-2000 NEW YEARS' BUFFET.

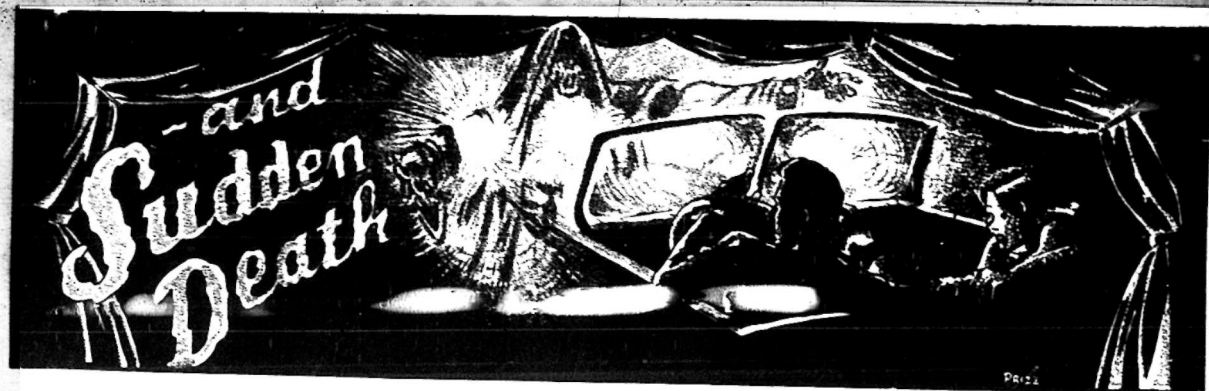
Monday, 2 January 1950
HAPPY NEW YEAR.

Tuesday, 3 January 1950
1500 Toastmasters' Club.
2000 DUPLICATE—Formal Lounge.

Wednesday, 4 January 1950
1930 Officers' Bowling League—Club Alleys.
2030 BINGO—Main Dining Room. Cash and Merchandise Prize \$2.00 per card.

Thursday, 5 January 1950
Get any suggestions!

1630-1800 HAPPY HOUR—Main Bar.



Like the gruesome spectacle of a bad automobile accident itself, the realistic details of this article will nauseate some readers. Those who find themselves thus affected at the outset are cautioned against reading the article in its entirety, since there is no let-down in the author's outspoken treatment of sickening facts.

By F. C. FURMAN (Reprinted from Readers Digest) Publicizing the total of motoring injuries—almost a million last year, with 26,000 deaths—never gets to first base in jarring the motorist into a realization of the appalling risks of motoring. He does not translate dry statistics into a reality of blood and agony.

Figures exclude the pain and horror of savage mutilation—which means they leave out the point. They need to be brought closer home. A passing look at a bad smash or the news that a fellow you had lunch with last week is in a hospital with a broken back will make any driver but a born fool slow down at least tenfold.

But what is needed is a vivid and sustained realization that every time you step on the throttle, death gets in beside you, hopefully waiting for his chance. That single horrible accident you may have witnessed is no isolated horror.

That sort of thing happens every hour of the day, everywhere in the United States. If you really felt that, perhaps the cold lines of type in Monday's paper recording that a total of 29 local citizens were killed in week-end crashes would rate something more than perfunctory cut-out as you turn back to the sport page.

An enterprising judge now and again sentences reckless drivers to tour the accident end of a city morgue. But even a mangled body would, waxily portraying the consequences of a fatal motoring judgment, isn't a patch on the scene of the accident itself. No artist working on a safety poster would dare depict that in full detail.

That picture would have to include motion-picture and sound effects, too—of the agonizing, helpless efforts of the injured to stand up; the queer, grunting noises, the steady, panting groaning of a human being with pain creeping up on him as the shock wears off. It should portray the slack expression on the face of a man, drugged with shock, staring at the wreckage in his broken leg, the insane crumpled effect of a child's body after its bones are crushed inward, a realistic portrait of an hysterical woman with her screaming mouth open, a hole in the bloody drip that fills her eyes and runs off her chin. Minor details would include the raw ends of bones protruding through flesh in compound frac-

obviously a responsible person, obviously set for a pleasant weekend with his family—so the officer cut into papa's well-learned expostulations: "I'll let you off this time, but if you keep on this way, you won't last long. Get going—but take it easier." Later a passing motorist hailed the trooper and asked if the red Hispano had got a ticket. "No," said the trooper, "I hated to spoil their party." "Too bad you didn't," said the motorist, "I saw you stop them—and then I passed that car again 50 miles up the line. It still makes me feel sick at my stomach. The car was all foisted up like an accordion—the color was about all there was left. They were all dead but one of the kids—and he wasn't going to live to the hospital."

Maybe it will make you sick at your stomach, too. But unless you're a heavy-footed incurable, a good look at the picture the artist wouldn't dare paint, a first-hand acquaintance with the results of mixing gasoline with speed and bad judgment, ought to be well worth your while. I can't help it if the facts are revolting. If you have the nerve to drive fast and take chances, you ought to have the nerve to take the appropriate cure. You can't ride an ambulance or watch the doctor working on the victim in the hospital, but you can read.

The automobile is treacherous, just as a cat is. It is tragically difficult to realize that it can become the deadliest missile. As enthusiasts tell you, it makes 65 feet like nothing at all. But 65 an hour is 100 feet a second, a speed which puts a viciously unjustified responsibility on brakes and human reflexes, and can instantly turn this docile luxury into a mad bull elephant.

Collision, turnover or sideswipe, each type of accident produces either a shattering dead stop or a crashing change of direction—and, since the occupant—meaning you—continues in the old direction at the original speed, every surface and angle of the car's interior immediately becomes a battering, tearing projectile, aimed squarely at you—inescapable. There is no bracing yourself against these imperative laws of momentum.

It's like going over Niagara Falls in a steel barrel full of railroad spikes. The best thing that can happen to you—and one of the rarer things—is to be thrown out as the doors spring open, so you have only the ground to reckon with. True, you strike with as much force as if you had been thrown from the Twentieth Century at top speed. But at least you are spared the lethal array of gleaming metal knobs and edges and glass inside the car.

Anything can happen in that split second of crash, even though you lucky escapes you hear about.

son's taking a greasy curve a little too fast. No blood—no horribly twisted bones—just a gray-haired corpse still clutching her pocketbook in her lap as she had clutched it when she felt the car leave the road.

On that same curve a month later, a light touring car crashed a tree. In the middle of the front seat they found a nine-months-old baby surrounded by broken glass and yet absolutely unharmed. A fine practical joke on death—but spoiled by the baby's parents, still sitting on each side of him, instantly killed by shattering their skulls on the dashboard.

If you customarily pass without clear vision a long way ahead, make sure that every member of the party carries identification papers—it's difficult to identify a body with its whole face bashed in or torn off. The driver is death's favorite target. If the steering wheel holds together it ruptures his liver or spleen so he bleeds to death internally. Or, if the steering wheel breaks off, the matter is settled instantly by the steering column's plunging through his abdomen.

By no means do all head-on collisions occur on curves. The modern death-trap is likely to be a straight stretch with three lanes of traffic—like the notorious Astor Flats on the Albany Post Road where there have been as many as 27 fatalities in one summer month. This sudden vision of broad, straight road tempts many an ordinarily sensible driver into passing the man ahead. Simultaneously a driver coming the other way swings out at high speed. At the last moment each tries to get into line again, but the gaps are closed. As the cars in line are forced into the ditch to capsize or crash fences, the passers meet, almost head on, in a swirling, grinding smash that sends them crumpling obliquely into the others.

A trooper described such an accident—five cars in one mess, seven killed on the spot, two dead on the way to the hospital, two more dead in the long run. He remembered it far more vividly than he wanted to—the quick twist the doctor turned away from a dead man to check up on a woman with a broken back; the three bodies out of the car so soaked with oil from the crankcase that they looked like wet brown cigars and not human at all; a man walking around and babbling to himself, oblivious of the dead and dying, even oblivious of the dagger-like silver of steel that stuck out of his streaming wrist; a pretty girl with her forehead laid open, trying hopelessly to crawl out of a ditch in spite of her smashed hip. A first-class massacre of that sort is only a question of seconds.

Corpses are no deader than one. Each shattered man, woman or child who went to make last year had to die a personal death.

A car careening and rolling down a bank, battering and smashing its occupants every inch of the way, can wrap itself so thoroughly around a tree that front and rear bumpers interlock, requiring an acetylene torch to cut them apart. In a recent case of that sort they found the old lady, who had been sitting in back, in inches into her brain as a result of who was in front, each soaked in

her own and the other's blood indistinguishably, each so shattered and broken that there was no point whatever in an autopsy to determine whether it was broken neck or ruptured heart that caused death.

Overturning cars specialize in certain injuries. Cracked pelvis, for instance, guaranteeing agonizing months in bed, motionless, perhaps crippled for life—broken spine resulting from sheer side-wise twist—the minor details of smashed knees and splintered shoulder blades caused by crashing into the side of the car as she goes over with the swirl of an insane roller coaster—and the lethal consequences of broken ribs, which puncture hearts and lungs with their raw ends. The consequent internal hemorrhage is no less dangerous because it is the pleural instead of the abdominal cavity that is filling with blood.

Flying glass—safety glass is by no means universal yet—contributes much more than its share to the spectacular side of accidents. It doesn't merely cut—the fragments are driven in as if a cannon loaded with broken bottles had been fired in your face, and a silver in the eye, traveling with such force, means certain blindness. A far or arm stuck through the windshield will cut clean to the bone through vein, artery and muscles like a piece of beef under the butcher's knife, and it takes little time to lose a fatal amount of blood under such circumstances. Even safety glass may not be wholly safe when the car crashes something at high speed. You hear picture-show tales of how a flying human body will make a neat hole in the stuff with its head—the shoulders stick—the glass holds—and the raw, keen edge of the hole decapitates the body as neatly as a guillotine.

Or, to continue with the decapitation motif, going off the road into a post-and-rail fence can put you beyond worrying about other injuries immediately when a rail comes through the windshield and tears off your head with its splintery end—not as neat a job but thoroughly efficient. Bodies are often found with their shoes off and their feet all broken out of shape. The shoes are back on the floor of the car, empty and with their laces still neatly tied. That is the kind of impact produced by modern speeds.

But all that is routine in every American community. To be remembered individually by doctors and policemen, you have to do something as grotesque as a rail lady who burst the windshield with her head, splashing splinters all over the other occupants of the car, and then, as the car rolled over, rolled with it.

Somehow frame and cut her throat from ear to ear. Or park on the pavement too near a curve at night and stand in front of the tail light as you take off the spare tire—which will immortalize in somebody's memory as the fellow who was mashed three feet broad and two inches thick by the impact of a heavy duty truck against the rear of his own car. Or be as original as the pair of youths who were thrown out of an open roaster this spring—thrown clear—but each broke a windshield post with their head in passing, down to the eyebrows, was missing. Or snap off a nine-inch

tree and get your self impaled by a ragged branch.

None of all that is scare-fiction; it is just the horrible raw material of the year's statistics as seen in the ordinary course of duty by policemen and doctors, picked at random. The surprising thing is that there is so little dissimilarity in the stories they tell.

It's hard to find a surviving accident victim who can bear to talk. After you come to, the gnawing, searing pain throughout your body is accounted for by learning that you have both collarbones smashed, both shoulder blades splintered, your right arm broken in three places and three ribs cracked, with every chance of bad internal ruptures. But the pain can't distract you, as the shock begins to wear off, from realizing that you are probably or your way out. You can't forget that, not even when they shift you from the ground to the stretcher and your broken ribs bite into your lungs and the sharp ends of your collarbones slide over to stab deep into each side of your screaming throat. When you've stopped screaming, it all comes back—you're dying and you hate yourself for it. That isn't fiction either. It's what is actually felt like to be one of that 26,000.

And every time you pass on a blind curve, every time you hit it up on a slippery road, every time you step on it harder than your reflexes will safely take, every time you drive with your reactions slowed down by a drink or two, every time you follow the man ahead too closely, you're gambling a few seconds against this kind of blood and agony and sudden death.

Take a look at yourself as the man in the white jacket shakes his head over you, tells the boys with the stretcher not to bother and turns away to somebody else who isn't quite dead yet. And then take it easy.



'COME ON DOWN' and we'll go in for a swim,' says Kathleen Hughes, sunning herself during a recess from her movie-making duties at Cherry Point.

surfaces where clothes and skin were flayed off at once.

Those are all standard, everyday sequel to the modern passion for going places in a hurry and taking a chance or two by the way. If ghosts could be put to a useful purpose, every bad stretch of road in the United States would greet the screaming motorist with groans and screams and the educational spectacle of ten or a dozen corpses, all sizes, sexes and ages, lying horribly still on the bloody grass. Last year a state trooper of my acquaintance reported that a Hispano for speeding. Papa was

shields and come out with only superficial scratches. They have run cars together head on, reducing both to twisted junk, and been found unharmed and arguing bitterly two minutes afterward. But death was there just the same—he was only exercising his privilege of being erratic. This spring a wrecking crew piled the door off a car which had been overturned down an embankment and overturned the driver with only a scratch on his cheek. But his mother was still inside, a splinter

inches into her brain as a result of who was in front, each soaked in

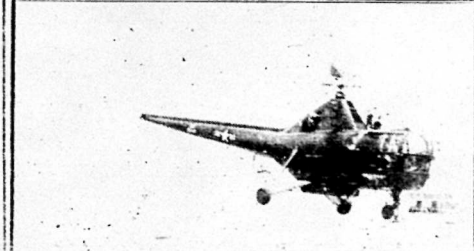
Outstanding Pictures And Headlines Of 1949 Passing In Review



JANUARY... saw preparations underway for the forthcoming Atlantic Command Exercises. One phase of the "prepping" concerned the proper procedures employed in setting up camp. YMP-351 is shown mastering the "knaack" of erecting "line shacks."



MARCH—The gray dawn of a windy March morning saw ground troops from Camp Lejeune become airborne reinforcements for "embalmed" Second Division assault forces as Second Wing transports whisked them to the scene of the Atlantic Command Exercises.



MAY... marked the maiden flight of Cherry Point's flying cadets. Pilot is Capt. Wally B. ... The ground near the Control Tower.

JANUARY

Dime Drive Nears End; Early Report Shows Over \$3,000

FEBRUARY

"Fighting Flyers" In Seven Bouts At Charlotte

MARCH

Sixteen Planes To Fly Kinston Airshow April 3

APRIL

Colonel Jerome Swaps Eagle For General's Star

MAY

Miami Rips Point Swipe Nine Bases In 10-2 Conquest

JUNE

C. P. Trackmen To Enter All-Marine Meet At Quantico

JULY

2nd Wing Planes To Hold Air Show At Li'l Washington

AUGUST

VMR's To Carry Troops To Ohio For Mock Battle

SEPTEMBER

Tuma To Guide Hoopsters After Football Season

OCTOBER

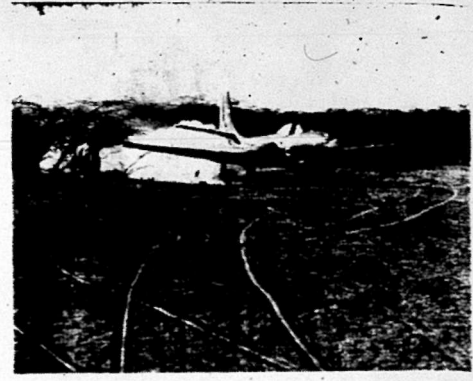
Point Aviators At El Toro For Jet Check Out

NOVEMBER

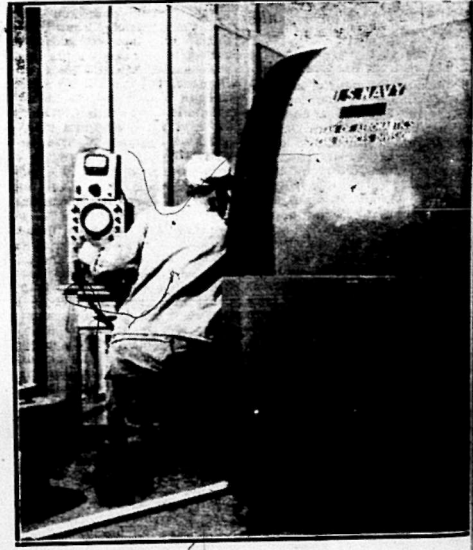
General Robinson Pays First Visit To Cherry Point

DECEMBER

General Woods Commends Six from MAG-14



FEBRUARY—Aided by JATO (Jet Assisted Take-off), MSet. L. F. Blass takes off in a cloud of dust from Rosario Beach in the Dominican Republic where he was forced down by fuel trouble, while flying with other members of VMF-122 from Cherry Point to Puerto Rico to participate in the Atlantic Command Exercises. This event marked the first actual emergency use of JATO to rescue a jet-type plane.



APRIL... found Cherry Point's station training section rick on the ball! In keeping with its policy of furnishing Marine pilots with the most recent devices employed in synthetic training, the section acquired the latest all-weather, radar-equipped Westinghouse operational flight trainer, which prepares Second Wing aviators for flying in all types of weather.



JUNE... and baseball takes the limelight! Johnny Fitzhugh, Cherry Point native, bats one in over the plate during the 1949 Cherry Point's first of second season. He has played for the All Navy for the past three seasons.

Fading Glimpses Of The Events Which 1949 Brought To Cherry Point



JULY . . . and with it came torrid temperatures! Little Mike, son of USGt. and Mrs. Paul Shea, was about the only one at Cherry Point who found any relief from the intense heat. His solution? A hose, a tub, and a bathing suit.



AUGUST . . . brought more heat and a football ballet! Staff photographer Gus Dagenals clicked this unusual shot of Coach Tuma's "Ballerinas" during the opening days of football practice at which time approximately 150 hopefuls tried out for a berth on the 1949 Flyer team.



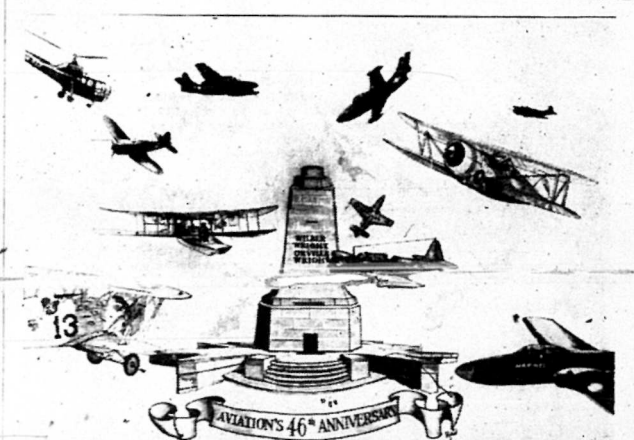
SEPTEMBER—With MAG-11, on a mediterranean cruise aboard the USS Leyte (CV-32), Second Wing Marines were afforded opportunities to pull liberty in "Old World" ports. Above pie shows Leathernecks at South Port Gates in Gibraltar, first port of call.



OCTOBER . . . football's turning point! A courageous Cherry Point eleven surprised the favorite Jax-Navy team with a 14-0 upset and paved the way the Flyers' first victory of the year. In the above play, Tom Shepherd, hard running Flyer back, makes a gain around Jacksonville's left end before being pulled down by Moore.



NOVEMBER—"Operations Transport" . . . Fifteen transports of VMR-153 and MI-25 airlifted Camp Pendleton Marines to San Nicholas Island for a simulated amphibious landing. The "Operations Transport" was a necessary employment using the parachute to marine ground troops before the actual operation begins.



DECEMBER—Military aviation, as symbolized by Marine aircraft of the past and present, paid a tribute to the Wright brothers at the Kitty Hawk, N. C., memorial where the 46th anniversary of the airplane was celebrated December 17. Today's Marine aviators "take their flight" over "the spot" where the "first aviators" coaxed their creaking bi-plane into the sky.

Stratosphere Holds 'Soaking-Wet' Air

About six miles up lies the stratosphere. Instruments sent into it by sounding balloons led meteorologists to believe that it was dry and virtually weatherless. Now come Earl W. Barrett, Lee R. Herndon, Jr. and Howard J. Carter, University of Chicago meteorologists, with the discovery that in the stratosphere is a belt of air which is soaking wet—100 per cent saturation.

The discovery was made with a new electronic dew-point moisture-measurer (hygrometer) which, unlike its non-electronic predecessors, responds to moisture at high levels. Barrett, Herndon and Carter sent the new device up to heights of eighteen and three-quarter miles. Lightweight plastic balloons, called "Sky Hooks," carried the apparatus.

VISIBILITY ALMOST ZERO
Extreme moisture in part of the stratosphere is of importance to engineers who design high-flying supersonic planes. Engines will have to operate in a fog, and pilots will not find stratospheric flying easy because visibility will be almost zero. How deep the wet layer may be has yet to be determined. The fog belt is assumed to be thinner than that visibility up and down will not be greatly reduced.

This lateral zero-visibility means that pilots approaching other planes or flying in formation will have to depend on radar to prevent collisions. When radar is used, high-speed flight is complicated because of the time required by the pilot to read and respond to signals. Moreover, military planes will betray their presence to an enemy by moist exhaust gases, which will condense in the cold stratosphere into visible clouds behind them.

FINDING MOISTURE CONTENT
Astronomers have been able to determine the amount of moisture in the earth's atmosphere, but they do not know how much is confined to relatively low altitudes. The Chicago findings send their hope that an observatory on a very high mountain will enable them to get above the moisture level and so avoid present difficulties in determining exactly the moisture of the atmosphere of a planet such as Mars.

Where does the water in the stratosphere come from? Probably from the mid-to-high latitudes, rather than from traditionally humid tropics.

Older theories about the circulation of the atmosphere must now be abandoned. It has been held that there is no transfer of water vapor between the atmosphere and the lower levels of the air. But the University of Chicago results show that the proportion of water vapor by weight in the air tends to increase with altitude into the stratosphere. The ratio of water vapor to other gases is twice as high at seventeen miles as at eight.

No Funeral—No Job

Coldwater, Mich. (AFPS)—Melvin Seidler is job hunting. Here's why. The other day he told the foreman his father, Arthur Seidler, had died. He wanted time off to attend the funeral. Fellow workers sent flowers to Grand Rapids. The flowers were signed for by a man named Arthur Seidler.



A farmer's daughter is Virginia LaArta Jensen, 18-year-old Blair, Neb., girl. Here she reclines in the straw in an exhibition pen at the National Farm Show in Chicago. The former 4-H member was chosen the "Ideal Farmers Daughter" in a contest at the exhibit.

Navy Air Target Towed At 450 MPH

The Navy Bureau of Aeronautics today announced that its new winged aircraft tow target has been successfully flight tested at an altitude of more than 35,000 feet and at speeds in excess of 450 miles an hour.

The target glider, designed with the configuration of a conventional airplane, will be used for target practice by both day and night fighter planes and for anti-aircraft practice. It has a wing span of 24 feet.

Developed after three years of experimental designs and tests, the winged target is constructed of metal to aid radar reflection, with aluminum being extensively used to meet the weight requirements. Its design has been arranged to facilitate manufacturer, maintenance and assembly.

Sufficient structural strength is built into the target to allow for towing speeds up to 450 miles per hour, and altitude is actually limited to the ceiling of the towing plane.

The target may be launched by normal drag-take-off or by snatch pickup. Provision is made for a 10-G ultimate acceleration in a snatch pickup. In landing, a drag parachute was designed to stop the target within 200 feet after release by the towing plane. The parachute is carried in the tail section of the tow target and is released by a trip in the nose section of the target upon contact with the runway.

The Dallas plant of Chance Vought Division, United Aircraft Corporation was awarded the experimental contract in 1946 for 45 models for flight testing and evaluation.

SPIC AND SPAN Heavy Cruiser Gets Her Nose Powdered

The heavy cruiser Columbus, the only U. S. warship with a foreign home port—Plymouth, England—is undergoing major overhaul at the Boston Naval Shipyard after more than 15 months duty in European waters.

The sleek cruiser returned from an extended peacetime tour of duty bearing the "scars" of entertaining VIPs. As a veritable "floating embassy," the Columbus served as flagship for the Commander in Chief, U. S. Naval Forces, Eastern Atlantic and Mediterranean.

The 1,677 crew members, 57 officers and 40 marines received a "well done" from Secretary of the Navy Matthews upon their arrival in New York. "You have aided the U. S. Navy in supporting American diplomacy," the Secretary told them.

Cementing diplomatic relations extended beyond playing host to European VIPs. At least 50 members of the Columbus' crew figured in marriages while overseas. Most of the brides were English, with some from France, Italy, and Denmark.

"The men's morale is high—and I have the best crew in the Navy," declared Captain Ephraim R. McLean, Jr. To underline this, Commander Edward B. Billingsley, the ship's executive officer, pointed out the high percentage of re-enlistments on board and the numerous requests received for "swaps" for duty on the Columbus.

Moffett AFB, Calif. (AFPS)—The Military Air Transport Service will take over from the Navy the mission of flying supplies from the Pacific Northwest to Alaska, it was recently announced here.

Seabees Receive Winter Training

More than 800 Naval Reserve engineers and seabees will train under simulated arctic conditions at Camp Hale, Colorado, Army winter training area, during January, February, and March, 1950.

The trainees, representing reserve units in states west of the Mississippi which make up the 8th, 9th, 11th, 12th and 13th Naval Districts, will learn to operate standard construction equipment in cold weather, and will be taught to operate special winter equipment such as wanigans (sled trains), toboggans, drags, and plow discs, by U. S. Army experts.

The reserve units include many veterans of the war in the Pacific. They will be trained in three increments of 275 men each during two-week periods. The first increment will report on January 14, and subsequent increments on February 11 and March 11.

The 800 engineers and seabees make up the first large group of Naval Reservists to take their annual two-week training duty under simulated arctic conditions. Two officers and 40 enlisted men took a pilot training course last winter.

In addition, to studying geography, navigation, and packing and loading procedures, the men will make cross country runs to overnight bivouac areas where Army instructors will show them how to cook and live in the open air at below freezing temperatures. Most of the clothing and equipment for the trainees will be furnished by the Army.

TRUE or false . . . afternoon newspapers are put out so male trolley riders can't see the women standing. . . shape is what a bathing suit has after a beautiful girl puts it on.

We said good-by to Captain L. W. Griffith a few days ago with considerable regret. He has contributed to the success of our unit during his assignment here, and we feel that VMR-253 is fortunate in receiving the capable new member. PFC. R. E. Knight also left us for the Naval Hospital at Camp Lejeune. We hope Santa will be extra liberal with our bed-ridden mate this Christmas. Sgt. J. W. Campbell will no longer crack the whip in the 204 junior ward. He is on his way to the west coast for the High Speed Radio Operators course.

New blood in the outfit (and very welcome it is): Captain G. C. Knapp, 1stLt. J. B. Henson, 2ndLt. G. L. Gilman, and 1stLt. G. R. Pillion. All save the latter hunk, whom the Corps has up to now reserved for the gentle art of carrying a football around, are squirt experts from VMF-122. Also MSgt. C. J. Voelker, and TSgt. H. H. Young from El Toro, Calif. PFC. A. J. Simak returning from school will resume his old haunts in the B&G Dept. We predict he will be painting heads the night before the next IGI.

The little man from the North Pole and the Corps were neck and neck until this week when the Corps beat him to the wire with promotions to Sergeant for J. I. Falk, F. E. Gross, R. L. Schiavone, and R. M. Thorburn. Corporal stripes went to R. R. Hagg. Santa 'also met' when the tort delivered a bundle entitled Charles O. Skipper to TSgt. and Mrs. O. P. Skipper it will be a happy Xmas indeed.

Here is an outfit that apparently knows what to do on a holiday. Missing for a good purpose will be PFC. H. W. Welch, Cpl. L. L. Duma, Sgt. B. B. Deskins, PFC's G. E. Bliss, C. F. Williams, J. E. Kaufman, J. F. Gazaway, R. P. Kizas, W. J. Wason, E. M. Higgs, E. R. Vaorn, Sgt. K. U. Davenport, PFC's B. P. Jordan, A. L. Jewett, A. Rossi, L. Hatfield, E. R. Denger, Cpl. H. E. Dretlach, PFC. W. D. Graf, PFC. C. L. Taylor, and Cpl. R. L. Hawley.

Condolences to SSGT. F. E. Reutling bedridden at the U. S. Army Hospital Westover Field Mass. Its no place to be this time of year.

MGCIS-4
It's a boy. TSgt. and Mrs. J. A. Dreyer aren't complaining about the extra guest for Xmas dinner if they can stay awake to eat.

The only other sound from the outfit was the rumbling of the Sergeant Major. Faintly discernable were "IRC" UD, MRI, MPF, etc. were coupled in formal language with something called a Personnel Accounting System.

It's A Man's World
New York (AFPS)—Corny jokes to the contrary, the average American woman thinks her husband is a pretty wonderful guy. A recent Woman's Home Companion magazine survey revealed that 92 per cent of the married women help to take care of the children, nearly 75 per cent help out with the household cleaning, and 50 per cent of the women questioned say their husbands lent a hand in getting the meals. All of which is no surprise to the menfolk who also have been known to shop for groceries, make the beds and do the clothes.



Grapplers Tangle With Strong Memphis Matmen There Next Week

Inter-Squad Tournament To Decide C. P. Starters

Cherry Point's young wrestling team will enter its final week of preparation Monday for its coming battle with the strong Memphis Naval Air Station squad January 7 on the sailor's home grounds. Memphis N. A. S. was touted by "All-Hands" magazine as having strong contenders for All-Navy titles, along with Camp Lejeune's matmen, and the airmen should give the local wrestlers a very busy evening.

Flyer coach Bob Ayres stated that all positions on the Cherry Point team are still open and that the varsity starting team won't be picked until Tuesday when an inter-squad tournament will be held in the Drill Hall.

Looking exceptionally well in practice during the past week were Corporal George Vohden, fast 175 pounder, Private First Class "Mouse" Carriveau, strong 121 pounder, and Corporal "Duke" Palmer, who is on leave. All three of the above grapplers are expected to carry the brunt of the attack for the Flyers.

No Dress Or Field Shoes Allowed For Athletics In Gym

The Special Services Department would like to call everyone's attention to the fact that only tennis or basketball shoes will be worn by players participating in athletic contests held in the Drill Hall.

The Special Services Office also declared that athletes will at no time be allowed to wear dress or field shoes while participating in athletic contests, regardless of whether or not the recreation is being enjoyed by individuals or groups of individuals.

The basketball court is one of the best in the South, and we Cherry Pointers should do our utmost to help keep "our" Drill Hall one of the finest in the Corps.

The Pointers are scheduled to leave Carolina on Friday, January 6, and arrive at Memphis the same day. And on Saturday night the local boys will exchange holds with the N. A. S. strong men in a match that promises to be very fast and close.

Coach Bob Ayres said that his team will make a good showing and will give the navy lads a good fight all the way. However, "All depends on how this next week of conditioning goes after this holiday feasting," said Coach Ayres. Win or lose, the Flyers should give a good account of themselves and no doubt the sailors will feel that they've been in a real fight. The Flyers are traveling to Memphis with only one thought in mind, and that is, to win!

CG Cup Standings

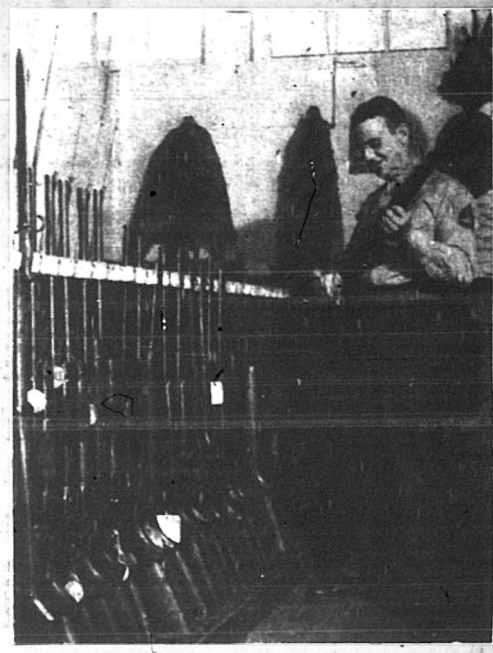
VNR-252	65
AES-46	65
MACG-1	55
MWSS-2	30
VMF-224	27 1/2
VMF-461	20
SMS-11	15
VMF-212	15
HqSg-2	10
VMF-153	10
VMF-114	5
HqSg-2	2 1/2



So you think there is just no fishing like plugging for fresh water bass? Then you've a brand new thrill in store for you. Pit your light tackle and your fishing savvy against the cunning of the speckled trout that have this season been discovered in the waters adjacent to Morehead City.

It has been long known that these speckled beauties, ranging up to "tide runner" size, had been found in the nets of commercial fishermen. With red faces, it must be reported that until this season local anglers had not recognized the sport afforded by their fighting fins.

The big speckles run, on an average, between a pound and a half to two pounds of finned fury. The records show that individual specimens of four pounds and over are not unusual—the largest scaling six pounds and over. Over six pounds of fish on the business end of light tackle is no mean battle in any water, salt or fresh.



TSGT. Thomas J. Boyle, NCO in C of the Hunting and Fishing Hut located in the Drill Hall, is seen inspecting a single barrel shot-gun. Hunting and Fishing equipment can be checked out at the Hut and it is reported that very good equipment is available to hunters and fishermen—free!

Last Entry Made In Sports Log Old Man 1949 Looks Back To Outstanding Events

The last "I" had been dotted. Old Man 1949 relaxed in his chair and breathed a sigh of relief. He made the last entry in his "Sports Log" for the year. Now he had only to wait for Infant 1950 to relieve him. And, as he waited, his mind flashed back to the outstanding events so vividly portrayed in the book before him:

The suspense-packed pennant races, up to the last, in the two major leagues. . . . The heart-warming drama of an injury-ridden Yankee team, possessed with unbelievable spirit, prime factor in carrying them to another World Championship. . . . Ailing Joe DiMaggio's highest paid player in baseball history, whose courage epitomized the Yanks do-or-die spirit.

The poor boxing picture highlighted by—The Ezzard Charles-Jersey Joe Walcott waltz-a-thon for the NBA-sponsored heavy-weight championship. . . . The bout in which Willie Pep regained his featherweight title from Sandy Saddler (one of the better fights of the year). . . . How Joe Louis launched a Bum-of-the-Week so-called exhibition tour (Kayoing Pat Valentino with ten ounce gloves). . . . Rocky Graziano being reinstated and making his debut at the expense of Charley Fusari.

The erratic football season which concluded with only four unbeaten, untied teams. . . . Army giving Navy its worse beating in history of series, 38-0. . . . Notre Dame stretching its string to 38 games. . . . The platoon system again under fire. The gasps at Gertrude "Gussy" Moran's lace-edged panties in Wimbledon Tennis tourney.

The news that Bill Veck had sold the Cleveland Indians. . . . The cheer when Bill Holland won the Speedway with new record of 121.27 mph. . . . How Wild Bill

beat racing. . . . The day Luke Appling, White Sox shortstop, set new record for number of games played. . . . Warring pro football loops trying one more costly season before finally settling their differences and merging into a 15-team outfit.

Louisville, Ky. (APFS) — Bill Corum, famous New York sports writer, has been named president of the American Turf Association and its subsidiary, Churchill Downs, to fill the vacancy created by the death of Colonel Matt Winn.

and breathed a sigh of relief. He made the last entry in his "Sports Log" for the year. Now he had only to wait for Infant 1950 to relieve him. And, as he waited, his mind

Quanticoans Rally To Beat Pendleton, 14-13, For 3rd All-Navy Tilt In Row

The Quantico Marines, capitalizing on two enemy miscues, edged out the Camp Pendleton Leathernecks, 14 to 13, Saturday, Dec. 17, to win their third straight All-Navy football championship.

This all-Leatherneck final in the annual Navy classic was staged at Los Angeles' huge coliseum, which has a seating capacity of 105,000. But threatening clouds and chilly weather held the crowd down to a disappointing 11,297.

The Westerners scored first, with Big Joe Bartos going over, from the two, in the second quarter, giving the Pendleton eleven a 6 to 0 halftime lead.

Quantico's great passer, Rudy Flores, hit End Bernard Kaasman with a fourth-down 5-yard touchdown pass in the third quarter for the Easterners' first tally. Bill Eysenbach booted the extra point. In the fourth quarter Quantico's tackle, Bob Prather, recovered a fumble by Joe Bartos and the Pendleton 16 and Bob Hodal scored a few plays later to give the Quanticoans a 13 to 6 lead. Bill Eysenbach entered the game and booted that very important extra point to sent the Virginians out into a 14-6 lead.

Camp Pendleton came to life in the last four minutes of the game, blocking a punt and marching 16 yards to pay dirt, in five plays, to make it 14 to 13 and anybody's ball game.

The West Coasters threatened again in the final two minutes. From the Quantico 20 the losers moved the oval to their rival's 7, but on second down, with 20 seconds left in the contest, Bob Hodal tried a field goal from the 14 and missed.

The game was marked by stout defensive work of the two lines. Once Quantico drove 76 yards, only to be stopped on the 4. As the Pendleton held on the 3 and threw Quantico back.

Quantico gained 3 total of 121 yards running and passing and Pendleton 103. Quantico's running game netted 92 yards to Pendleton's 65.

SCORE BY PERIODS

Quantico	0 0 7 7—14
Pendleton	0 6 0 7—13

Touchdowns—Kaasman, Greco, Bartos, Hodal. Points after touchdown—Eysenbach 2 (placements), Bartos (pass).

PLAYED ENTIRE GAME AND SCORED 12 POINTS HOLDING ALL-AMERICAN DICK DICKEY TO 6 POINTS AGAINST N.C.S.

STAR 'SOUTH-PAW' PITCHER FOR THE 1948 CHINA ALL-STARS

PLAYED RIGHT HALFBACK FOR THIS YEAR'S COURAGEOUS CHERRY PT. FLYERS

5' 6" SPEED DEMON FROM WINSTED, CONN.

"Shorty" FENN



SEASONS GREETINGS AND A HAPPY NEW YEAR TO EVERYONE!
 Those were the wishes of all attending the Public Works Yuletide party held recently. Some of the "Wall-Wishers" pictured above are: (L to R), Comdr. L. C. ABPLANALP, Public Works Officer, Miss Susie MOORE, Charles E. STUART, Sr., Leadingman Electrician Linesman, Lt. H. M. CARR, Asst. Public Works Officer and Marvin F. FOLE, Foreman, Public Works. (Photo by Gus Dagenais).

**VMF-225
 Dreaming Marines
 Go Back To 1801**

By Lt. R. B. Sessions
 On 12 November, VMF-225 arrived at the strange and historical city of Tripoli, the capital of the northwest province of Libya. It is situated on a rocky promontory stretching out into the Mediterranean Sea and forming a crescent-shaped bay. It fell to the British Army on 23 January 1943, and since that time has been under the protectorate of Great Britain. The prevailing religion is Mohammedan and Arabic is the language generally spoken.

As we walked through these streets, the wheels of time began to spin backwards to the year 1801. It was then that William Eaton, a newly appointed Navy agent for the Barbary States, and eight Marines undertook a land campaign against Tripoli. Their mission was to place upon the throne a pasha then living in exile in Egypt. He was an elder brother of the reigning sovereign and had promised to respect the rights of American ships sailing the Mediterranean.

Transported in the brig, "Argus," Egypt, Eaton met the pasha and with him assembled an army of 500 men. This army consisted of soldiers from the last ripple of Napoleon's great wave, malcontents and mercenaries of different countries and cavalries of camels led by sheiks of the desert who brought along their women in scarlet palanquins. Of this entire army, only Lieutenant O'Bannon and his seven Marines could be depended upon.

With this motley army, Eaton and the eight Marines marched across 600 miles of Libyan desert, past those places whose names still ring in our ears from World War II—El Alamein, Matruk and Sollum to raise at last on the fort of Derna the American flag of 15 stars and 15 stripes. Here the American flag was raised for the first time in the old world. This incident has been immortalized by the Marine Hymn, "From the Halls of Montezuma to the shores of Tripoli."

Suddenly, we heard expressions in Arabic and others in English which brought us back to the realization that this was the year 1949. Only a few minutes before, we had departed from the USS LEYTE. Here, we also had a mission, one of peace and goodwill.

PERSONNEL
 Pfc Joseph R. West—"Even though the going gets rough at times, I am enjoying the cruise very much, especially the ports of Cannes and Tripoli."
 Pfc James B. Sullivan—"This is my third Mediterranean cruise, and frankly, I would rather be back in New Bern, N. C."
 Pfc Jack K. Fullmer—"This is my first Mediterranean cruise. I have enjoyed seeing the foreign cities. Liberty in Cannes impressed me more than any other so far."

**Famous 'Old Lady'
 Observes Her 55th
 Birthday In A 'Slip'**

By Armed Forces Press Service
 The famous Navy ship Olympia observed her 55th birthday on January 2, while lying peacefully at her slip in the Philadelphia Naval Base.

Fifty years ago the old grey fighter had returned to the U. S. following her triumph over the Spanish Fleet in the Battle of Manila Bay. Today this "eagle of the sea" receives homage from tens of thousands of annual visitors.

The Olympia, still trim despite her years, was named after the capital of the state of Washington. It was the citizens of Olympia who saved her from being scrapped in 1922.

The city's patriotic citizens protested so vigorously that the order to scrap her was cancelled. They clearly remembered how the Olympia, as Admiral George Dewey's flagship in the Spanish-American War, led the U. S. Navy to a decisive victory over the Spanish fleet.

The Olympia is still carried on the active list of the Navy's register of vessels.



**STORK
 LANDINGS**
 December 18, 1949—A daughter, Lucinda Lee, born to SSgt. and Mrs. William R. Huntley, USMC.
 December 20, 1949—A son, Richard Nathan, born to Captain and Mrs. Murry M. Staples, USMC.
 December 20, 1949—A son, James Frank, born to TSgt. and Mrs. Frank Nenadal, USMC.
 December 23, 1949—A daughter, Shirley Ann, born to TSgt. Bernard L. and Besse M. Boyer.
 December 23, 1949—Twins, Teresa and Judith, born to SSgt. Theodore A. and Ann Marie Shran.



**SERVICES INVITE
 ALL SHUTTER FANS
 TO ENTER CONTEST**

Washington (AFPS)—An inter-service photographic contest, open to all amateur and professional photographers of the Armed Forces and the Coast Guard, was inaugurated here recently.

For Army and Air Force photographers a February 1 deadline has been recommended. There then will be successive judgments at installation and major command levels, with the final selections going to Washington for judging by a group of professional photographers who will also pass on the Navy, Marine and Coast Guard entries.

The judges will select first to fifth place winners in each of four subject categories: Service life on duty and at leisure, landscape and architecture, people and customs, general pictorial.

There will be a grand prize for the first place winner who takes and processes the best black-and-white photo, regardless of category. A trophy will go to the Service whose entrants gain the greatest number of points by winning in their categories.

Station Theatre
 Tonight 1800-2030
"MONTANA"
 Errol Flynn
 Alexis Smith
 (Western)
 Very Good

Saturday 1800-2030
"FRANCIS"
 Donald O'Connor
 Patricia Medina
 (Comedy)
 Very Good

Sunday 1300
"ENCHANTMENT"
 David Niven
 Teresa Wright
 (Romantic Drama)
 Excellent

Sunday 1800-2030
"HASTY HEARTS"
 Ronald Reagan
 Patricia Neal
 (Drama)
 Very Good

Monday 1800-2030
"MALAYA"
 Spencer Tracy
 James Stewart
 (Drama)
 Very Good

Tuesday 1800-2030
"STORM OVER WYOMING"
 Tim Holt
 (Western)
 Very Good

Wednesday 1800-2030
"WOMAN IN HIDING"
 Ida Lupino
 Howard Duff
 (Drama)
 Very Good

Thursday 1800-2030
"DEAR WIFE"
 William Holden
 Joan Caulfield
 (Comedy)
 Very Good

**'MISS WINDSOCK'
 THIS WEEK'S WINNER'S**

After debating quite some time for the last two entries in the "Miss Windsock" of 1949 contest, the judges came up with the above two beauties from their bag of contestants.

Making their way to this week's contest are Miss Jane Carlson and Miss Susan Marino.

June is 5' 6" tall, has brown eyes and hair and tips the scale at 108 lbs. June is 20 yrs old. Submitted by Cpl. William Bousman of VMT-1, this pert number hails from South Bend, Indiana.

Susan comes from Brooklyn, N. Y., and was submitted by one A. J. P., who wishes his name withheld. Vital statistics for this lovely are: 5' 7", 119 lbs, Auburn hair, Brown eyes, and is 20 years old. At present Susan is working as a photographer's model and you can readily see why.



MAJOR ARMSTRONG ARRIVES HERE IN AIR FORCE F-94 THUNDER JET.

Major Alan J. Armstrong, former Executive Officer of VMF-125, is now serving with the 77th Fighter Squadron, 36th Fighter Group, Shaw Field, S. C., under the newly formed Armed Forces Exchange. Under this new plan, Marine Corps aviators can be assigned to duty with the Air Force. (Photo by Gus Dagenais).

**Sharp-Eyed Officers
 Defy Scientific Law
 During Inspections**

By Armed Forces Press Service

Most soldiers, sailors and airmen may have good reason to dispute it, but it's a scientific fact—sharpness in vision begins to diminish rapidly in most individuals at about 36 years of age.

If this be true (and it is according to recent scientific findings) how come the inspecting officer (he's due for retirement) can spot the least waywardness in uniform dress during inspections?

For the record, here is the report of a Bausch and Lomb Optical company research engineer:

On the basis of a survey involving 3,000 industrial workers and 1,500 school children during the past two years visual acuity begins to decrease in the mid-30s. The findings also disclose that vision falls off faster in men than in women.

There's a ray of hope, however, according to researcher Fred W. Jobe, of Rochester, N. Y. He reports that glasses "seem" to prevent "to some extent" a sharp drop in visual accuracy in older people.



**TRAFFIC
 CITATIONS**
 1st Lt. Charles W. Egan, VMF (N)-114, speeding 45 mph in a 35 mph zone.
 SSgt. Christopher Vandiver, SMS-11, speeding 30 mph in a 20 mph zone.
 PFC Edward L. Pearson, SMS-11, speeding 35 mph in a 20 mph zone; failing to give hand signal, (Government Vehicle).
 PFC Charles A. Krekus, AES-42; speeding 34 mph in 25 mph zone; no driver's license (Gov't vehicle).
 Cpl. Robert G. Cooley, AES-42; speeding; failing to stop for stop sign.

**ON LIBERTY
 MAG-11 'Invades'
 Shores Of Tripoli**

By Lt. M. A. Hill
 Lt. O. L. Stephenson

Marine Fighter Squadron 461 visited the Shores of Tripoli for the second time in '49 when on November 12th the USS Leyte anchored outside the breakwater of the ancient port. This visit turned out to be much more pleasant than the stop last January, for the seas remained calm up to the day we were to leave. Nearly everyone had at least one day to sight-see. A most imposing structure to capture the eye upon stepping ashore at the pier was the old fortress used by the old time pirates.

Liberty parties visited the old Castle-fort at the head of Ceremonial Jetty and walked along the streets of modern buildings constructed by the Italians before the war when Mussolini had ideas of making Tripoli into a second Riviera. The old section of Tripoli, with its labyrinth of narrow, crooked streets was out-of-bounds to service personnel except those on scheduled tours. However, the new city was the neatest and most modern in appearance of any we have seen in the Old World to date.

In most of the other ports visited during this cruise the shopkeepers seemed to adjust their price tags to fit their idea of the size of our pocket-books. It has often been said that nobody enjoys the game of bargaining as does an Arab merchant. By the time our souvenir hunters met them face to face across glass counters both teams had met their match. There was no sign of gullibility on the part of Marines ashore in Tripoli and many items such as ivory cigarette holders, silver-lined brassware, oriental rings, scarves, bracelets, and necklaces were purchased for private importation to the United States.

Seven planes of VMF-461 were sent into Wheelus Field, the USAF base at Tripoli, along with sixteen other planes of MAG-11, for training flights during our stay. A maintenance detail headed by Captain W. D. Smart and Master Sergeant J. H. Swindell, including SSG's E. M. Kasica, H. M. Penko, F. R. Wittmer, Jr., Pic's T. J. Kennedy, R. E. Burgraber, and D. C. Coven were quartered at the field during the stop.

Flight details of pilots and plane captains were sent to the field each day and a full flight schedule was carried out. Pilots had an opportunity to look over the desert sand and rugged coastal hills during radio range familiarization flights. Some of the plane captains enjoyed a short visit to Palermo, extra room one morning.

On the afternoon of the 14th of November a reception was held on the hangar deck of the Leyte, nearly all the Officers of MAG-11 attended in Blues to assist as hosts and guides for the visiting dignitaries of the Tripoli area. Representatives of the USAF from Wheelus Field, British Army units stationed in the area, local administrative officials and their wives attended. The forward part of the hangar deck was decorated with signal flags, Capone cake and punch served during the reception.

