

THE RATTTLER

B-29s FROM PYOTE TO TOKYO!

Vol. 3, No. 15

Rattlesnake Army Air Field, Pyote, Texas

August 1, 1945

NEW FLYING TIME RECORD SET

Pyote Observes A.A.F.'s 38th Birthday With 'Open House' Today

Superfort Is Star Of Show For Visitors

The Army Air Force celebrates its 38th birthday today—and in honor of the occasion Pyote Army Air Field is holding "Open House" for the public.

Thus Pyote—a war-born air field which has sent hundreds of expert bomber crews forth to battle and subdue the enemy all over the world—joins the thousands of other AAF units throughout the world in reporting to the American public the magnitude of the air power which contributed to the victory in Europe, and simultaneously in pointing up the immensity of the task in the Pacific.

Headline star of today's show at this field will of course be the AAF's famous sky giant, the B-29 Superfortress, which will be on view along with several other planes of different types.

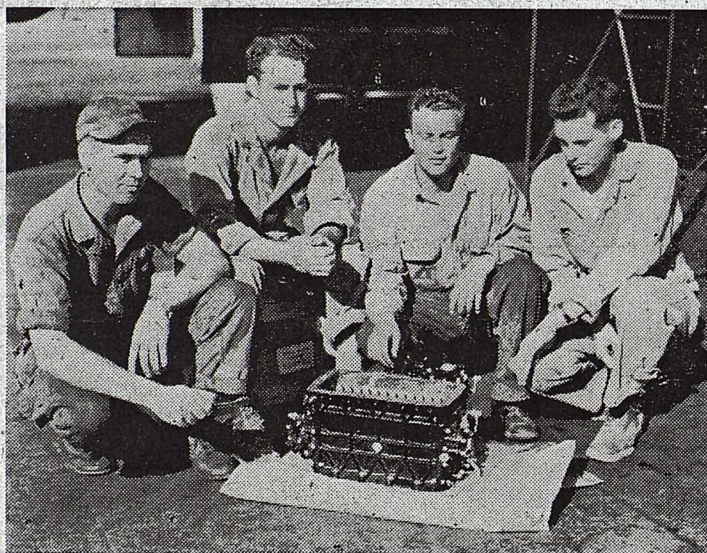
The celebration here begins at 1 o'clock this afternoon when the gates will be opened to all visitors. Invitations have been sent to all nearby communities, and a large crowd of civilian visitors is expected to attend the event.

At the entrance to the field will be a staff of guides who will conduct tours of the field. An "elephant" trailer will be used to transport groups of visitors from the main gate to designated areas on the field where more guides will be stationed to explain interesting features.

Memorial services, honoring AAF heroes who died in this war, will be held in the chapel. A special movie, "This Is Our Air Force," will be shown three times. Several types of planes, including the B-29, will be on display. A band concert will be held. A retreat ceremony and presentation of medals will conclude the program at 5 o'clock.

(Continued on Page 3)

CREW OF THE WEEK



Here are four members of the nine-man crew which was chosen this week as "Crew of the Week", the selection being based on the crew's consistently dependable achievements in keeping planes flying. Shown are (left to right): Cpl. Bill Baggett, Pvt. Hank Hendry, Cpl. Jim Jackson, and Pvt. Don Blaser. Members of the crew not shown (some were away on pass and others were attending specialists' schools) are: Sgt. Weisman, Pfc. Feltzer, Cpl. J. Brady, S/Sgt. L. A. Pirozzi, and Cpl. O. L. Orsen.

Pyote Leads 2AF In Salvage Work

Pyote Army Air Field was first in salvage efficiency standings among the 31 2AF installations for the first quarter of 1945, according to a report from 2AF headquarters.

The standings were based on the average of collection and disposal of salvage for the months of January, February and March. Pyote took top honors with a 110.3 average mark. Deming, N. M., and Biggs Field, Tex., were close behind with averages of 109.48 and 104.97 respectively.

Pyote's exceptional mark was made possible only by a vigorous campaign conducted on this field. Lt. Robert O. Link, reclamation and salvage officer, stated that this high mark could be maintained or bettered only if everyone on the field kept up his efforts toward the field's salvage program.

Get Promotions

Sgt. Paul Byer of Sq. M has been promoted to the grade of staff sergeant. In addition three privates in the same squadron were made privates first class. They were:

Walter Levy, Howard Triplett and John A. Mills.

Pyote Tops Clovis' Mark By 418 Hours In July

Climaxing a record-studded month, Pyote's Superforts shattered all existing B-29 combat crew training station flying records when they broke the world's record of monthly flying hours last night with a total of 7,396 hours for the month. This is 814 hours higher than the monthly mark of 6582 hours set by Clovis AAF last March.

The newly established monthly record closes a dramatic climb in flying hours in which Pyote rose from third place to the top of the list of all B-29 fields in the 16th Wing.

Although the month started slowly for the Superforts, the increase in flying time came gradually until a week ago four records were broken. On Sunday the 6582 hour mark was surpassed, and the planes continued to pile up flying hours for two more days to give Pyote the extra margin of 814 hours above the former record.

A flying hour record beyond the 7000 hour monthly mark was unheard of in B-29 Combat Crew training until Pyote passed it.

Col. Key read the final record-breaking figures, which prompted this message to all personnel: "It is highly gratifying to know that our field has broken the average daily flying record per plane; the total daily flying record; the total weekly flying record; and the grand total monthly flying record. It is only through the united efforts of all personnel, both civilian and military, that such achievement has been made. I wish to extend my congratulations and thanks to each and every one of you for achieving an outstanding mark among all 16th Wing stations."

THE RATTLER

PYOTE, TEXAS

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Pictures by Base Photo Lab.

BEWARE RATTLESNAKES
 1. WEAR BOOTS OR HIGH-TOP SHOES + LEGGINGS
 2. WEAR PROTECTIVE GLOVES
 3. WATCH WHERE YOU STEP
 4. WATCH WHERE YOU REACH

Twice selected by Camp Newspaper Service as one of the best GI newspapers in the world, 1944, 1945.

COL. A. E. KEY, STATION COMMANDANT

Lt. W. C. Gruben, I & E Officer
 Lt. Walter C. Van Buren, Public Relations Officer

Editors: S/Sgt. Robert H. Nash and Cpl. Ed C. Koops

Okay, So We Did It

When Hairy Joe, the truck driver, read about the series of record-breaking achievements rung up by this field last week, he remarked: "Boy, them mechanics is really on the ball. They is the hard workin'est guys on the field!"

Alphonse Delinquency, the field's fastest 405, looked up from his desk to glance at the headlines. He took long enough to remark: "Boy, what those combat crew men don't go through with! They certainly have a tough job."

Tom Jones, a civilian carpenter, read the news to his wife and both wore happy smiles that evening. "Those boys are really doing a wonderful job."

Harry Sienckewicz, a B-29 tail gunner, cracked: "Well, maybe they're getting some crews now that can keep up with us. We've been doing it all along."

And Edward O'Shea, a crew chief who'd been two years overseas and had seen too many fine maintenance feats to be very much impressed, remarked: "Well, now that's fine. Maybe it means we will all be getting out of here a little sooner."

But all in all, the men most directly concerned with the achievement were wont to give somebody else the credit. Joe, the truck driver, thought it was the mechanics alone who kept the planes in the air. The clerk figured it was the trainee fliers who deserved most of the credit. The crew chief and the civilian employee were closer to the right idea than any of the others. They figured the new record was the joint accomplishment of everyone on the field.

The pilots and the pencil-pushers, the mechanics and mess sergeants, the combat crew men and the medics, the PT men and the civilian workers, all had their part to play.

How well they have performed is a matter of record—a record which should make every man and woman on this station very, very proud of themselves and their co-workers. It is a record which, translated into training hours and combat preparation, portends more and more smashing blows at the crumbling Japanese. Tomorrow's headlines are being written today in the toil and sweat, ingenuity and achievement of this and other B-29 training stations.

We make no difference in your position or your job. To all who contributed to this record, we extend a sincere "Thank you" and the hope that this type of record-breaking achievement will continue.

If there were more sweaters around, GIs would be more inclined to tend to their knitting.

The Army's the best place to develop a sense of rumor.

Army Air Force Day

To the citizens of West Texas, Pyote Army Air Field wishes to join the rest of the AAF around the world today in sending a friendly greeting.

USAAF is 38 years old today—a lusty, hard-working young outfit whose prodigious feats are the wonder of the world. The professional Air Corps man is still considered a mere babe in arms by most military circles, but already—in the short span since Aug. 1, 1907—his achievements have become legend.

West Texas is a "young" section of the country, full of life and growth. A few years back a historian remarked that this country was earnestly dedicated to the raising of two products—hell and yearlings. Things have settled down quite a bit since then, although development of the oil industry in this section has been in many cases as spectacular as the Air Corps ever thought of being.

The production feats of West Texas, unknown to the average soldier, have been a vital factor in the prosecution of the war. If it hadn't been for the supply of petroleum of this nation, our war plans could never have advanced at the rate they did. This section, while abiding by the same rationing regulations as many much more heavily populated sectors of the country, outdid itself in producing the oil needed to wage a two-front war. Two other important products were turned out—beef cattle and carbon black, a by-product of the petroleum industry.

Thus, the Air Force boys are not the only ones who can rightfully do a little crowing about their war jobs. The people who'll be visiting the base today have hung up quite a few records of their own.

They're as proud of the Air Force as we are, too. There are too many air fields in this state for them not to have become interested in the fortunes of the fly-and-fight boys.

So, although it's our birthday and not theirs, we'd like to depart from precedent today long enough to give sincere greetings to our visitors today, and to all the citizens of this section. To all we say, "Howdy," and hope that all will visit us again.

MR. BIGGOTT



"In case I should need a transfusion, doctor, I want be certain I don't get anything but blue, sixth-generation American blood!"

'Open House' ---

(Continued from Page 1)

These are the highlights of the day's activities. The program has been arranged in such a manner as to allow all visitors the opportunity to participate in all these activities, or to take their preference and spend more time in it.

Special parking facilities and arrangements have been made for the parking of visitors' cars. Military police will be on hand to care for parking and traffic activities.

Souvenir programs have been printed for the occasion and will be given to all visitors when they enter the field. The program includes, in addition to a schedule of events, a message from Col. A. E. Key, Station Commander, and also a brief resume of AAF history since its beginning on Aug. 1, 1907.

Following the "open house" program for visitors, military and civilian personnel of the field will further celebrate the day with dances in the evening. A combination GI-civilian dance is scheduled for the Civilian Personnel auditorium (both officers and enlisted men invited); a party and dance will be held at the Officers' Club; and a dance for members of Squadron C is scheduled for the Recreation Hall.

At the retreat ceremony which will climax the day's activities, three enlisted men of this field will receive medals. Col. Key will present the two Purple Hearts and one Air Medal which are to be awarded.

Sgt. Rudolph Kolker of New York City will receive the Air Medal "for meritorious achievement as an engineer-gunner from June 1942 to April 1943, while participating in sustained anti-submarine patrol activity."

T/Sgt. Howard Harper of Turner, Oregon, will receive the Purple Heart for wounds received in action at Clark Field, Luzon, P. I., on Dec. 8, 1941.

Sgt. Carl P. Johnson will be presented the Purple Heart "for injuries received as a result of enemy action at sea on Dec. 21, 1944."

Wedding Rings Prove Handicap To Some Fliers

The ground Safety Officer here tells airmen that in some cases it's safer to be single than to be married.

And to back himself up he can recount instances where men have caught rings, especially wedding rings, in plane obstructions as they were leaving the plane, causing injuries. All the accidents, says the officer, could have been prevented if the men had not been wearing wedding rings.

Discharge Plan Hangs On I Point: Necessity

The demobilization plans have reached the stage today where no matter how many points you have, a basic but highly imponderable factor—military necessity—can foul you up, but good.

This is the essence of series of talks being made by the Station Staff Personnel Officer, Captain Louis V. Di Cillo, and the Information and Education Office. They are attempting to iron out some misconceptions regarding the separation of men from the service under the War Department's Readjustment Regulations.

Today everything points to the Pacific. It is well to keep this in mind as you read this, for everything in the future depends on how well the war against the Japanese goes.

Despite unconfirmed rumors, despite unfounded optimism of the armchair generals, despite unsubstantiated peace feelers and the apparent high state of effectiveness of our aerial war against the Japs, the army is basing its plans on a solid premise:

There is still a long, tough fight ahead against the Japs.

The bulk of the army, therefore, is needed badly. Only non-essential personnel, and in particular some combat veterans, can be released. Those eligible for release due to high score, age, etc., may still be required for overseas duty if military necessity dictates. It is NOT for convenience that some discharge-eligible men are being retained—rather, it is because they are necessary. A soldier may not seem essential one day but 2AF re-deployment plans may make him essential the next by pulling others in the same MOS for overseas.

Approximately 40 per cent of the personnel of the 2nd Air Force—both officers and enlisted men—have not served overseas. About the status of these men there is little doubt. They are needed in the Japanese war and they will be sent.

Lt. Gruben, in his talks, has straightened out a few points regarding the quota system of discharging men. These quotas, allotted monthly to 2AF, are based on an overall survey of army requirements. For each quota, 2AF is screened by MOS to locate the highest point scores; then sub-allotments to 2AF stations are based on the highest score principle.

The quotas are not retroactive. In other words, retention of key personnel means forfeiting the current quota for such personnel. Priority for their release on subsequent quotas within 90 days, if available, will be given.

The "date of eligibility," a question which has worried a lot of men, is defined as follows: It is the date that a quota is allotted for release of personnel who have been reported on the survey preceding that specific quota.

It is expected that a "freeze

date" for eligibility under any one quota will be set at the time of allotment. Personnel who have high point priority as of the freeze date will retain such priority for that quota. This eliminates the possibility of a man being selected for discharge and then being bumped from the list due to a more point-laden veteran moving in.

The phrase "military necessity," means just that. Those men on the "critical shortage" list cannot be spared at present. B-29 mechanics (747's) and crew chiefs (750's) are necessary to the VH program and can be retained 90 days while replacements are being trained. This 90-day retention period may apply in the future to all key personnel.

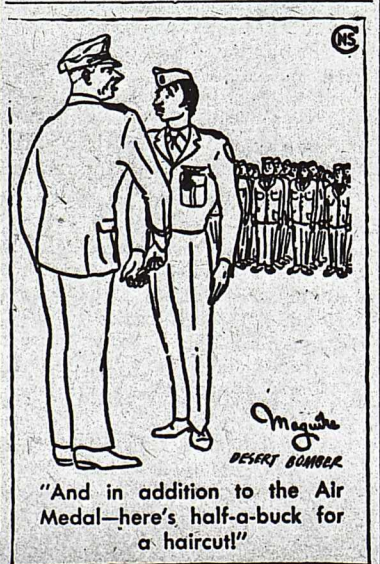
Brain Power Pays Off For One In Four Of 2AF's 'Idea Men'

One out of four suggestions turned in to AAF Suggestion Committees at 2AF stations pays off to the submitters, it is estimated.

Approximately 25 per cent of all suggestions are accepted as having merit and applicability sufficient to warrant awards.

Military personnel can use the opportunity to qualify for the Legion of Merit, promotion, furlough or letter of commendation.

Civilian personnel may receive a cash reward of up to \$250.00 for any one idea, with additional cash awards if the idea has applicability at other installations.



"And in addition to the Air Medal—here's half-a-buck for a haircut!"

Furloughs: 30 Days Annually

Thirty days a year!

That's the good word on furloughs which came recently from the office of Major General Robert B. Williams, 2AF Commanding General. Existing 2AF regulations which had limited furlough time to 15 days per fiscal year were revoked in a TWX sent to all stations throughout this command.

There is one qualification on the new deal, however. A 90-day period of abeyance has been designated due to the current re-deployment program and its terrific demands on the nation's transportation facilities. At PAAF, the policy goes into effect at the end of this abeyance period, or early in October, providing that transportation demands have let up sufficiently by that time.

At that time, furloughs for enlisted personnel and leaves for officers will be governed by Army regulations which provide for a total of 30 days vacation time per year. However, no furlough or leave may exceed 15 days at any one time.

The message sent by Gen. Williams rescinds 2AF Regulation 35-16 which provided for furlough time not to exceed 15 days per fiscal year.

Under existing Army Regulations (615-275 for enlisted personnel and 605-115 for officers) the policy of granting furlough time not to exceed 30 days per year will then be applicable to all personnel here.

AR 615-275 provides in part that officers therein designated "may grant furloughs to enlisted men under their command on the basis of 30 days a year and for such additional periods as may be necessary in emergencies . . . furloughs will be confined to periods of 15 days or less plus travel time."

Fort Stockton Lions Give Patients Picnic

Patients in the station hospital were treated to an all-day picnic last Sunday by the Lions Club of Fort Stockton.

The group left the base at 0930 and returned at 1900 after a busy day which included games, a rodeo, and swimming. In the afternoon the Lions tossed a barbecue for the convalescents.

This Week--

At The Theatres

WEDNESDAY

"THE NAUGHTY NINETIES" with Abbott and Costello. (What happens when a gambler buys into a prosperous showboat, 1895 model. With Lou and Bud adding to the general confusion, things are straightened out just in time.) Army-Navy Screen Magazine and Paramount News.

THURSDAY

"A THOUSAND AND ONE NIGHTS" with Cornel Wilds and Evelyn Keyes. An Arabian Nights fantasy with a magic wishing lamp, a red-headed genie and a giant the size of a B-29. All in Technicolor. Shorts: Community Sing and Terrytoon Cartoon.

FRIDAY & SATURDAY

"CAPTAIN EDDIE" with Fred MacMurray and Lynn Bari. The story of speed from the days of the Wright Brothers and before to the present day . . . (Capt. Eddie is Eddie Rickenbacker). Short: Paramount News.

SUNDAY & MONDAY

"BEDSIDE MANNER" with John Carroll and Ruth Hussey. A beautiful lady doctor recommends love to her handsome patient to take his mind off other troubles. You can guess the result and end of this rather thin plot. Shorts: Harry Owens and His Hawaiians, Ed Thorgersen—Sports.

TUESDAY

"HER HIGHNESS AND THE BELLBOY" with Hedy LaMarr and Robert Walker. Light comedy of Princess who is mistaken for an employee of a large hotel by a bellboy. He falls in love with her but she's in love with someone else. A rather impossible fairy tale. Hedy has TWO expressions in this drama! Shorts: Paramount News.

Around the Field

PHONE EXCHANGE: Phone exchange room open 24 hours a day in northeast corner of Post Office; furnished with chairs, writing tables, magazines. Attendant on duty from 5 to 10 PM weekdays and 8 AM to 11 PM Sundays who expedites long-distance calls and makes change.

TALENT CLUB: Meets every Monday evening at 7 PM at the Special Services Office, next door to the Service Club.

MODEL PLANE CLUB: Pyote Prop Pushers, field's model plane club, has quarters in Sq. D area; invites all model-plane enthusiasts to join. Details can be acquired from Sq. D orderly room.

BOWLING: Alleys open from noon to 11 PM.

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SWIMMING POOL: 10:00 AM to 11:00 PM.

LIBRARY: 10:00 AM to 11:00 PM.

DANCING: EM dance Friday evenings, 9 to midnight, at Rec. Hall.

CARLSBAD CAVERNS—Trips to Carlsbad Caverns each Sunday; leave from Sqdn. A Orderly Room at 6:30 AM second and fourth Sundays for GIs; first and third Sundays for EM and wives (or WACs and husbands). Trips are for Enlisted personnel only. Only expense to GIs is cost of-noonday meal (50c). Wives must pay regular admission fee to Caverns. (\$1.80). Reservations must be made

REC. HALL: Open from 8 AM to 11 PM.

Unless otherwise noted. Theater No. 1 shows at 1:30, 6:30, and 8:30; Theater No. 2 shows at 7:15 and 9:15 with matinee Sunday only, at 2:15.

At the Chapel

CATHOLIC: Sunday Masses: 8:00, 12:00, and 5:15. Daily Mass: 5:15. Evening Devotions: 5:45 PM. Tuesday and Friday. Confessions: 7:30 to 8:30 PM Saturdays and before all Masses.

PROTESTANT: Sunday: Hosp. Service, Red Cross auditorium, 9:15; Civilian Sunday School at Civ. Pers. 9:30; Section C chapel service at 10:00; Station Chapel Service 10:30; Section C Vesper Service at 7:30; Station Vesper Service at 8:00. Wednesday: Section C Bible Study 7:30; Bible Quiz hour, Station Chapel, 8:00.

JEWISH: Friday Sabbath evening service, 7:30

CHRISTIAN SCIENCE: Weekly service Sunday at 2:15 PM.

SEWING: Free sewing work at 10 AM to 5 PM. Office located across street from library.

SERVICE CLUB: Cafeteria open from 8 to 10, 11 to 2, and 3 till 11. No beer before 5, and Class A after 5 PM.

OFFICERS' WIVES CLUB: Meets each Thursday afternoon, at the Officers' Club. bridge luncheon the 1st and 3rd Thursday; dessert bridge the 2nd and 4th Thursdays. Information concerning the club can be had by contacting Mrs. G. B. Mothersead

Toledo, Ohio (CNS)—A local glass manufacturing concern has announced that it has perfected a tear-shaped beer bottle for post-war use.

At Monahans USO

Wed.—Arts and Crafts.
Thurs.—Bingo.
Fri.—Informal Activities.
Sat.—Palm Grove Inn dance.
Sun.—1:30, classical records; 4:45, KRLL Broadcast; 6:00, buffet supper; 8:30, movie, "Let's Face It" with Betty Hutton, Bob Hope, Zazu Pitts.
Mon.—Game Night.
Tues.—Hospital night.

HAVE YOU ANY LEGAL PROBLEMS?

Legal assistance may be obtained by military personnel and their dependents by consulting Courts and Boards Office located in Station Headquarters. Important problems such as Wills, Powers of Attorney, Domestic Relations, Claims, and Naturalization, which involve the security of your personal and property rights, should be attended to at once. Neglect or failure to do so may prove very costly in many ways.

Rattle Snake Charmer

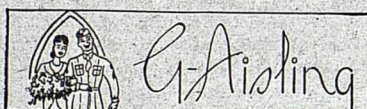


This is Lynn Bari of the movies who, according to a rapturous press agent, is showing "the boys in camp how to keep cool on these hot summer days". Now, what we want to know is, is it possible to keep cool with Lynn around?



B-Gen. Lacey New 2AF Deputy Chief Of Staff For O-T

COLORADO SPRINGS, Colo., Aug. 1.—Brigadier General J. K. Lacey, pioneer in the establishment of the vast Army Air Forces weather service, who commanded a Combat Bombardment Wing for 18 months of his two-year tour in the Eighth Air Force, is Second Air Force's new deputy com-



ROEDER - PLATT

Married at the Station Chapel, July 20, Miss Helen Elaine Platt of Ridgewood, N. J., to Pvt. Emil H. Roeder of Paterson, N. J. S/Sgt. Edward Cordes was best man and Mrs. Margaret Gunther was matron-of-honor. Ceremony performed by Chaplain E. W. Norton.

PIGAGA - MONTGOMERY

Married at the Station Chapel, July 20, Cpl. Freida Montgomery of Texarkana, Ark., to Sgt. John Pigaga of Worchester, Mass. T/Sgt. N. G. Hoogasian was best man and Cpl. Wilma Hughes was maid-of-honor. Chaplain H. Kuhns performed the ceremony.

mander and deputy chief of Staff in charge of operations and training.

General Lacey returns to Second Air Force in which he trained during early 1943 at Boise, Idaho, Walla Walla and Spokane, Wash.

Hollywood Show Here Aug. 8th

Need Men For Instructors In Off-Duty Hours

Several instructors are needed for the off-duty educational classes being organized by the I. & E. Office. Among the subjects in which instructors are needed are: Mathematics, Small Business Organization and Operation, Psychology, Air Conditioning, Physics, Electricity, CAA Aeronautics and Spanish.

Classes will be conducted two nights weekly, each class running two hours.

Instructors should have college training and teaching experience. Experience in actual work, however, will substitute for college training in the Air Conditioning course. Any man who has a background which he feels qualifies him as an instructor will be welcomed, whether the above requirements are met or not.

A certificate is awarded each instructor. All instructors are paid at regular rates for off-duty work, and texts are furnished. The I. & E. Office urges all potential instructors to apply soon.

Tentative date for appearance of one of the biggest shows in the history of Pyote has been set for Wednesday, Aug. 8.

On that date, a star-studded cast of 40 Hollywood stars and starlets will come to Pyote for a big three-hour show, the Special Services Office announced yesterday afternoon.

Arthur Lake, who plays Dagwood of "Dagwood and Blondie" in the movie series, heads the cast

Salvage Job Tops All 2AF Stations

Pyote paced all stations in the 2nd Air Force during June in salvage efficiency, according to a recent report from Headquarters, 2AF.

"A continuously high station salvage efficiency standing," stated the report, "such as maintained by Herington, Pyote, Sioux City and Topeka, is an indication of a continuously well-planned and co-ordinated station Conservation and Reclamation Program."

The leading six stations during June, with percentages shown, were:

Pyote	131.06
Sioux Falls	130.34
Topeka	124.59
Herington	114.28
Sioux City	102.82



AAF Looks Back On 38 Years Of Aerial History

Aug. 1, 1907, is the day fixed in history as the starting point of the United States Army Air Forces—today a mighty member of the greatest three-dimensional military machine in the world's history.

On that day, a Tuesday, an order came out which established an "Aeronautical Division" in the office of the Chief Signal Officer, U. S. Army. One officer and two enlisted men were assigned to the Division. There were no airplanes; these came later.

Today the globe-girdling USAFF has better than two million officers and men and more than 75,000 aircraft, including 34,000 of combat types.

Purpose of the Aeronautical Division was "to study the flying machine and the possibility of adapting it to military purposes." The story of the development and adaptation of the flying machine is a 38-year-old saga that is strictly Americana.

Late in 1907 the Army asked for bids for an airplane capable of flying 60 minutes and of attaining a speed of 40 miles an hour while carrying two men whose combined weight did not exceed 350 pounds. On Feb. 10, 1908, the contract was signed for the Wright Brothers' plane.

The first airplane put to use by the Army was destined to bring death to an army flier while ending its career in a junk heap. During trial flights at Fort Myer, Va., in September, 1908, the plane crashed. Orville Wright, the pilot, was injured and his passenger, Lt. Thomas E. Selfridge, was killed. The plane had performed well, though, up until this accident happened, and the plane-building Wright Brothers were given another chance.

In June, 1909, they returned to Fort Myer with a new biplane. Orville Wright again piloted the ship, which stayed aloft for one hour, 20 minutes and 40 seconds and was considered a success. The Army accepted it.

The plane had a 40-foot wing-spread, weighed 740 pounds empty and 1200 pounds with fuel, water and two passengers. Two propellers, mounted in the rear, were chain-driven by a small gasoline engine which delivered 30 horsepower.

The landing gear consisted of a pair of runners. The plane had no instruments—in fact, there wasn't even a place for an instrument panel. The Wright Brothers used a simple, but effective device to aid the pilot. It was a piece of cotton twine about eight inches long fastened to the horizontal cross-bar between the front ends of the two

landing skids, which served as a bank and turn indicator to show whether the airplane was skidding or sliding inward during a turn and to show whether there was loss of forward speed with danger of a stall.

Contrast today's instrument panel of a modern heavy bomber—a maze of delicate instruments the use of which requires months to master. Contrast the generator alone on the B-29, which delivers more power than did the first airplane engine.

Under the terms of the contract the Wright Brothers were to teach two Army officers to pilot the airplane. Lts. Frank P. Lahm and F. E. Humphreys, (Cavalry and Engineers respectively) were the first students. In the following months a few more pilots were trained—among them Lt. Henry H. (Hap) Arnold, now General of the Army and Commanding General of the Army Air Forces.

In the eight-year period between this rude beginning of the Air Corps and the outbreak of World War I, the Army was constantly experimenting with airplanes. In 1910 "the possibility of adapting (the flying machine) to military use" was first tried as Lt. P. W. Beck conducted weight-dropping experiments at Los Angeles. The same year firing a rifle from an airplane was demonstrated at Sheepshead Bay, N. Y., by Lt. J. E. Fickel. The first use of live bombing was a demonstration at San

Francisco in January, 1911. Simultaneously the transmission of radio messages from a plane was practiced.

The annual appropriation for Air Corps use was still small. In 1908 the government set aside \$30,000 for Army aviation; in 1912 this figure had been raised to \$100,000. During the first two years of World War I, when we were still trying to stay at peace with the Germans, American flyers contented themselves mainly with striving for new altitude, endurance, and speed records.

In 1916, air operations were conducted with General Pershing's punitive expedition by the First Aero Squadron. Five hundred and 40 flights were made in Mexico for carrying mail and messages, reconnaissance, and photographic work.

The government first allocated a half million dollars for the Air Corps (still the Aviation Section of the Signal Corps) on March 31, 1916, but by August of that year the clouds of war loomed larger and an 18-million-dollar appropriation was made—the largest to date. On March 21, the Escadrille Americaine, of Nieuport 124, was authorized by the French Air Department. More popularly known as the Lafayette Escadrille, this outfit attracted dozens of American fliers out of both love of adventure and a feeling of patriotism and prompted some theatrical soul with an eye to posterity to remark: "Lafayette, we are here."

On April 6, 1917, when the U. S. declared war, our air strength consisted of 35 pilots, 1087 enlisted men, 55 training airplanes, and seven tactical squadrons, organized or in process of organization.

Although they entered into the struggle late, and did not have the advantage of flying and building experience in combat, American fliers in World War I tipped their caps to no one in the matter of flying skill. Their war record was 755 officially confirmed enemy planes shot down and 71 enemy balloons downed, compared to 357 airplanes and 43 balloons lost. Capt. Eddie Rickenbacker, the Columbus, Ohio, flier, was the leading American ace with 21 ene-

my planes and four balloons shot down.

While they fought, they built and experimented. On Sept. 18, 1918, Major R. W. Schroeder broke the altitude record at Dayton, Ohio, by climbing to 28,899 feet in a Bristol-300 Hispano. The government's first permanent air mail route (Washington to New York) was flown by Army pilots. Army aeronautics was severed from the Signal Corps. A week before the Armistice was signed, 60 million dollars was appropriated for the Air Service.

After the war ended, aviation boomed. It caught the fancy of the people, and competition in the speed races, both balloon and airplane, was keen. Many of the records set back in those days were made by the men who are directing the AAF today: Carl Spaatz, Jimmy Doolittle, Ira Eaker, Hap Arnold, and others.

The knowledge gained in years of experimental progress has paid off big dividends since the present war began. On March 1, 1937, the first Flying Fortress was delivered to the 2nd Bombardment Group at Langley Field, Va. In 1938 the Air Corps was expanded to 2092 commissioned officers and later a strength of 21,500 enlisted men was authorized.

From Dec. 7, 1941, to the present time is a separate story in itself—a gallant, sweeping epic of men and planes knocked down by a sneak attack and their rise to air supremacy. After the Japs got in their licks at Pearl Harbor and swept down over the Philippines, our overall war strategy sent the main part of our war supplies to the ETO to knock out-Nazi Germany, notwithstanding the desperate straits of the men in the Pacific.

Across North Africa, up through Italy and from the "unsinkable aircraft carrier" of England, American planes took the battle to Germany and finally wrested aerial supremacy from the Nazis. Many shades of opinion have been registered on how important the role of the AAF was, but none belittle the great strides since the war began. A few days after Pearl Harbor, when our late Commander-in-Chief Franklin Roosevelt, told Congress he wanted the nation to build 50,000 planes a year, the enemy hooted the idea as fantastic.

No one knows better today the industrial genius of this country than do the Germans, whose levelled cities and broken armies testify to the accuracy and potency of America's air power.

The same lesson is today being brought home to the Japanese people. A few days ago Gen. Curtis LeMay, Commander of the 20th Bomber Command, read off a list of 11 Japanese cities for which he promised destruction. Today the Superfortresses of his command are carrying out his promise.

● The first ship was a baling-wire affair built by the Wright Brothers with a piece of string for its only instrument. The first T-O called for one officer, two EM and that's all. Here's a brief summary of what has happened since the Army set up an Aeronautical Division back in 1907 "to study the flying machine and the possibility of adapting it to military purposes".

B-29s . . . From Pyote to Tokyo



The Superfortress — America's present-day master of the skies — was developed as result of a strategy conceived by Gen. H. H. Arnold more than two years before this country entered the war.

In 1939 the first mass production of the existing long-range bombers of the AAF—the B-17 Flying Fortress and the B-24 Liberator—was getting underway. There were only 28 of these planes in operation and Gen. Arnold realized that already they were too small and had been outstripped by the ultimate necessities of global warfare.

He threw his support to the development of bombardment aircraft of super-range, which could strike at enemy targets from the most remote bases. With the U. S. at peace, this plane was intended specifically for hemisphere defense, capable of flying from strategic points in the Americas more than 1,000 miles to sea and back again.

With the entry of the United States into the war, the specific purpose for which the Superfortress had been intended was changed. It became an offensive rather than a defensive weapon.

Production of B-29s got underway in 1943. By that time the war was so far advanced, it was decided to cut every step possible in the long path from the factory to the battle line.

B/Gen. Kenneth Wolfe, Chief of the Production Division, Materiel Center, Wright Field, Ohio, proposed to cut this time by taking the ships as they came off the assembly line and putting them through strains equivalent to combat, at the same time that transition schooling of flying personnel was in progress.

The success with which this mission was fulfilled is attested by the

operation of the B-29 in combat at this early date. Intended primarily as a weapon against Japan, already it has been used to devastate many of the cities of the island empire. The 20th Bomber Command has become so all-powerful in the Pacific skies that a few days ago its commander, General Curtis LeMay, could broadcast to the Japs a list of the cities which were next on his check list. The next day six of the 11 cities which he named were gouged with the fire bombs that have laid waste to the heart of Japan.

The Superfortress has a wing span of 141 feet.

So This Is Pyote!



Basking in the sun is an established custom in these parts—and here a part of the business district of Pyote, a cafe, is shown during a noonday lull. The canines in front of the building don't need a watch to tell them when it is siesta time.



COURREGE—Born to Sgt. and Mrs. LeRoy P. Courrage at the Pyote Regional Hospital on July 23, a girl, Barbara Carol, weight 6 lbs. 5 ozs. Sgt. Courrage is assigned to Sq. E.

HAWES—Born to T/Sgt. and Mrs. Grendell E. Hawes at the Pyote Regional Hospital on July 28, a girl, Sharon Louise, weight 6 lbs. 7 ozs. Sgt. Hawes is assigned to Sq. F.

EBERLE—Born to S/Sgt. and Mrs. Claude W. Eberle at the Pyote Regional Hospital on July 21, a boy, Bobby Lee, weight 7 lbs. 1 oz. Sgt. Eberle is assigned to Sq. E.

JOYNER—Born to Pvt. and Mrs. Harvey D. Joyner at the Pyote Regional Hospital on July 30, a boy, Harvey Eugene, weight 7 lbs. 8 ozs. Pvt. Joyner is assigned to Sq. F.

LEFEBVRE—Born to T/Sgt. and Mrs. Joseph W. A. Lefebvre at the

Pyote Regional Hospital on July 21, a girl, Dale Annette, weight 4 lbs. 8 ozs. Sgt. Lefebvre is assigned to Sq. F.

LUCAS—Born to S/Sgt. and Mrs. Robert L. Lucas at the Pyote Regional Hospital on July 21, a boy, James Robert, weight 5 lbs. 9 ozs. Sgt. Lucas is assigned to Sq. E.

KUNKEL—Born to T/Sgt. and Mrs. John W. Kunkel at the Pyote Regional Hospital on July 26, a girl, Sharon Ann, weight 8 lbs. 5 ozs. Sgt. Kunkel is assigned to Sq. D.

U. S. ARMED FORCES INSTITUTE



★ SEE YOUR I & E OFFICER ★

Col. Dorre Named Chaplain For 2AF

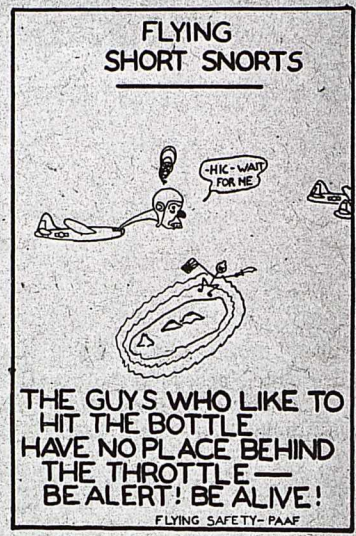
COLORADO SPRINGS, Colo., Aug. 1.—Newly appointed chaplain for the Second Air Force is Col. Walter E. Dorre, of Wichita Falls, Tex., a veteran of 35 months service in the European theater of operations.

Chaplain Dorre, who was commissioned in the officers' reserve corps in 1937, entered active duty in April, 1941, as chaplain of Army Air Base, New Orleans, La.

In August, 1942, Chaplain Dorre went overseas with the Eighth Bomber Command, with which he served until January, 1944. He was chaplain of the Eighth Air Force until his return to the United States in May this year.

Boise, Ida. (CNS)—"I have reformed," wrote State Prison inmate Verdy McWilliams in an application for pardon, "but in case I haven't, you'll get me back."

Seattle (CNS)—James Hearn fell 3 flights down a dumbwaiter shaft, received nothing worse than a crick in his neck when he landed in a discarded Morris chair.



Safety Shots

This is the first week (Safe Landing Week) in the seventh 2AF Safety Program.

The 2AF record reflects a tendency toward personnel error, often manifested in poor landings which invariably result in material damage and all too frequently in death or injury to personnel.

The Safe Landing business is not for airplane commanders alone. If the pilot doesn't notify his crew of its position in traffic, how can the crew be expected to give the front office a call on an apparent discrepancy, such as having the flaps only 25 degrees down on the final approach? And if the scanners don't stay on the job, how can they notice whether or not anything is wrong?

Further than this—pilots must remember that this is not a stall landing type of aircraft. It is NOT to be landed from a stall. One hundred thousand pounds is too much weight to drop in. And remember, a power-off approach doesn't help the landing a bit.

Recently this station had a major accident which resulted in no injury to personnel, but considerable damage was done to the aircraft. The aircraft was landed on the tail skid, with only 25 degrees of flaps. The landing was made by a very experienced, ordinarily dependable pilot with lots of flying time. This is just a reminder that if an experienced pilot such as that can slip up, then a trainee certainly can do likewise.

But if a bad landing is made, don't cover it up. The plane should be brought in for a retraction test for the protection of the next crew flying it.

Let's all pull together and try to make this seventh 2AF Flying Safety Program entirely accident-free. Maintenance provides the airplanes in good shape—it's up to the crews to provide the flying time—safely.

U.S. Women Are Doing Their Part In Factories, Home, Armed Forces

By Camp Newspaper Service

What are American women doing to help win the war?

More than 18,000,000 of them, representing 1/3 of all employed persons and 1/2 of all women over 14, are working in factories and offices, in mills and shipyards and stores, etc., according to the U.S. Department of Labor. Since the beginning of the war, 7,000,000 women joined the nation's labor force. A total of 4,500,000 went into factories.

They're giving their blood. About 2,500,000 women regularly are contributing to the American Red Cross' Blood Donor Service, Red Cross officials estimate. More than 8,500 are working in the Blood Donor Service on a full-time voluntary basis and some 15,000 women volunteers are participating on a part-time basis. Additional thousands, including many young girls in their teens, are working in hospitals and homes as nurses' aides and as Grey Ladies. The Red Cross Nurses Corps alone had 47,500 members at the end of 1943. Millions of other volunteers spend several hours a week rolling bandages for the Red Cross.

They're serving in the armed forces at home and overseas. More than 100,000 are in the Wac, about 15,000 overseas, with thousands of others serving in the Waves, the Marines, the Spars and in the Army and Navy Nurses Corps.

A Women's Volunteer Committee has been set up in the Personal Affairs Division of the Army Services Forces to aid that Division in its work among Army Ground and Services Forces personnel. Headed by Mrs. Brehon B. Somervell, wife of the Commanding General of the Army Service Forces, it includes Army women who are related to both officer and enlisted personnel, and is organized somewhat like the Army, with administrative and policy making bodies at Washington and in the cities where Service Command Headquarters are located, and active committees at posts, camps and stations.

Many who have close relatives in the armed services are giving up part of their spare time to aid military personnel and their dependents, including former members of the Army and their dependents, and also dependents of deceased members of the Army, with personal affairs and problems.

Their achievements, like those of millions of other women, don't make sensational headlines. But they make for speedier victory.

Pilot Finds He Can't Fly Low, Even In Desert

COLORADO SPRINGS, Colo., Aug. 1.—Captain Robert M. Fetch, a fighter pilot at AAB Rapid City, S. D., has been sentenced by a Second Air Force general court martial to forfeit \$100 for six months and to be reprimanded for violation of flying regulations.

He was found guilty of flying at an altitude below minimum AAF Regulations in a fighter plane on or about 16 July near Sturgis, S. D. The court found that although Captain Fetch was flying in a sparsely populated district and did not endanger the lives of others, he deliberately violated flight regulations endangering his own life and government property.

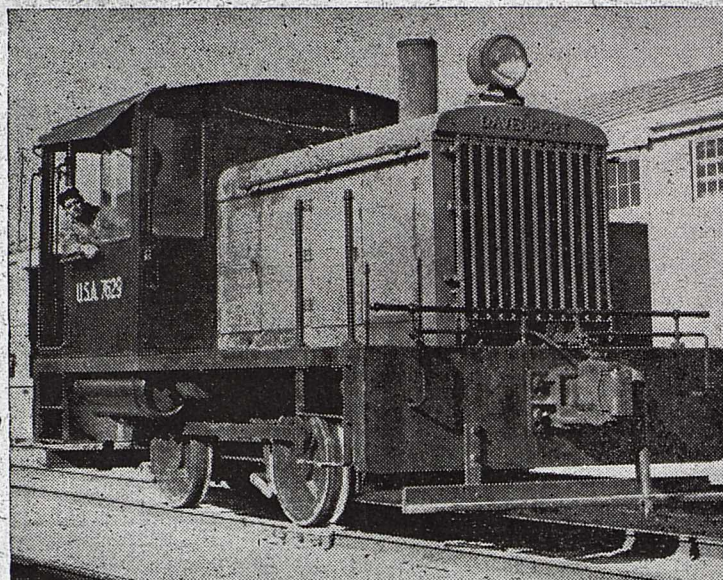
Diseases Fancy In Far East, ETO Men Find

Pacific-bound GIs with ETO backgrounds are going to find a few differences in weather and combat methods plus some fancy Far Eastern diseases that don't grow in Brooklyn, according to Sgt. Barrett McGurn, Yank staff writer.

Here are a few of the diseases that GIs who wind up on Formosa or Japan will have to be on guard against: The GIs, naturally, typhoid, malaria, tapeworm, scrub typhus, filiarisis, dengue or break-bone fever, hepatitis, and an ailment with the jaw-breaking name of schistosomiasis.

McGurn, who talked to some of the higher brass in the Surgeon General's office, points out that the medics have figured out hooks or precautions for most of these diseases and cites some figures on malaria to prove it is not the scourge it used to be in the early days of the Pacific fighting, when in some outfits there wasn't a man who didn't have it. Nowadays, thanks to atabrine, DDT and other precautions, the rate of infection is down around 50 a year per 1,000 men in the Pacific areas and only one case out of every 2,000 treated results in death.

Leprosy is another disease GIs don't have to worry about too much, according to McGurn. You have to live with lepers a long time to contract it and the Army thinks a GI's chance of getting leprosy "practically don't exist."



Engineer Byron takes the engine of the "Pyote Special" on a run.

'Pyote Special' Brings Supplies Into Base From The Great Beyond

By CPL. PETER J. WEDGE

Although it doesn't cover the territory that the history-making Union Pacific Railroad does, Pyote Army Air Field's own little railroad is a key line in transporting the vital supplies from the outside world to the field in order to keep the extensive B-29 training program on schedule.

"The Pyote Special", which operates over only two miles of track, is run by two ex-railroad men, S/Sgt. Ronald L. Byron, of Oildale, Calif., and Pfc. Paul Hassler of Long Beach, Calif.

Government Engine U. S. A. No. 7629, more commonly known as the "Pyote Special," arrived at this field last April. Since then it has done yeoman's work in handling the freight needed to keep this field in high gear, including vast stores of gasoline, Quartermaster items, Air Corps Supply items, food and other items.

Just as soon as regular freight trains on the Texas and Pacific line running through Pytoe, uncouple their freight cars for the field, the "Pyote Special" takes over.

"Some days we have worked as long as 19 hours," S/Sgt. Byron, the engineer, who worked for the San Joaquin division of Southern Pacific Lines in California before entering the service in December, 1941.

The "Pyote Special" has a caterpillar Diesel engine which, although due to its diminutive size does not appear very heavy, tips the scales at 30 tons.

"The clutch is similar to that on a passenger car," according to the brakeman, Pfc. Hassler. Before donning the khaki Hassler was employed by the Pacific Electric Railroad in Southern California for six years. "The air brakes are standard type, such as those used



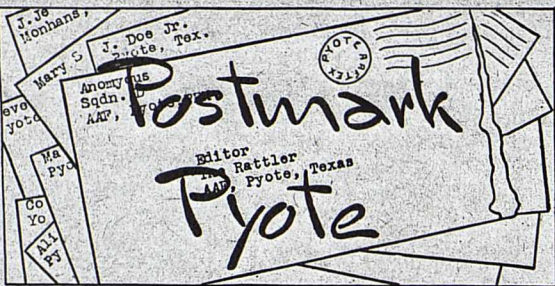
Here's the crew of the Pyote Special. Pfc. Paul Hassler (left) and S/Sgt. Ronald L. Byron.

on all railroads—electric, steam or Diesel."

"It uses between 50 and 65 gallons of Diesel fuel oil during an average working day," states Sgt. Byron. "It has four forward speeds, and four reverse speeds."

The "Pyote Special" operates under the jurisdiction of Capt. Raymond Lytell, Railroad Transportation Officer.

"Postmark, Pyote" opens the columns of The Rattler to any and all correspondence. Letters should be signed but names will be withheld on request. Address: Editor, Rattler, Pyote



AAF, Texas. The Rattler reserves the right to edit letters, and decide which are to be published. No letters will be returned. If your barracks bag's in salvage, blow it out here!

HE'S OPPOSED TO COMPULSORY TRAINING

Editor, The Rattler:

One of the ways to put an end to war is complete universal disarmament. Military training in time of peace means only one thing—preparation for the next war.

We have had a conference in San Francisco with a World Charter as a result. Let us back that charter, let us work for peace as hard as we have for war, and we shall not have wars.

With regard to your editorial on military courtesy, well I would not worry too much about it. Officers who are worthy of respect always get it. Adult soldiers obey military rules as they did civilian laws—if they were rational and if the laws were explained to them.

As for democracy in the army, please recall the Carlson Raiders. It may be more difficult to operate on a democratic basis, but in the long run it can be done and it creates high morale. As for the SNAFU type—perhaps a better orientation program may be of assistance to them.

Cpl. C. V. Essrog, Sq. M.

• What is YOUR idea on the advisability of compulsory military training for the U.S.? The Rattler invites letters of opinion on this question.

PHOTO REGULATIONS

Editor, The Rattler:

The present station regulation on photographs requires the registration of all cameras on the field—but you can't take a picture anywhere on the base unless you get the permission of Station Intelligence, the Station Commandant, or the Provost Marshal. Then you can take pictures only if accompanied by a representative of one of these offices.

Now that the war against Germany is over and everybody knows the mission and the activities of this base, how about relaxing this regulation a bit? Plenty of personnel stationed here would like to take pictures to send home. Security regulations are being re-

laxed all over the country, other fields allow pictures to be made.

The areas where cameras are allowed could be limited to those other than the flight line, and personnel who have an interest in photography would have an opportunity to take some pictures without endangering the security set-up.

Cpl. Hy Helman, 728th AAF Band

• There is no indication this regulation is going to be changed soon. There is a lot of classified equipment used here and officials believe the regulation to be necessary for security reasons.

Editor, The Rattler:

Someone tells me that I must designate a member of my family as co-owner of my war bonds. Is there anything to this?

Pfc. Stan Walker.

• Nothing except custom. You may name anyone you like as co-owner.

Editor, The Rattler:

I've been overseas three years and expect to be discharged soon. If I go to school in England, will I be able to take advantage of the GI Bill of Rights?

T/Sgt. V. A. S.

• The answer is yes—if the school is approved by the Veteran's Administration.

Editor, The Rattler:

My brother was just reported missing in action. He has had an allotment to cover the premiums of a commercial insurance policy. Will the allotment be discontinued?

S/Sgt. R. H. N.

• All allotments of a soldier missing in action continue to be paid.

Chicago (CNS)—Money ain't what it used to be. Two gunmen entered the Zenith Cafe, barged past the cashier, made for the kitchen and stole 60 pounds of pork tenderloin and a ham.

170-Year-Old Chaplain Corps Marks Anniversary By Working

Sunday, July 29, marked the 170th anniversary of the Army Chaplain Corps, but chaplains at Pyote Army Air Field went about their regularly scheduled duties the same as other chaplains stationed in the far flung battle areas throughout the world.

Although the Chaplain Corps, as such, was not established until 1920, the first formal recognition of the legal status of chaplains in the armed services was granted by the Continental Congress on July 29, 1775.

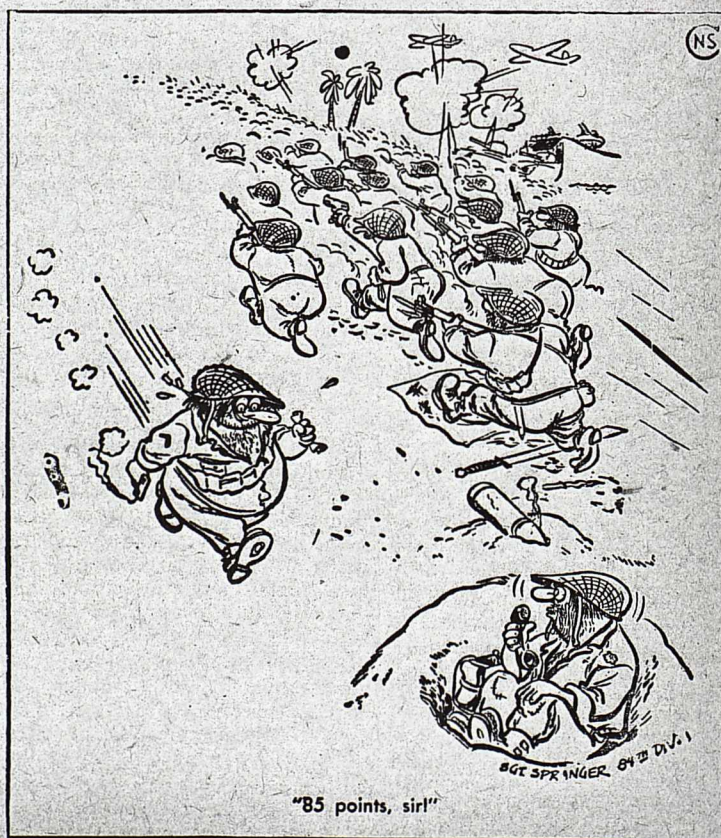
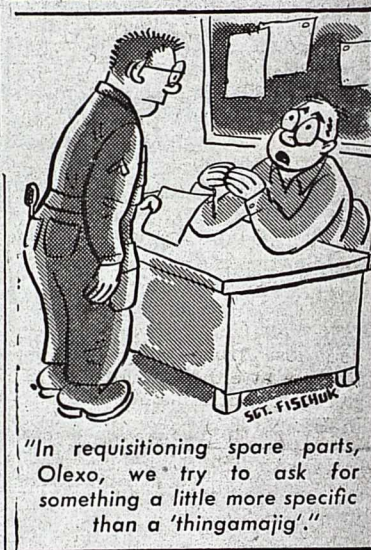
There are approximately 8000 members in the Chaplain Corps today, with about two-thirds of its members serving at overseas stations.

During the present war 52 have been killed in battle or died of wounds, while non-battle casualties also total 52. Thirty-four chaplains have been wounded in action and three have died of diseases while detained by the enemy.

A total of 754 decorations have been awarded to 602 chaplains. These awards include: Distinguished Service Cross (15); Distinguished Service Medal (1); Legion of Merit (44); Silver Star (104); Oak Leaf Clusters to the Silver Star (3); Soldiers Medal (9); Bronze Star (314); Oak Leaf Clusters to the Bronze Star (12); Air Medal (1); Purple Heart (234); Oak Leaf Clusters to the Purple Heart (10); and Seven Foreign decorations. Pyote Army Air Field has four

chaplains to care for the spiritual guidance and needs of the men and women stationed here. They are: Edwin W. Norton of Colorado Springs, Colo.; Harold W. Kuhns of Carthagena, Ohio; Philip F. Anderson of Montrose, N. Y.; and Gilbert H. Curry of Sandborn, Ind.

Aledo, Ill. (CNS)—A husband was stumped by form questions he was asked to fill out in making a divorce application. The trouble was, the clerk discovered, he didn't know his wife's name. "I just call her Honey," said he.



Rattler Free Classified Ads

The Rattler will accept classified ads for publication, free of charge. Ads must reach The Rattler or Public Relations Office before 5 p.m. Monday. The Rattler will act solely as a media for publishing the advertisement and as such will not accept any responsibility for ads printed.

FOUND

FOUND—The cashier's window at the Officers' Club has recovered identification tags belonging to two officers and one enlisted man. The names are Howard Baxter, Leo L. Knowlton and George McMahan. If any of these people will call at the window they may pick up the tags.

FOUND—At the enlisted men's swimming pool, two articles have been found. One is a gold finger ring set with "mercy" shield and year 1944 stamped on it. The other is one-half a pair of ear rings. The owner can pick up either item at The Rattler Office.

RUTH—You can get that anklet you lost from Cpl. Clarence Ramble at either Building 1304, Room 12, or Armament Section in Hangar 3.

JAMES COATS—Some honest fellow just brought your identifi-

cation bracelet to The Rattler Office, so come in and get it.

PAIR OF GLOVES—We have a pair at The Rattler Office. Describe them and they're yours.

FOR SALE

ALL AUTO ADS in Rattler must conform to OPA regulations. Ads must list make, body model, year, price, and that the price is in line with OPA ceiling.

FOR SALE—A diamond engagement ring. Contact Pvt. John C. Newsom, Communications (Phone 147).

PERSONALS

RIDE WANTED—Ride to Canton, Ohio, for soldier and wife on or about Aug. 15. Will share expenses and driving. Call S/Sgt. Herman E. Gillette, Ext. 245.

DRIVING TO CALIFORNIA? Service man's wife will share expenses and help drive. Mrs. Catherine Pyle at 335 Hayes St., in Monahans or at the City Bakery.

WANTED

TOO FAR TO WALK—Have you a motor scooter, a bike or motorcycle for sale? F/O A. S. Ramatici, CCD Mail Room.

WANTED TO BUY—Will pay cash for good used car, any model from 1937 to '41. Lt. Stencil, Convalescent Training Program, Ext. 101.

LOST

LOST—A pair of silver-rimmed sun-glasses in leather case. Can easily identify them. \$2.50 reward if returned intact to Sgt. R. F. Hinds, CCD Sec. I, Bks. 634.

LOST—Gold ring, set with Trojan's head in onyx. Lost Saturday night, July 21, on base. Reward if returned to Sgt. Vowles, Hangar I.

LOST—Pair of GI sun-glasses. Left at PX soda fountain Sunday about 4:30 p.m. It's probably useless to ask—but if the finder is an honest man, please return to Pvt. Marion L. Dwiggins, Sec. II, CCD, Bks. 618.

LOST—Brown Schaeffer lifetime fountain pen, military clip. List July 19 in Sq. F area. Reward. Pfc. H. N. Ruge, Bks. 529, Sq. F.

LOST—In or near swimming pool, a gold ring, inscription inside: "GOOD LUCK CHICK '44". Reward. Pfc. R. Garnett, Bks. 529, Sq. F.

LOST—Brown leather wallet. Contained driver's license, other personal papers and pictures. Lost Sunday, July 22, somewhere on Flight Line. Reward \$25.00. Lt. R. J. Lawrence, BOQ 727, Section III.

I HAVE LETTERS to write but I lost my Inkograph fountain pen. Reward for its return. It's maroon and black pearl finish. Pfc. Frank Falzone at Bks. 609, CCD, Sec. III.

GI SUN-GLASSES—I believe I left them at the PX fountain. Will the finder please save me a Statement of Charges. Pvt. Marion L. Dwiggins, Bks. 618, CCD, Sec. II.

TAN BILLFOLD—Will the finder please return to Audrey Marcy at Apt. T-1369-B. Contained no money, only identification papers.

LOST—Two ration books in an envelope. Return to Cpl. John R. Winder at Sheet Metal department in Sub-Depot.

LOST—Parker 51 fountain pen, grey and gold with name WILLIAM H. BOYD engraved on it. Reward offered. See Sgt. Boyd at Personal Affairs Office or call 168.

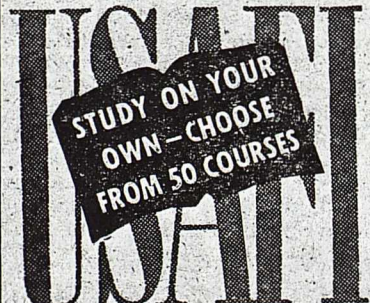
LOST—Cigarette lighter, small Thorens model, push-button type, chromium. High sentimental value, will pay reward for return. Contact Rattler Office.

LOST—If the girl who took my purse will please return the personal things she may keep the rest. Thank you. Mary F. Smith.

LOST—Lifetime Schaeffer pen. High sentimental value. If found please return to Pfc. Metz, Bks. 529. Reward.

LOST—Black billfold, buckskin trimming. Lost Friday near enlisted men's swimming pool. Reward. Pfc. Victor Guercio, Bks. 515, Sq. D.

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SEE YOUR I & E OFFICER ABOUT TODAY'S EDUCATION FOR TOMORROW'S JOB



NEXT TO SERVICE CLUB
LT. W. C. GRUBEN
SPECIAL SERVICES OFFICE



KOOPS' KORNER

(Koops' present furlough has given him an opportunity to do some serious writing, including this treatise on an ever-interesting subject—furloughs).

Any day now, I am expecting an order from Washington requesting that I write up a tech order on furloughs. By now, my fame as "the man who knows what a furlough is" must have reached the higher-ups.

You see, for a long time, there wasn't any such thing as a furlough. It all started with a Sergeant Ferdinand Loughmouf. Loughmouf was in charge of a recruiting station at Hungry Point, Wisconsin, and—nobody ever wanted to be recruited. (This was, of course, during peacetime). Why, Ferdinand tried all sorts of ways to recruit able and honest young men in the army.

He would leave a trail of dollar bills that led right into the recruiting office—but nobody ever picked them up. He would roam the streets offering boxes of cracker-jack or strawberry lollipops to bright-eyed young lads.

Still nobody joined the army at Hungry Point. Ferdinand set bear traps in the men's room in every saloon in town. He'd masquerade as a luscious female hoping someone would follow him into the recruiting station. He'd even stand outside the YMCA with a gunny-sack, hoping to kidnap some possible recruit. But—Loughmouf never recruited anybody. Until—aha, one day he thought up a marvelous plan.

And then the office was swamped with recruits. Traffic was congested for miles around by the lines that formed at Loughmouf's door. And in three days, Hungry Point, Wis., had ten thousand recruits.

Army authorities were amazed. "How," they asked, "did you do it, Sergeant?"

"Simple, sir. I just—well, I just promised every guy he could have a two-week vacation every year!"

A vacation! The officers were thunderstruck. Whoever heard of the army giving vacations! Gad! What had happened to the army! This is what comes of letting sergeants think!

"You see, sir," the sergeant hastily explained, "I knew that—well—I figured that they'd be in the army long before they found out they wouldn't never get no vacation!"

And all the officers clapped their hands and kicked their heels. The ingenuity, the boldness, the simplicity of the plan! To be sure, after all—just because Sergeant Loughmouf said vacation, didn't mean there had to be a vacation.

And so that is how it started. The publicity men turned out reams of propaganda about those vacations (named "furloughs" in honor of Ferdinand Loughmouf) and everybody really thought there was such a thing as a furlough.

It was all very funny.

But lately, a few privileged soldiers have had the opportunity for a furlough—a really, truly furlough. And I happen to be one of them. Yes, I had a furlough! Cross my heart and hope to die, I have had a furlough! And so, to you eager, anxious lads "sweating out" a furlough, let me give you a few pointers.

First of all, after getting the furlough, you have to take a train home. To do this, you go into Pyote and find out what day the train runs that month. There you will receive a railroad time-table. Now, impartial scientific tests have proven that no one can read a railroad time-table.

You will find, by each train listed, a series of symbols and numbers which means "this train does not run on Dec. 24th," "does not carry passengers," "has no club car," "has no engine; all passengers have to push," "runs only on Sept. 16th and the engineer's birthday." Tracing down all these meanings will occupy you for days and days and days. (In fact, it might be wiser to spend your 15 days in Pyote waiting room reading time-tables).

But finally, we shall suppose, you decide which train you are

taking. You scurry down to the depot a mere nine hours before the train is due. By that time there is a line of GIs already waiting for the train; and to reach the end of the line, you have to take a bus ride into Monahans.

You finally get on the train, lose your ticket, lose your suitcase, get off at the wrong stop, make the wrong connection, and in six days you find yourself going through Monahans for the second time.

But let us suppose, for the sake of discussion, that you actually get home. After serving your country arduously for a couple of years, you disembark from the train in the old home town, and the first friendly soul you see says, "Leaving to join the army, are ya?" This of course, starts the whole day right.

Upon reaching the house, you have the door slammed in your face nine times—by your near-sighted aunt who thinks you are selling shoe laces. You finally show her your dog tags and she is convinced.

And then, brother, it starts.

All your relatives, all your neighbors, and nine or ten other people who just wander by, pounce on you . . . And you put up under a barrage of questions for five days, such as:

"Why doesn't your uniform fit you?"

"Why aren't you a Captain like your cousin Otto?"

"How come Mrs. Paisley's nephew has been in the army only two days and he is a sergeant, and you've been in two years and you're only a corporal?"

"When ya comin' home for good?"

"When you goin' overseas?"

"Where are all your medals?" Etc., etc., etc.

If you are lucky you might sneak away from this gabfest by disguising yourself as the grocer's boy and run over to the girl friend's house. Ah yes, the same sweet little girl who kissed you goodbye so tenderly when you left for the wars. (The same sweet little girl is busy at the moment, tenderly kissing a flight officer named Wesley T. Farraday.) It is doubtful she will recognize you at all. Besides, she's all dated up for the duration.

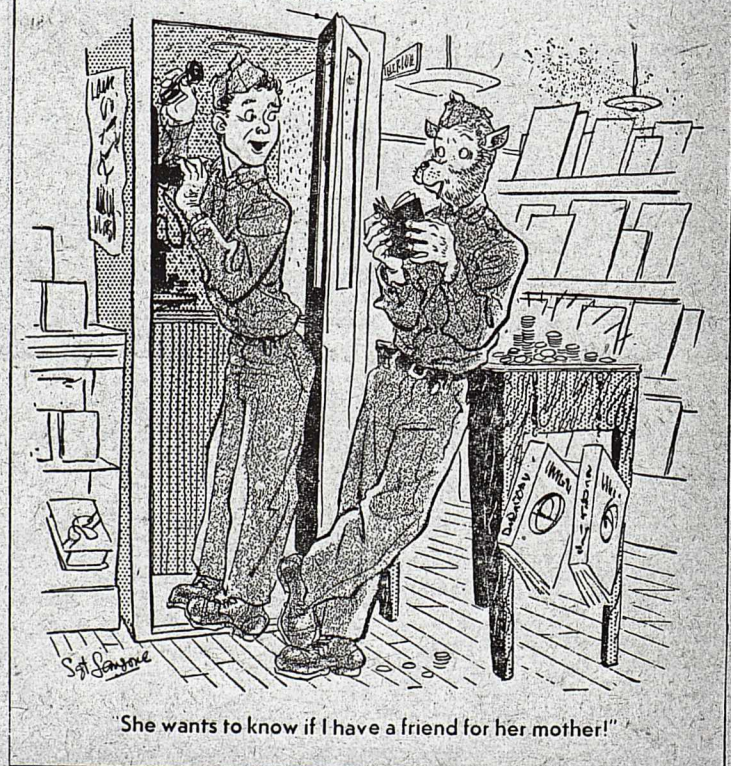
So the rest of the time you can spend washing dishes, helping clean house, and listening to the stories about the hardships of rationing, shortages, and the home front. Not to mention hearing your Uncle Jasper say to you, at least 40 times, "Boy, I sure wish I was in your shoes." (That's the same uncle who dodged the draft in 1917).

Small wonder that we all look forward to a furlough as the best time of the whole year? (All I hope is that I can talk my CO into letting me sneak through this year ahead without having to take a furlough.) Can I, sir, please, huh?

The Wolf

by Sansone

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"She wants to know if I have a friend for her mother!"