

IN COMMAND: They Direct Bombardier School Operations



MAJOR GENERAL HUBERT R. HARMON



COLONEL SAM L. ELLIS

(Photo by Kelsigh)

Gulf Coast Training Center Under Harmon

RANDOLPH FIELD, Texas.—In two dozen jumps from West Point's 1915 graduation, Major General Hubert R. Harmon, leonard son of an army colonel, at 50 is the commanding general of the Gulf Coast Army Air Forces Training Center.

Head of the multi-school system which makes the world's best pilots out of the pick of American male-doms, General Harmon got his second star of a major general in February, 1942. A man who saw America frantic for pilots in the spring of 1917, his is the combination job of a top-ranking army executive and president of a chain of colleges which use the middle third of a continent for a campus.

General Harmon started army life at Chester, Pa., April 3, 1892 when he was born into a military family. His mother, who lives with him at Randolph Field, can call either of two of the nation's major generals "son," for his brother, Millard F. Harmon, is former chief of staff of the Army Air Forces and now is in command of army air and ground forces in the Solomon Islands.

Now rated as a command pilot and combat observer, General Harmon learned the ropes of the military in schools, at World War I French flying fields, from behind desks and cockpit instrument panels at Kelly Field, at Washington and London.

World War I already was raging in 1915 when he reported fresh from the "Point" to Fort Monroe, Va., for his first assignment. He was transferred and ended up in Plattsburg, N. Y., teaching businessmen to become soldiers in a military training camp there. Next he went to San Diego, Calif., as a student officer in the signal corps aviation school and passed the junior military aviator's examination after three months instruction. This was how he came to be one of only 65 commissioned officers in this branch when the U. S. was brought into the war.

He was quickly assigned to the Third Aero Squadron at Kelly Field and soon became assistant aviation officer at the southern department headquarters in San Antonio. Promoted to captain in 1917, he served as engineering officer at Kelly Field and as headquarters aeronautical officer. At the age of 27, he was made officer in charge of flying at Barron Field, Fort Worth to round out a year of service in which about 4,000 reserve military aviators had been trained to strike some air blows.

On August 29, 1918, Capt. Harmon was ordered to duty in France and reported at the air service concentration and replacement de-

pot in St. Maixent, France, a month later. In another month, he was at Isodon, France, until he went with the army of occupation to Coblenz, Germany as chief of staff, air service.

After a series of tours in Paris and London, back to Washington came Capt. Harmon in October 1920 to serve as executive assistant to the office chief of air service. In 1921 he was promoted to major and made a junior aide at the White House. In 1924 he left Washington to go to McCook Field, Ohio, as a student officer in the air service engineering school. By 1926, Maj. Harmon was back in Washington as office chief of air service in the information division, and after being transferred from the air service to the air corps, Maj. Harmon was sent to the American Embassy in London as assistant military attache for air. With the exception of a military assignment in the Near East, he remained in London until May, 1929.

He had a hitch with the department of tactics in West Point until 1932 when he was assigned as student officer at the air corps tactical school at Maxwell Field, Ala., where he graduated in 1932 and went to the Command and General Staff school at Ft. Leavenworth, Kas. There he was rated as an airplane observer and was graduated in 1933. He swapped his gold leaves for silver ones of a lieutenant-colonel (temporary) and became executive and operations officer for the First Wing of the GHQ Air Force on July 12, 1935, at March Field, Calif. As an air corps colonel, he commanded the 19th bombardment group before going to Army War College from whence he was graduated in 1933 and became a member of the general staff corps in the personnel division.

Back to Kelly Field he came in September of 1940 as commanding officer and then succeeded General G. C. Brant a year later as commander of the Gulf Coast Air Corps Training Center. On September 30 of the same year, eight days after assuming command of the center, he received his first star as brigadier general. He relinquished command of the center to Major General Frank P. Lahm on Oct. 21 and served as chief of staff until General Lahm retired on Nov. 30. Since then he has commanded GCAAFTC. His promotion to rank of major general, army of the U. S., came in February of this year.

Since then he has been hopping around over his command, and on numerous occasions has stopped in to inspect the bombardier school at Big Spring.



POST HEADQUARTERS, ARMY AIR FORCES BOMBARDIER SCHOOL

Ellis Drives Himself In Important War Job

Certain that winning the war is a serious and vital responsibility, Col. Sam L. Ellis, commandant of the Army Air Forces Bombardier School at Big Spring, is driving himself at a faster pace than any time in his nearly 25 years in the United States Army.

The very fact that the open house period for the school here today is devoid of fanfare and "glamour" is an accurate reflection of the sincerity with which the commanding officer feels that formalities matter little until the war is prosecuted to a successful conclusion.

Col. Ellis knows what war is like from personal experience. Enlisting early in 1918 as a cadet in the infant army air force, then just a branch of the signal corps, he trained at the graduate pursuit school at Gettysburg, Pa., and then at Issoudun, France. From there, as a fledgling pilot, he went into service in the 141st Pursuit Squadron at Toul, France for the duration of World War I and then was with the Army of Occupation with base at Coblenz, Germany.

Subsequently, he became commanding officer of the 147th, the 94th and the 3rd Pursuit Squadrons, serving in that capacity until 1932, with time out as commanding officer for cadets from 1928-30.

In 1933 he was selected by the army to attend the important Command and Staff School at Fort Leavenworth, Kas., and his superiors kept him on there as an instructor until 1935.

When the army, with a lot more insight into conditions in the Far East than swivel chair observers, had set about preparing facilities in the Philippines against any eventuality, a new assignment fell the lot of Col. Ellis, and he was ordered to the islands where he had charge of field construction.

As war clouds loomed, he was ordered back to the states and became army chief of aviation for the Third Army in 1940 and 1941. From Randolph Field, he was ordered here in June to become project officer for the school construction and remained on to serve as commanding officer.

As the army's representative, civilians as well as fellow soldiers found him an officer who was as intensely interested in saving the government money as he was in spurring contractors to faster and better work. There was no telling where he would pop up on the field in his inspections that kept him conversant with even the smallest building and which enabled him to argue for changes where feasible.

In his capacity as commanding officer, Col. Ellis seems to be pos-

essed of even more energy, and none can be sure that a call to his office will catch him at his desk. He is liable to be on the line, in the shops, the department of training—here, there and yonder—and back at his desk scarcely before he is missed.

Withal, he still finds time to add to his several thousands of hours in the air where he seems most at home. Having flown from the days that the mere crates needed more nursing than flying, he qualifies as an expert pilot.

Col. Ellis is a native Tennessean, having been born and reared at Knoxville where he was graduated from the high school in 1914. He attended the University of Tennessee from 1914 to 1917 when the United States was brought into World War I. And that, he concluded, was no time for a young man to be in school.

Unlike most men, he did not let this break end his academic education, for he did graduate work in the College of Law at San Antonio, Texas.

Col. Ellis is married and he and Mrs. Ellis have one son, Thomas N. Ellis, 13. They reside at 109 Washington Blvd. where the colonel likes to work hurriedly in his yard. When it's too late for that, he sometimes follows his hobby of stamp collecting as a relaxation in anticipation for the next day at the post.

Responsibility is heavier on his shoulders than the average person seems to realize, for as commanding officer, he is charged with the proper functioning of the entire set-up. If something went wrong down the line, he would be the man to answer for it. If the job is to be done, he must direct it. With a quarter of a century in the army, none knows this better than Col. Ellis. That's the reason he is a bundle of business, making sure his field keeps turning in synchronization with the entire war effort.

Bombardier Must Be Utility Man

While he is a polished specialist in his appointed field, the bombardier must be a first class utility man aboard his plane.

Cadets learn more than the complex duties of the bombardier, for they must also qualify for task of reconnaissance observer and aerial gunner so that they may serve in case of emergency in any of those capacities during combat.

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Schools Purpose Embodied In Training Unit

Post Exchange Has Air Of The Country Store

The unofficial club for enlisted men, an information center where innocuous gossip and rumor thrive side by side, the old general store without its cracker barrel—that's the post exchange at the Big Spring Army Air Forces Bombardier School.

The PX, official army term for the exchange, is indeed a 20th century version of the old country store. It is stocked with an amazing display of merchandise for sale for cash, canteen checks or even credit.

The exchanges of the United States Army, more than 300 in number, have surpassed all of the retail businesses in gross sales and present figures indicate they are doing a billion-dollar business.

The PX offers its goods for sale on a small profit margin and best sellers are cold drinks, ice cream, candy and tobacco, followed by toilet articles, soap, shoe polish.

The biggest problem for Capt. James L. Duke, post exchange officer, is stocking the shelves as swiftly as the soldiers can empty them, especially right after pay day.

Profit is not the aim, but what small profit is made is turned over to squadron funds to provide facilities for the comfort, recreation and amusement of the enlisted men.

Although the exchange caters principally to the needs of enlisted men, officers are not completely left out, for there are supplies of clothing, insignia, luggage and other items which are not army issue.

To please the girl back home are such trinkets as watches, compacts, bracelets and rings, pen and pencil sets and stationery.

The exchange is strictly a business proposition, even if total profit isn't the aim, and with a tremendous volume of sales, book-keeping, accounting, auditing and inventory, headaches are frequent.

The exchange at the Big Spring Bombardier School has granted a restaurant concession to Clarence Fox, Jr., who comes here from the Lubbock Army Flying School where he was manager of the post restaurant at that station. The cafe has a seating capacity of 470 and the noon meal is served cafeteria style, short orders the rest of the day.

There is also a barber shop concession, granted to R. A. Morse, who until recently was manager of the post barber shop at the Midland bombardier school. This shop has six chairs and is furnished completely with new equipment to include all that is required by army regulations.

The bombardier school exchange has grown from two employees when it was opened last August 24 to twenty-one at the present time, and will probably have as many as thirty-five employees before it reaches maximum business.

Studies of animal bones near the Tigris have indicated that the earliest natives of Iraq ate pork, mutton and beef as well as game and fish.



Director Of Training A Young Texan Who Entered The Army Via West Point

Lieut. Col. John W. White, director of training, is a native Texan who made good on his boyhood ambition to attend West Point and become an army man for Uncle Sam.

Born at Uvalde, Tex., he was graduated from Uvalde high school in 1922, attended St. Edwards University at Austin one year, Texas A. & M. College, and was graduated from West Point in 1924, at which time he was commissioned in the regular infantry.

In 1924-25 he was stationed at Randolph Field as an observer and pilot, and from there went to the 19th bombardment navigation

school, March Field, Calif., training in aerial gunnery, bombardment and navigation.

As radio communications officer he was attached to the air corps technical school, Chanute Field, Ill., in 1937-38. Later he was assigned to Randolph Field as assistant adjutant, then to Midland Army Flying School before coming here in May, 1942.

Col. White has 2,148 hours as a pilot and 405 other flying hours. He is rated a pilot and aerial gunner.

When off duty he indulges in his favorite hobbies — fishing, hunting and golfing.

He is married and has two chil-

dran, John W. White, Jr., 6, and Sally Angela, 2, and the family resides at 1410 Eleventh Place.

First Class Ends Work At Camp Hood

TEMPLE, Oct. 17 (AP) — Col. Hugh T. Mayberry, tank destroyer school commandant at Camp Hood, presented certificates and commissions as second lieutenants yesterday to members of the first graduating class.

Maj. Gen. A. D. Bruce, commanding general, made the graduating address.

There is one reason for the Army Air Forces Bombardier School in Big Spring—training bombardiers. Upon how well it performs this mission depends its contribution to the nation's war effort.

At once, the department of training, under the direction of Lieut. Col. John W. White, becomes one of the biggest and most responsible tasks in connection with successful operation of the field. Col. White must see that his organization is functioning perfectly, that maximum use is being made of every minute of time, that men get best care, that equipment is always ready and in best possible condition. Assisting Col. White is Capt. Fred L. McGinn, Jr., and school activities are coordinated through the secretary, Lieut. Richard T. Allen.

When cadets arrive at this school, they are assigned to the department of training and in turn divided into provisional training groups, each consisting of four squadrons.

The cadet detachment, which is commanded by Capt. Samuel W. Bradstreet, Jr., is responsible for the housing, feeding and military discipline of the cadets. A certain number of hours each week is allotted to drill and calisthenics. Social functions are arranged for cadets throughout their school period, and cadets get their pay through their detachment, also their clothing. Student records are preserved by the detachment.

Capt. James C. Logan is assistant to the director of training in charge of ground school, and in turn he is assisted by rated bombardier instructors, and other officers, most of them formerly high school and university instructors, who teach special and technical subjects.

The two provisional groups handle the actual flying operation, and these tough assignments go to Lieut. Col. James H. Isbell (1st group) and Lieut. Col. David Wade (2nd group). As group CO's they must see that their groups are clicking on keeping their ships in the air, that all training operates on rigid schedule so that each cadet ultimately will drop a required number of bombs and be given the opportunity of obtaining his rating. They must know the practical and of flying and be experts at executing their programs.

Another important division within the department is the statistical section under Lieut. John A. Buck, which provides a compact, detailed record of results attained by each unit and each individual bombardier for purposes of analysis looking toward improvement in bombardier training. His assistant is 2nd Lieut. Rolland F. Hatfield.

The bombing trainer hangars, used for preliminary bombing practice, are under the direction of 2nd Lieut. Frederick R. Frye, who has the cadets the second week they are here.

Heading the range section is 2nd Lieut. Martin H. Head, Jr. It is the duty of the range section to see that the greatest number of targets are kept open for bombing at all times. This makes it possible for the student bombardier to get a maximum of actual bombing experience. He also must see that military operations do not interfere with citizens in their use of private property near bombing ranges. Protection of all government property is another duty. Still another is to enforce all safety precautions related to operation of the bombing ranges.

Supply department is in charge of 2nd Lieut. Joel S. Jackson, and his organization must procure and issue equipment used within the department of training. Right now, with everything new, his office has been a terrifically busy one.

2,000 Pounds Of Bombs Dropped In Day's Practice

The number of bombs dropped in an average day's practice compares with the daily average number established by the Luftwaffe in its famed air blitz over London.

The Midland Army Flying School, first bombardier unit to be set up in this area, boasts a record of around 2,000 bombs dropped daily. In the 12 weeks period of training, it is amazing the number of bombs that will have been dropped to perfect the deadly aim of American bombardiers.

Economy Moves Are Planned By Dawson County

LAMESA, Oct. 17—Because considerable revenue will be lost to Dawson county this year due to the fire conservation and lack of gasoline tax, specific measures will soon be taken by the commissioners court to care for the decrease, Judge Rupert R. Townsend announced this week. Certain offices will either be discontinued for the duration, or only a limited number of persons will be employed, the judge said.

Although the county is by no means in a critical condition, the finances have suffered, and every means will be taken to keep the county on a paying basis throughout the war, the judge said; therefore the emergency measure.

TWO GOOD SLOGANS:
'KEEP 'EM FLYING'
 —and—
'MEET ME AT THE SHOW'

Greetings To Officers
 And Men Of The Big Spring
 Bombardier School...
 from
 Your Entertainment
 Centers...
R & R THEATRES



In your relaxation periods, go to a movie! And here in Big Spring, at the Ritz, Lyric and Queen Theatres, you may be in comfort and enjoy the world's best entertainment.

These are entertainment institutions, dedicated to the pleasure of all the public — soldiers and civilians alike—and to that end are always welcome at the R&R Theatres we pledge to bring you the best in motion picture entertainment at all times. You ... and you will always enjoy a show there.

R & R
Theatres
RITZ—LYRIC—QUEEN

To The Men Of The Air Corps Who Fight To Preserve Our Freedom

We owe you a debt that can never be repaid... we can only attempt to pay it in part by being completely at your command during your stay in Big Spring

We say, simply and sincerely, that we want to serve you, in any way, at any time. You have but to call on us.

Big Spring Chamber of Commerce

To Col. Sam Ellis and Every Member of His Staff we express our sincere appreciation for the fine spirit of cooperation and helpfulness you have unflinchingly shown this community.

Big Spring Wanted Army--And Army Wanted Big Spring

Two Years Of 'Spade Work' On Air School

One of the Army's newest million-dollar bombardier schools is located in Big Spring, not only because the Army wanted it here, but also because Big Spring wanted the Army.

The story back of the designation of Big Spring as site for an Army Air Force Bombardier School is conclusive on both points. The Army long had expressed interest in Big Spring and its facilities, and Big Spring, through its civic leaders and constituted authorities, constantly kept the invitation open to the Army.

It has been nearly two years now since the first move was made. Chamber of commerce officials, convinced of the desirability of Big Spring as a location for a flying field, prepared a brief for submission to proper military authorities. This document, pointing out the facilities existing at the airport, its proximity to the intersection of two national military highways, and its exceptionally high percentage of flying days in a year, went to Gen. H. J. Brees, then commander of the Eighth Corps area.

With the complexion of the war changing rapidly, jurisdiction soon came under the Gulf Coast Army Air Force Training Center and accordingly a supplemental brief went to Gen. Gerald C. Brant, commander, and to Major Carl Storey.

Obstacles began to arise. The elevation was too high, the field was located on a transcontinental radio beam—but as the training tempo quickened and finally when war struck, these objections began to be overcome. Chamber of commerce and city officials made reg-

ular contacts with General Brant and in December with General H. R. Harmon, when he succeeded Brant in the Gulf Coast area.

Late in February word came that an Army mission was to put into town, and chamber of commerce officials quickly arranged for a meeting between the city commission and the officers, who, incidentally, were interested enough to spend an entire weekend looking the situation over.

On a by one, the city fathers met Army requirements in land, water, sewerage, etc. and went so far as to take out options on suggested tracts adjacent to the airport. While there was definitely something in the air, announcements of schools at other places were being made thick and fast and many local people feared the army had passed the city up.

But conferences with army officers and with a representative of an engineering firm the last week in March, 1941, gave commissioners virtual assurances that an announcement was not far off. Not long after a final satisfactory agreement had been effected and signed by Col. L. H. Hewitt, U. S. Army Engineering Corps, the long awaited word came the morning of April 2, 1942.

It was electrical in effect. Business picked up on the strength of the mere announcement. Soon the engineering concern of Nevin, Straub, Rather and Turner were on the field staking out building locations and before long Brown and Root, joined by Bellows, were announced as contractors for the field.

By May Col. Sam L. Ellis was dispatched from Randolph Field to supervise the army's part in the undertaking, and by the end of the month he was joined by Lieut. Col. John E. White from the Midland Army Flying School. The railroad finally started extending its spur to the site, contractors began to move along with buildings and by the first week in June a four-months miracle was in the process of getting underway.

Air School Jobs Include One For A Veterinarian

There are no flying horses in the air corps at latest reports, but there is still a place for a veterinarian in the Big Spring Army Air Forces Bombardier School.

Principal duties of 1st Lieut. Harry A. Leonard, post veteri-

narian, has to do with food supplies of animal origin. He is responsible for investigating the soundness of quality and sanitary conditions of meats and meat food and dairy products prior to and at the time of purchase; while in storage and at issue; the sanitary condition of establishments, storehouse, freezers, refrigerators, etc. and such other places where the products are processed or handled; the sanitary condition of dairies and milk herds supplying troops, and for making recom-

mendations concerning these matters.

Where the food supply for as many men as are stationed at the post is concerned, this is a pretty big order. Perhaps it is just as well that Lieut. Leonard does not have to cope with duties in connection with maintaining army animals in good condition.

the Big Spring Army Air Forces Bombardier School were having difficulty Saturday in addressing John P. Huff, Jr., as "mister" instead of "sergeant."

Huff, who was serving as a master sergeant until Friday when he was appointed warrant officer, himself was finding it not easy to adapt himself to the change in titles.

For 16 years he had served in the army, boasting a record of service in foreign stations. Huff keeps an interesting picture collection to match his experiences

in Panama and China, some of them incidents leading up to the current war. The warrant officer's collection, too, contains good shots of little traveled roads that one hears about but seldom sees.

The South Sea Islands are the exposed peaks of vast, submerged mountain ranges rising from the floor of the Pacific.

The annual suicide rate in the United States is 14.4 persons per 100,000 population.

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By Riding The **YELLOW CAB—150**

Adjutant Has To Be Able To Dish It Out--And Take It

The ability to dish it out and to take it plus a solid background of experience and judgment go into the make-up of the post adjutant.

Discharging this heavy responsibility here is a man with more than a score of years in the army, one who knows the ground on which he moves. He is Capt. James W. King.

No commanding officer of any military post would attempt to direct operations of the post singlehanded. It would be beyond the powers of any one human. So to assist him, to be his second-in-command and to coordinate and direct activities, the commanding officer must have a post adjutant.

As the man who fills this job, the post adjutant must be an officer in whom the post commander has perfect confidence, a man of tact, discretion and diplomacy. He must be able to say "no" or "yes" and do it quickly and make no mistakes.

The post adjutant is the buffer against which are spent the thousands of petty details that would waste time of the commanding officer, but must have careful attention. The post adjutant must be courteous but firm, military in his bearing, and conduct, and yet informal and friendly too as he is the headquarters officer who most often comes in contact with both military personnel and civilians as the official representative of the commanding officer.

On his finger tips must be information to give complete reports to the commanding officer on the state of affairs at the post, and his report must be accurate. Necessarily, in order to perform his duties, the post adjutant must be seasoned and a well trained executive. At the Big Spring Bombardier school the post adjutant is responsible to the commanding officer for the direction of a multi-million dollar enterprise and the efforts of many thousands of men.

Adjutant



Captain J. W. King

Capt. James W. King, adjutant, came here from Randolph Field in July. Up from the ranks, he is quiet, efficient, understands what it's all about and his 22 years in the army helps him get things done.

Born in Patterson, N. J., King attended Dewitt Clinton high school in New York City and Central State College in Oklahoma. In 1917 he attended Central Officers Training School and from 1925-41 was a staff sergeant in field artillery. In 1941 he became a master sergeant, and his present commission was granted in May 1942.

King is a member of the American Legion and of B. P. O. E. His wife, Mrs. Blanche King, and their son, Chan H., 15, have moved to Big Spring to be with the captain.

First Graduating Ceremonies Due In A Few Weeks

In about nine weeks, the post theatre at the Big Spring Army Air Forces Bombardier School will have one of its biggest and most historic "shows."

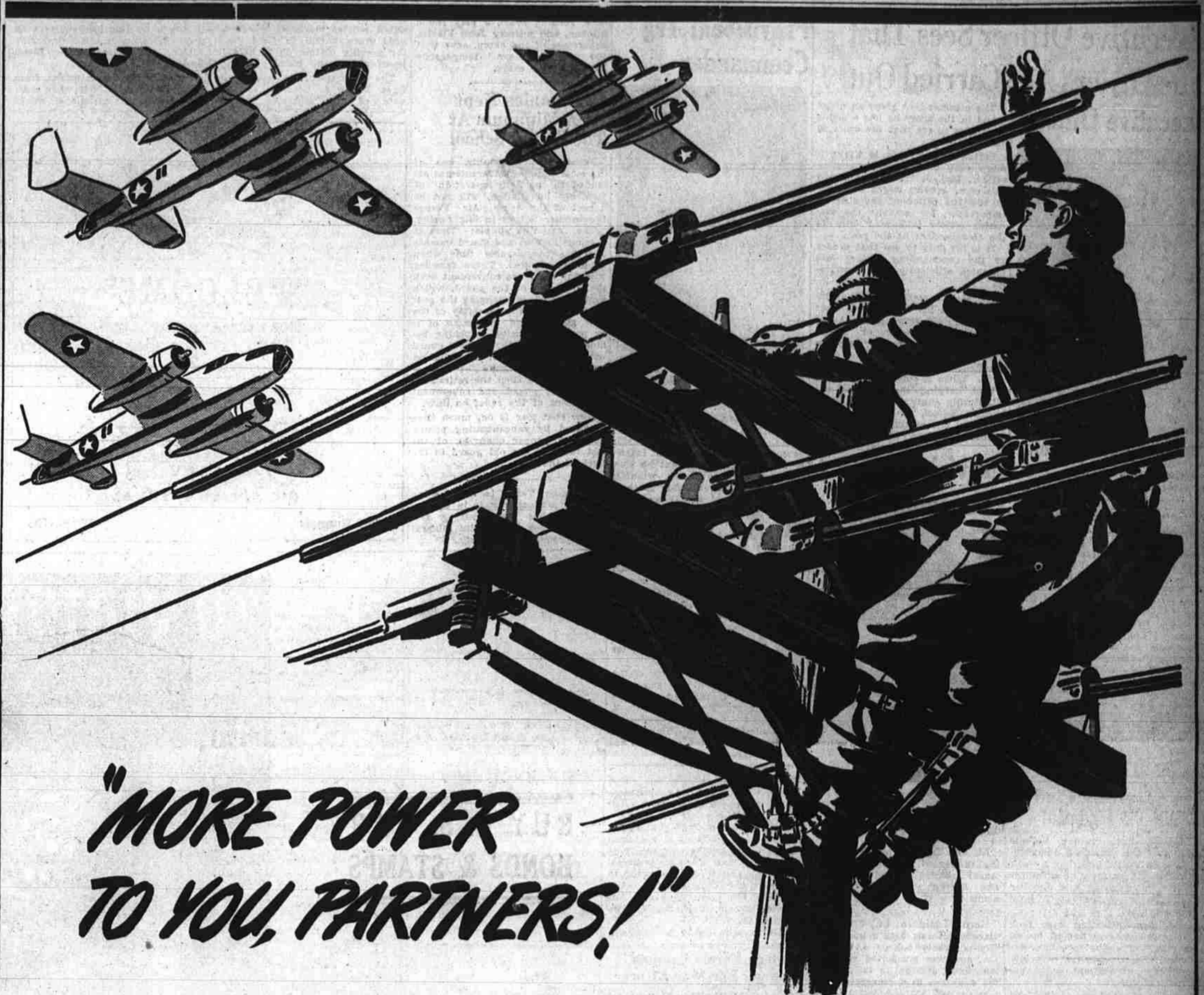
Being the only building on the post capable of seating (capacity 700) anything like as many as may wish to witness the spectacle, it probably will be the scene of the cadet graduation ceremonies.

Too, the place is a natural since the stage will be an ideal place for presentation of those shiny gold bars of second lieutenantcy and the pinning on of those coveted bombardier wings.

Thus, the theatre building may become the "spout" from which issues the finished product of the BSAAFBS—the men who are going to blast Axis forces out of business and out of existence.

The Panama Canal is about 50 miles long.

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We'll keep things humming down here while you're fighting up there.

We'll see to it that there's plenty of electricity at every switch at the air field — and plenty of power for the production lines that are pouring out airplanes, tanks, guns, supplies and ships — to blot out the blood-red Sun and smash the savage Swastika.

All that takes a lot of electric power. America has far more power than all the Japanazis and their conquered countries combined — five times as much as we had in the last war!

American business management is producing seven-eighths of that tremendous flow of power. The same practical business management under public regulation that has increased electric service and decreased electric prices so much that the average American family today enjoys about twice as much electricity for the same amount of money it did 10 to 15 years ago.

More power to you, partners! When this War is won, we'll be ready again with plenty of power to help build a better World!

TEXAS ELECTRIC SERVICE COMPANY
C. S. BLOMSHIELD, Manager

Rigorous Physical Plan For Cadets

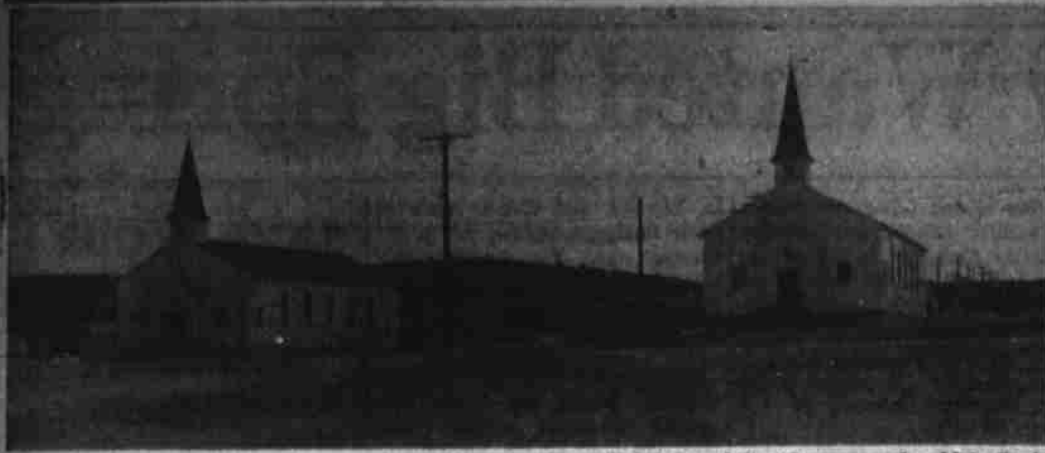
No "softies" can make the grade as a bombardier cadet.

Part of the routine program is a rigorous series of calisthenics calculated to develop muscular control and dexterity which are most necessary for the execution of the bombardier's task.

And as if the type and amount of exercise given cadets in this field were not enough, a supplemental program of athletics is prescribed. In this manner, "softies" are either made hard as nails or are weeded out.

Large Target For Cadets To Blast

While there is no exact mention of the target area covered by the Army Air Forces Bombardier School in Big Spring, it spreads over a territory larger than some of the nation's smaller states. People have been warned by Col. Sam L. Ellis, commander, of target areas within a 100-mile radius.



Spiritual Sentinels—Are these two chapels, with spires pointing heavenward, which flank the main road entering the Big Spring Army Air Forces Bombardier School. They stand as symbols that the American army, in direct contrast the Axis hordes, is a God-fearing unit. Each of these two structures, the only ones on the field painted white, seat about 400 persons and are impressive in their simplicity.

Rains In Dawson Delay Picking

LAMESA, Oct. 17—Heavy rains in the northeastern part of Dawson county have delayed cotton picking and feed crop harvesting for several days, but the crops have not been damaged materially, according to reports late Friday from agricultural men of the county.

Hundreds of Mexican cotton pickers and other migratory laborers here for the fall crop rush will be idle for several days. Many who are housed at the migratory workers camp, sponsored by the FBA, will have their first opportunity to realize all the benefits of the camp. Included in the recreation building at the campsite, a few miles southeast of Lamesa, is a reading room, a play room, kitchen, and nursery John Fauche, supervisor of the camp, says that 100 families are temporarily housed at the camp.

The Personnel Office Knows Something About Everybody

No man comes into the army or goes out, moves up or down, takes leave or changes stations but what the personnel office knows about it.

So complete is the work of the Big Spring Army Air Force Bombardier School's personnel office that it reaches into every nook and cranny of the post command. It is concerned mostly with keeping a complete and accurate military record of the army's enlisted men, and this is done ceaselessly. Even when an enlisted man is discharged, discharged, his service record and allied papers are forwarded to the adjutant general's office where they are filed as permanent records. Often entries made in these records prove useful in later years for proving claims or to help in locating "missing men."

The department is headed by Capt. Miner A. Gleason, a graduate of the adjutant general

from "can to can," according to an old army slogan. Since each field, for organization purposes, is divided into school squadrons and a base headquarters so is personnel. Each unit furnishes two enlisted-men clerks, who in civilian life were employed as bank tellers, stenographers, etc. Their job is to handle all of the organization's business such as writing letters, entering the proper notations in the service records of enlisted men, and last but not least, to prepare payrolls of enlisted men in their organizations.

from one station to another, provide for promotions of enlisted men, direct allowance payments, etc. The daily special orders may be said to be akin to a city's daily newspaper. A busy place is the office—a constant flow of correspondence; never ending payrolls; a continued jangle of telephones calling for information; special orders day by day; morning reports giving the strength of each organization, how many are present for duty, how many are in the hospital; men being transferred; men reporting to or leaving the station; who they are; where they come from; where they go—this is the way personnel "keeps 'em flying."

Executive Officer Sees That The Orders Are Carried Out



Maj. J. W. O'Connell

Major Joseph W. O'Connell arrived at the field as executive officer last July from Midland. He previously had served as adjutant and assistant adjutant at Kelly Field, starting in 1940.

Serving as an air force mechanic back in 1927, he soon became crew chief. In 1934 he was battery officer of the 576th Coast Artillery, from '37 to '39 as second and first lieutenant in the COC, ending as company commanding officer.

Major O'Connell completed Army Extension courses leading to a commission. He was born at Escondido, Calif., attended Coronado, Calif., high school, and in civilian life was a real estate man. He also was connected with the criminal investigation department of the city of Coronado for six years.

He is married and his wife, Louise B. O'Connell, resides in Big Spring. His hobbies are photography, golf and flying.

The commandant gives an order—and in the army he has a right-hand-man to see that the order is carried out. Stated briefly, this is the primary duty of the post executive officer, Maj. J. W. O'Connell. In this case, briefly might seem to rob the office of some of its importance, for actually the executive officer is second only to the commandant at the post.

It is his duty to see that orders of the commanding officer are executed efficiently and effectively. He stands ready to take command when his superior is not available. He must have at his fingertips knowledge or advice that the post commander may require—and the busy post commandant is always in need of such. When it comes down to the job of "keeping 'em flying" at the Big Spring Army Air Forces Bombardier School, that job is delegated by the commandant to the executive officer.

Provisional Trg Commander



Lt. Col. David Wade

Lt. Col. David Wade, commanding officer of the second provisional training group, is another Big Spring school officer who came here from Midland in August. Born at Minden, La., Col. Wade attended Harris high school there, Homer junior college at Homer, La., and was graduated at Louisiana Tech, Ruston, in 1930, receiving a degree in engineering.

Until 1933 he was an engineer for the Louisiana highway department, spent two years as an engineer with the Texas Corp., Wichita Falls, and resigned to attend Randolph Field. He was graduated from the Randolph training center in October 1935 and from Kelly Field the following February.

Col. Wade was post recreation and theatre officer at Randolph from December '39 to June '40 and

Provisional Trg Commander



Lt. Col. J. H. Isbell

Lt. Col. J. H. Isbell was born in Union City, Tenn., attended high school there and was graduated from West Point in 1938, receiving a commission in Infantry. While at West Point he was outstanding in athletics, winning wide acclaim as an Army football star. He played tackle and was captain of the Cadet team his last year.

He was graduated from the Randolph and Kelly field flying schools and served as an instructor at Kelly from 1939 to 1942, becoming echelon commander there in 1941. He was made operations officer at Kelly that same year and served in that capacity until his transfer to Midland. He came to Big Spring in August, having at that time 1,137 pilot hours.

He is commanding officer of the 1st provisional training group. Col. Isbell is married and has one daughter, Reed W. Isbell, 2. His hobbies are wood handicraft and athletics. He is a flying officer and plenty good, at it, his associates say.

47th squadron engineer, air corps supply, recreation, communications and operations officer from then until November '41. With a total of 2,400 pilot hours, he has held positions in engineering, supply and armament, post operations and as post technical inspector and flying instructor in primary and basic schools.

Col. Wade is married and has two daughters, Bobette, 8, and Jacqueline, 2. His favorite hobby is baseball.

College Forms Campus Council For War Effort

TROY, N. Y.—Russell Sage college has announced the formation of a campus war council. Headed by an executive committee of student leaders and faculty members, the council will plan activities to aid the war effort on campus, in the community and throughout the nation.

Texas has the largest production of soft drinks of any state in the nation.

Ceremonies Kept At A Minimum At The Flying School

Formal guard mounts, one of the most impressive ceremonies attended to the daily operation of an army installation, will not be a part of the Army Air Forces Bombardier School in Big Spring. The reason is simple: Time is precious in war, and guard mounts consume considerable time when expertly executed. Those familiar with the army are conversant with the mounting of the guard, which simply stated, is changing the post guard. It calls for assembly of the new guard, rigid inspection of it by proper authority, marching behind field music past the old guard with the exception of the relief on post, the exchange of proper courtesies and then the retirement of the old guard and subsequent retirement of the relief on duty.

Now that war is on, much time is saved by concentrating principally on proper changing of the last relief of the old guard to the first of the new.

Although Texas is the leading mineral producing state in the nation, it has comparatively few mines, 90 per cent of its mineral being produced from wells.

"WELCOME"
Big Spring Army Air Forces Bombardier School

Complete Insurance Service
Auto and Real Estate Loans

KEY & WENTZ
INSURANCE AGENCY
BIG SPRING TEXAS

208 Runnels Phone 195

We "Salute"
Big Spring Army Air Force Bombardier School

We are glad that Big Spring was chosen as the site for another project of the Army, the Big Spring Army Air Force Bombardier School, a field vital to defense, and important to the welfare of this whole community. To all we say "Welcome."

Elrod's Furniture
110 Runnels Phone 1635

Sea Survivors Find Brides In Hospital

LEWES, Del.—Seaman Valmir Leontic of the torpedoed Yugoslavian Trepca waited less than a week to follow the example of a fellow-survivor in proposing to a member of the Beebe hospital staff. Both were accepted.

Leontic, convalescing from multiple injuries complicated by an emergency appendix operation, announced his engagement to pretty Jacqueline Brittingham, night supervisor of nurses.

Dorothy M. Hudson, of the hospital office staff, is now Mrs. Lawrence Frank, bride of a week, whose husband was picked up after a U-boat sank his ship.

Wedding bells will ring for the dark-haired Slav after a second operation on his broken jaw, which did not prevent his singing folksongs of his native country at a Rehoboth Beach benefit for U-boat survivors landed at the Delaware Capes.

BUY U. S. WAR BONDS & STAMPS



LET'S KEEP 'EM FLYING

An Honor And A Responsibility

It has been an honor and responsibility to have had a part in the construction of the Big Spring Army Air Forces Bombardier School.

Ad now in record time the Big Spring Army Air Forces Bombardier School is beginning to turn out Pilots, Bombardiers, Gunners, Mechanics and Ground Crews.

This means bombs for Hirohito, Hitler, Mussolini and VICTORY for us and our Allies.

BOMBARDIERS!
We're glad you're with us . . . In Big Spring, make yourselves at home . . . and when you go into action, give 'em all you've got!

PINKIE'S
LIQUOR STORES

208 W. 3rd
1414 E. 3rd



NASH
GASOLINE
COMPANY
Austin, Texas

This Unit Lives Aloof The Bombs Come From Ordnance Department



'Acres of Concrete' — Around two score acres of concrete went into the making of this gigantic apron for the Big Spring Army Air Forces Bombardier School. In addition to being a massive slab of heavy duty cement, the apron contains a series of imbedded iron rings to which planes may be lashed to the ground. So big is this facility that it requires special drainage outlets to care for since there would be no absorption from showers on its area.

Those men who withdraw a considerable distance from the Big Spring Army Air Forces Bombardier School to their "igloos" are neither Eskimos nor isolationists.

They are members of the Det. 52nd Ordnance Service Co. (Avn.), whose job it is to see that cadet bombardiers get an ample supply of bombs which duplicate the real "eggs" they will be dropping on the enemy later on.

In command of the company here is 1st Lieut. Edwin C. Halkkila, assisted by Lieut. Eugene C. Cashman, detachment adjutant.

Primary duty of the ordnance department of the military forces is to supply fighting equipment such as guns, munitions, etc., to the various organizations. At Big Spring, the unit serves the department of training of the school by providing practice bombs.

To facilitate this service, an ordnance area of some 35 to 40 acres has been set aside at some distance from the rest of the post where warehouses, magazines and "igloos" for high and low explosives are spread out in a neat pattern.

When the aviation command gives an order for one of the types of bombs, they are delivered in but a few minutes to the planes any time during day or night. In order to supply bombs on such short notice, the detachment has its own transportation equipment and its own motor maintenance department separate from that of the main post where the trucks, trailers, etc., can be kept in readiness for immediate duty.

Because of the nature of the materials stored and the equipment used, the area is completely fenced in and continuously guarded, and admittance is only to ordnance personnel and a few other authorized persons.

Practice bombs arrive on the area merely as a shell and with fuses and explosives coming separately. The company then assumes the responsibility of fusing, charging, and weighing the "dummy" bombs to properly duplicate the mechanics of flight which the real "eggs" will take.

In addition, the ordnance detachment also maintains a small arms department where guns and pistols are stored and serviced. It has skeet and pistol ranges where officers and enlisted men must maintain or develop a good "shooting eye" and nimble trigger finger—for after all every soldier must know how to handle a gun.

Because of the increasing importance of aviation to the army and the growing demands of the bombardier school, the detachment here is rapidly increasing in personnel and equipment.

Graduation from a bombardier school is but the beginning of a busy career for men with their bombardier wings. Usually they are assigned to serve for a time as instructors of cadets.

The following 2nd lieutenants, recent graduates of the Midland Bombardier School, reported to the Big Spring Bombardier school Friday:

Parker A. Goodall, Nicholas C. Draglic, Charles O. Ryan, Clinton L. Wride, Leonard O. Thompson, Lloyd W. Stoll, Harold E. Sanducky, Leroy C. Train, Jr., Patrick H. Wilkinson, Hulan Robertson, William H. Flury, Jr., George C. Gardner, Wayne Evans, Roy K. Gilliam, Charles M. Gibson, Milo J. Warner, Jr., Henry F. Swenober, Smith M. Walker, James R. Harrington, Jr., Happy Hendrix, Jean C. Derebery, Keith Wilcox, Millard E. Mulry, Amos B. Hardin, Kenneth D. Glidden, James S. Harding, Ralph R. Hayes, Roy R. Rickner, Ward W. Shoemaker, Nelson T. Segraves.

Introduced from the stage. The four were Johnny Morgan, Weldon Hunt, E. J. Tilly and Barry Joyce, all in training at the Great Lakes Naval Training Station.

Warrant Officers Sworn In On Duty

Seven newly appointed Warrant Officers were sworn in at the Big Spring Army Air Forces Bombardier School Friday by the post chaplain, Captain James W. King.

The men who took the oath of office at headquarters building in the presence of the flag were John H. Barnett, John P. Huff, Jr., James D. Hussion, Ray Lips, Ronald Jarrett, Leonard B. Covington and G'en E. Treadwell.

'Swimmando' Unit Being Developed

CAMP LIVINGSTON, La., Oct. 17 (AP)—A new American version of England's daring commandos—a "swimmando corps"—has been developed here on the rugged marshlands of central Louisiana.

The 28th (Pennsylvania) Infantry division announced today, and the doughboys' officers are ready to pit them against any fighting men the enemy can bring on. The "swimmando"—who wear shorts and look like big, good-

natured boys—are trained to swim rivers, raid enemy shore installations, knife sentries and establish bridge-heads for full-scale U. S. attacks.

"Any job too rough, too tough or too wet for the ground-bound doughboy is meat for these amphibious soldiers," the division's public relations office says.

Mitchell Tops Its Quota On Bonds

COLORADO CITY, Oct. 17 — Final tabulation of bond and

stamp sales in Mitchell county during the month of September showed the county over the top on the quota with sales amounting to \$44,918.33 as compared to the assigned quota of \$40,500.

With the exception of the months of July and August the county has more than reached its assignment throughout the entire year. Total sales since monthly quotas were assigned May 1, add up to \$198,602.15.

After a steady decline in numbers following advent of UN white man, Polynesian populations now are increasing.

The "Old Boy" Is Gettin' TOUGH



Traffic is heavy on the runways at the Big Spring Army Air Force Bombardier School. Uncle Sam is training his young Eagles to meet Adolf, Benito and Hirohito on their own terms . . . in the air.

These kids begin their training right here in Big Spring at the Army Air Force Bombardier School but they graduate in Tokyo or Berlin. You can hear the roar of their motors overhead while you're going about your business. But, don't forget that protective roar you hear overhead, BUY WAR BONDS AND STAMPS EVERY PAY DAY.

It May Be Your Last Chance To Get One BETTER USED CARS

USE OUR SAME EASY FINANCE PLAN

DO NOT WAIT UNTIL OUR PRESENT STOCK IS GONE!

1941 LINCOLN ZEPHYR FOUR DOOR SEDAN — with Radio, Heater, Five Good Tires. Looks and Runs Like New.	\$1450	1940 FORD COUPE Has Columbia Overdrive, a Good Heater and Good Tires—a Dandy Car for the Winter Months Ahead.	\$675
1941 MERCURY COUPE SEDAN. Extra Clean. Has Radio and Heater —and Almost New Tires. See This Value	\$1250	DODGE LUXURY LINER FOUR DOOR SEDAN. It's a clean job throughout. A good buy for good service.	\$995
4—1941 FORDS SUPER DELUXE TUDOR SEDANS — All Have Radios and Heaters—Good Tires. All Are Real Clean.	\$1050	1940 OLDSMOBILE SIX COACH—Looks and runs like new. Equipped with Radio and Heater. See it.	\$850

2 '41 FORD DELUXE TUDOR SEDANS Clean—With Good Tires!	These at \$250 Each	2 '39 FORD TUDOR SEDANS Good Cars—Good Buys!
\$950	2—1936 FORD TUDORS	\$550
1941 FORD SUPER DELUXE COUPE Has radio, heater and extra good Firestone DeLuxe Champion Tires.	1—1937 FORD TUDOR	1940 FORD DeLuxe Four Door Sedan, Radio, Heater and Good Rubber
\$1025	1—1936 CHEV. COACH	\$825
1941 FORD DELUXE COUPE It's in first class condition. A swell buy at—	1—1938 CHEV. COACH	1940 FORD DeLuxe Tudor Sedan, Radio, Heater and Good White Sidewall Tires
\$850	All Are In Fair Condition	\$100
1940 Chevrolet MASTER COACH A GOOD ONE—	1936 Plymouth DELUXE COACH—IN GOOD CONDITION—BUT HAS NO TIRES!	'42 Dodge Pick-Up
\$750	With Only 9,000 Miles Like New—	\$825
	\$995	BUY NOW Use Your Credit



Students At Colorado Keep After Scrap

COLORADO CITY, Oct. 17—Although 2,851,400 pounds of scrap metal has been shipped from Colorado City in two previous salvage drives the school pupils of Colorado City have organized themselves into a third front unit pledged to clean Mitchell county of the last ungathered scrap.

Nine boys in the sixth grade room at Hutchinson school, taught by Miss Beatrice English, have earned for themselves the rank of first lieutenants. The boys have brought in already this week a total of 2,197 pounds of scrap metal, an average of 245 pounds for each boy. They have lugged to the official depot on the school grounds old lawn mowers, stoves, pipes and three ancient automobiles they spotted near Lona Wolf creek.

The nine boys holding highest rank conferred on pupils by their teacher captains are Spinx Edwards, Bobby Price, Billy Ross Ecol, Charms Harmon, Robert Ratliff, Herbert Barter, Jr., Morris Sloan, Gene Williams and Jimmie Candler. Hutchinson school, the only building to report Friday afternoon on pre-drive progress, has collected 5,767 pounds.

The drive will be climaxed here Tuesday by a half-day's work contributed by students in all four schools. The town has been divided in half and the high school will pair with the primary building against the junior high school and Hutchinson. A holiday has been ordered for that afternoon by Ed Williams, superintendent. It will be a serious holiday, designed for work.

The student body of the high school and junior high school planned and directed a special assembly program sounding the call for the new drive. Directed by Weldon Miles, Displea Sue East and Beyyt Grubbe, school yell leaders, the program featured addresses by Frank Kelley, chairman of the Mitchell county OPM, and Trustett Barber, district attorney. Patriotic songs were played by the school band and sung by the assembly.

Climaxing the program four students of the high school were

Recent Graduates Are Serving As Instructors

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OUR SINCERE WELCOME to the Officers - Cadets - Enlisted Men of Big Spring Army Air Forces Bombardier School

HIGHWAY Package Store

419 East Third Phone 1725

Let's Go! Big Spring Army Air Forces Bombardier School

KEEP 'EM FLYING

We Join in Bidding You a SINCERE WELCOME TO BIG SPRING

And to Your

Firestone

507 East 3rd Phone 193

Big Spring Motor Co.

PHONE 636 MAIN AND FOURTH USED CAR LOT SOUTH OF RITZ THEATRE

City Has Considerable Financial Stake In Air School



Big Turnover In Teachers At Colorado

COLORADO CITY, Oct. 17 — Colorado City high school claims something of a speed record in giving up teachers for the service. Saturday another high school English teacher left for induction into the army at Camp Wolters. He is Eugene Haley, graduate of T. C. U., sponsor of the senior class, director of the choral club, and sponsor of assembly programs. The son of the Rev. A. L. Haley of Houston, former pastor of the First Christian church here, Haley himself is a licensed minister.

His resignation was the third from the high school faculty in six days. Miss Lenora Cook, now in training as a WAVE, and C. B. Roland, head coach, who resigned to teach in the ground school at the Stamford flying field are the other two.

Since the declaration of war eleven teachers have already entered some branch of the service. Two others, Charles Matthews and Merrick Pyeatt, await orders from the Naval Reserves.

Men in active service are Sgt. Chesley McDonald of the Lubbock advanced flying school; Sgt. Barton Smith, Lubbock; Newby Pratt, chief petty officer in the physical training department at Great Lakes Naval Training station; Captain John Watson of Camp Hulen, Palacios; Lenn Bodine, in training at the Coast Guard academy in New London, Conn.; Corp. W. V. Wheeler of the ground school at Dalhart; Roland and Haley.

In addition to the men in service the school has supplied a librarian, Miss Jane Oliver, for Camp Swift, Bastrop, and an interpreter for the government, Miss Mabel Smith, now of San Antonio.

Geographers ordinarily divide the South Sea islands into three groups—Polynesia, Melanesia and Micronesia.



HAIL TO THE MEN OF THE AIR FORCES!

Big Spring opens its heart to you men of the Army Air Forces Bombardier School. You're the gallant fighters who will bring Victory to this nation and our people. . . . And you're the young men we want to feel happy at home in Big Spring. We're glad you're here, and we're at your service any time!

RETAIL MERCHANTS ASSOCIATION
Mrs. L. A. Zubanks, Manager

Land, Utility Facilities Are Paid By Bonds

Big Spring people viewing the Army Air Forces Bombardier School here today may justly feel that they had a definite part in its establishment.

Every taxpaying Big Spring citizen—and that about covers everyone directly or indirectly—did and will continue to have a part in providing a location for the camp, for the ground which it covers was purchased out of municipal funds.

This is but one of the stakes Big Spring has in the multi-million dollar institution, for it also financed construction of water mains and sewer lines, bought up additional land for landing area extensions and for auxiliary units of the field.

Hardly had Big Spring been announced as the site for the bombardier school than city commissioners ordered a vote on bonds totaling \$100,000 to finance its share of the work. Of the amount \$80,000 was to go for land purchase, and on April 24 voters gave this a majority of 890-12. At the same time a \$70,000 issue for water and sewer extensions and allied development within the city

Rainey Urges That Younger Men Get Right Assignment

AUSTIN, Oct. 17 (AP)—Drafting of 18 and 19-year old men will waste manpower unless it is accomplished by methods which will guarantee a reservoir of future leadership, declared President Homer F. Rainey of the University of Texas.

Rainey, one time head of the American Youth Commission, proposed a program designed to assign members of this age bracket to the armed services, to industry or to agriculture—based on their abilities and on the nation's needs.

In a formal statement he suggested a speed up of the educational processes, part-time military training in all college work, and emphasis on physical fitness, among other things.

It was his theme that unless techniques for testing and guidance are not utilized much manpower will be wasted.

"Although testing devices are not perfect they are better than nothing at all," he explained.



Life Rafts of the Air—No wonder so much care and preparation goes into the maintenance and handling of parachutes at the Big Spring Army Air Forces Bombardier School, for in truth, these billows of silk are the "life rafts of the air." While there is always some possibility of escaping with life when something goes wrong in the air, there can be no room for the possibility of failure on a parachute, for it is a man's last chance at life. Above men assigned to the parachute organization carefully pack a chute into its bag while another, just packed, is adjusted to fit correctly. Below, experienced hands meticulously fold the parachute after it has been given the periodic cleaning, drying, airing, and expert checking for flaws in material or stitching.

Chemical Warfare Training Given Men At The Air Base

Come what may, there will be no surprising the personnel of the Big Spring Army Air Forces Bombardier School with a poison gas attack.

The 778th chemical detachment, a new addition to the school, will see to that, for its basic duty will be to train the entire personnel in the use of the gas mask and the various types of chemical agents.

Chemical warfare is more or less a new type of service. It came into being with introduction of poison gas in the last World War when the Germans made a surprise attack on the allied army with chlorine gas. Their attack proved very successful, and

if they could have been sufficiently supplied and followed up their attack, there is every possibility that they would have gone on into Paris and won the war.

But 48 hours after the Germans' surprise attack, the English people had produced over 2,000,000 masks, and went on to continue supplying the allied army with gas masks.

Today the duties of the chemical warfare service are becoming greater as the war continues. At this station all recruits will receive their gas mask and the training necessary in using them. They will become acquainted with the various types of gas from actual experience and will be given instructions in first aid and decontamination of areas that have been affected by persistent agents.

All personnel at this field will have a knowledge of what to do and how to do it in event they ever encounter gas.

Another assignment for the 778th chemical detachment is to organize a defense plan against chemical attack on this field. When completed, this will constitute another plank in the solid wall against any loop holes. To see that this is done is the responsibility of 1st Lieut. Edwin C. Heikilla, post ordnance officer, who also supervises chemical warfare activities for the post.

Worker's Check Goes For Bonds

FORT WORTH—Ben L. Rauch, a sheet metal worker in an airplane factory, not only builds planes, but he pays for 'em as well—not at the 10 per cent rate, but by the 100 per cent route.

He puts every cent of his pay check into war bonds.

After Pearl Harbor, Rauch, a district manager for a gum vending machine firm, started buying war bonds, but that wasn't enough. He finished an aircraft training course in 11 weeks and went to work in a bomber factory, teaching his machines in off hours.

The day he was employed he signed up to buy a \$25 war bond every week.

"I wasn't making quite enough to take out a \$25 bond so I had to wait until I got a raise," he said.

Now he makes enough, so every week his entire pay check is used to buy bonds through the company's payroll allotment saving plan.

"Since I began working at the plant I haven't used a nickel of my salary for living expenses," he said. "We can get along on what the machines bring in."

Married 18 years, Rauch previously had taken up knitting as a hobby and knitted 13 sweaters for the Red Cross before going to work in the war plant.

was passed 225-14, but purchaser's attorney wanted this split into specific amounts. When voters went back to the polls on May 20, they gave each of the two a 210-0 vote of approval.

The land purchase funds were pretty well exhausted in acquiring 880 acres to add to the 706 acres the city already had in the airport. Then the city started installation of a 12-inch water line over a one and a quarter mile route from the city park reservoir, and followed up with laying of 15,000 feet of sewer lines. On the

latter deal the city was to eventually draw army aid. Even so, around \$80,000 of the amount for water and sewer was never issued.

But these items of expense were not the most Big Spring put into the school, for it made agreements with the army to turn over its airport which was rounding out a series of improvement campaigns which made it a million dollar investment. It was, because of its abnormally long runways, one of the finest ports in the southwest.



Keeping
The Torch
Of Freedom
On High!

Glad To Have
You With Us,
Bombardiers!

That's the task the men
of the Big Spring Army
Air Forces Bombardier
School are performing
in grand American style
... and for a task well
performed.

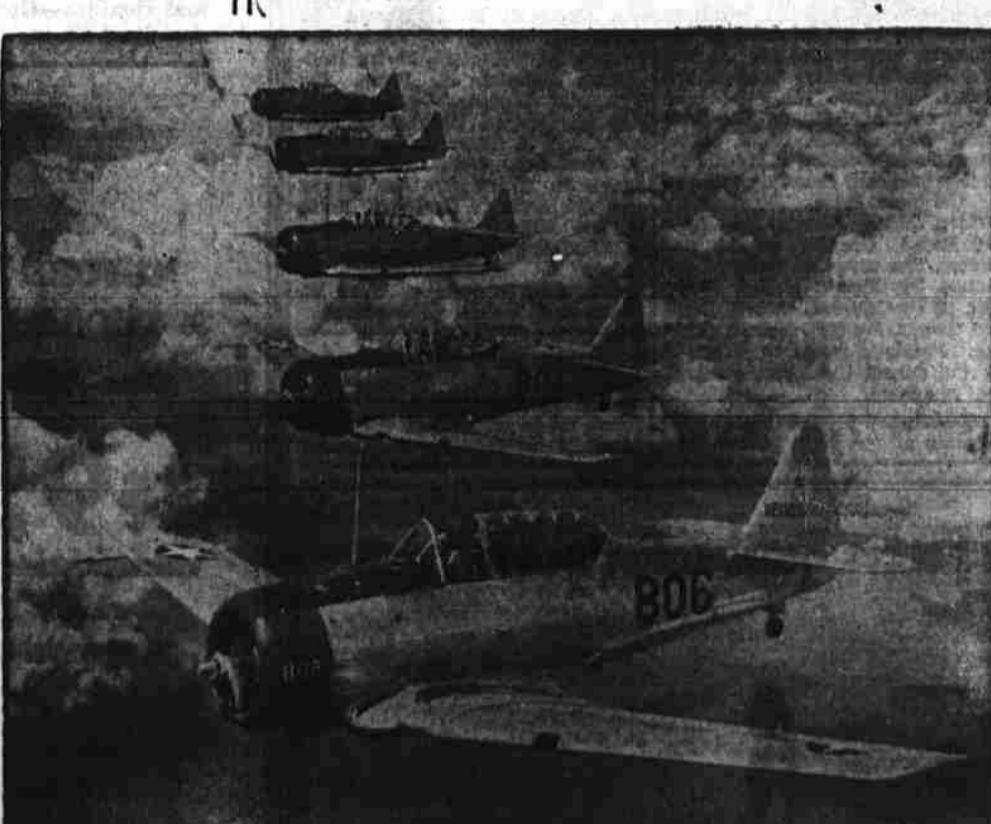
A SALUTE TO COL. SAM ELLIS
AND ALL HIS FIELD PERSONNEL

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Quality Photographs

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TO THE MEN OF THE AIR


Our Salute



Our pride knows no bounds . . . the pride we have in our courageous "men of the air"—those young men who are playing such a vital role in bringing Victory to our nation and a permanent Peace to all the world. These are OUR young men — yours and mine — for whom we extend a most respectful salute.

This institution, long identified with the commercial life of Big Spring, is happy to welcome the officers, men and cadets of the Big Spring Army Air Forces Bombardier School. May your stay here be a pleasant one, and we promise to help make it so.

H. O. Wooten Grocer Co.



It All Started With The Wright Brothers

Even young children probably know that the Wright brothers are the backbone of American aviation and that their first flights were received with skepticism and doubt. But not a whole lot has been told of the trials and tribulations that these men faced.

"They're good boys, Wilbur and Orville. But gosh-sakes, men can't fly! Tain't meant to be. Tain't ever a going to be," was what their neighbors said of the Wright brothers airplanes—a fantastic contraption born in the vision of the two quiet brothers in an American town.

Over 40 years ago in Dayton, Ohio, Orville and Wilbur Wright set off for Kitty Hawk, N. C., to risk their lives in their "crazy box kite". From the top of Kill Devil Hill they took reckless turns at pushing off into space lying prone on their flimsy engineless glider.

They suffered falls, discouragement, moments of despair. They longed for some source of power that would propel the plane and for some device that would enable them to balance and direct it. But lacking these they wrestled on and on—the target of every friendly jokester in the American press.

But back in Dayton was a young teacher, who frequently sent letters to Kitty Hawk. She was Katherine Wright, sister of the men, as well as their partner and financial backer. From her small salary she sent them money regularly for them to carry on their work. From the depths of her love and her faith in their high vision, she sent



On the Line—To civilians and even some soldiers not familiar with the air corps, the line might be any kind of a mark, but at the Big Spring Army Air Forces Bombardier School, as at all army flying fields, it is a very important spot. Here in the office of the line chief everything pertaining to the maintenance and proper functioning of the planes used by the field shape up. A line chief must know his work and his men for he has a tremendous responsibility for seeing that all the ships for his squadron are kept flying.

them long, enthusiastic letters of praise and encouragement.

At last, the brothers developed the airplane propeller to guide

Control Of Air Traffic In Hands Of Operations Unit

Operations represents the commanding officer on the flying line.

That, in a nutshell, is the story of an interesting and vital part of headquarters at the Army Air Forces Bombardier School in Big Spring, but the story of operations cannot be told in a nutshell.

"Operations" is responsible for a variety of duties, but the main

their contraption; then they built an eight horsepower gasoline engine weighing under 200 pounds—the world's first airplane engine—and installed it.

Then came the awful moment—their dream was to be put to a public test.

On the spot was Katherine Wright, anxious and tense but outwardly immovable in her confidence. On December 17th, 1903, at Kitty Hawk, in the presence of five persons, Wilbur and Orville flew. And it was the beginning of aviation.

Years later, when the machine was fully completed and it was desirable to promote it, it was again Katherine Wright, who by means of letters she wrote, brought the airplane to the attention of notable both here and abroad. And fittingly enough, it was Katherine, who went with her brothers, when they went abroad to receive the world's honors.

function consists of the movement and control of aircraft traffic. Working in conjunction with airways traffic control centers in Fort Worth and Albuquerque, a comprehensive record of incoming and outgoing traffic is maintained at all times. Altitude of an airplane in flight is shown and position reports at regular intervals show the progress of the flight. Civil Aeronautics Authority stations, interphones, teletype, radio, commercial telephone and telegraph are the facilities most frequently used.

The dispatcher for operations has the job of seeing that proper clearances are made for each flight departing from Big Spring, instituting procedure to locate missing or overdue aircraft, notifying those concerned of accidents, keeping track of aircraft traffic, maintaining map files covering all continental United States and other duties that require him to be alert at all times.

Army, navy, marine and civilian ferry pilots are busy checking the weather along their routes, making courses, figuring estimated elapsed time for the flight, and in general making operations a bustling scene of activity. The office here is but one of many throughout the country constantly recording the movement of planes and watching for any mishaps that might occur.

Operations officer is Captain Victor H. Walker, who came here from Brooks Field, San Antonio. He is an experienced pilot and observer and calls Gallup, New Mexico home. Chief clerk is Sgt. Ronald Jarrett, who came to Big Spring in July from the Midland Army Flying School.

The Uniform Must Meet Regulations

Clothes don't make the soldier, but Uncle Sam's uniforms do add something that makes every American a little prouder of the man that's wearing it.

While the army has never been a service to fight style battles, it does boast the best looking and most serviceable uniforms in the world today as well as the best man to go into them.

Today when people look upon the uniform, they see more than a well styled body covering—they see a symbol of the honor, tradition, and achievements of the American armed forces and of the hopes of the nation in the war now raging.

Types of uniforms vary, principally as to type of climate and type of work to be done. The service uniform is seen most frequently and it varies between summer and winter weights, both of them working and fighting clothes.

The air corps issues two khaki and olive drab uniforms which may be worn off post, and other uniforms which are classified as work clothing to be worn on post. The blue denim for KP and fatigue details, the mechanics uniform for line work, different varieties of flying suits, etc.

Different types of uniforms cannot be mixed, and army and post regulations decree how they may be worn. Always, the cap—whether garrison, overseas, fatigue, or tropical—must be worn, pockets are always buttoned, clothing clean and neat as possible—and shoes shined if practical.

Post Exchange To Add Women's Line For WAAC

CAMP EDWARDS, Mass. — The delicate feminine touch has hit Camp Edwards.

The post exchange will carry a complete line of women's apparel and accessories to prepare for the contingent of WAACS due here in December.

And the soldiers are designing and building a conveyor belt in their new sandwich shop from which will roll nearly 5,000 sandwiches a day.



WE JOIN ALL BIG SPRING
IN SAYING
WELCOME

To
BIG SPRING ARMY AIR FORCES
BOMBARDIER SCHOOL

Shroyer Motor Co.

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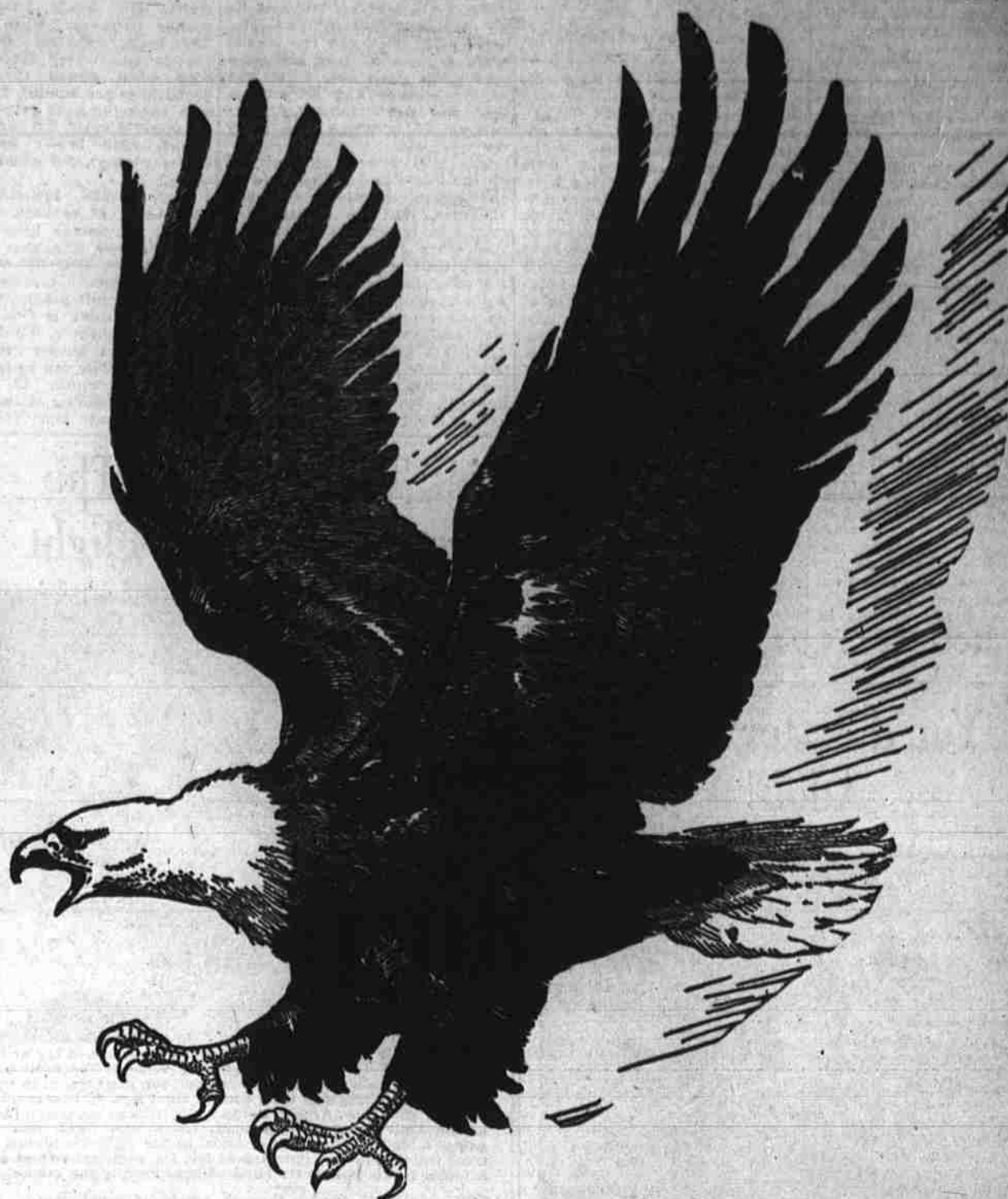


Keep 'Em Flying

We are proud that we were privileged to be the Electrical Contractors at the Big Spring Army Air Forces Bombardier School.

Fisk Electric Co.

Houston, Texas



We Add Our Tribute To
Uncle Sam's

Fighting Eagles

Those "Hell from Heaven" men—the U. S. Bombardiers—and all the officers and men assigned to the Army Air Forces Bombardier School are Big Spring's distinguished citizens. They're the men with a vital role in bringing our country Victory. They're the men who are fulfilling the greatest trust their nation can ask of them.

And we, as a public service institution in Big Spring—dedicated in our way, too, in the war efforts are proud to add our tribute to these gallant "fighting Eagles" of Uncle Sam. Upon the occasion of today's open house at the air field, we say to each and every one of the officers and men: "We're glad you're with us."



J. P. KENNEY, Manager

GAS IS YOUR QUICK, CLEAN, ECONOMICAL SERVANT

Feeding The Army--Or Just The Big Spring AAFBS Part Of It--Runs Into Big Job, Big Figures

By SGT EDWARD F. JENSEN Public Relations, AAFBS in BS

"Pass the chicken please--" That's the popular cry around the bombardier school when it's dinner time Sunday. And that's when they really pass it around--1,000 nice big fat juicy chickens. That's right--1,000 of 'em! That's how many it takes before the boys stop hollerin' for more. Of course there are a few little side dishes too. Small items like a half ton of spuds, a few hundred loaves of bread, about a hundred and fifty pounds of butter, a thousand cans of corn, five hundred tomatoes and about eighty gallons of jello. Wash this down with a couple thousand cups of coffee, and you've got quite a snack.

And if the little woman should ever give you that song and dance about not appreciatin' how she hangs over that hot stove all day just to get an ungrateful brute like you some chow--just refer her to Captain Clarence H. Munson. The captain is the general mess officer, and although he doesn't do any of the actual stove hanging himself, he's got a lotta boys who have worked at this hanging business for a long time. And they could probably give your little woman a few pointers on how to get the most out of hanging over a hot stove, and how to

keep that school girl complex ailder and slicer. The same time. However, to be completely fair about this business of cooking at home as compared to the army, the army probably has a very slight edge on equipment for one thing, and on kitchen help for another. The captain has in the neighborhood of 150 merry little men to help him feed the boys, and these have many mechanical helpers to assist them. These range from electrically-operated meat cutters to steam-driven dish washers. The meat cutter is shaped something like a hand-saw, and can cut 200 pounds of meat per hour. It can slice steaks by the dozen. The dish-washing machine, affectionately known as the "China Clipper," can wash and dry several thousand dishes an hour. But the KP's still complain. They want the machine to stack 'em on the shelves as well.

Ah! A Spud Peeler! There's a spud peeler too. No longer does a soldier have to sit on top of a mountain of potatoes and peel his way right down to the floor. The very popular spud machine can skin 100 pounds of spuds in five minutes. And the boys just love to watch it work. Then there is the combination dough mixer, meat grinder, shred-

(per serving), 3,450 apples (or any fruit), 576 heads lettuce, 480 pounds tomatoes when served, 2,000 boxes breakfast food, 800 pounds fish (every Friday), five hogs when served (25 of 250 pound hogs per month), 3,000 cans corn per serving, 72 gallons green beans per serving, 300 gallons cold drinks, 2,080 bricks ice cream (twice weekly), 100 gallons shortening. Each month something like 1,000 heads of cabbage is consumed, 200 pounds baloney, 1,000 pounds cheese, 60 gallons mustard, 2,500 pounds salt, 150 cans pepper, 300 pounds carrots weekly, 200 pounds bell pepper weekly. Dishing It Out T-Sgt. William J. Ford, who is in charge of buying foodstuffs, says 600 soldiers can be fed in one mess hall within 40 minutes, which is something in the way of dishing it out and putting it

away. The army buys in such quantities that it is able to feed the enlisted man for around 50 1-2 cents a day. The cadet gets a flat one dollar per day mess allowance and bachelor officers pay \$35 per month for their mess bill. Heading up the officers mess is Lieut. Abraham Bloomberg, with S-Sgt. Lois G. Nelson as mess sergeant. To Lieut. Richard W. McNamara falls the job of carefully supervising the cadet mess. S-Sgt. McCormick is mess sergeant. M-Sgt. Edward Cook is mess sergeant for the enlisted men's mess, assisted by T-Sgt. William J. Ford (mess hall No. 1) and T-Sgt. John Sheport (mess hall No. 2). T-Sgt. F. E. Wallace is first sergeant of the mess company and S-Sgt. Jett E. Adams is mess sergeant in charge of recruit mess.

Link Trainers Solve The Mysteries Of Blind Flight



Voice of Safety—Out of the blackness of fog or overcast night the steady hum of the fan and see markers, keep night-flying cadets on their course. Here Sgt. H. C. Arnold, son of Mr. and Mrs. D. A. Arnold, Route 2, Big Spring, who is an instructor in the Link Trainer department, Goodfellow Field, San Angelo, guides a student on a "blind" flight in one of the miniature instrument training planes. Sgt. Arnold has the responsibility of teaching aviation cadets how to fly blind without leaving the ground.

ANGELO, Oct. 17—Flying through hangars in the old days was reserved for daredevils, and if an army cadet tried it he was immediately shamed of his prospective wings. But every day at Goodfellow Field they fly inside the buildings, and their acrobatics are more than equal to any performed by the old hedge-hopping aces. Fantastic? Not when the precision simulation of actual flight of the ground-locked Link Trainer is understood. In it without leaving the ground cadets learn the mysteries of flight through fog and dark.

The Link is a one-ton midget plane more delicate than a watch. It looks like a nightmare version of the McCoy. But when it goes into action it possesses every characteristic of its flying cousin, even if it is bolted to the floor. It breathes So nearly alive is the Link that it "breathes" in action. Thirty-one bellows constitute the nerve centers of the miniature plane, and are the greatest concern of the enlisted mechanics and instructors who care for it. Operated by a vacuum created by the pull of an electric turbine, movement of the stick either way empties just enough air on the respective sides to bank the Link. Turns, in which rudder pedals must be operated exactly as in actual flight, are controlled by 20 small bellows--10 for left. Spins, stalls, motor revolutions per minute and air speed are similarly controlled, as well as the climb and dive tank which is operated by the throttle. An instructor sitting at a nearby desk can put the Link through head winds up to 60 miles per hour velocity, tail winds and cross

winds of equal speed. With an artificially-created "leak" in the proper bellows he can simulate flight in rough weather, giving the half-pint, blunt-nosed ship a bouncing, rocking effect. Across its panel board the Link has all the delicate precision instruments that have made man master of dark and fog--the arch enemies of flight. All react identically with those on a bomber searching out an objective in the Ruhr, or a luxury liner soaring over the middle-west. And on a large square of paper on the instructor's desk is traced authentically the line of horizontal flight.

Regular Inspections Like its glamorous sister ship of the skyway, the Link is given careful periodical mechanical inspections. At 50, 100 and 800 hour intervals of "flying time" it is given a thorough going-over, in addition to an every-day 30-minute pre-flight exam given by the instructor and mechanics before the cadet begins to "fly." Instrument men keep jealous watch over its intricate indicators--gyro and magnetic compasses, bank-turn indicator, tachometer fan and see markers. Radiomen make frequent tests and checks of the two-way radio-telephone system which enables instructor and student to maintain constant contact during flight. So well maintained are the Links, in fact, that Cpl. Bill Wills, instructor in the instrument training detachment, said his Link had lost only 10 hours flying time in the last seven months. Giving Link Training instructions and keeping the machines in top working order are some of the many important tasks entrusted to skilled Army Air Forces enlisted technicians. In this department,

This High Chair Not For Babies

Instructors are not referring to babying anyone when they talk about putting cadets in the "high chair" at the Big Spring Army Air Forces Bombardier School. The "high chair" is a recent development in education of bombardiers. It is a high, moveable platform from which the cadet is able to practice use of the bombight without leaving the ground.

Glider Mechanics Class Finishes At Sheppard Field

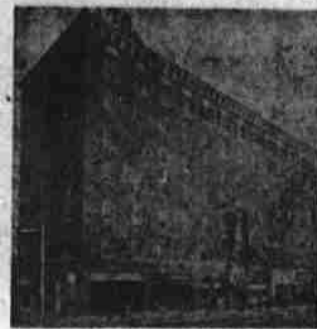
WICHITA FALLS, Oct. 17 (AP) The first class of glider mechanics to finish the school at Sheppard Field graduated today, said Lieut. Col. Bruce Von G. Scott, director of training, who said the men are prepared to maintain the motorless ships. More than 1,600 men at Sheppard Field received promotions yesterday to compensate for abolition several months ago of first and second mechanic ratings by the air force.

as in other Goodfellow Field mechanical sections, advancement is rapid for the soldier who applies himself. For example, in the Link Trainer department, consisting of 70 men, there is one technical sergeant, 13 staff sergeants, 15 sergeants, 17 corporals, 14 first class privates and 10 privates.

IN BIG SPRING...

Uncle Sam Began From Here

New faces were seen around the Crawford, high ranking officials were arriving. Uncle Sam was moving to Big Spring.



The CRAWFORD Was READY! as usual

Even before Big Spring was decided upon as the location for The Army Air Forces Bombardier School, The Crawford was destined to be the center of activity. Then men who plan and men who build arrived, setting up headquarters here. . . . The Crawford became a participant in National War Production.

The Crawford has always taken a keen interest in every activity relative to the development of Big Spring and West Texas . . . and rightly so because we are a part of it.

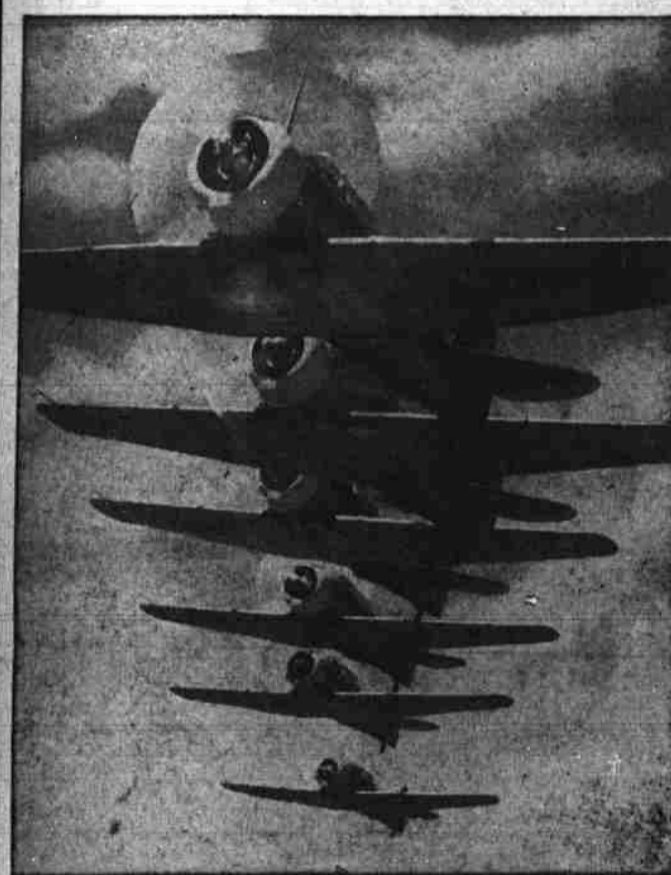
We WELCOME THE MEN OF BIG SPRING ARMY AIR FORCES BOMBARDIER SCHOOL TO BIG SPRING AND INVITE YOU TO MAKE THE CRAWFORD YOUR MEETING PLACE.

Crawford Hotel

CAL BOYKIN, Manager



You'd Better Duck, Adolf!



The boys of the United States Army Air Forces are after you, and all of your kind . . . And when they start, there's no stopping them!

We know, Adolf, because a lot of these boys are training in Big Spring to be the best Bombardiers in the world . . . there'll be a lot more of them, and everyone of them means business. Just as a tip, Adolf, you'd better duck!

TATE & BRISTOW

Petroleum Bldg. Auto Liability Insurance

LOOKING TOWARD VICTORY

We Welcome You
BIG SPRING ARMY AIR FORCE
BOMBARDIER SCHOOL



"Looking Up Toward Victory" Uncle Sam has completed another valuable Army Air Force Bombardier School. His choosing to locate it in Big Spring is something, we, as a city, can be proud of. We salute the entire personnel of this great field.

Remember that for quality work, we rank high, and we are always ready and willing to serve you to the best of our ability.

Fashion CLEANERS
DE-LUXE SERVICE



We Are Proud To Serve Those Who Are Serving

We are indeed proud of our part in the construction of the Big Spring Army Air Forces Bombardier School.

It was a real pleasure to be the Painting Contractors for this Flying School.

Frank H. Abel

Painting Contractor
Dallas, Texas

Welcome To Big Spring — Officers - Cadets - Enlisted Men

We Hope You Enjoy Your Training At The

Big Spring Army Air Forces Bombardier School

Welcome Officers Cadets, Men



We Are Glad to Have You

PIGGLY WIGGLY

Big Spring—All are hand in hand, side by side, united in the great endeavor before us. Every person in Big Spring has uppermost in his mind full co-operation with the Officers, Cadets and Men at the Big Spring Army Air Forces Bombardier School. Let no one be "out of the picture" in this new portrait of the people of West Texas in LENDING the Army Air Corps a hand in strengthening the Army.

United We Stand—for all the world to see and respect. United We Stand, proud of our heritage and determined to perpetuate it for all time and join with all the peoples of the Americas, with a hearty handclasp to express our UNITY.

Your Training Will Help

Keep AMERICA Free

WALKER WRECKING CO.

1109 East 3rd Big Spring, Texas



BUY U. S. WAR BONDS...KEEP 'EM FLYING

Compliments
BIG SPRING COTTON OIL CO.
N. 12th Phone 1598

RUNYAN PLUMBING CO.
505 East 6th Phone 535

"HAPPY LANDINGS"
Is Our Wish for You Men of the Big Spring Army Air Forces Bombardier School
FRANKLIN'S
LADIES' WEAR
220 Main Phone 154

"WELCOME"
Big Spring Army Air Forces Bombardier School
Whitmire's Food Market
1018 Johnson Phone 78

"GREETINGS"
Men Of The AIR FORCE
C. C. BALCH
BOOT AND SHOE SHOP
220 Main Phone 154

"Never Have So Many Owed So Much To So Few"—Churchill

OFFICERS - CADETS ENLISTED MEN
We Are Glad You Are In BIG SPRING
Art Beauty Salon
Phone 1615
Two Doors East Petroleum Bldg

WELCOME
UNCLE SAM'S ARMY AIR FORCES
HOMAN
AUTO SUPPLY
200 West Third Phone 207

 **WELCOME**
BIG SPRING ARMY AIR FORCES BOMBARDIER SCHOOL
From **DR. GEO. L. WILKE**
—Optometrist—
106 W. Third Phone 1405

"KEEP 'EM FLYING"
B. O. JONES
Grocery & Market
201 Runnels Phone 236

"HELLO"
We're Proud to Have You With Us
BIG SPRING ARMY AIR FORCES BOMBARDIER SCHOOL
THE VOGUE
121 East Third Phone 1596

 **OUR SINCERE WELCOME**
To The Officers - Cadets - Men to Big Spring Army Air Forces Bombardier School
S. P. JONES LBR. CO.
409 Gollad Phone 204

"LET'S GO"
ARMY AIR FORCES
L. I. STEWART
APPLIANCE STORE
213 1/2 West Third Phone 1021
"THUMBS UP, BOYS"
R. B. REEDER INSURANCE
And Loan Agency
304 Scurry Phone 581

OFFICERS - CADETS ENLISTED MEN
We Are Proud to Have You Located In Big Spring and Wish You "Luck"
Ladies Ready-to-Wear I. Miller Shoes
Margo's Beautiful Shoes
MARGO'S
201 E. Third Phone 455

OUR CORDIAL GREETINGS Officers - Cadets Enlisted Men
MODERN SHOE SHOP
Just North Of The Court House
WELCOME
To the Entire Personnel of the BIG SPRING ARMY AIR FORCES BOMBARDIER SCHOOL
MILLER'S PIG STAND
510 East Third Phone 9510

LOGAN Feed & Hatchery
817 East 3rd

WELCOME
BIG SPRING ARMY AIR FORCES BOMBARDIER SCHOOL

RED & WHITE

"KEEP 'EM FLYING!"

Tracy's Food Market Phone 137 1501 Scurry Phone 520
Bugg & McKinney 701 N. 3rd
Fritchett Grocery 1009 11th Place Phone 1282 Phone 1284
Packing House Market 110 Main St.
Belinger's Gro & Market Phone 273 300 N. W. 3rd
Thomas & Rick Lanes
Whitmire's Food Market Phone 78 1018 Johnson
Carl Bates Coahoma
Atchison Grocery Stanton
H. A. Shipp Lanes
W. M. Blacker Stanton
Bob Ryan Lanes

BIG SPRING AUTO PARTS
And **GLASS CO.**

"KEEP 'EM FLYING!"

Take Notice On Uniforms And Insignia

John Q. Public is still a little confused about this business of rank and branch of service, and now that navy men wear khaki part of the time, John is in a positive dither.

He need not be, for the answers are fairly simple—once you get on to them. There should be no confusion on the point of the navy using khaki, formerly strictly an army color, for that color uniform simply means work clothes for the navy. Soldiers will wear khaki ties with their uniform, sailors black ties.

Another way to distinguish between branches of service is by rank insignia—but that brings up the question of identification now that some branches of the army have adopted the practice of wearing insignia on the collar, which was formerly only a navy procedure. Perhaps a surer way is to note if the cap has anchors on it—the navy always has them, the army, of course, does not.

Another problem worrying the average civilian is how to distinguish the various ranks of army and navy officers. Well, here's the simplest explanation:

In the first place, the ranks of army and marine officers are the same. They are denoted by bars, leaves and stars. The rank of naval officers are indicated by stripes, half-stripes and broad stripes. The star on a naval officer's uniform indicates he is of the line (a deck officer). A gold bar on an army officer indicates the rank of second lieutenant which corresponds to the rank of ensign in the navy as designated by one stripe on the officer's sleeve. A silver bar on an army officer indicates the rank of first lieutenant. A half-inch and a quarter-inch stripe on a naval officer designates the corresponding rank of lieutenant (junior grade).

Two bars for the army spell captain, but in the navy two stripes indicate lieutenant (senior grade) which is the corresponding rank. Next in seniority is the army's major who wears a gold leaf; the navy's corresponding rank of lieutenant-commander wears two full stripes with a half-stripe of narrow one between. A lieutenant colonel wearing a silver leaf corresponds to the navy's commander who wears three full stripes. A colonel wears a silver spread eagle and corresponds in rank and pay to the navy's captain who wears four full stripes. A brigadier general wears one star. This rank formerly corresponded to the commodore in the navy, a rank which has been discontinued.

The army's major-general, lieutenant general and full general wear two, three and four stars respectively. To match them, the navy has its admirals, known as "flag officers." They are: Rear admiral, vice admiral and admiral and they all wear a two-inch stripe plus one, two and three stripes respectively.



Attention! Open Ranks, March!—And thus an inspection of the 814th School Squadron at the Big Spring Army Air Forces Bombardier School gets underway. Having run expert eyes over the first and second ranks, Tech. Sgt. James L. Anderson (in flying suit and windbreaker) and 1st Sgt. Ted W. Preston (to right in dark overcoat cap) inspect the rear rank. This was a routine inspection and termed a "dry run," for 1st Sgt. Preston was getting his men ready for a formal inspection at the post Saturday morning.



Specialists — Are needed in the air corps, for it takes many men on the ground doing a variety of appointed tasks such as the group above shown checking a plane motor to keep a man safely in the air. A strenuous effort is being made to enlist men from Big Spring and surrounding territory for their on-the-job training—just like these men—at the Big Spring Army Air Forces Bombardier School. Men like these, whose skill makes flights possible, may be unsung, but they are doing just as heroic work as any other soldier in Uncle Sam's army.

Paving At The Air Field Is Extensive

Visitors to the Big Spring Army Air Forces Bombardier School today may be pleasantly surprised over the amount of paving at the field.

While the amount of paving is not immediately available, some idea of its extent may be had from the comparison with the total amount in Big Spring. Into the confines of the school area is packed a quantity of paving which approximates that in the city itself.

To appreciate this, one must first be inside the school area, as thousands will be this afternoon, to gain a proper knowledge of the size of the place. It will then be noted that every street that the army uses for traffic is paved, whether cross street or thoroughfare.

Chief among reasons for this extensive paving program is the control of dust, no small item from the point of health and comfort in this country. Too, all of the streets will bear constant and intense traffic. Further than that, men use the streets as military walks in covering distances between one area of the school and another, and in inclement weather this is highly important.

Paving does not stop with the streets, however, for there is an abundance of topping for strict walk purposes. Too, several of the buildings have paved parking areas where large volumes of parking is indicated—as for instance, around the post theatre.

BOMBARDIERETTE

Another bombardierette put in her appearance Friday. She has been named Betty Josephine and is the daughter of S-Sgt. and Mrs. Lawrence D. Annin. The baby was born at Cowper hospital, and mother and daughter are doing well. Members of the 814th School Squadron said that the sergeant was "recovering."

Plenty Of Gas For Essential Car Drivers

WASHINGTON, Oct. 17 (AP)—Representative Mundt (R-SD) received from Price Administrator Leon Henderson today assurance that ample gasoline would be provided for the needs of farmers and others engaged in essential occupations under the nationwide rationing program.

"You may assure your constituents," said Henderson in a letter to Mundt, "that the nationwide mileage rationing program will provide whatever amount of gasoline is necessary for essential driving, regardless of distance."

"Preferred mileage (occupational mile in excess of 470 miles a month) will be available to farmers for the operation of a passenger automobile to transport farm products and necessary farm supplies between farm and market, shipping point, or point of delivery, or between one farm establishment and another."

Referring to Mundt's advocacy of consideration for doctors, clergymen, salesmen, truckers and others serving farm families, Henderson's letter added: "People who have occupational need for gasoline will be eligible for supplemental rations for their occupational purposes."

"It will also be possible to issue tires for their cars in view of the fact that the mileage rationing program will provide a strict control over the operation of the cars."



Wings — of the Bombardier and the gold bar of a second lieutenant awarded to Eugene Penn, above, Thursday as he graduated at the Midland Army Flying School. His parents, Mr. and Mrs. D. M. Penn, were on hand to witness the ceremonies and visit with him before he left for South Carolina for further training.

Gets \$44.44 Per Word For War Suggestion

AKRON, Ohio.—Calvin Coolidge, who earned \$1 a word as a writer, wasn't in the running with the newest nominee as "highest paid author."

Paul Eckler, a pressman doing war production work on rubber matting at B. F. Goodrich plant, submitted a slip of paper with nine words on it to the employe-management "suggestion box" committee. Ten minutes later the committee had ordered Eckler's suggestion into effect—and awarded him \$400.

What the nine words were can't be divulged since they involved a better way to make war goods—but at \$44.44 each they must have been good.

The ancestors of three American presidents were Dutch—Martin Van Buren, Theodore and Franklin D. Roosevelt.

Nelson Calls For Work On Industrial Scrap Salvage

WASHINGTON, Oct. 17 (AP)—Faced with the new job of turning attention to the industrial scrap salvage campaign, the nation's newspapers today had little time to rest on the laurels handed them yesterday by War Production Chief Donald M. Nelson.

Nelson told a group of publishers and executives who have served as members of the newspapers' united scrap metal drive committee, that the papers' "wonderful job" in the household scrap salvage campaign had greatly increased the flow of scrap to steel furnaces.

In almost the next breath, the War Production Board chairman suggested that "if the papers want to continue their good efforts," they should "begin to give increased attention to the problem of industrial salvage."

Nelson said that the industrial scrap salvage drive would be hinged around WPB leadership, rather than newspaper executives, and promised that competent leadership would be provided.

The War Production chief said the newspapers' work in the household scrap salvage campaign during recent weeks had been magnificent and that "the results surpassed the fondest hopes I entertained."

"The whole campaign has been a major contribution to the war effort," he added.

DELAWARE LEADS

NEW YORK, Oct. 17 (AP)—Delaware nosed out Pennsylvania today in the newspaper scrap collection campaign with an average of 83.7 pounds of metal for each citizen.



HELLO

Big Spring Army Air Forces Bombardier School

We're Glad You're Here

COME IN AND GET ACQUAINTED

Cornelison Cleaners

501 Scurry

Phone 321

TAYLOR ELECTRIC CO.
Electrical Contractors
126 E. 2nd Phone 408

Bombs Dropped From All Levels
Because there is no surer way to teach a bombardier the fine points of his art than by letting him do

it, there is no telling at what altitude he may be instructed to drop his bombs on prescribed targets. Ships carrying cadets climb some time to around 20,000 feet or nearly four miles up, and on other occasions they swoop down to loose a salvo from a scant 100 feet. And in between those distances a bombardier must be equally effective.

We extend our most cordial welcome to the entire personnel of the Big Spring Army Air Force Bombardier School. We are proud to have you with us.

We are known in this section by the Quality merchandise we carry. We feel honored with this reputation, and will continue to cater to the fastidious purchasers of fine jewelry.

Pitman's Jewelry
MORE THAN 30 YEARS IN BIG SPRING
117 East Third Phone 297

For The Women At Home—WHAMS
SPRINGFIELD, Mass., Oct. 17 (AP)—Another women's organization has been suggested—the WHAMS.
Dr. H. Hughes Wagner, a Methodist pastor, says that women who must stay home and take care of their families make a splendid contribution to the war effort and should be organized as the Women Homemakers' Army Mobilization.

Estimates On Army Food Increased
WASHINGTON, Oct. 17 (AP)—The United States armed forces will require 79,900,000 pounds of frozen vegetables in 1943, instead of 53,000,000 as previously estimated, the War Production Board said today.
Revised estimates:
Lima beans, 13,400,000 pounds; snap beans, 8,000,000 pounds; sweet corn, 5,400,000 pounds; peas, 30,700,000 pounds; spinach 13,400,000 pounds.
New York policemen are required to be at least 5 feet 8 inches tall and to weigh a minimum of 145 pounds.

Officers, Cadets, Men
It's a pleasure to have you with us.

WHITE'S STORES INC.

WELCOME

BIG SPRING AIR FORCES BOMBARDIER SCHOOL

COLEMAN COURTS
1206 E. Third Phone 9503

Acknowledgment

To The Staff Of The Bombardier School

The Herald is grateful for the fine cooperation extended in its every request for assistance in the gathering and preparing of material for this edition. Our warm thanks to Col. Sam Ellis and all his staff, and particularly to the Public Relations Officer, Capt. W. E. Turner; the Photographic Officer, Lieut. Jas. R. Anthony, and their aides for immeasurable help.

To All Big Spring Business Firms

Your participation in the columns of this edition has made it possible for The Herald to assist in acquainting the public with the operations of our Bombardier School. For that participation, as well as for your never-failing evidences of support for this newspaper, we express our sincere gratitude.

OUR GREETINGS TO OFFICERS AND MEN OF THE AIR FORCES

The Daily Herald

And Its Entire Personnel

Look How This Fellow Has Changed!

Wide World Features
Twenty-five years have done wonders for the American soldier. This year finds him in a snapper, more comfortable uniform, his head better protected, and his rifle more deadly than ever.
Some things haven't changed much: The Army pack is still much the same as in 1917, still weighs between 50 and 65 pounds. The cartridge belt is the same design, and so are the shoes.
Just as his fighting togs rank with the best in the world, the American soldier eats the finest army mess in the world.
His weekly ration will include generous amounts of beef, chicken and pork; seven eggs, more than nine pounds of vegetables, four pounds of potatoes, along with fruits, coffee, cereals and milk.
To keep the average soldier in fighting trim for the first year, the government spends \$404.65, of which \$178.20 goes for food, \$182.05 for clothing, \$18.79 for individual equipment and \$81.61 for barracks equipment.

Army Services Cover Nearly Everything

About the last thing you would expect to find at the Big Spring Army Air Forces Bombardier School is a veterinarian, but he's there and very much in the service, too.

And that should give some idea of just how many branches of the service are required for the functioning of an air corps bombardier school. Practically every part of the army has some member or members at the field, carrying out important assignments.

The soldier eats and wears what the quartermaster corps has furnished him; he sleeps and studies or works in buildings probably erected under the watchful eyes of the engineering corps; and he drinks water with impunity because of the Chemical Warfare Service. The food he eats is pure because the cavalry has furnished a veterinary corps member as inspector.

He talks on the telephone or sends wires because the signal corps is on the job. He can come go to see that one and only girl because the finance department takes out his just dues on pay day. He is protected day and night by guards using guns and ammunition furnished through the ordnance department.

If he gets sick or has a toothache, he will be served by the medical corps, medical department, dental corps, the army nurses corps, medical administrative corps. And there's the Chaplain's corps to aid the spiritually ill and those who wish to worship. So it goes—there's seemingly no end to it, for when the army has an establishment, it is truly the army's.

About 600,000 non-natives live in the South Sea islands, the majority in Hawaii.

Pigs and chickens were introduced in the South Sea islands by emigrants from Asia.



Weather Man Looms Large In Bombardier School Operations

No battle is planned and no flight is made without first consulting the weather man.
Because of the importance of this field of work, a staff of 10 men is maintained at the Big Spring Army Air Forces Bombardier School, and like other special departments, men on the staff are well trained to do their jobs.
Bombing missions would many times be doomed to failure before they were started if it were not known in advance the weather and winds that would be encountered en route and at the end of the flight. The weather stations supply pilots with any information that they wish or that would be advantageous to them. The station also gathers information from all over the country and supplies other stations with local data.

It has been said that no factor in safe flight is more important than knowledge of existing weather conditions and knowledge of probable trends. Advanced knowledge of weather conditions has saved many a life.
From the beginning of time, man has tried to learn more about the weather in order to protect himself from the elements. As early as the days of Aristotle, books were written on meteorology.

The first weather bureau was established in the middle of the

19th century in France after France lost an important naval battle during a storm in 1854. Soon afterwards other countries set up weather bureaus. These were only successful with the perfection of communications which made instantaneous transmission of existing weather possible and forecasts more accurate.

Great progress has been made but many difficulties are still encountered as the meteorologist must use the entire atmosphere as his laboratory.

The men at the Big Spring weather station received their training at the Air Corps Technical school at Chanute Field, Ill., and at the station in Midland.

Manning the station are Tech. Sgt. Clarence Hart, forecaster and station chief; Staff Sgt. Homer J. Beattie, forecaster, and the following observers, Sgt. Robert N. Gutchoff, Sgt. Herman E. Horner, Sgt. Arthur Minnie, Sgt. George S. Glazner, Sgt. Joe H. Knox, Sgt. Joseph L. Seig, Cpl. Earnest C. Plyler and Cpl. Frank A. Sanders.

For The Mental, Physical And Moral Good Of The Soldier, Army Operates A Vital Social Services Division

More than 260,000 soldiers annually attend moving picture theatres on army posts scattered over the nation, but movies are just one way the army keeps its men happy and occupied.

The special service division, headed at the Big Spring Bombardier School by Capt. Harry W. Nolen, has the all-important duty of helping the commanding officers develop and maintain the mental and physical stamina of the American soldier in all parts of the world.

The most important is athletics. The special service officer conducts research and plans athletic programs, sports and miscellaneous recreation programs to develop the physical efficiency of his soldiers.

He conducts the army motion picture service, which gives over 3,500 separate programs a week, distributing the profits to camps and posts to be utilized for the welfare of enlisted personnel. The special service officer directs the activities of army hostesses, librarians, technical consultants and other personnel required for the maintenance of recreation buildings, service clubs, guest houses, day rooms and sport arenas, carefully guarding the welfare of every man in his field or post.

Education also plays an important part in the special service division. Correspondence instruction is arranged for off-duty time, with courses selected to contribute to military efficiency. The army institute offers non-credit technical and vocational courses. Contracts are made with colleges and universities for offering courses carrying high school and college credit, and there are 75,000 enrollees a year in these courses. Civilian and military lecturers on 15 camp circuits bring additional information, as do foreign language records and glossaries, visual education materials, camp libraries and a field education staff.

Current news and information to troops are disseminated through information films, the army newspaper "Yank," 48,000 news maps and posters sent weekly to camps, individual camp newspapers, by short wave radio and transcriptions and by pamphlets for troops going overseas.

The service operates a research unit for all war department agencies on problems of the soldier, planning surveys, making special reports and conducting experimental studies on clothes, food, radio listening habits, job assignments and many others of interest to the army.

The special service operations office at the Big Spring Bombardier School has a tremendous responsibility, and Capt. Nolen is just the man to take care of it. A graduate of the University of Texas, in 1915, he served as a first lieutenant in field artillery during World War I, seeing 14 months service overseas. He was a member of the Reserve Officers corps for 18 months and spent 2 years with the OCC in East Texas.

Born and reared in Austin, Capt. Nolen in civilian life was a civil engineer and interested in the raising of livestock. He was a member of the Austin city council, serving as superintendent of police and public safety departments. He married Miss Helen Duggan, Helton, and they have two daughters, Helen Claire, 20, a junior at the University of Texas, and Patti D. 22, a graduate of the university now married to an Air Force lieutenant.

Practical And Scientific— That's The Post Engineer

Organization, according to all good theory, should account for all the duties of the post engineer as varied and exacting as they are, but it doesn't always work that way.

The engineer must select an executive officer, an associate engineer, a planner and estimator, a chief clerk and chief of the fire department to man and operate their departments. According to theory again, the engineer should then be free for tours of the post with the commanding officer, to make speeches or what not. But as it invariably happens the army over, the man with two silver bars and the castles on his collar find his "leisure" time from 3 a. m. to 7 p. m. monopolized with revision or confirmation of plans and action, and more often than not has to come back in the late evening for signing papers, approving requisitions, etc.

He must give interviews, answer inquiries, make investigations quickly. He must answer an avalanche of questions, by telephone and person, which, like the

wrath of God, surpasseth all understanding. Not infrequently such classics as "How many B. T. U.'s are in a gallon of TPB fuel oil? What is the chlorine residual for water drawn from a tap at the apron? To whom shall I report a fire?" and other assorted questions are fired at him by persons who would not take the word of a subordinate for it.

The routine duties of his office embrace the supervision of water, sewage, light, power, heat, refrigeration, carpentry, cabinet making, sheetmetal fabrication, painting, maintenance of streets, alleys, roads, runways and grounds. He also is called upon for advice on culture of grass and shrubs and of growing cover crops to prevent erosion.

Locks, hasps and chains are provided by his department, and extra keys furnished when the occasion arises. His area is the "dumping ground" for all salvage, where it is sifted, sorted and graded for reprocessing or incineration. In short, if it can't be done by some other unit, the post engineer's set-up attends to whatever is involved.

Post Engineer



Captain E. R. Hury

Capt. Earl R. Hury, commissioned last May, arrived at the Big Spring school in June from Fort Sam Houston. He had no military experience, but from 1924-42 had exhaustive engineering experience with Allis-Chalmers in supervision and as district manager of sales and service. An engineering graduate of the University of Texas, Capt. Hury holds a private flying license. He was born in Marinette, Wis., and was graduated from Houston high school.

Capt. Hury is married and Mrs. Hury joined him here soon after his assignment. His favorite hobbies are swimming, hunting and fishing.



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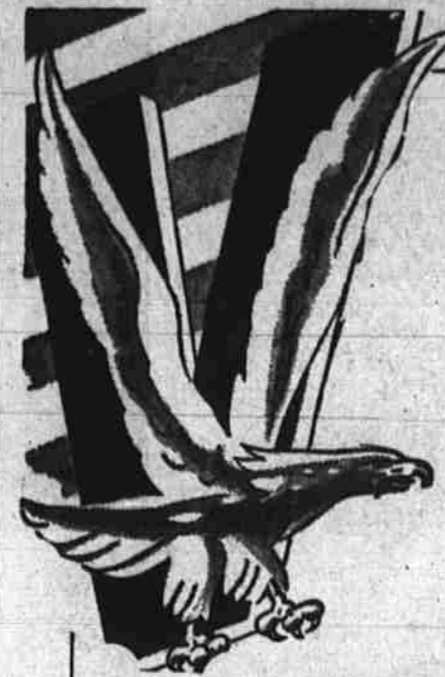
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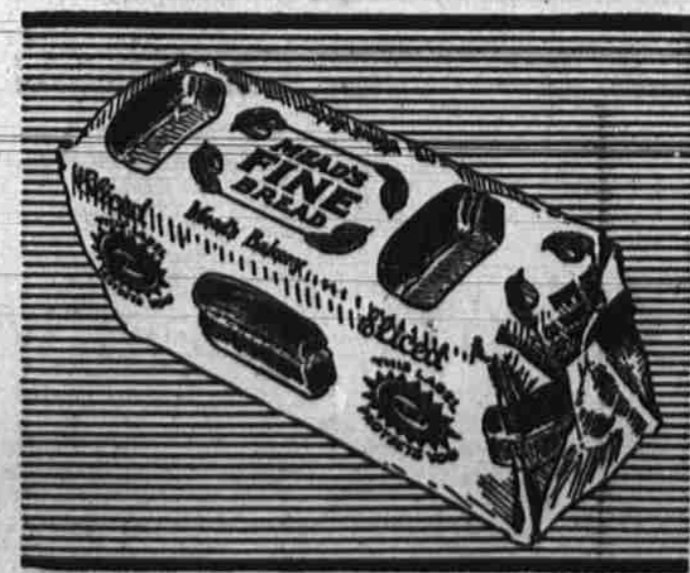
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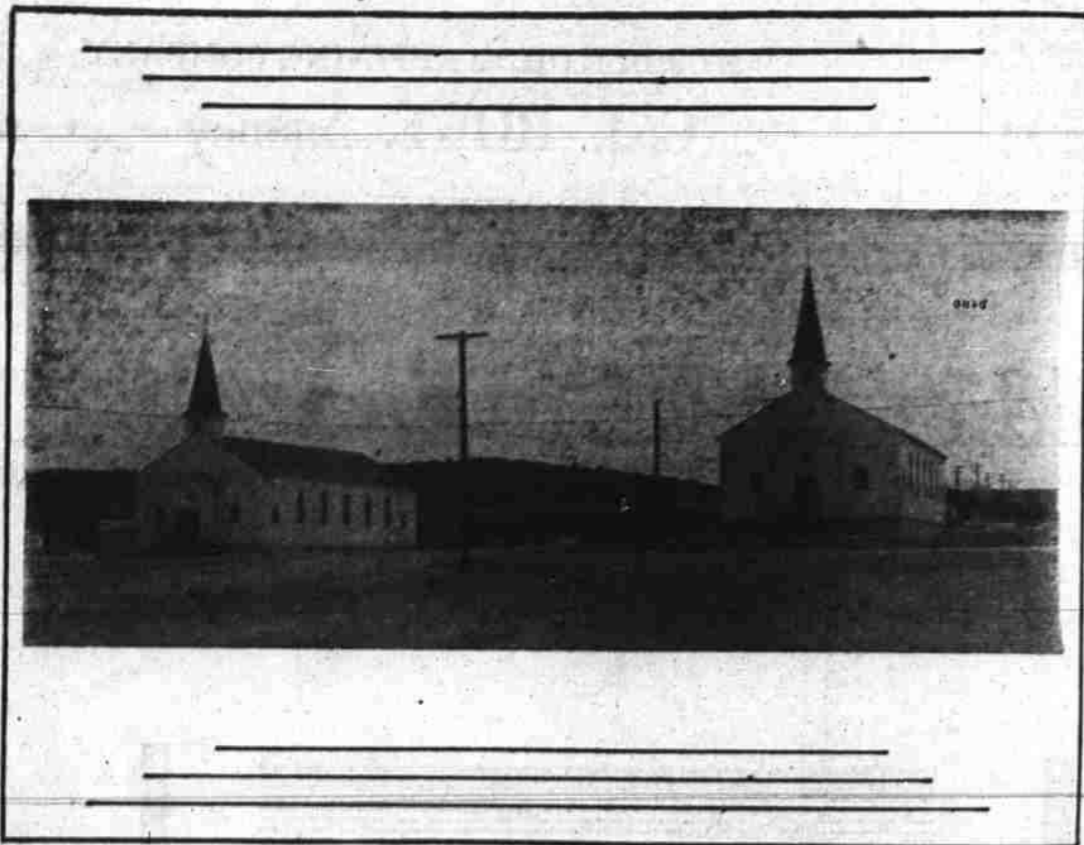
Officers - Cadets - Men to their new home

Big Spring Army Air Forces

Bombardier School

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BOMBING MISSION: The Climax To Intensive Cadet Training

The "zero hour" has come.

On the flying line starters making their peculiar coughing whine; motors roar and props slice the air. Trucks with rubber-tired bomb trailers roll back and forth between waiting planes and the bomb dump. Armament men attach release shackles and hoist the loaded bombs to racks inside the waiting planes.

Lugging their bombsights from the vault, pairs of bombardier cadets, accompanied by armed guards, find their planes and climb aboard. The planes taxi across the field to the runways and one by one, as the signal comes from the control tower, they take off.

Another mission is under way.

The bombardier cadet is making his first run. But he has been training for months for just this day.

In large numbers they will be arriving every three weeks at the Big Spring bombardier school from pre-flight schools all over the nation. They

have spent months studying meteorology, navigation, mathematics, physics, aircraft and ship identification, strategy and tactics.

Before they are allowed to proceed to bombardier school, all the cadets are thoroughly investigated by the FBI in order to eliminate those with whom vital secrets cannot be entrusted.

After taking the bombardier's oath, the cadet sets out in earnest to prepare for the day when, with an enemy munitions factory, oil refinery or battleship below and ahead, he says into the plane's intercommunication phone, "On course and level."

In bombardier language that means: "Target sighted. Get set to give it hell."

He takes three weeks ground school work in one of the queerest classrooms in the world, for in the most of the classes there no texts to carry home at night and he takes no notes. For he is learning the intimate workings of America's

most closely-guarded secrets, the Norden bombsight.

He learns, instead, to keep his mouth shut, his eyes open and his mind sharp enough to work out problems of trigonometry in his head.

From his 12-foot perch atop the bomb "trainer," a device that resembles an animated high chair, he practices manipulating the bombsight, aiming at silhouettes of enemy aircraft outlined on an electrically actuated box called the "bug."

After three weeks he's off on his first run. His 100-pound blue practice bombs are loaded with sand and five-pound "spotting charges" of black powder. At his fingertips is the world's greatest mechanism—below him the target.

He pulls a lever, flips a switch, releases the trigger, and from the belly of the plane the slim shape of the bomb hurtles down in a graceful arc. He's dropped his first bomb.

Some say the "kick" of bombarding never loses its potency—that the more bombs one drops

the more fascinating it becomes. Most bombardiers agree.

Later, on high altitude missions they'll be wearing heavy fleece-lined suits and adjusting oxygen masks. They've already been trained in the use of oxygen and its effects.

For night bombing the targets are electrically illuminated.

When bombardiers are graduated, they are commissioned second lieutenants in the Army Air Forces and go on tactical units where they'll be geared into their key positions in deadly combat teams.

When the time comes they'll take their places in the "greenhouses" of ships on every front in the world. They'll make the careful last-minute check of their precious sight.

The roar of motors will be singing in their ears and they'll be on their way to win a war, using the same technique they used to "get a shack" back on the West Texas prairie.

BUSY DAY: It's Mostly Study And Work For Air Force Men

"Let's go, you guys!"

The shout comes from out of nowhere in the dark. But it sets off something. A light goes on down at one end of the barracks. An inveterate smoker rubs his eyes sleepily and reaches for his pack. A couple of heavy sleepers snore blissfully until the cover is jerked from them.

The day has begun. It is 5:20 a. m., and the first class of cadets at the Big Spring Army Air Forces Bombardier School is ready for another long day of work. In a few minutes a whistle shrills and out pile the cadets to line up in the street shivering, blurry shadows, kidding each other and frolicking like children. One wouldn't think what they were training for a pretty serious and sinister job. But this not the time for seriousness—it's time to eat.

In columns of two the men file into mess and group eight at a table. "Take seats!" comes the command and they slide into their places. "At ease!" Now a low hum of conversation sets in. The clatter of dishes and silverware mingles with the thread of feet hurrying to and from the kitchen.

Here a cadet is quiet—worried about a test coming up that afternoon. Across the table a buddy puts down his fork and devotes himself to an oration about the girl friend. Down the way another is amazed over the fight the Russians are putting up.

Mess is over and cadets file out, scatter—some going to shave, others to make up beds. Levity is out. Shop talk now replaces jibes. One fellow clears up a troublesome problem for another and before their day of training actually starts, these cadets are learning.

Down at the flight line, where one of the flights will be heading in a few minutes, there is more talk as pilots swap tales and reports before one section of the cadets comes streaming down for action. Other students have gone to the training hangar and some to ground school classes in the academic building, but all of them are busy as bees.

The medium sized operations room is filled with a haze of smoke through which cadets peer

at the big blackboard which tells the mission number assigned to each man, the number of his ship, his pilot and other information he must have before the take off. Here and there fellows are having that last smoke before going up and others are drinking cokes. Instructors patiently listen to troubles and go over foggy points again and again until they are cleared up.

He never stops trying to draw his students into discussion, for the instructor is a sort of father confessor, coach, cheer leader and stern parent all rolled into one. He is something of an unsung hero, for no sooner does he straighten out a cadet on one point but what here comes another to ask the same question.

Clad in a flying suit, parachute on back, the

cadet strides off to the line. The bomb sight is drawn from a group of stern faced men, all armed, who look on everyone with suspicion. That sight, all bundled up, is the most closely guarded thing in this country, and the army is very fussy about who puts his hands on it.

Now the mission is ready to start. The pilot checks his engines while student and instructor look over their instruments and equipment. Everything is all right and the plane rolls out onto its runway.

Voices are crackling through the radio, the pilot is checking with the tower. Engines roar alternately then together and down the way bounds the craft. There is a little sway, the feeling is lighter and then smooth. Another cadet is in the air.

Steadily the pilot banks and climbs until the correct altitude for flight pattern is attained. While the fledging bombardier nervously looks over his instruments again, the instructor keeps his eyes glued to the panel in front, watching his student and looking out for other planes. Those who try to talk without earphones appear as mutes against the roar of the engines. Conversation between the pilot and the bombardier is terse and in words of few syllables.

The mission is over and the student is trying

Bombardier School Edition Of The
Big Spring Herald

VOL. 15, NO. 109

SUNDAY, OCT. 18, 1942

See BUSY DAY, Page 9, Col. 1

Air Power Is Vital Factor In Pacific

PEARL HARBOR, Oct. 17 (AP)—Air power is playing an leading role in the war in the Pacific—a statement amply supported by the record of action in the Coral Sea battle, at Midway and in the Solomon.

These directing American military operations agree that air forces have been Japan's key to success, and that her chief failures have been recorded when she encountered superior American air power.

These leaders, however, emphasize that air power is not the whole story—that aviation must have the support of other branches of the armed forces to prove effective.

The current operations in the Solomon, centering around American efforts to hold and consolidate an air base at Guadalcanal, present a clear illustration of the point in question. American army and navy air forces there are receiving the active cooperation of all the services—the fighting ships and transports of the navy, the marines, the army and were trained in the work of construction and repair.

In these operations the most difficult problem is one of supply—a problem that will be met again and again in the scattered islands of the Pacific on which the war may be fought for months, or years.

Holding what we already have won requires considerable land forces for the thick jungles of the Solomons offer cover in which enemy forces may lurk for months, and mopping up is a slow process. Short distances between the islands also make possible sneak landings at night, such as the Japanese have carried out times and again on Guadalcanal.

All the munitions, food and fuel for our land forces must be brought in from outside, for there is none to be found in the island except what may be captured from the Japanese.

Japan has the advantage in the battle of supply lines, for she already has the bases from which to operate close at hand. The men in command of the American armed forces know that this type of war cannot be waged without losses, and all elements of the Pacific fleet have been told that without risking punishment there is no hope of striking a telling blow at the enemy.

Admiral Chester W. Nimitz, commander-in-chief of the Pacific fleet, summed it up in a recent speech when he said:

"We will win this war only by fighting. All the nation's productive output will be of no avail unless we are willing to come to grips with the enemy."



Mess or Chow— It doesn't make any difference to hungry bombardier cadets at the Big Spring Army Air Forces Bombardier School whether it's called mess or chow so long as it means eat. Above hungry men, after a hard morning in classes or on flight or with a liberal dose of calculation, pile into good food. Uncle Sam allows them just twice as much per day for food to make sure these picked young men have the best. They even get special table cloths for their tables as contrasted to the bare tables from which enlisted men eat. Below, smiles on the faces of cadets as they march into mess argue eloquently for their opinion of the life of a bombardier cadet.

Army Aviation Dates Back To The Civil War

The U. S. Army purchased its first plane in 1909, but the use of aviation by the army dates back to the war between the states.

During the Civil War the army hired civilian aeronauts to go up in balloons and make observations for the army of the Potomac, but the first balloon was purchased by the army from France in 1890 and used during the Spanish-American War.

First aeronautical division was established on July 1, 1907, and in December of that year the war department advertised for bids on the construction of an airplane.

The Wright brothers delivered the product at Fort Myer, Va., on August 8, 1908. It was a biplane with a wing spread of 40 feet, weighing about 800 pounds. The landing gear consisted of two runners, or skids, and the plane was launched from a monorail. The power plant of this plane was a four-cylinder, water-cooled engine, producing 25 horsepower. It drove two 8 1/2-foot propellers by means of gears and chains.

After many tests and several discouraging accidents, the board recommended its purchase, and this date is considered the birthday of the Army Air Force.

Requirements that the plane should attain a speed of 55 miles per hour, be able to remain in the air for an hour with two occupants and have a range of over 125 miles were soon satisfied. Oddly enough now, one of the requirements met by the Wrights was that the plane should lend itself to transportation in an army wagon.

First Money In 1911 Congress for the first time appropriated money for aviation—\$125,000—in 1911, and by 1913 army aviation had grown to 17 planes with a personnel of 23 officers and 91 enlisted men. Upon our declaration of war with Germany, army aviation consisted of 63 officers and 25 planes. When we entered the World War, no machine guns had as yet been mounted on our planes.

In July 1917 congress appropriated \$440,000,000 for army aviation, the largest appropriation for single purposes made by an American congress up to that time, and by March of the next year our aviation strength was 11,000 officers and 120,000 enlisted men.

Our aviators were credited with the destruction of 491 enemy airplanes, of which 462 were accounted for by 68 aviators. Even as late as 1926 the Army's aviation expansion program was a mere drop in the bucket, of minute significance in comparison with recent appropriations and the Army Air Forces present plans for making the USAAF the greatest in the world.

Texas has an abundance of mineral springs and wells, and the manufacture of mineral crystals has become an industry in several places.

Many New Faces To Appear At Next Congress Session

By R. HAROLD OLIVER
WASHINGTON, Oct. 15 (AP)—The house of representatives in the new congress starting in January is certain to have at least 65 new faces without waiting for the Nov. 3 election returns.

With the congressional primary run-offs in Louisiana completed, an Associated Press survey today showed that this was bound to occur because 21 incumbent members were not candidates for re-election, 25 were defeated in the primaries, and seven vacant seats are to be filled in next month's balloting.

In addition, one member has died and three others have resigned to enter the armed forces since their re-election and new nominees have been named.

The survey also disclosed that 100 of the 422 members to be elected Nov. 3 (Maine re-elected its three republicans Sept. 14) can be counted "in" now as they have no opposition. This group includes 89 democrats in 14 states, 19 republicans in five, and one American-Labor (Marionette, New York).

Four other democratic nominees—in Georgia and Virginia—are

virtually certain of election because of only minor party opposition. Eighteen more democratic candidates in the "solid south" have republican opponents.

In all, there are 841 candidates for the new house, including 477 democrats, 224 republicans and 100 other parties. The latter figure does not include democratic or republican nominees in New York who also have the American-Labor party endorsement.

A total of 275 house incumbents won re-election in the primaries, including 223 democrats, 31 republicans, three progressive and one American-Labor. Of the remaining 60, the democrats had 21 who were not candidates, 15 primary defeats, and six vacancies (to be filled Nov. 2); the republicans had nine not candidates, seven defeats, and one vacancy; farmer-labor, one not a candidate.

Seventeen candidates for the house will be elected "at large," meaning they will face the voters next month on a statewide rather than a mere district basis. Re-apportionment because of shifts in population and failure to redistrict makes this necessary.

**A NEW ERA
In Big Spring
with the
AIR FORCES**



WE WELCOME YOU

We extend greetings to the men at Big Spring Army Air Forces Bombardier School. This great institution will mean much to our "all-out" for victory program. Big Spring is indeed fortunate in having this great defense project established here.

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**Big Spring Army Air Forces
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We're Proud . . .
... to have you stationed here in Big Spring, proud that the Army chose this city as a location for a great school, and to the entire personnel we say, "Welcome."

'And Thanks . . .
... to you who have come in, made our acquaintance, visited our store, looked over our military merchandise . . . keep coming, we will be of any service to you we can.

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**We Are Proud To Serve Those
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Yes, we are proud to be of service to those who are SERVING . . . we mean those of our fighting men who are in any branch of the armed forces as well as those on the home front. The State National Bank with its many banking facilities is always ready and willing to assist those in need of any of our services.

The men in the service, the business men of Big Spring and West Texas, the salaried men and the farmers and the stockmen all share in the many conveniences offered by this institution.

CONGRATULATIONS—OFFICERS, CADETS AND ENLISTED MEN ON THE OPENING OF THE BIG SPRING BOMBARDIER SCHOOL.

State National Bank
Big Spring's Oldest Bank . . . Time Tried - Panic Tested

Military Welfare Service Helps With Family Problems

Unit Operates As Link With Red Cross

Trouble shooter between the soldier and the outside world is the office of the Military and Naval Welfare Service headed by field director, Max J. Blue, at the Big Spring Bombardier school.

The service is closely associated with the Red Cross Home Service, with which most people are acquainted. The responsibility of the service is not only to the Red Cross servicemen at home but also abroad, and through his office must come requests for service by the military.

The soldiers problems involve many things and the office investigates problems at the request of a service man or officer, at the request of commanding officers, or medical officers.

Servicemen and officers may get in touch with the Red Cross field director's office to arrange relief from distress of their families, in locating their families. The office may also advise the soldier's family on welfare matters. It may assist in solving business problems of a soldier or his family and furnish information on government programs of insurance, allotments, pensions, and assist soldiers in handling other difficulties.

At the request of commanding officers the office will investigate conditions for confidential information needed in considering questions of discharge and furlough.

It may make loans to soldiers to visit homes in case of need, after verification, and help adjust personal or family problems affecting morale.

It heads requests of medical officers in providing medically approved recreational activities for convalescents, also for hospital personnel.

It aids in solving a soldier's problems regarding his recovery and makes loans to patients when necessary for therapeutic furloughs. It assists discharged disabled soldiers to establish themselves in civil life and plans for vocational rehabilitation for men discharged for physical handicaps. The office often obtains medical-social histories of patients and keeps families informed in case of serious or prolonged illness. The Military and Naval Welfare service also sends the family details of a soldier's death as advised by medical officers.

These multitude of tasks are performed by Blue with the assistance of Mrs. Mary Neill, secretary. Blue's office also services the Avenger Field at Sweetwater, the Big Spring Glider school and the Lamessa Glider School.

The army looks to the Red Cross for other services but none as important as the Military and Naval Welfare Service.

Handling Uncle Sam's Money Is A Complex Proposition

The regulations that stand guard over Uncle Sam's money are involved and complex, but a small group of men at the Big Spring Army Air Forces Bombardier school heroically handles the situation here.

The unit, headed by 1st. Lieut. John L. McKensie, consists of only eight men and two civilians and is responsible for all monetary dealings transacted by the entire field.

The office is charged with the responsibility of computing, paying and recording all payments made and the problems that arise are many and varied. To give you some extent of their problems, it may be told that there are 77 different rates of pay possible for enlisted men and 300 for officers. These rates of pay are only for the regular payments made to each individual each month.

Also each member of the military is entitled to reimbursement for travel expenses made in connection with military orders. The payment of these mileage reimbursements depend upon mode of travel which may be rail, bus, auto, airplane or boat. Each case of travel payment is an individual problem, based on the mode of travel, distance traveled and the traveler's rank or grade.

Some of the problems of the

finance department involve explanation and interpretation of regulations governing payments to others at the field.

The task of the finance office is an enormous one, made more so by the fact that payments are to be made promptly when due. But the finance office personnel is proud of its status as the smallest branch of the armed service and members work hard to keep their good reputation — earned and maintained throughout the 24 years of the existence of the branch by means of hard work, long hours and plenty of perspiration.

Knowing that no soldier can do his job well without the knowledge that he will be compensated for his efforts, the finance men feel that they are indeed doing their part to "Keep 'Em Flying."

When you see one of these men you will know him by his insignia — the most distinguished of all insignia (say finance men) — the diamond.

Other personnel in the finance department are Tech Sgt. Sidney Horowitz, chief clerk; Sgt. Cecil B. Bowles (Big Spring), section chief, and Privates Joseph Isaacman, Morris Talley, Joseph Bryant, Anthony Schiro, Lloyd Crochet and Robert Sissons.

All Work At School Kept On Schedule

Geared to the tempo of a nation in war, the Army Air Forces Bombardier School in Big Spring constitutes little less than a marvel in meeting pre-determined

deadlines. The bombardier unit here, costing considerably in excess of \$5,000,000, has been put into operation on schedule despite all obstacles and is running ahead of the time table set at the Midland Army Flying School, first bombardier unit in this area by two and a half months.

From the time announcement was made of designation of Big Spring as site for a school until the first cadets were received, five months and 24 days elapsed here. The figure at Midland was

seven and a half months. Midland graduated its first class of cadets 10 months and 13 days after announcement of the school for that city. The Big Spring bombardier school's first cadet group possibly will be graduated in only a few days over eight and a half months.

It is true that the Big Spring school profited in a measure by patterns proven in other bombardier school constructions, but it is also true that those constructed in pre-war days did not experience anything like the de-

Develop Maine Wood To Replace Secret Metals

AUGUSTA, Me.—Maine wood is replacing scarce metals and plastics in the manufacture of everything from lipstick holders to truck bodies. There are now more than 75 wood-turning plants

laid occasioned by pinch on certain critical materials. Thus, all in all, the record of the Big Spring Army Air Forces Bombardier School is an enviable one in meeting schedules.

in the state, many in small communities where they are often the only existing industry.

The Maine Development Commission acts as a clearing house between prospective users of wood products and wood-working concerns. A manufacturer who can use wood products notifies the commission, which contacts the wood turning plants until one is found that can supply the product needed or can convert its plants to making the product.

Transport Organization Busy With Big Trucks, Doodlebugs

You've heard of the peep and/or jeep. But have you ever heard of the doodlebug? To let you in on the facts, the doodlebug is the small vehicle that pulls the bomb trucks on the line at the Big Spring Bombardier school.

And handling motors from the small doodlebug to the big gasoline and other transport trucks is the work of the Motor Transport organization at the school.

It's no small job to be in charge of so many different types and sorts of motor, see that they are always in readiness, and good repair. But the motor transport organization which is divided into three separate phases, has the job well in hand.

The three divisions of the work include the automotive staff, motor maintenance and motor transportation.

Second Lieut. Myer M. Reeves, officer in charge of the automotive staff is automotive officer who supervises the entire organization.

Second Lieut. E. C. Cashman, motor maintenance officer, is in charge of his department with C. C. Draper, principal clerk, and Velma O'Neal, assistant clerk.

This department maintains all vehicles on the field by making necessary repairs and technical

inspections. A. O. Vanderford is civilian shop foreman and 11 civilian mechanics and 12 enlisted mechanics are employed. L. S. Lilly is parts man.

In the motor transportation department, 2nd Lieut. R. L. Steibler is in charge with Staff Sgt. R. T. Risinger and Sgt. Thomas Irby as assistants. Here is where orders come to dispatch various vehicles to places on the post, furnish drivers and train drivers for issuing of driver's permits.

Old Testament Kings On Gold Standard

MARION, Ind. — Kings of Old Testament times never went off the gold standard, reports Dr. J. T. Chappell of Marion College.

Solomon received 32 tons in one year; the Queen of Sheba left 7 1/2 tons to her successor; David left 250 tons of gold as well as 500 tons of silver, 500 tons of bronze, 2,400 tons of iron.

Dr. Chappell also reports that iron is mentioned 98 times in the Bible; tin 5 times; bronze 133 times; lead 9 times; brimstone 15 times, and copper once.

Flour milling is one of the pioneer industries of Texas.

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We Proudly Join With All Big Spring In A

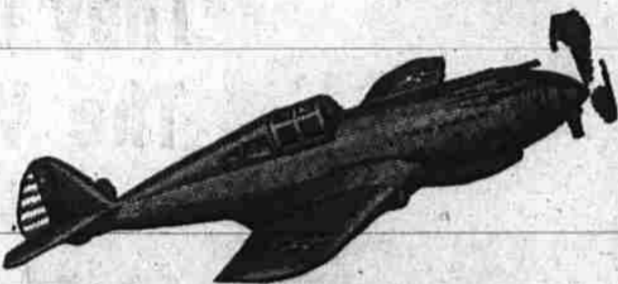
WELCOMING SALUTE

To Its Officers, Cadets and Enlisted Men

Montgomery Ward is proud to congratulate not only Colonel Ellis, his officers and men, but also the men who finished the project ON TIME and the splendid cooperation shown by the Big Spring people in locating this training school here.

Buy War Bonds
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KEEP 'EM



FLYING!

We Extend Our Congratulations to the
Officers and Men at the

BIG SPRING ARMY AIR FORCES BOMBARDIER SCHOOL

The future of the American way of life is in the hands of our airmen and to this end the production efforts of the American people should extend. We are indeed happy to have the opportunity to welcome you to our city . . . may you enjoy your schooling here and may you graduate by dropping bombs on Tokyo and Berlin.

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Big Spring's Largest Store For Men & Boys

MONTHLY PAYMENT PLAN

BUY WAR STAMPS AND BONDS! ON SALE AT

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Many Local Men Serve At Field

Big Spring feels more closely connected with the Army Air Forces Bombardier School here than by the mere coincidence of location, for scores of men who enlisted in the army here are back at the field to take their on-the-job training with the air corps at Big Spring.

Nor is this by accident, either,

for each of these men carried with them a letter from the BSAAFBS recruiting officers which said among other things that "this candidate has been procured by the Big Spring Army Flying School, Big Spring, Texas, and is considered qualified under existing rules and regulations to be trained as a technician in the AAF." Armed with that, they passed through the recruiting center, went on to Fort Sill, and in most cases, back to Big Spring for their rookie training. Some of them are now nearly ready to go on the line for training.

Among those back as aviation mechanics are George W. Ames, J. E. Bird, Glenn F. Boman, Henry W. Brooks, Curtis M. Chaney, Joshua T. Crouse, Albert G. Furlow, Jr., Wilner B. Gilmer, Jack F. Graham, Dodson M. Haynes, Norman C. Johnson, Lambert D. Keith, Leonard R. Laminrand, Allison Matthew Marshall, Mike Moore, George E. Nesley, James W. Edmonds, Morris C. Grauke, Gordon L. Hardin, Wm. P. McAnear, Earl W. McCoy, Clarence N. Coon, Thomas B. Dickson, Kenneth R. Williams, Earl R. Richey, Robert C. Bowden, Earl M. Baker, L. O. Cardwell, John B. Cox, Franklin L. Dennis, Noel E. Clendening, Ross Hay.

R. Day, Sherman R. Durham, John A. Whisenant, Clyde V. Wilson, Roy E. Black, Craig L. Chumley, Lester H. Dyer, Alex H. Edwards, Jr., James T. Farquhar, John C. Freyburger.

J. C. Cross, Hershel Johnson, David L. McDowell, George E. Milliken, Lloyd B. Murphy, Errol A. Nance, Jr., Billie M. Newton, Eugene M. Foster, Carl D. Boatright, Jr., Edwin L. Brown, Elsay A. Cox, Willis V. Dawkins, Raymond F. Dyer, L. A. Ford, Jr., Bennie E. Harbour, J. W. Harp, Curtis M. Henley, Floyd E. Houston, Charles L. Nunn, Leroy Reeves, Aubrey C. Robinson, Henry L. Wolf, Henry E. King, Philip E. Smith, Jack W. McCain, Walter E. Bredemeyer, Leon G. Bredemeyer.

Among those returning as armorers are Des J. Foster, Jr., Charles E. Hunter, Clarence A. Murdock, Jr., O. G. Townsend, Joseph G. Woods, John H. Benchoff, Joe G. Barnes, Hinton C. Ivy, Walter E. Schultz and Lloyd C. Wyatt.

Included as welders are Leo E.

Nix, Cecil W. Feurifoy, Stanley E. Feurifoy, Wallace E. Napper, Joseph O. Goodlett and Lewis M. Bankson, Jr.

Returning as metal workers are George R. Neill, Ernest L. Parish, Robert G. Shelton, James W. Whitley, Jack W. Busby, Cecil M. Scott, Milton F. Cox, Arthur W. Bunsach, Eldon L. Hull, Leonard G. Houston, Ed C. Riebold, Robert J. Rollins, Robert A. Henthorne and Ira L. Taylor.

Those coming back as radio mechanics are Walter E. Bunkley and Oscar H. Miller; as radio operator, Malcolm C. Stewart.

Air Forces Post As Complete As Any Civilian City Of Comparable Size

The over-worked term of "city within itself" does apply to the Big Spring Army Air Forces Bombardier School—for it is in truth a soldier city as complete in every detail as the average civilian city of equal population.

Well planned, with each item located with definite purpose and with all structures equally new, the school boasts an imposing layout over its large "township."

It contains office buildings, "city hall" (headquarters), schools, "homes" (barracks), workshops, fire department, necessary utilities including huge water reservoir and

telephone exchange, warehouses, railroad.

It's own police department and "jail" (guard house), general store (post exchange), cafe, barber shop, churches, theatre, gymnasium, library, mess halls, garages (motor pools), complete transportation facilities, telegraph station, post office, radio station, picture "studio," hospital, and dispensary, paved streets, storage and supply facilities, airplanes and an airport.

If there is some service that hasn't been named, then it's included in some other branch, for the Big Spring Bombardier School has it.



GREETINGS

BIG SPRING AIR FORCES BOMBARDIER SCHOOL

You Are Welcome Here

HARRY LEES CLEANERS

116 Main

Phone 430

WELCOME...

Officers-Cadets-Men

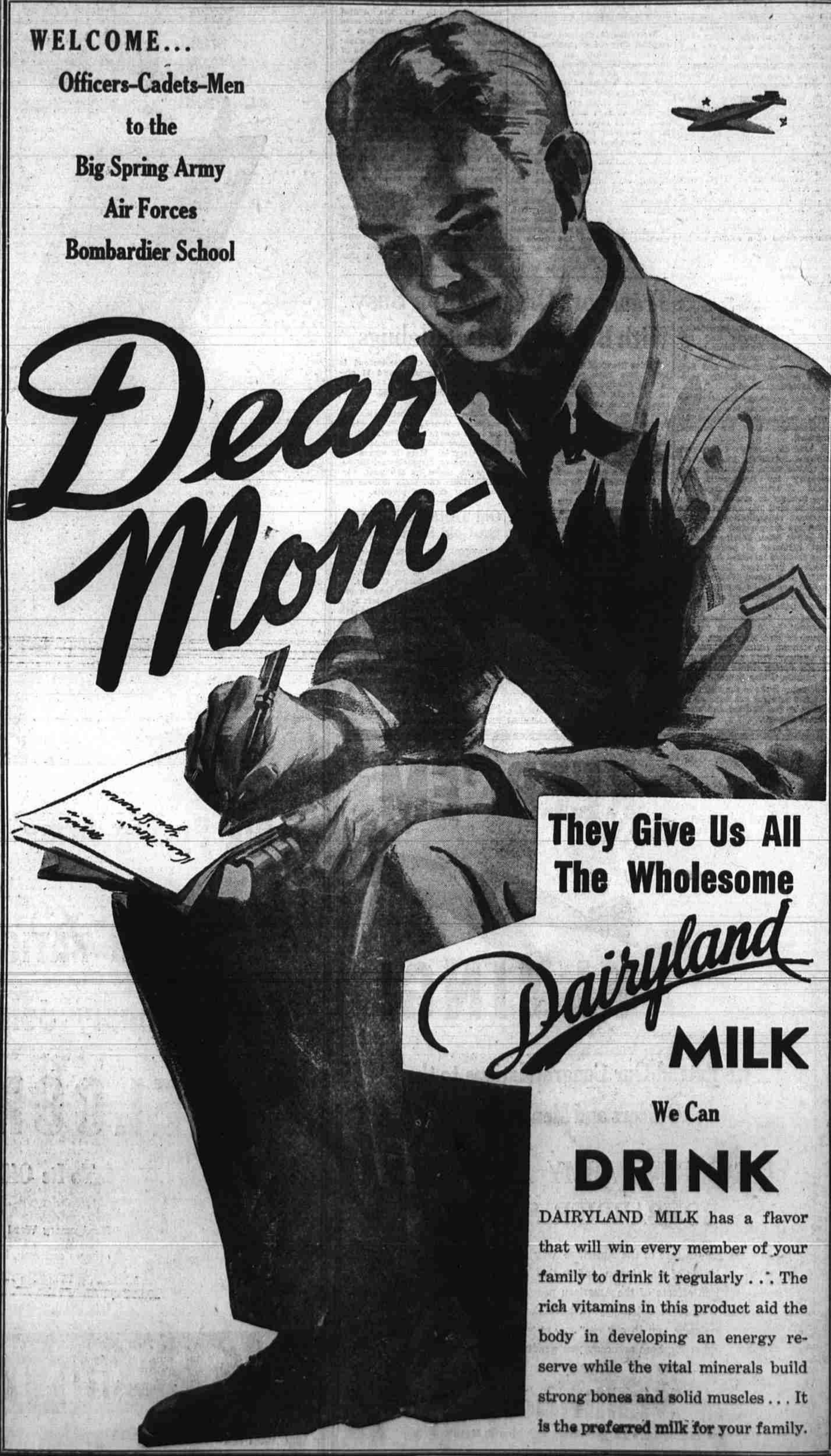
to the

Big Spring Army

Air Forces

Bombardier School

Dear Mom



They Give Us All The Wholesome

Dairyland MILK

We Can

DRINK

DAIRYLAND MILK has a flavor that will win every member of your family to drink it regularly... The rich vitamins in this product aid the body in developing an energy reserve while the vital minerals build strong bones and solid muscles... It is the preferred milk for your family.

WELCOME

Officers and Men to the

Big Spring Army

Air Force

Flying School

Cars With 18 In. and 19 In. Wheels Can Secure

OBSOLETE TIRES

See If You Are Classified As Eligible and—

GET—

STAR TIRES



STAR TIRE SERVICE

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Mechanics To Wear Special Silver Badges

Enlisted technicians and mechanics of the air corps may now wear silver badges indicating the skills in which they are qualified, it has been announced by Major General H. R. Harmon, commanding the Gulf Coast Training Center.

General Harmon's statement followed an announcement by the war department, initiating the wearing of the new insignia. His order, of course, applied to the wearing of the distinctive badge within his command.

"Only enlisted men in the Army Air Forces will be awarded the new technician's badge," Gen. Harmon said. "To qualify, they must have served at least six months with the Army Air Forces and either have graduated from an authorized course in technical training or have demonstrated their capabilities as trained technicians in one or more of the 24 specialties for which the badge has been designated."

The design is a gear wheel, encircled by a wreath and surmounted by a four-bladed propeller. Suspended similar to bars from a marksman's medal are one or more bars bearing the inscription of a technical skill for which the wearer has qualified.

Among specialties in which the badge and bars may be earned are airplane armorer, airplane electrical, hydraulic and instrument specialist; airplane mechanic, machinist, metal worker, and welder; airplane power plant specialist; airplane propeller specialist; A. C. S. radio specialist; bombsight mechanic, Link Trainer instructor, parachute rigger, photographer, photographic laboratory technician, power turret and gunsight specialist, radio V-1 mechanic, radio operator, radio mechanic, teletype-writer mechanic, weather forecaster, and weather observer.

Five Testers in Service

PORTLAND, Ore.—Three more Testers have signed up to make the axis totter. They are William, Ray and Orville Tester, who joined the navy here recently. Orville, 43, is a veteran of World War I and has two sons, Orville, Jr., and Larry, already in the navy.

Organization The Mainstay Of The Army

The average rookie coming into the Big Spring Army Air Forces Bombardier School may feel perfectly lost, but actually, he was never more closely checked in his life.

Although there are several thousand people on the post as soldiers, officers, cadets and civilians, the closest control possible is exercised throughout the entire organization.

That the post functions properly is no happen-stance; it is the result of meticulous organization. At times, rebellious spirits proclaim that the army is over-organized and bound by red tape, yet when the chips are down, the system under which everything is set-up enables the commanding officer to maintain a quick and accurate check even on that rawest rookie, no matter where he is or what he is doing at the time.

Basically, there are two reasons for this compact organization. One is the graduation of responsibility—or ranks. There is a definite chain linking the colonel eventually with the buck private. The other reason is departmentalization or the assignment of duties on more or less specialty basis. It all boils down to each person doing a particular task well and not trying to half do a lot of things.

One cardinal rule stands back of it all. The orders of superiors are to be effected quickly and efficiently without question. No army can have disobedience and still be an army.

USO Center Is Drawing Full Crowds

There were troubles galore when the temporary USO center at First and Runnels streets opened up for soldier use and there had been more trouble preceding the opening. But regardless of everything, the center seems to be running to full crowds each day of the week.

Two rooms at the center are furnished for soldier use. One is for writing and desks are placed around the walls where paper and ink are provided. A ping-pong table and games of darts are also in this room and small tables for card games.

The other room is equipped for dancing and a piano, nickelodeon and record player furnish the music.

Local women act as hostesses during the hours that the center is open from 1 o'clock each afternoon until 10 o'clock each week day and until 11 o'clock each Saturday night. Nine women's clubs have taken the responsibility of seeing that the hostesses are present and that the refreshments are prepared.

Clubs shouldering the responsibility are the Airport Widows and Music Study club, the B & P. W. club, Beta Sigma Phi, A. A. U. W., Hyperton club, 1980 Hyperton club, Woman's Forum and Child Study club.

The center was opened by the War Recreation Council, headed by Mrs. J. Gordon Bristow, as a temporary measure until USO sponsored by the YMCA could be established here.

The center is expected to fill in until the time that the USO takes over operations which according to officials' estimates will be around the last of November.

Horseman Chooses Marines

OAKLAND, Calif. — When Leo Purdus, who had ridden a horse 30 of the 34 years of his life, and had been the proprietor of a riding stable, decided to enlist, he did not enlist in the cavalry, as all his friends naturally thought he would. Instead, he chose the Marines. "And it wasn't the Horse Marines, either," he explained to them.

TO OFFICERS - CADETS - MEN

We Are Glad To Have You In Our City

And Like Everyone Else in Big Spring We'll Do Our Best To Make Your Stay With Us A Pleasant One.

McCrary's

Shop Your McCrary Store First

The Simple (?) Process Of Becoming A Bombardier

So you want to be a bombardier—one of the "Hell from Heaven Men?"

Well, you've a long road ahead—and a rough one—but if you're good and plenty tough you can make it.

First, you must be between the ages of 18 and 28 inclusive, well formed, well adjusted with a co-ordinated physique and a stable nervous system. You must not be shorter than five feet in height or taller than six feet four inches.

Your application must be submitted either to the commanding general of the corps area in which you reside or directly to the nearest aviation cadet examining board. If your application is accepted, you then will receive a rigid physical examination and a mental screening test conducted by the board, which also determines character qualifications.

The screening test, prepared by the office of the Chief of the Air Forces, must be passed by all cadet candidates. It is designed to determine whether the applicant can absorb and comprehend the technical instruction of the cadet course and whether he possesses a temperamental constitution suited to the life of a military aviator and especially to the duties of the bombardier. A bombardier must be capable of great self control, keeping cool under fire and

disregarding all distractions to concentrate on the operation of the bombight.

If you are accepted for training you will be enlisted as a private and appointed an aviation cadet. You will be addressed as "Mister" and wear large Air Forces I signals on your cap. You will wear shoulder straps on your shirts, but without insignia until you have been commissioned as a second lieutenant.

You will draw \$75 a month and will be furnished board and quarters, medical care, hospitalization, uniforms and a \$10,000 government life insurance policy.

And when you have completed your training you will be one of "the most dangerous men in the world."

Captain Griggs Is Intelligence Officer

Capt. John W. Griggs, Ridge-wood, N. J., is serving as school intelligence officer for the Army Air Forces Bombardier School in Big Spring.

He is a graduate of Lafayette college in Easton, Pa. Capt. Griggs reported here for duty in September. His assistant is 1st Lieut. John T. Bender, Jr., a New York stater, who arrived Oct. 1 to assume his duties.



It's a Pleasure to Ail—Soldiers at the Big Spring Army Air Forces Bombardier School might find it a pleasure to be ill or injured for they face the prospect of the best treatment skilled army doctors can give plus the efficient care of attractive army nurses. Above, an ailing doughboy awaits adjustment of a lamp to expedite healing of an injury while below nurses prepare to X-ray another soldier to see if the answer is a broken bone or a bruise or sprain. The station hospital has the latest in equipment and staff officers specializing in various fields, each dedicated to helping restore men quickly to health so that they can "keep 'em flying."

Cadets Get Actual Bombing Experience

Bombardiers turned out in the army's special schools such as the one here in Big Spring will know the feel of dropping bombs when someday they go into action against the enemy.

Indeed, they will have been dropping bombs for about the last nine weeks of a 12 weeks course. The ordnance department turns

out 100-pounders for use by the student bombardiers so that they will become accustomed to the real thing. These used in practice, however, are loaded with sand and carry only a five-pound powder charge to adequately indicate the spot where the bomb struck. With missions flying constantly, there is an endless stream of these bombs on small trucks carrying the bombs to be stacked five in a row on each side of the bomber trainer.

Don't Forget Work Of Men On The Ground

When you see one of these bombardier school planes in the air, you can rest assured that there are at least at least eight other fellows at the field "holding" him up there in the air. "It takes about eight men on the ground to keep one plane in the air."

That's the story of the U.S. Army Air Force—the story of the enlisted mechanic, an specialist at BSAAFBS, as well as with tactical squadrons at far-flung flying fields.

The pilots and bombardiers are important men—but so are the enlisted mechanics though usually they are far from glory and cheering crowds.

The mechanic is up at daybreak to check the training planes before the students arrive. He labors all day, checking each bolt, each nut, each minute part that holds a plane together—a plane that has more parts than the human body, and more ailments, too. Drudgery? Maybe. But the crew's safety is in his hands.

To these men who "Keep 'em Flying" the roar of a perfectly functioning motor is symphony, its missing a discordant note. One must keep a keen eye out for grease leakage, faulty gaskets or propellers. Another checks the radio and still another makes sure the engine is performing perfectly. He's allowed no second guess as—first must be right.

Any autolet knows what trouble a faulty carburetor can cause. Maybe it's not so important on the ground, but at 2,000 or 20,000 feet it's pretty important. The carburetor specialist knows every tiny part by its first name.

Then there's the weather. A master sergeant is the man who not only knows what it is now, but what it's going to be hours from now, and in the changeable Texas climate that's no easy task. He's the man who says to fly or not to fly.

There are parachute riggers, instrument specialists and crew chiefs. All these are little-known men. To the public they may never be heroes, but they stand behind every pilot and bombardier in the air force, literally holding them aloft.

They'll never shoot down an enemy, they'll never bomb a destroyer, they'll never get credit for a trans-continental record—but they're responsible for all those things in a sense, and they've the lasting respect of every army air force flying man.



To The Officers And Men Of The Army Air Forces Bombardier School

We are happy to join with the rest of Big Spring in extending to you a most cordial welcome to our city.

We are proud to count you among us.

We worked long and hard to make it possible for you to have training facilities in Big Spring, and we are happy that these facilities are now complete for your use.

To Col. Sam L. Ellis and his staff, to every cadet and enlisted men, we extend the hand of friendship. The Club Cafe is open to you at all times, and we want you to feel welcome here and to make it your "home."



CLUB CAFE

"We Never Close"
GROVER C. DUNHAM, Prop.

SAY YOU SAW IT IN THE HERALD



GREETINGS:

to the entire personnel of

BIG SPRING ARMY AIR FORCE BOMBARDIER SCHOOL

From:

J & L DRUG

Douglass Hotel

Phone 44

A PROJECT of Which We Are Proud

We are proud of our part in the construction of the Big Spring Army Air Forces Bombardier School... the "proving ground" for the army's fighting men. Our part in this U. S. Bombardier School consisted of laying some 49 square acres of Concrete Apron. This project is one that will last through the years and become more valuable as time goes on.



GEORGE KIES PAVING CONTRACTOR

Austin, Texas

Take The Top Kick [Soldiers Have To] And You'll Have A Man With A Real Job

The most sworn at and by man in the army—the top kick (first sergeant to those who wish to be technical) sits on one of the hottest spots in the army.

But the old heads wisely declare: "Show me a good top kick, and I'll show you a good company or squadron." Without detracting from the commissioned officers, this is a pretty fair appraisal of the office.

In addition to training, disciplining and keeping a general all around check on his men, the squadron top kick must also serve as mother, father and psychiatrist to his charges.

If a soldier gets in some sort of a jam off the post, who's the first man he runs to? The first sergeant. If a soldier gets in some kind of a jam on the post, who's the first man he sees? The first sergeant.

The sergeant hears everything from the squad with the ONE AND ONLY girl to the thousand and one troubles of the homesick rookies. He must keep an eye on the cleanliness of barracks and the squadron area. He must carry more troubles than anybody else—and he's got to be hardboiled.

He must know more than he tells, be willing to take the rap for superiors, and able to enforce the orders of same. He must have an encyclopedic knowledge of army rules and regulations and he must be able to remember names and faces. He must listen respectfully and make tactful suggestions and yet at the same time he must speak in a voice that shakes the most stubborn recruit down to his boot tops.

And you still wonder why the first sergeant gets the reputation for being tough? Well, he must be constantly on the alert to see that his organization makes a good impression as a military unit.

If all doesn't go well, then he's the man who catches it. Then there's the matter of assigning men to the right jobs. He must interview them, decide what department they are best suited to work in, and after they are assigned and working, must keep a check on them to see that they're doing a good job.

All day he wades in army paper work. Keeps an eye on duty rosters, morning reports, sick reports, innumerable other reports. When the commanding officer of the squadron finds something wrong, he must get to the source of it and see that it is corrected. When enlisted men start complaining, that's his problem too.

The topkick serves as an all-around intermediary. He conveys to the commanding officer the attitudes, gripes and general morale of the men; and to the men he issues the commanding officer's orders and makes sure they are enforced. Yet he cannot order a man's punishment; only enforce the order when it comes from higher-up.

This and a jillion other duties all fall on the first sergeant. From now on when you see those three sergeant's stripes with two more beneath them, whistle softly to yourself, brother, that man's got a job.

One of Texas most significant industrial developments of the last few years has been the building and successful operation of the first paper mill to make newsprint from southern pine.



The Statue Of Liberty
Symbolizes
Our Thoughts As We Say
"WELCOME"

To
**BIG SPRING ARMY AIR FORCES
BOMBARDIER SCHOOL**

Flewellen's Service
WHOLESALE AND RETAIL

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Phone 61

Bomb-Loader Invention Of Midland Man

Take a backseat Rube Goldberg! You and Professor Lucifer K. Butts, with all your "infarnal contraptions", are pikers compared with an inventor at Midland Army Flying School, the "big brother" of Big Spring's bombardier school.

He comes up with an "ANTI-JAPANESE SANDMAN", a machine for loading practice bombs. The big and very useful machine, which is the pride and joy of the Ordnance detachment, not only out-Goldbergs Goldberg but also gives a pointed hint as to the crushing volume of bombs the enemy can expect from Uncle Sam's bombardiers.

The loader can fill five practice bombs in less than a minute, according to the inventor, Bruce Goode, of Midland, who is a civilian machine operator at the bomb school. He calls it the "ANTI-JAPANESE SANDMAN" because the blue practice bombs used at Midland Army Flying School are given ballast with 75 pounds of sand. They are charged with five pounds of powder to provide a flash and puff which can be photographed from the air to provide a basis for scoring bombing accuracy.

The idea for the machine, which is expected to be adopted by other bombardier schools, came to Mr. Goode as he watched many sweating soldiers, stripped to the waist, shoveling sand by hand to fill the thousands of bombs required for a single day's missions at MAFS.

He took scrap materials to rig up the bomb loader, which stands 20 feet high. The machine takes the processed sand from the dryer, a device for treating sand with oil of flame, and pours it in a hugh bin and then drops it into smaller bins, which hold exactly 75 pounds of sand by measure. Slots are opened and the sand pours into the bomb shells from spouts, five at a time. Twenty bomb cases are mounted on a circular disc and are rotated automatically under the loading bins. Tests have been applied for.

Ordnance officers at the bombardier school estimate that the machine will save thousands of man-hours of manual labor, relieving dozens of soldiers for other duties.

An illustration of the machine's potentiality is provided by Capt. Kenneth A. Mack, Ordnance officer. "Since March, bombardier cadets here have dropped almost 100,000 practice bombs, all of them hand-loaded," he explained.

"The new machine can load more than 2,400 bombs in a single eight-hour shift," he said. Inventor Goode, who served four years with the Navy, put a touch of humor to his Army invention. "I know how the sand and wind blow in West Texas," he says. "Well, my invention has an added advantage on windy days because it has a device to keep the sand from blowing away when the bombs are being loaded."

Regardless of the Goldbergian characteristics of the "ANTI-JAPANESE SANDMAN", the new machine has one outstanding feature that many new inventions lack—it works.

Retractable Gear Aids In Streamlining

When Roger Williams and the late Capt. L. A. Yancey in 1929 flew their Ballance "Pathfinder" mooner from Maine to Rome, the ship carried an innovation in the tin "pants" which covered the protruding landing gear—an effort to streamline the craft.

Tin pants were highly regarded a decade ago as designers sought to put more speed into planes, but today the retractable landing gear has changed all that, for a plane can tuck its wheels up as a bird does its feet during flight and become a more perfect aero-dynamic unit than one with fixed landing gear projecting below.

Technicians, designers and research experts have worked continuously to perfect the retractable landing gear, for experts declare that without it no plane could reach a speed in excess of 300 miles per hour.

The retractable gear must be tough, fast-acting and certain of operation, for the U. S. Army Air Force demands that wheels retract in 20 seconds to drop and lock in position in 15 seconds.

The army installs such gear only in planes with speeds greater than 175 miles per hour, except in the case of training planes used to demonstrate such mechanisms to student pilots.

Creation of retractable landing gear has always been a tough job, for designers must bear in mind the necessity for attaining maximum simplicity and efficiency at a minimum of weight, the factor of easy and certain operation, and must design a gear that will be sufficiently rugged to absorb hard knocks.

Army Has Problem In Mail For 'Majors'

ATLANTIC CITY, N. J. — The Army postoffice has a major problem. Listed at the Basic Training Center of the Army Air Force's Technical Training Command are Captain Kenneth R. Majors, Lt. Milton R. Major; Pvt. Robert M. Majors and Pvt. Robert E. Major. No two are related.

Petals in great commercial quantities is known to exist throughout a large area in Western Texas.

Full Department Operates For Post Fire Protection

Vigilant is the word for the fire department at the Big Spring bombardier school for on its shoulders rests the responsibility of protecting the lives of many men living in close quarters, patrolling a multi-million dollar investment in buildings and equipment and being ready for action 24 hours a day in event of a plane crash.

That tidy job is up to the personnel of the fire department which works under the post utility officer, Capt. Earl R. Hury, who is fire marshal.

E. C. Gaylor, who is fire chief, is in charge of the entire personnel and directs activities of the department. Drills are conducted two hours each afternoon five days each week. Hose layouts, pump operations to be used in case of fire, and study of the streets, areas, building numbers and fire alarm system all are included in the drill.

In case of a plane crash the first instructions of the fire department is "get the crew out first, regardless of the danger involved."

With the country at war and trained men the most vital need, saving the crew first is not heroic but purely a necessity. It takes thousands of dollars to train each man in the crew of one of the big bombers, and it also takes time that can ill afford to be lost now.

The fire department is especially trained to handle crash fires, oil and gas blazes and other hazards that may arise on the line where airplanes are in operation.

Assistant chief of the department is Thomas A. Morris and captains are Robert R. Fields and Anderson D. Bryan, who are each in charge of a shift.

Drivers are Herbert L. Sandefur, Claude A. Self, Wilfred W. Davis, Royce E. Bridwell, Johnnie W. Carter and Alvis L. Harrison, whose duties also include seeing that all equipment is kept clean and ready for immediate use.

Seventeen fire fighters are Claude C. Harris, John A. Hull, James I. Harris, Earl B. Henderson, Claude F. Joe Wilkins, Jewel

stability and fire prevention are the four cardinal necessities which keep the fire department ready at all times.

Texas is well adapted to the manufacture of glass because of its abundance of gas and its ample silica deposits.



"THUMBS UP"

AND WELCOME

BIG SPRING ARMY AIR FORCES BOMBARDIER SCHOOL

HESTER'S OFFICE SUPPLY CO.

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Officers

and

Enlisted Men

We Hope You Will

Enjoy Your New Field, The

Big Spring Army Air Forces Bombardier School

All Big Spring Is Proud to Have You . . .

HIGGINBOTHAM BARTLETT COMPANY

L. W. CROFT, Manager



DUNAGAN SALES CO.

Extends Best Wishes To

COL. SAM ELLIS

and

ENTIRE PERSONNEL

of the

ARMY AIR FORCES BOMBARDIER SCHOOL

BUDWEISER
KING
OF BOTTLED BEER

GRAND PRIZE
IT'S
GRAND TASTIN' BEER



Welcome

Col. Ellis, Officers, Cadets, and Enlisted Men

—To The—

Big Spring Army Air Forces Bombardier School

Soldiers who defended the faith of their countries in the Middle Ages were known as Crusaders . . . defenders of the right. You men at the Big Spring Army Air Force Bombardier School have a no less sacred obligation. And knowing the stuff that you are made of . . . we are certain that you will neither fall yourself . . . nor this freedom loving nation which we all revere.

KEEP 'EM FLYING — KEEP OLD GLORY FLYING

Robinson and Sons
"GOOD THINGS TO EAT"

Plane's Crew As Important As The Pilot

The importance of the bombardier and gunner to the Army Air Forces bombing missions has been emphasized by Col. Eugene L. Eubank, air corps, who was one of the last men to leave the island of Java and who was on the historic bombing mission from California to the Philippines.

"No matter how good your pilot is," he declared, "the success of the mission depends entirely on the bombardier and gunner. The flight is so designed that the bombardier can drop his bombs on the target. He is most important.... if he is not on the job, alert and ready, all the preparation may be wasted."



Makes Morale and Men

Here is a mighty important building at the Big Spring Army Air Forces Bombardier School, one which contributes to maintaining morale and at the same time making for better physical specimens in the army. It is the post gymnasium where soldiers may participate in competitive sports or in individual gymnastics. This winter it will be one of the most popular spots on the post and the special service officer will find it a natural magnet in his program of keeping men occupied with wholesome activity.

Manpower And Equipment Shortages Worry Oil Men

AUSTIN, Oct. 16 (AP) — Texas oil producers, convening Monday to submit nominations for the November oil allowance, will be primed to attack the twin problems of manpower and equipment shortages and to discuss proposals to maintain the flow of essential petroleum products to the armed forces and war factories.

Proposed lease allowables, shortages of pumping equipment and manpower, congested transportation outlets, mushrooming de-

Tokyo Knows About Yank Bombardiers

In February they said it couldn't be done, in April they did it and now in October everyone is wondering when a repeat performance will be held.

Reference is, of course, to the bombing of Tokyo, which military analysts had figured was risky business if not an impossibility. Getting the bombs to the target was considered extremely difficult. News stories brought up the problem of operational bases. Midway Island, Dutch Harbor in the Aleutians and Honolulu were thought "out of reach," and it was considered too hazardous business for navy bombers to operate from sea tenders sneaking within 1,000 miles of the target.

Viadivostok, only 700 miles from Tokyo was talked as the logical base, but Russia was not at war with Japan and seemed hardly likely to tangle with them soon. Even so, it was pointed out, the bombers would have no set-up in raiding Japan. Tokyo was ringed with air bases, they said, and "intercepting planes very likely would swarm out of Dairen, the base in

southern Manchukuo where two air regiments are reported stationed for just such a purpose." Apparently, it was wishful thinking, for the analysts said: "The targets are there, jammed into a relatively small area and inviting, but getting bombers over them is a problem. Until the forces fighting Nippon gain territory much closer to the enemy's home base than anything they now hold, intensive bombing of Japan will have to wait."

Less than two months later they did it, but from where? President Roosevelt, in high humor, said Shanghai. Dead serious with worry, the Japs came up with the classic that a search of available maps failed to show "Shanghai." They still would like to know from where the bombardiers saddled up to do what couldn't be done.

They probably will still be wondering the next time they get a taste of those explosives labeled—"Made in U. S. A."

Private Lyden is also left-handed. To start with, his heart is on his right side. He also has a misplaced liver, its position reversed from the left to the right side.

WELCOME Men Of BIG SPRING ARMY AIR FORCES BOMBARDIER SCHOOL And "HAPPY LANDINGS" FURNITURE COMPANY



Complete Line Home Furnishings



Louis B. Rix, President



GREETINGS
To the Men and Their Families of
BIG SPRING ARMY AIR FORCES BOMBARDIER SCHOOL

Thanks For Your Patronage
May You Enjoy Your Stay
In Big Spring

CLAY'S

No-D-Lay-Cleaners

mands of the United Nations for oil liquids, and the possibility of closing down wells making considerable water are catalogued by the railroad commission for discussion.

The regular morning statewide hearing will be supplemented by an afternoon meeting "for the express purpose of listening to and considering oil plans which will save vital materials, such as pumping equipment and manpower," Chairman Ernest O. Thompson of the state oil regulatory agency stated today.

Informed by Thompson that the plan would simplify operations and help solve problems of manpower and rising production costs, operators will testify on the desirability of the commission establishing lease allowables in its orders instead of per well allowables where lease allowables are practicable.

Commissioner Beauford Jester will cast the deciding vote in the decision over basing monthly allowables on a lease basis. The plan was proposed by Thompson and has the vigorous opposition of Commissioner Olin Culberson.

Predicting that the proposed change would cause drainage from one lease to another, Culberson expressed "grave fears" that conditions which marked early development in East Texas would return and that the prevailing practice would be for operators to produce their entire allowable from wells offsetting the adjoining lease.

Culberson suggested that the commission, instead of setting specific shut-down days, provide only the total number of producing days during the month, leaving selection of the producing days to the convenience of the operator who could accommodate production of the lease to fit his manpower.

Thompson advanced lease allowables as the answer to the shortage of steel for pumping equipment, proposing that the allowable of the well for which no pumping equipment can be obtained be assigned to the equipped well.

The East Texas field averages one well to each five acres but the War Production Board will grant critical materials for only one well to each 10 acres. Since the commission under present rules fixes allowables on a per well basis, operators with two non-flowing wells lose the allowable of one well as equipment can be obtained to make only one a pumper.

Thompson indicated that operators might request the commission to close down all wells in the East Texas field making considerable water and allocate their production to other wells not making water.

Approximately 1,000 wells would be involved if this proposal were adopted. Since water requires as much lifting energy as oil, more oil could be produced with the same expenditure of energy if all water production were cut off.

Helping To Give The

EAGLE WINGS




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We Extend Our Cordial

WELCOME

To

Colonel Ellis
His Staff
The Officers
And Men
Of

Big Spring Army Air Force Bombardier School

Southern Ice Co.

BIG SPRING, TEXAS

Post To Have A Band Soon

In the process of completion of organization is the 135th army air force band which will, when it has full membership, furnish music for dances given for the enjoyment of officers, cadets and enlisted men at the Big Spring Bombardier school.

The first member to be assigned to the band was Staff Sgt. Marcus A. Williams, who at the time, in July, was stationed at the Midland army flying school.


In August of this year Staff Sgt. Williams and five men were transferred to Big Spring and since that time have been busy making a standard military band of the outfit.

Staff Sgt. Williams has been in the army for the past 20 months and was enlisted first in the Gulf Coast Training Center band at Randolph Field. Later he was transferred to Midland and has acted as chief clerk in both bands.

With a background of music that ranges to 12 years as a teacher of both college and public school music and also as a radio entertainer, Staff Sgt. Williams is well qualified for his job.

Other members of the band include Cpl. Robert M. Darrrough, clarinet player and chief clerk of the band; Cpl. Velt N. Rice, clarinet and supply clerk and librarian; Cpl. Vernon L. Barnes, alto sax; Pfc. Harry T. Tosch, alto sax; Pfc. George Metz, cornet; Pfc. Joseph Kling, clarinet; Pfc. Arnold G. Parish, clarinet; Pfc. Morris E. Donselson, drums; Pfc. Harold A. Harris, alto horn; Pfc. Sidney Kirsch, drums.

* Enriched Bread Meets Government Requirements



SALLY ANN'S wholesome home baked qualities are assured from one day to the next, each line... bread, cakes, pies, being prepared under the most sanitary conditions with the purest of ingredients... and baked under the supervision of specially trained men.

NEXT TIME say Sally Ann, please.

Delivered to Your Grocery Daily.

Remember Darby's Sally Ann Bread Is The ENRICHED LOAF

DARBY'S Sally Ann Bakery

Hospital Facilities Are Complete At Bombardier School

Maj. Braswell In Command Of Medical Unit

Size of the hospital in relation to the remainder of the Army Air Forces Bombardier School in Big Spring may be a source of amazement to some, but when it is recalled that a sick or injured soldier is a liability instead of an asset as a fighting man, the hospital unit can be seen in proper perspective.

Twice daily at the station hospital sick call is held for soldiers in the dispensary. At these times, minor ailments are treated and soldiers in need of hospital care are hospitalized. In contrast to civilian life, soldiers are hospitalized for ailments which would not require hospitalization in civilian life because soldiers cannot treat themselves in their barracks, and because there is a greater chance for contacts in a barracks. The hospital unit consists of many buildings connected by corridors, and all are equipped to take care of all soldiers on the field and for the performance of services including major surgery, complete physical examinations, X-ray examinations, dental treatment and complete dispensary treatments.

Red Cross Aid
To help make convalescence easier for sick and wounded soldiers, the Howard - Glasscock County chapter of the American Red Cross has donated and loaned magazines, radios, furniture for the ward sun porches. R. L. Beale has loaned a pool table to the medical detachment for use in the day room so that the enlisted men will have an interesting diversion.

Medical officers assigned to the hospital come from all parts of the nation and all were in private practice before entering the army except for Major L. R. Braswell, who has been in the army since 1938, and Lieut. Dunnam, chief of nurses, a member of the

army of the United States. Major Braswell, post surgeon and commander of this station hospital, has crowded much activity into his almost 10 years in the army. After completing hospital training at Grady Memorial hospital in Atlanta, Ga., he was stationed at Ft. McPherson, Ga., in 1933 and served successively as adjutant, detachment commander, chief of surgical service. He was graduated from the Medical Field Service school at Carlisle Barracks, Pa., in 1935 and was transferred to Sternberg General Hospital, Manila, Philippine Islands, in February of 1938, an assignment which gave him opportunity to tour Hong Kong and Shanghai, China; Tokyo, Yokohama and Kobe, Japan.

Back in the states he had duty at Washington, D. C., before being assigned to the School of Aviation Medicine at Randolph Field, from whence he came to Big Spring. Maj. Braswell is a member of the American College of Surgeons, member of other medical and medical fraternal organizations, is a Methodist and member of Masonic Elus lodge at Covington, Ga., which place he calls home. A native of Adrain, Ga., he graduated from the Covington high school and attended the University of Georgia and Emory Medical School. He and Mrs. Braswell have one son, Stephen, and reside at 104 Washington.

Other Officers
Other medical officers are: 1st Lieut. William Haeck, executive officer; Capt. William C. Kennedy, X-ray officer; Capt. Richard F. Dickson, dental surgeon; Capt. Norman G. Hedemark, chief eye, ear, nose and throat; Capt. Alford A. Nisbet, O. I. C. dispensary; Capt. James L. Wright, chief of medical service; Lieut. William W. Watkins, venereal disease control officer; Lieut. Lawrence Adler mess officer; Lieut. Harry A. Leonard, post veterinarian; Lieut. Ralph Best, medical supply officer and C.O. of medical detachment; Lieut. W. W. Ruminson, medical ward officer; Capt. Paul H. Rankin, in charge of flight surgeon's office; Lieut. Charles



Who Wouldn't Get Sick—With this group of pretty army nurses ready to do all they can to restore health, what soldier at the Big Spring Air Forces Bombardier School could be blamed if he felt ill? These young women carry lots of weight at the field hospital, and one reason may be they hold lieutenants' commissions. Pictured from left to right are Lieutenants Agnes Smith, Mary Petee, Bernice Van Shoten, Hilda Marks, Barbara Beyer, Genevieve Rusanowski, Edna Sundal, Grace Dunnam, Wanda Gustafson, Matilda Grinevich, Gloria Klein, Julia Riley, Margaret Eager, Evelyn Tollette and Marie McDanel.

Post Surgeon



Major L. R. Braswell

Margules, assistant dispensary officer; Lieut. B. E. Grossman, medical ward officer; Lieut. Herbert Lee Hoover, Jr., ward officer; Lieut. Fred Baumann, assistant medical supply officer; Lieut. Grace E. Dunnam, chief nurse.

Stork Arrived At Air School Along With First Cadets

The stork didn't wait long about perching on the hospital of the Big Spring Army Air Forces Bombardier School.

On Sept. 28, the day the school really went into action with arrival of first cadets, the long-beaked bird also arrived at the station hospital to bring Victor Martin, a seven and a half pound son, to Sgt. and Mrs. Travis Martin. Mrs. Martin is the former Annie Martinez.

Second child to be born at the hospital was a baby girl named Norma Evelyn, daughter of 8-Sgt. and Mrs. Daniel Henry Kaderka. She was born the afternoon of Oct. 12 and weighed in at six and a half pounds. Mrs. Kaderka is the former Evelyn Melvina Vittek, and the father is an airplane mechanic on the line.

Regular dormitories on the campus of Texas State College for Women, Denton, provide college residence for approximately 1600 students.

Girls Club Has Strict Rules—Skyettes Function Here To Assist In Entertaining Men At Air School

All work and no play, you know, makes Johnny Doughboy hard to get along with—so the Skyettes club was organized in August as the vanguard of the Big Spring Bombardier soldiers began to arrive to assist with soldier entertainment. Mrs. Ira Thurman was chosen as sponsor of the organization and approves all entertainment plans to which the girls are invited. Fern Smith was named as president of the organization and Helen Duley as treasurer and secretary.

Hostesses, one for each five girls, were selected from women of the town. Each hostess furnishes transportation to the event and home from the party for her group of girls. Each group of five girls has a captain. Majors, those girls who report the final attendance to the president, are Betty Cravens and Dorothy Dean Bain.

The first event the Skyettes attended was a dance given in September at the post mess hall. The next party was at the Crawford hotel when they furnished partners for a Gilder school dance. The group also attended a party at the VFW and a quadrangle dance at the Settles hotel.

To belong to the Skyette club, each girl must pay 50 cents a month dues for badges, which are blue and white and contain the name of the club and of each girl, and to further entertainment funds.

Strict rules besides attending the dances with hostesses include signing a pledge of conduct. The rules include not leaving the dance floor during a dance with the soldiers, arriving and leaving with appointed hostesses, not indulging in unsuitable conduct, dancing with any soldier present at the function, agreeing not to make dates for after the dance, wearing the Skyette badge to the party, and no drinking of intoxicants.

The pledge further states that each girl is a member of the club with her parents' consent, is at least 17 years, and that she will agree to conform to any other rules made by the War Recreation Council. Any one infraction of the rules is an automatic loss of membership to the club.

Recently the girls agreed to limit dances at the post where a recreation room is being completed and to assisting with the entertainment at the USO center.

There are 90 girls enrolled in the club and 50 hostesses.

Algebra Becomes Popular
EUGENE, Ore.—University of Oregon mathematic heads are faced with the largest enrollment in elements of algebra for many a year. The need for technical knowledge for wartime jobs and in officers' training is believed to account for the great rise.

If Post Hospital Is A Popular Place, You Can Credit Those Pretty Nurses

There's no cause for alarm if there seems to be a small epidemic of imaginary ailments running its course at the Big Spring Army Air Forces Bombardier School.

Rather, the stream of casualties pouring into the post hospital for treatment of minor cuts and bruises indicates that the arrival of army nurses might have something to do with it. After all—they're the most beautiful officers on the field. They're brand new lieutenants.

Those assigned to the big bombardier school here hail from several different states. Chief nurse is Lieut. Grace Dunnam, a pretty blonde from Fort Smith, Ark., who knows her army nursing. She's

been in the army for three years now and likes it.

And so it is with most of the young women, although some are not talkative about it. For instance, Lieut. Barbara Beyer admitted she was from Gilman, Ill., but that was about all. Lieut. Genevieve Rusanowski, a pert brunette, said she came from the town of Maywood, Ill., and liked to play basketball, baseball, hockey and tennis. Another nurse from Illinois was Lieut. Edna Sundal from Elliott who is proud that her daughter is now in Northwestern University studying to become a nurse also.

From Farmington, Iowa, came

another brunette, Lieut. Julia Riley, Michigan, however, contributed four nurses: Lieut. Bernice Van Shoten and Lieut. Agnes Smith of Detroit; Lieut. Hilda Marks, Adrain, and Lieut. Mary Petee, Monroe.

Lieut. Marks is rather wild about horses (and should find plenty of them out here in the "wild west"), while Lieut. Petee is proud of her athletic prowess despite her complete femininity and ability to play the piano exceptionally well.

Lieut. Wanda Gustafson would qualify as the snow girl from Kana, Pa., and may miss these winter banks in this mild climate for she was practically brought up on skis. Lieut. Matilda Grinevich comes from Mahoney City, Pa., where girls go for basketball and hockey.

San Antonio furnished three "crosses" for the nursing force here in the persons of Lieut. Marie McDanel, Lieut. Margaret Eger, and Lieut. Evelyn Tollette, all graduates of the Incarnate Word College at San Antonio. Lieut. Tollette has seven other sisters in the nursing profession — and that ought to be good for an army or nursing record.

Lieut. Gloria Klein came from Beaver Dam, Wis., and graduated from Marquette University's college of nursing in Milwaukee. Like others in the group, she too was reluctant to talk about herself. Being army nurses has done something to these pretty "angels of mercy."

11 Conscientious Objectors Do Menial Hospital Jobs

PHILADELPHIA—Eleven young men are doing menial jobs at the Byberry state hospital rather than serve—even with commissions—in the armed services.

They work nine hours daily for \$2.50 a month and maintenance. They live together in a cottage they must keep clean. They eat in the employees' cafeteria and wear the same sort of clothes issued to patients.

Commissions in the service probably would have been given them. All are college men and some of them are qualified specialists in chemistry, engineering, architecture and biology.

But each felt his conscience would not permit him to kill, or to help kill another man. They are the first recruits brought from conscientious objectors' camps by Dr. Charles A. Zeller, superintendent of the hospital, in an effort to build up a staff badly depleted by the draft and war industry jobs.

Dr. Zeller emphasized that the men are not taking jobs which might otherwise be filled by regular employees, who receive from \$28 up a month and maintenance. There are now 300 vacancies at the hospital and virtually no applicants.

UNCLE SAM HAS BUILT ANOTHER

LINK TOWARD VICTORY

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Big Spring Army Air Forces

Bombardier School

We Invite You To Use Us As Headquarters For Fishing And Hunting Supplies

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SHALL RING...

Uncle Sam Has Added Another Step

Toward Victory.

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"The Biggest Little Stores In West Texas"

ELLIOTT'S

Three Drug Stores

Crawford Drug
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OFFICERS-CADETS

ENLISTED MEN

FARMERS GIN CO.

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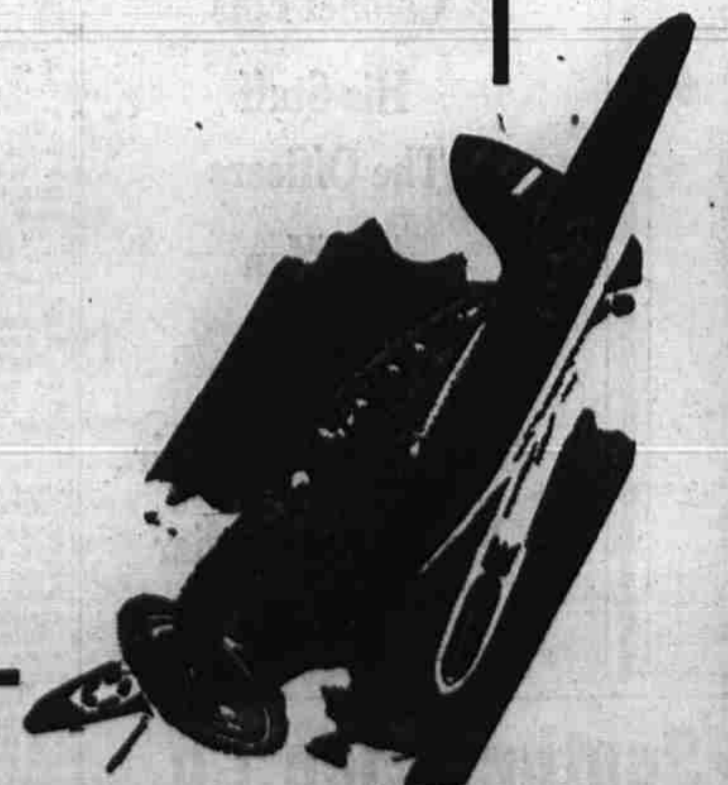
These Are OUR Boys

Fighting OUR War

And we're prouder than we can say of the fine young men who are giving their all in the cause of restoring peace and honor to this nation and all the world.

We're proud that the Bombardiers, and the officers and men at the Army Air Forces Bombardier School, have become a part of Big Spring.

We count you as one of us. You're OUR boys, and you'll continue to be our boys. May you always find here the pleasant and enjoyable things you associate with home.



The DORA ROBERTS Intrests

Busy Day

Continued From Page 1

to remember questions he wants to ask once he gets back on the ground and the instructor may be making notes or points he wants to stress.

Meanwhile, back at the post other cadets are busy. Several classes are going full swing in the academic building. An instructor at the blackboard pauses in his diagramming to acknowledge a question from a cadet in the rear. Cryptically, he gives the explanation and asks if it is clear. "Yes," says the cadet. Make sure, the instructor advises. This modern bombing is not guess work. You have to be sure to be any good. Then comes a problem. Pencils dig into note paper. Someone has made a mistake, but he says that it isn't serious. There can't be any mistakes, not even little ones, the instructor warns. After an hour there is a break for a smoke and more chatter, most of it shop talk and the one who caught on is the center of attraction.

Surprising, but cadet after cadet catches it from him and one by

one they see the light they failed to see in class.

Those back from a flight have returned to their barracks and facial expressions tell whether it's a letter from the best girl—the one he's going to marry when he gets his gold bar and silver wings—or a letter from the kid brother who enlisted, or from Mother or Dad asking whether sweater or socks are more desired and adding that eats and cigarettes are on their way. Ah! This cadet's friends will soon multiply as if by magic.

Now it's time for mess again and this time the hall is swathed in sunlight and everyone is wide awake. Discussions are more spirited and the group joker is living things up.

Out on the athletic grounds another group is going through rigorous calisthenics, paced by an instructor in white sweat suit, to keep in top shape. Double time to the showers follows and there is a mad rush for the showers so that lunch won't be missed. Some few complain that the air is cool but they enjoy it, for it is an old army tradition to complain whether you like things or not.

Still another group is in the training hangar, some perched in the "high chair" to perfect their technique in surroundings a little

less high pressure than work in the air.

Not a minute is being lost. Two classes are combined in ground school to listen to daily instruction in Military by Capt. S. W. Bradstreet, commandant of cadets. They listen intently, for they know the commandant is giving valued advice. Soon they will become officers and they must know how to be good officers.

The morning flight group is now in ground school, and those in school during the morning move out to the flight line. Time wears on. Blue fringes the eastern horizon and the brash Texas sunlight doesn't color the ground a white tan any more. A thunderhead pokes its head up from the north. There is speculation about the weather. Maybe no flying tomorrow, but that doesn't mean the day won't be just chuck full of action.

At chow there is a quieter murmur of talk and dishes seem to clatter less. Men seem glad to be through and back to their barracks to stretch out on bunks. Some lie quietly—thinking, smoking. Others are studying for tomorrow's problems or trying to remember clearly lessons of the day just ended. At the end of the barrack a radio is snapped on and music rattles from the tortured little box.

Long before taps at 10 o'clock, men are napping. Lights go out and all is quiet. Deep sleep steals over the cadets. And then, as though just a moment later, that shrill voice out of nowhere—"O. K. you guys! Let's go!"

Gives Up Vacation To Help Farmers

THERESA, N. Y.—The Rev. S. Foster Walker gave up his vacation to help neighboring farmers with their haying, harvesting and threshing.

He made out a working schedule and when it was all over, his labors extended from seven miles north to seven miles to the south of this northern New York village.

One farmer said that the minister was the best help he ever had in the field, pitching right or left-handed.

"It's been a dandy way to spend a portion of my summer," Walker said. "And I have been in my pulpit every Sunday and have been most gratified with the attendance of the people."



Ground crew members of the Army Air Forces now are literally hand-picked, for, under new Army plans, men with civilian experience as mechanics and radiomen are enlisted directly for the Air Forces and put right to work using the tools of their trade. The four mechanics above obey a "sign of the times" at Randolph Field, Texas, where they keep training planes in tiptop condition.

Chapels Flanking Roadway Into Air Field Provide The Spiritual Atmosphere For Uncle Sam's Boys

If the Army Air Forces Bombardier School in Big Spring has "landmarks," they belong to God.

Standing simply but majestically on either side of the main road into the school are the two chapels, their spires pointing heavenward as a symbol that the United States army is still God-fearing.

They alone, of all the buildings on the field, possess architecture distinctive enough that one might identify them easily. Their spires are the only thing that stands out above the rest of the field.

This is entirely fitting, for army men, big and little, have unashamedly expressed that in this war we need to be on God's side. Perhaps this belief has been no more eloquently expressed than by General Douglas MacArthur on last Easter to the director of Christ's (Episcopal) church in Little Rock, Ark., where he was baptised. The general cabled:

"At the altar where I first joined the sanctuary of God, I ask that you seek divine guidance for me in the great struggle that looms ahead." Thus, in all its hurried preparations, the army is not forgetting that its soldiers must be spiritually as well as physically and materially equipped to fight a truly

She Has To Be A Superwoman—

Cadet's Life Easy? Consider His Wife

By JEN WIESER

Many are the bold-lettered posters, bright-colored folders and sugar-coated radio announcements luring the young men of America to become aviation cadets, but where is one to appeal to a prospective cadet's wife?

Uncle Sam sets up stiff requirements for the entrance of a cadet, but are they any such qualifications a cadet's wife must meet?

Not one—except that she must sign a waiver disclaiming any dependency. And then and there relinquish all rights to the management and future of her husband to Uncle Sam.

For the sake of the future of the institution of marriage, there ought to be some qualifications, for it takes some gal to be a cadet's wife!

She must have untiring patience—enough to last a whole week while husband spends mornings, noons and nights with the boys in the barracks. When Saturday night arrives with a weekend pass, she must have still more, while he joins the boys for a session that puts him in the home port exactly two hours late armed with enough excuses to battle a Senate investigation board.

She must share his off-hours with dozens of his cadet friends, talking shop, planes, barracks chatter and field politics, but if she picks up a morsel that sounds interesting and asks a few questions, her replies are three grins and one outright giggle with the occasional explanation that the cadet's wife isn't supposed to know.

She must not doubt that the lists of telephone numbers found in husband's pockets are those of cadets' friends, but she's a heartless unpatriotic woman if she so much as casts a glance at a one of

the new second lieutenants.

She must be a physical wonder to stay up half the night being a good sport with the rest of the cadets and their girls, and after several rounds she never questions the fact that a cadet must be a perfect physical specimen.

It doesn't take the cadet's wife

long to realize there are two air forces—the one the recruiting officer tells you about and the one you actually get into.

Cadets are teased, dined and fated from the start to the finish, but cadets' wives are the unending heroines of the war!



'KEEP 'EM FLYING'

Big Spring Army

Air Forces

Bombardier School

BEST WISHES AND

GOOD LUCK

THOMAS

OFFICE SUPPLIES

107 Main

Phone 98

"KEEP 'EM FLYING!"

MEN

Of Uncle Sam
WELCOME

To the men of the Big Spring Army Air Forces Bombardier School, we say welcome. We are glad that you are here, and invite you to visit our store for any of your drug needs.

WALKER'S PHARMACY

Across From The Banks

To Our Fighting Men

It's the eleventh hour and Nov. 1 is the deadline for overseas Christmas presents. Don't be sorry when it's too late that you didn't shop in time. Everything that Service men would like can be found at Waits Jewelry.



MILITARY SETS

This is the gift Service Men can use every day in the year... and you can find just the one that'll please him at the price you want to pay. **1.95 up**

CORRESPONDENCE PADS

Contains place for two pictures... address book, stamps and pencil holder, paper, envelopes... bound in leather case with Service Insignia. **1.95**

RINGS

All kinds of rings including SERVICE EMBLEM Rings... priced from

6.50 up



Fountain Pen and Pencil Set

Eversharp Parkers Sets **3.95 up**
Name Engraved Free



WATCHES

The Man in the Service could ask for no finer gift than an Elgin, Hamilton, Gruen, Bulova, Jules Feuzen, and other makes priced from

19.50 up

Officers - Cadets
Enlisted Men

At The Big Spring
Army Air Forces
Bombardier School

WELCOME
To Big Spring

Men's Identification BRACELETS

Name Stamped Free

Here's a gift idea... and we know he'll like one... we're selling lots of 'em. Come see our selection of Identification bracelets with Service Emblem Insignia.

3.95 up



BILLFOLDS

Engrave his initials on one of these fine leather billfolds. See them now. **1.00 up**
Name Engraved Free

Photography Unit Given Many Duties

Bomb scoring, plant protection, publicity and training—these are the primary functions of the photography department of the Army Air Forces Bombardier school in Big Spring.

Keeping an accurate and irrefutable check on the accuracy of cadet bombardiers is perhaps the foremost responsibility of the photography department. This is done by means of aerial photography and by motion pictures.

The post laboratory room passes the responsibility of photography which deals with plant protection, those shots which are adaptable for use by the public relations department for publicity and other purposes.

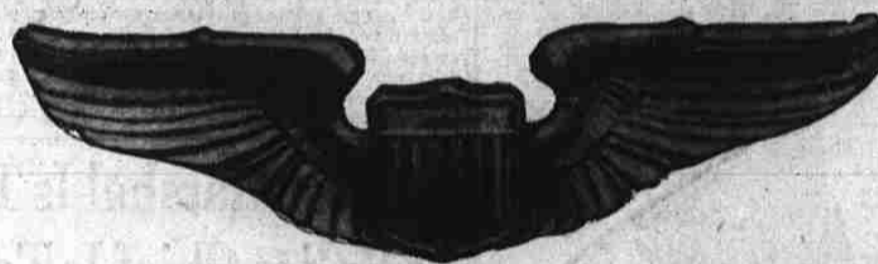
It also includes an extensive program of training that is approximately the same as regular aerial photography course, for when students (and there are now 10 of them in the department) finish their work, they will have been thoroughly trained in the art of aerial photography. Also, they are taught to take other pictures, to develop film and print finished pictures. This experience of developing and printing includes motion pictures as well as still shots.

The photography department here is in charge of 1st Lieut. James R. Anthony, with 2nd Lieut. W. S. Richardson as assistant officer.

Practice Bombs Of Standard Form

"Care and feeding" of bombs used by the Big Spring Army Air Forces Bombardier School is done according to precise formula.

Into each practice bomb is poured 90 pounds of sand, to which is added a five-pound charge of black powder, totaling, with shell, exactly 100 pounds. Racked on specially designed trailers, the bombs are hauled by truck to planes on the flying line, where they are swadled into the planes' bellies. A special safety-pin device prevents the bomb from exploding during hauling and load-



I V A ' S

... extend to the officers and men of Big Spring Air Forces Bombardier School... an enthusiastic welcome to Big Spring. We of Iva's invite each of you to visit our store and make

I V A ' S

Your Jewelry Headquarters



Iva's Jewelry

Corner 2nd & Main

Waits Jewelry

Big Spring, Texas

Necessities Of Warfare Have Developed Powerful Air Forces

Operations Services Under Quartermaster's Supervision

To Major Alan H. Partridge as quartermaster of the Army Air Forces Bombardier School in Big Spring falls the responsibility for all quartermaster corps functions and the tasks of serving essential operations services under the direction of five commissioned assistants.

The quartermaster corps is divided into five divisions: administrative, purchasing and contracting division, supply division, commissary and motor transportation divisions.

The administrative division, under the direct supervision of Major Partridge, handles correspondence, maintains administrative files, keeps fiscal records and handles all matters pertaining to personnel. This division employs three civilians and two enlisted men.

The purchasing and contracting division, under Capt. Albert E. Armstrong, handles all matters pertaining to the procurement of supplies other than subsistence, preparation of advertisements and proposals, awards of contracts, preparation of contracts and purchase orders and inspection of supplies purchased. This division employs four civilian clerks.

The supply division is organized with an administrative branch, storage branch and salvage branch. The administrative section, under 1st Lieut. William H. Chan, handles all matters pertaining to the receiving and registering, editing and routing of requisitions. This branch is charged with the function of property accounting, including the maintaining of the stock record account and the memorandum receipt account. Five civilians and three enlisted men are employed.

St. Charles W. Pritchard is in charge of the storage and issue branch, receiving, checking and maintaining stocks of supplies. He also has charge of the salvage branch which conducts all salvage, reclamation and maintenance operations.

The commissary division is operated as a separate function of the quartermaster's office and Lt. Thomas R. McBrien is in charge. The sales and issue of subsistence and other authorized items is a function of this unit.

St. Robert L. Steibler, as motor transportation officer, is responsible for operating the motor pool, keeping gasoline and lubricating oil and work orders for repair of vehicles.

Quartermaster



Major A. P. Partridge

Major Allan B. Partridge, quartermaster, was sent here from Ellington Field where he was commanding officer of the quartermaster detachment and assistant to the rail transportation and property officer.

He was granted a reserve commission in 1930 and transferred to the quartermaster corps in 1933. Prior to that time he had spent four years on CCC duty. From 1933-34 he was commanding officer of the 87th CCC, and from '35-37 was warehouse officer at Tucson, Ariz., receiving his first lieutenant's rank there. He also served as quartermaster at Phoenix, Ariz.

Major Partridge was born in Leavenworth, Kan., and was graduated from Main Avenue high school in San Antonio. He is married and has two children, Kenneth B., 16, and Betty Jeanne, 11.

As a civilian he was auditor for Pierce Oil company, was engaged in the tire business for a while, and from 1927 to 1933 was business manager of a medical clinic.

Draft Nears Family Heads
LA JUNTA, Colo.—Draft boards are scraping near the bottom of the manpower barrel in some sections of Colorado. Otero county officials announced that married men with children probably will be inducted into the army from the region shortly after the first of the year.

WAAC Recruit Is Ready For Work

DALLAS — Life in the WAAC shouldn't be difficult for Mrs. Carole Andrus of Frankston, Tex., who was one of six women sworn into the WAAC here.

She knows what hard work is and knows that it's going to take hard work to win the war. "It's something I've been looking forward to since the war started," she said. "Before there was a woman's army I wanted to get in and do something. Now I have my chance."

Seven years ago, Mrs. Andrus, the wife of a railroad switchman, bought a farm in southern Arkansas. Working alone, she cleared land for raising cotton and feed and then had to cut a road to the highway three miles away. While still a youngster she had to quit school to help her mother rear three younger children and at 15 she worked in a button factory.

Despite her limited formal schooling Mrs. Andrus passed the WAAC intelligence test with a grade well above the average.

City Has Grown Steadily In The Aviation Field

Big Spring has been air minded for a long time and the addition of the bombardier school marks another milestone in development of aviation in this small town.

A large airport, which American Airlines uses, has made the town a stopping point for many travelers who otherwise might never have known Big Spring.

Others know of the Civilian Pilot Training program under the Civil Aeronautics Authority which, directed by Art Wintheliser here, had built up an enviable reputation over the country until a few short weeks ago when Wintheliser sold his equipment and concentrated on the Big Spring Pre-Glider school.

Big Spring was one of two cities, Austin being the other, which were the first to be granted CPT training in non-college schools. From small beginnings, it trained large classes every few weeks in ground school work. Scholarship pupils and those who wanted to pay for training, then went on to receive primary flight instruction.

The program later offered advanced flight training, cross-country flight, and then instructor training.

Dr. P. W. Malone served as district coordinator and under Wintheliser the school functioned with a minimum of accidents, no casualties and turned out many well trained instructors who today are serving in the armed forces and in contract schools.

Big Spring has been seeing and hearing and talking airplanes for some time. Still the city had never seen flying men in uniform before nor as many airmen before, but it's prepared to take the bombardiers in its stride.

Planes, Bombs, Guns Steadily Improving

From ancient times it has been the dream of militarists to have at their command an artillery weapon of heavy caliber that did not measure its range in miles, but in hundreds of leagues. With the advent of the airplane in 1903 and the first glimmering dawn of such weapons, the military world was caught entirely unawares of their opportunity.

First bombing operation from an airplane is generally credited to a French pilot flying in a small Balkan war in the year 1912. When World War I flamed into being, the place of the airplane was thought to be more as an observing medium than a fighting machine; in fact, in the early days of the war when two enemy planes met the pilots gaily waved at each other and then proceeded about their assignments.

Soon, however, it was found necessary, for military reasons, to curb the activities of these eagle-eyed pilots and their flying machine, so their pilots started carrying revolvers and observers were armed with rifles. From that humble beginning sprang the pursuit plane.

First explosive bombs dropped were 75 mm. shells that were developed in some way that prevented their use in guns. These shells were of the fragmentation type, fused to explode on contact with target. A direct descendant of this shell is the 17-pound fragmentation bomb in use by the American army to break up concentrations and columns of troops.

The first bombs were crude affairs, with cruder fuses, that failed to detonate as often as they did explode.

Bomb Sights
Early sighting of bombs was a haphazard affair, depending on the pilot being able to guess his speed, drift, height and project in his mind the possible trajectory of the bomb. The first bomb sight of a success worthy of mention was perfected by the Sperry company only a few years ago, and is being used with considerable effectiveness in Europe today.

The American Air Force's super-secret Norden sight is said to not only fly an airplane into the proper track, and take advantage of and figure every mathematical calculation out automatically, but could also if rumors are true, predict the weather for six weeks in advance.

Many improvements also have been made in types of bombs. Speaking of developing the 4,000 pound bomb in 1922, the ordnance department handbook simply states: "Development work was halted at this point because the only airplane possessed by the army capable of carrying a bomb of this size has been destroyed in a crash. Therefore, it is impossible to continue experiments."
The United States now has a

Signal Office Is Busy Center For Communications

The nerve center for all forms of field communications at the Big Spring bombardier school is the signal office.

Now in operation 24 hours a day, the office has a 300-line automatic dial control system — the only complete dial system in the Big Spring area — for inter-office communication.

The unit was installed by Southwestern Bell Telephone Co., and most of the telephones are in actual service.

Postal Telegraph company and Western Union have established agencies in the office and installed teletype printers, and all military telegrams, both incoming and outgoing, come to this field office over these printers and are properly distributed.

For the convenience of personnel on the field, a commercial telegraph office is operated, transmitting and receiving private telegrams.

Lieut. Ned J. Carpenter is the Signal Officer and has as assistants Miss Mallyreen Miller, stenographer-clerk, and Mrs. Mildred Downing, teletype operator.

Sgt. Loran A. Dunn is in charge of signal property, and under him is Pfc. Ben F. Smithson, warehouseman. The telegraph office is operated by the following personnel: Sgt. Dinsmore, Cpl. Rigo, Cpl. Hirtes, Cpl. Dubiel and Pvt. Carano.

plane that will carry nine 2,000-pound projectiles 4,000 miles and drop them on their objective and return to reload for another trip. Within the short span of 20 years, from its inception, the bomb as a military weapon has become the principal killing agent of war. A direct descendant of artillery, which took five hundred years to reach its present state, the air bomb in one twenty-fifth of that time surpassed its parent in development.

Favor Convicts Enlisting
DENVER—The Colorado Federation of Women's clubs believes convicts should be released from

prison for duty in the armed forces. The society passed a resolution declaring such men could pay their debt to society by join-

ing up and said that scores of prisoners have asked permission to serve, even as members of suicide squads.

A SALUTE

To Our Fighting Men Everywhere —and Especially the Officers, Cadets, Men At The

BIG SPRING ARMY

AIR FORCES BOMBARDIER SCHOOL

We Are Proud That The Army Selected Big Spring As A Site For This Training School

Sherrod Hardware

WEST TEXAS' MOST MODERN HARDWARE
The Friendly House Of Quality

316-18 Runnels

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Helping Build West Texas



Banner Creamery, In Big Spring



SEALRIGHT HOODS ARE SEALED AT 320° FAHRENHEIT!

MILK FOR DEFENSE—it's a fact, the reason most selectees are rejected is because of poor general health — a condition which more milk in their diet could have prevented. Even if the army doesn't need you, make sure you pass your own inspection. Drink more milk every day. Drink Banner Milk.

To insure milk purity until it is actually used we protect bottles in delivery, with a double cover—a standard cap, and a sealed Sealright Hood. Thus double protection means guaranteed purity for every title of milk which we deliver to you.



MILK — Ice — Butter — Ice Cream

Provost Marshal Is To School As Police Chief Is To City

The Provost Marshal—the chief of police of the BSAAFBS—is on the special staff of the commanding officer and is the representative of the C. O. in all matters concerning police authority in adjacent civil areas or on other military establishments in the vicinity.

He acts as liaison officer between the civil and military authorities, including procuring the release of men held in civilian jails, arranging bail and providing escorts for convoys.

The research preceding the issuance of a civilian pass is the duty of the post intelligence officer, but upon his recommendation the provost marshal actually issues the pass and has charge of handling them thereafter. He also is charged with the security and protection of the post.

Upon the shoulders of the provost marshal rests the responsibility for the routine and specialized training of the Security Company and for the discipline of the entire guard personnel. He cooperates with the local police authorities in furnishing the necessary military police for the maintenance of good order on the part of military personnel in town.

Preparing, revising and issuing, subject to approval by the commanding officer, guard and pass regulations is another duty. He investigates all unlawful actions occurring at the post or committed by members of the command away from the post, receiving reports of guards on violations, nuisances, etc., and taking necessary action.

The provost marshal has the all-important duty of registering all privately-owned vehicles in operation on the field and issuing proper identification to such vehicles.

STEAKS LUNCHES
DONALD'S Drive-Inn
BUTTER TOASTED SANDWICHES
Corner San Angelo Highway and Park Road

Provost Marshal



Major J. J. Robnett

Major Joe J. Robnett, provost marshal, got his first military experience in the navy, where he served from 1917 to 1919 in the first World War. Later he became a reserve field artillery officer and took regular summer training and maneuvers until 1941. In April of that year he was called into service and made commanding officer of the second battalion, 189th field artillery, Camp Barkley, Texas. In December he became commanding officer of headquarters for the 12th A. B. and then was transferred to Midland Army Flying School from where he came to Big Spring on Aug. 6.

He was born at Honey Grove, Tex., was graduated from its high school, attended Trinity University at Waco, Texas two years, and later went into the retail hardware and furniture business at Roff, Okla. He and Mrs. Robnett have one son, Richard M., 17. Sports are his hobby and golf, bowling, hunting and fishing rank as the major's favorites.

Holidays observed in Texas alone are Texas Independence Day, March , and San Jacinto Day, April 21.



'Keep 'Em Flying'

Big Spring Army Air Force Bombardier School

To the men of the Big Spring Army Air Force Bombardier School, we say "Keep 'Em Flying", as we extend our welcome to you. We are proud of the fact that our city was selected for your school, and proud to have you with us.

Visit the Douglass Hotel when in town, our accommodations are open to you.

Douglass Hotel

We Salute
Col. Ellis — Staff Officers and Men
At The
Big Spring Army Air Force
Bombardier School

Sub-Depot Operates As Unit In Itself At The Air School

Sub-Depot C. O.



Major N. E. Meador

Major Newton E. Meador, commissioned last May, was stationed at the sub depot, Duncan Field, before his transfer to Big Spring Bombardier School where he is in charge of sub depot and air force supply.

City Churches Make A Home For Soldiers

Where to go on your off time, if you are a soldier, is a problem that church people began to think of when they saw the soldiers standing on street corners. Having the boys come home to dinner after church service was one plan they put in effect that is going over big with the men in the Big Spring Bombardier School.

The First Christian church was one of the churches that opened its doors during the evenings and planned coffee and doughnuts to serve. The East 4th St. Baptist church arranged two rooms for the soldiers at the church. One is a reading room and the other a game room. A cookie jar is kept full by the ladies of the church.

U. Of Michigan Bells To Go Off To War

TUCSON, Ariz. — Mrs. Bonnie Heller, mother of 13 children, is repairing army bombers in the shops at Davis-Mountain Field. Women have taken over most of the repair jobs formerly held by men. Their supervisors say women often are more suited for the intricate work than men.

You may call it sub-depot and pronounce it "DEE-po" like you do the railroad station but you'll be all wrong at the Big Spring Bombardier school. When you're in the army, it's pronounced as if it were spelled "DEP-o."

But whatever you call it, it's functions are mighty vital in the "Keep 'Em Flying" league. The Sub-Depot, although a part of the field, operates as a unit by itself with its own commanding officer and operates under a different command. The Big Spring Bombardier Sub-Depot operates under the San Antonio Air Depot at Duncan Field, San Antonio.

The departments operate much like chain stores and are all over the United States working under the jurisdiction of various control depots. The control and Sub-Depots furnish air corps supplies, and maintain, overhaul and repair local and transient aircraft. This even includes the partial manufacture of parts in connection with the overhaul and repair of aircraft.

The Sub-Depot has three departments, the headquarters, engineering and supply, each a vital cog in the machinery of war. Headquarters is charged with the responsibility of coordinating matters between the two other departments and between the Sub-Depot and other higher commands. It also handles all personnel matters for both commissioned officers of the Sub-Depot and the civilian employes, which are hired through the United States Civil Service Commission.

All personnel records are maintained and kept in the headquarters files along with payroll records. Major N. E. Meador, Jr., the Sub-Depot commander is directly responsible for all activities of the Sub-Depot. The engineering department, directed by Lieut. J. H. Cover, Jr., engineering officer, is the largest department from the standpoint of personnel and maintains several important functions. First and main duty is the overhaul and maintenance of aircraft. In addition to this, shop equipment and tools are manufactured in the shops and parachutes are repaired and packed in the parachute section. The office handles routine office business for the engineering department and maintains records on aircraft.

The supply department, under direction of Major A. P. Hondros, Sub-Depot supply officer, handles all supplies and equipment for the Sub-Depot. It maintains several large warehouses where supplies of all types are received and stored for issue. When the Sub-Depot has reached its full complement of employes there will be approximately 350 civilians employed.

Chief clerk of the Sub-Depot headquarters is D. R. Moody, charged with the responsibility of maintenance of personnel records and, as a member of the local Civil Service Board at Duncan Field, with the coordination of Civil Service matters pertaining to Sub-Depot employes.

In the engineering department W. W. Edwards is shop superintendent. E. F. Rankin is engineering chief clerk. L. C. Huffman, supply chief clerk, is charged with the responsibility of the upkeep and accuracy of records in the supply department.

War Workers Hold Outing In Shifts

YOUNGSTOWN, O. — Employees of the Youngstown Sheet and Tube Co. are accustomed to an annual outing, but this year the day's lay-off would have meant a slow-up of the war program.

So rather than cheat Uncle Sam the outing was held in shifts. The afternoon-evening shift of workers attended in the morning, the morning shift came around in the afternoon and the night workers took their choice.

Works as He Listens MARTIN'S FERRY, O. — Even though Gomer Davis is a mail carrier, he didn't let his work interfere with his listening to the world series. He slung his son's portable radio over his shoulder with his mail bag and listened while he worked.



Army Also Flies on its Stomach— The old quip has it that an army marches on its stomach and it is no less true that in the modern military machine the air corps flies on its stomach. Good food, appetizingly prepared, does more than maintain strength and vitality—it makes men happier in the army. Although their job is a difficult one, these men wear big grins for they know that although they never get down to the flying line they are still playing a mighty important role in keeping cadets at the Big Spring Army Forces Bombardier School flying.

The Case Of Billy Mitchell, Martyr For U. S. Air Corps

Who was this man Billy Mitchell that apostles of air warfare should boast, not always with regard for fact, that they were associated with him before and at the time he openly defied the war department and placed his career on the chopping block.

Who was this man who should earn an unprecedented posthumous promotion by means of a Senate bill to the rank of major-general, higher than any he had earned in his lifetime?

Perhaps it was not so much the man nor what he had to say but the way in which he said it that

cut short his military service and made him one of the most controversial figures in the American army.

William L. Mitchell may have overrated his almost fanatical belief in the might of air power, but then he lived in an age of overstatement. There was the navy official, who Mitchell recalled, was so contemptuous of bombing power that he offered to stand on the bridge of a battleship while a bombardment was going on; and there was the official opinion of the army general staff, expressed before a congressional committee,

that anti-aircraft weapons were so effective that a dozen 3-inch guns would be adequate to protect Washington from hostile aircraft.

For his perhaps too bold advocacy of a separate air force at congressional hearings, he was relieved an assistant chief of the air service and sent to Eighth Corps Area headquarters at San Antonio as air officer, a resounding demotion.

Strong Statement The crash of the navy dirigible Shenandoah with the loss of fourteen lives set the stage for the final act. Two days later he handed reporters in San Antonio a 6,

000-word statement, 17 typewritten pages of caustic criticism of the handling of aviation in the army and navy. The bitter denunciation left no room for doubt that he had resolved to accept the consequences of his act.

"These accidents are the direct result," he said, "of the incompetency, criminal negligence and almost treasonable administration of the national defense by the navy and war departments..."

"All aviation policies, schemes and systems are dictated by the non-flying officers of the army or navy, who know practically nothing about it. The lives of the air men are being used merely as pawns in their hands."

Battleships he termed "useless" elements in the defensive armament of the United States, claim-

ing more could be accomplished with half the expenditure by developing submarines and aircraft. He termed as "absolutely false" the claim that battleships could be protected by anti-aircraft fire.

Investigation Having delivered himself of the statement, he went fishing on the Gulf Coast over the Labor Day weekend, and within a few days an official investigation was already under way.

While his forecast of his own arrest and trial was on the way to being realized, he outlined the wartime organization he believed would be necessary. It was based on creation of a single department of national defense with sub-secretaries of war, navy and air, and a council of national defense and the state and treasury departments.

He recommended conscription of both capital and labor in war and that "all raw materials for the construction of national defense equipment should be obtained and distributed under one head."

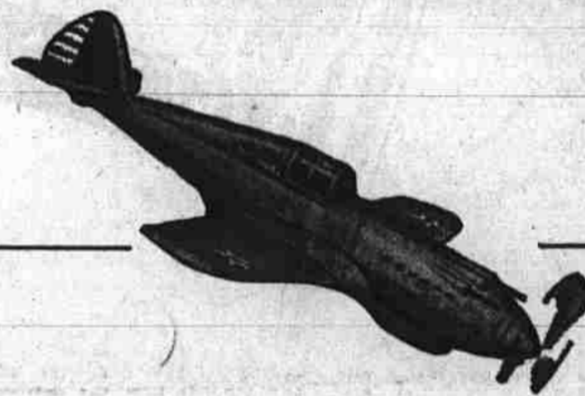
Police Find Trail Easy SAN JOSE, Calif.—Police followed their noses and blind instinct straight to the place where Harry Douglas, 62, had hidden a stolen suitcase and contents. The contents was garlic, which he was trying to peddle to restaurants.



Troy Gifford WELCOMES OFFICERS - CADETS - MEN to Big Spring Army Air Forces Bombardier School

DEMAND THE BEST GOODYEAR G-3 TIRES

Troy Gifford Tire Service 214 West 3rd



YOUR THIRST TAKES WINGS

Ice-Cold Coca-Cola quickly sends thirst flying. Every delicious sip has the flavor of refreshment. Thirst asks nothing more than ice-cold Coca-Cola. You'll like it—now... and often.

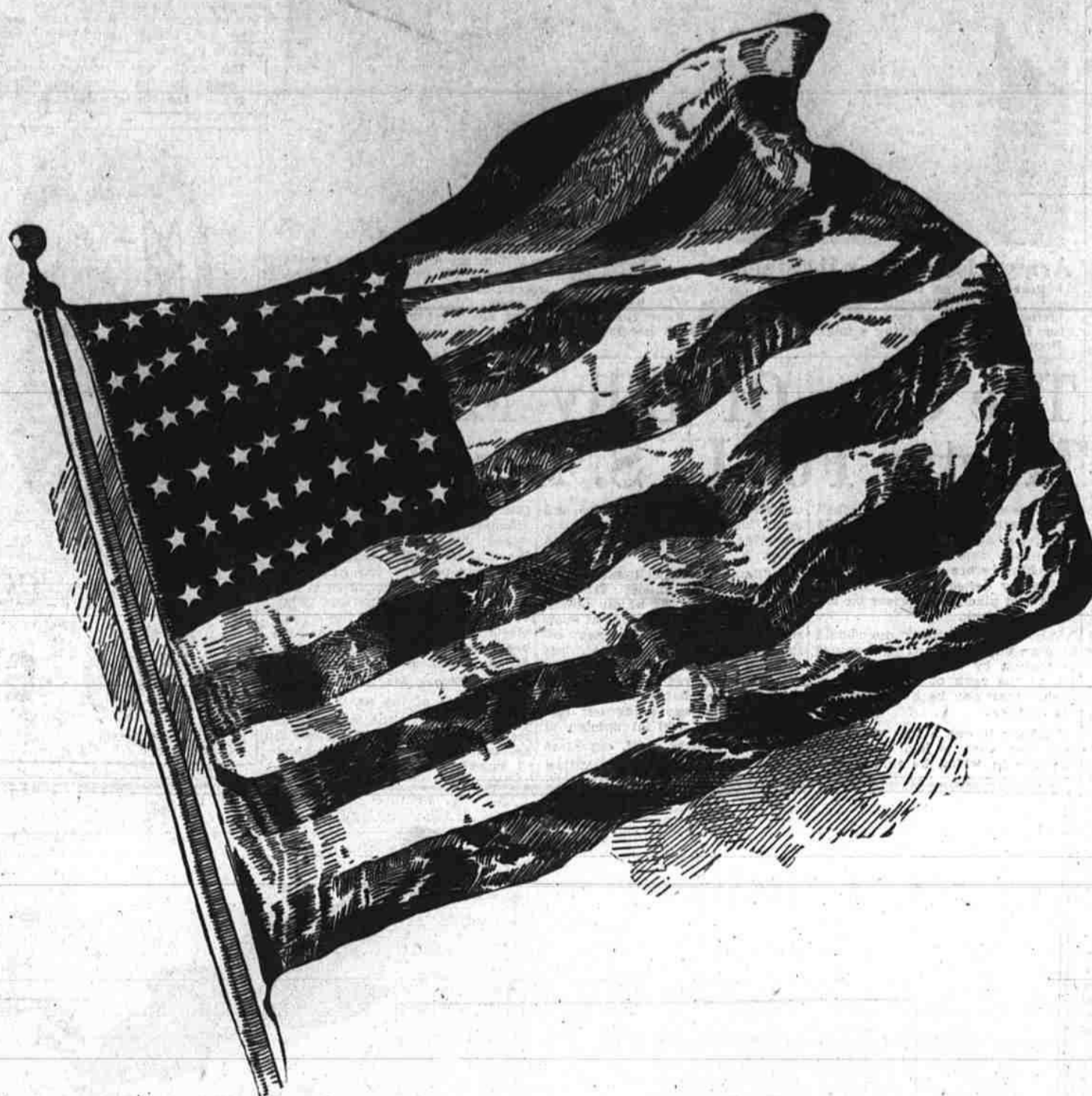
Texas Coca-Cola Bottling Co.

By helping construction crews to work refreshed, Coca-Cola helped get the Big Spring Army Air Forces Bombardier School ready. By keeping instructors and cadets refreshed, Coca-Cola will help get flyers ready. We're glad to play a small part—a refreshing part—in building Uncle Sam's great air force.



Buy War Stamps and Bonds

WELCOME ARMY TO BIG SPRING FOR SUPERIOR CLEANING AND PRESSING SEE US CRAWFORD CLEANERS 306 Seurry Phone 238



To The Men Who Fly To Keep This Banner Flying!

Yours is the warrior's task... a task which you are being trained to fulfill with honor and in triumph. We salute you for your strength, your knowledge, your valor and your devotion... all things that go to make up the unbeatable American fighting man...

Ours is the producer's task... a task to which we devote all our energies and facilities in fulfilling in a manner comparable to your own. Together we will go on to ultimate Victory. In this common cause, we are linked as one... and it is in unity that Cosden will labor with those men at the Big Spring Bombardier School and American fighting men everywhere.



Cosden Petroleum Corporation

GENERAL OFFICES AND REFINERY. BIG SPRING
R. L. Tollett, President

Glider Solves Problem Of Transport

Uncle Sam is catching up with the airplanes.

The flying phase of warfare developed so swiftly in recent years that it virtually ran away from the services of supply.

An airplane could fly up to 400 miles an hour and deal death and devastation to the enemy, but what if a bolt slipped loose, if trouble developed in the carburetor, if a propeller were damaged — and the plane were grounded?

Hundreds of miles from its base, and with no means of getting aid, the vital flying unit was stranded and powerless.

The infantry quartermaster—supply officer—had trucks to follow the troops and was never far behind, but the viciousness of modern warfare necessitated the use of virtually every airplane as a combat instrument; there were not enough transports to serve as flying supply lines.

Now the army air forces has the answer to this perplexer—the glider.

Thousands of glider pilots will be turned out in a training program to deliver the goods in the form of supplies as well as fighting men.

Sailing along at 100 miles an hour behind great transports and loaded with vital supplies, the glider will step up the mobility of the air arm.

Restrictions imposed upon the fighting pilots because of limited areas of operation will be removed. The glider will follow the bomber and the fighter just as the quartermaster's truck follows the infantry, the cavalry and the tank.

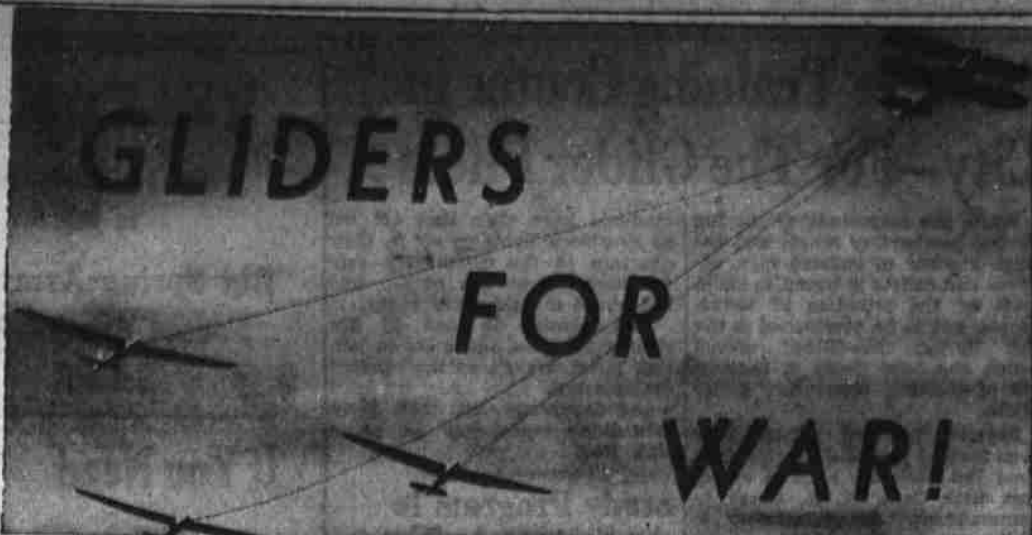
Several gliders may be hitched behind the towing airplane, and because their construction is relatively simple, Uncle Sam will have virtually a vast new supply weapon in a short time.

The glider pilot will have none of the problems of the ground supply force such as roads, mountains, water, etc. Soaring over all such obstacles, he can proceed directly to the air forces' base.

Glider played a tremendous part in the African campaign which was climaxed recently by the fall of Tobruk. The nazis used great gliders supported by fighter planes when necessary, to build up their overwhelming superiority in men and material.

But the Axis has no monopoly on gliders' use, and America's glider men will shortly be dropping silently their cargoes of supplies and fighting soldiers, who will have a part in stifling the enemy's imperialistic aims.

An investigation made by the bureau of economic geology at the University of Texas several years ago, revealed several hundred kinds of commercially valuable stones in the area west of Austin in the counties of Travis, Burnet, Llano, Mason, Lampasas, Gillespie and San Saba.



BIG EXPANSION of glider pilot training program is being launched by Army this month. Most present military gliders are of two- and three-passenger types such as the one shown here at Army's Twenty-Nine Palms, Calif., school, but on order are 1,000 huge, silent birds capable of carrying 50 men each. Value of mass use of gliders was proved in invasion of Belgium, Crete. U. S. wants pilots between 18 and 36 years of age; plane flying experience helps.



UNSOLVED PROBLEM hitherto has been recovery of gliders after they have delivered fighters behind enemy lines. Army Air Force here experiments at Wright Field, Ohio, on possible solution. Rope, which runs along ground to glider, is suspended between poles; towing plane's hook catches rope. Besides being towed in groups by a plane, gliders can be launched by vehicle towing them along ground until they soar like kite behind boy.

NEWEST development in Uncle Sam's plans for all-out aerial warfare — by plane, blimp, balloon and parachute — is large-scale use of gliders. These pictures show highlights of Army, Marine programs. Above, 3 training gliders are towed by plane at Parris Island, S. C. Marine school.



ALL BUSINESS are the students at glider schools; and instructors emphasize they mean business with notations such as this one on the flight board at Parris Island. Army program includes nine new schools.

Theatre Entertainment Among Post Recreational Facilities

A modern, up-to-date, air-conditioned theatre is just another of the features of the Big Spring bombardier school where officers, cadet bombardiers and enlisted men may find entertainment after army routine is done.

The theatre, another in the chain of motion picture houses operated by the Army Motion Picture Service, will show the latest pictures at lowest prices to military personnel.

With a seating capacity in excess of 700, the modern building is equipped for stage shows as well as motion pictures. The front entrance boasts a spacious lobby, ticket booths and rest rooms for both men and women. Above this addition are the projection rooms, fully equipped and entirely fire-proof to meet specifications.

The theatre proper has wood-paneled walls below and upper walls covered with a special acoustic board to deaden reverberations. The concrete floor slopes in the approved manner to the stage at the front, and seating will be on special benches which may be removed or changed as necessity requires.

The stage is flanked on each side and at the rear by dressing rooms, and traveling shows will find the equipment here much better than in the average town with a population equal to the post.

The theatre operates seven nights a week with five changes of program, and later matinees may be added if attendance warrants it, according to Capt. H. W. Nolan, special services officer.

Stage shows will also be inserted in the program and high-ranking professional entertainers will be a part of the regular program for personnel.

The post theatre has many functions to perform. Here are presented also the motion pictures used not only for entertainment but in many cases for Uncle Sam's visual instruction. Here also the camp personnel will be able to see "home talent," no small amount of which has had professional training. The capacity of this important building also makes it the center for community gatherings.

The theatre is entirely independent of the post and is controlled by the adjutant general's department in Washington. The acoustics of the building are declared to be unusually good.

Interesting is the fact that forty per cent of the gross receipts are turned back to the post.

Predicts Six Million Women In Plane Plants

LOS ANGELES, Calif. — Hugh R. Jackson, Washington chief of operations of the civilian defense mobilization branch, touring western aircraft factories, predicted that by the end of 1943 there will be 6,000,000 women workers in the industry. By the end of the present year, he stated, there will be 4,800,000 as against 1,400,000 a year ago.

One of Texas' most noteworthy industrial developments during the last 15 years has been the expansion of the large-scale butter, cheese, ice cream and condensed milk industries.



WELCOME
Officers
Cadets
Enlisted Men

Big Spring Army Air Forces Bombardier School

To all the Officers and Enlisted Men at the Big Spring Army Air Forces Bombardier School we say "Welcome to Big Spring." This great Air School is vital to national offense . . . And to all the men and women serving in our Navy, Marines, Air Force, Coast Guard, and to the WAVES and WACCS we want to say "We're for YOU 100 percent. More Power To You!"



Marie Weeg

Health Clinic.

1308

Scurry

QUALITY and GREATNESS GO HAND IN HAND

The C. Wallace Plumbing Co. and Chas. G. Heyne Company, are proud to have had a part in the construction of the Big Spring Army Air Forces Bombardier School.

America's job is to prove to the world the greater strength and productivity of the democratic way of life. The C. Wallace and Heyne Companies are grateful that they might take part in this great project. They assume their part in the program with deep understanding of the responsibilities involved.

We are happy we can point to this Big Spring Bombardier School and remind our friends: "Good products and good workmanship create good buildings. And so quality equipment and efficient craftsmanship insure good Plumbing, Heating and Mechanical installations.

Wallace & Heyne

Plumbing, Heating and Mechanical Contractors

▲ Paratrooper Tells About Sky Leap To Battle



TRAINING—Shock harness used by paratroopers, hauls candidates up 150 feet, head down, then drops them 15 feet to test their nerve.



HIT THE SILK!—here's Captain Oldfield in a practice jump from the plane. Static line is just about to rip off the pack cover and expose the chute.



COMING DOWN—Captain Oldfield seems to enjoy the ride.

Stay Away From Those Bomb Ranges

Dropping of the first practice bombs, scheduled for Monday, is the signal for a renewed warning from Col. Sam L. Ellis, commandant of the Big Spring Army Air Force Bombardier School for citizens to stay away from all bombing ranges.

His warning applies to those residing within a 100-mile radius of Big Spring.

Once cadet bombardiers begin, they will follow an intensive bombing practice program with both day and night missions, according to Lieut. Col. John W. White, director of training for the school.

Large signs have been posted around all bombing target areas at a distance of one and a half miles apart and may be easily identified by their larger red letters against a white background. Invariably the warning is "KEEP AWAY FROM THE BOMBING RANGE!" People are warned that under no circumstances are they to pick up any bomb or ammunition parts, for to do so is extremely dangerous.

Bombing ranges are scattered throughout many different areas surrounding Big Spring. The small target areas are comprised of from one to four sections of land while the larger ones embrace as much as five and a half sections.

feet before the harness checks the fall.

These are just some of the things, which hour after hour, unfold before the amazed eyes of the paratrooper in the making.

The paratrooper has no illusions about fear. He doesn't brag that he's never afraid of anything. He brags rather that he is often afraid, but he goes ahead and does what he's asked to do, no matter what it is.

They're one proud bunch of fighting men, and I'm proud to be one of them.

Another Training Center In City—For The Glider Pilots

While the magnitude of the Big Spring bombardier school and the large number of enlisted men, officers and cadets is bound to claim most of the attention of townspeople, not to be overlooked is the Big Spring Pre-Glider school which has been doing a bang-up job of training elementary glider pilots.

Several hundred pilots have been trained here during the short time the field has been in operation with Capt. W. E. Grass as commandant. Art Wintheiser is contractor for the school.

Students at the glider school find that their chores are long and hard and time off is something that they don't have very often. From 5 o'clock in the morning until 10 o'clock at night, the embryo glider pilots are on the job.

When the hours of night flying come along, then the pilot gets to sleep later but flies until dawn.

For convenience the classes are divided. Half of the number has breakfast and then board army trucks to the field 14 miles north of town. Here pilots are given instruction in flying light craft and before long they are coming in for "dead stick" landings and finally landing with motors off for real dead stick landing.

This program continues until noon when the men are hustled back to town for lunch. The afternoon is given over to ground work and to physical education—and that's a masterpiece of understatement. If reports from the students are any indication, the set of callisthenics as prescribed by the army bear out the old belief that the army will make a man out of you or kill you.

In the field of study, candidates ponder over navigation, meteorology, with emphasis on thermals, and several related subjects.

What time remains is given over to mastering infantry drill, military courtesy, etc.

At 8 o'clock in the evening, if everything has gone smoothly,

students have their time off but at 10 o'clock lights go off in their quarters in the community center barracks at the park. And bed check is held every night!

Men between 18 and 37 are signing up more and more to join this latest branch of the United States army. They know it's hard—and dangerous—but then these men didn't expect war, to be a pink tea.

Study Program Is As Secret As The Famous Bombsight

Two things a bombardier cadet does or uses are secrets—one the celebrated U. S. bombsight, the other his program of study in his classrooms.

They can't and won't tell about their "work" for the reason that their course of study is about as secret as the bombsight itself. Each bombardier is sworn to secrecy about the training he receives, and that "Don't talk" is not a slogan but a rule.

This complete silence is all in favor of protecting the advantage U. S. bombardiers have in dropping explosives on the enemy. When nobody talks, Tojo and Adolf don't hear anything.

Mother Of 13 Is Repairing Bombers

ANN ARBOR, Mich.—The library chimes, the five bells that struck every quarter hour for more than 80 years on the University of Michigan campus and became famous in song and story among many generations of Michigan students, are going to be melted down for scrap.

The bells, which were retired six years ago when the Baird Carillon was completed, will yield more than two tons of bronze and tin when they are donated to the war effort soon.

By CAPT. BARNEY OLDFIELD

Wide World Features

FORT BENNING, Ga. — We were 1,500 feet above Lawson Field when the jumpmaster commanded:

"Stand in the door."

First up was Lt. Leonard Anglin, of Lumpkin, Ga. He planted his feet and let the prop blast roar into his face as he stuck his head out the door.

We were all hooked up, our static lines fastened to the long cable in the roof of the transport. It was graduation day for paratroopers.

Then, the jump-master, swinging the flat of his hand hard up against the underside of Anglin's leg, yelled: "Go."

As in an unfinished old-fashioned two-step, left foot in the lead, right coming up but never passing, we shuffled to the door. Pivot on the right foot, left to the ledge, a push and we hurtled through space, turning a quarter turn left and dropping under the tail of the plane.

Count Off!!

"1,000, 2,000, 3,000," we said. That's three seconds.

If that snap of the chute opening hadn't been felt by then, we

were instructed to pull the reserve ripcord on "4,000." Mine opened in the middle of "2,000." I said it something like "two-UMPH-thousand."

I looked up and the canopy was over me like a tent, suspension lines taut. Below me was the field, like a well kept lawn. There was no feeling of falling or height, but I was swinging a little, so grabbed the right front and left rear risers, chinning myself to check the oscillation.

If They Could See Me—

We were about 800 feet up. Somebody yelled. It was Lt. Rodger Meadows, of Akron, Ohio.

"Nobody in Akron would believe I'd ever do this," he said. Same goes for all of us in our home towns, I guess.

An air current hit me at 100 feet. I grabbed the risers, rocked them hard to keep oscillation from setting in again.

Twenty feet up, I looked down, prayed I'd land lightly on that week-old sprained ankle, then suddenly realized I was coming in backwards.

The ground . . .

The Ankle Escapes

I spilled backward, did a com-

plete roll, and never touched the ankle. The chute collapsed, and as I unsnapped the harness, I looked for the next groups already in descent.

Meadows lit fairly easy. Lt. Henry Buchanan, late of Anderson, S. C., came in on a slight knee bend and stood up without a roll. There was a puddle of water off to the right, and Lieut. Robert Carlson, Utica, N. Y., plowed it up like a motorboat.

We started rolling up our chutes to get off the field.

Meet The Paratrooper

And that, with accompanying post mortems, covered the first of five jumps necessary to qualify as a paratrooper. It took the army four weeks to train us for this landing, which is about two percent of what a parachutist has to do. The other 98 percent is fighting the enemy tooth and nail, when encountered, and winning.

What kind of a man does it take to become a paratrooper?

First, without any bouquets, I would say it takes a man who can conquer his fears, grit his teeth, and do what's expected of him in any pinch. Like no other soldier, he proves his courage every day of his training.

Second, it takes a man who is original, individual, and who believes he can take command of his own destiny.

Third, it takes a man who has the spirit of a pioneer. There is very little available in the field manual about parachutist tactics. He gets a mission, and it's up to him to accomplish it.

Jumping from a plane is the least of all a combat trooper's worries. The two-mile runs, the half hours with Indian clubs, the 30-foot rope climbs to build arms and shoulders, the trainasium, tumbling until dizzy, and chinning for hours in suspended parachute harness—these were the easy things.

I got my sprained ankle from the mock-up plane, a 30-foot elevated platform on which is mounted a simulated plane door. Every man is asked to jump from it, fall free half the distance to the ground, then be yanked in the harness to get the feel of a chute opening.

Then, there's the shock harness, being hoisted 50 feet in the air hanging head down, then later to 150 feet, each time pulling a rip cord which sends you hurtling 15



Greetings

Big Spring Army Air Force Bombardier School

We are proud to have you with us. You will find the citizens of Big Spring your friends and willing to be of service at any time.

Let Us Serve You When You Need PHOTOGRAPHS

PERRY PHOTOS



ON TO VICTORY

Big Spring Army Air Force Bombardier School

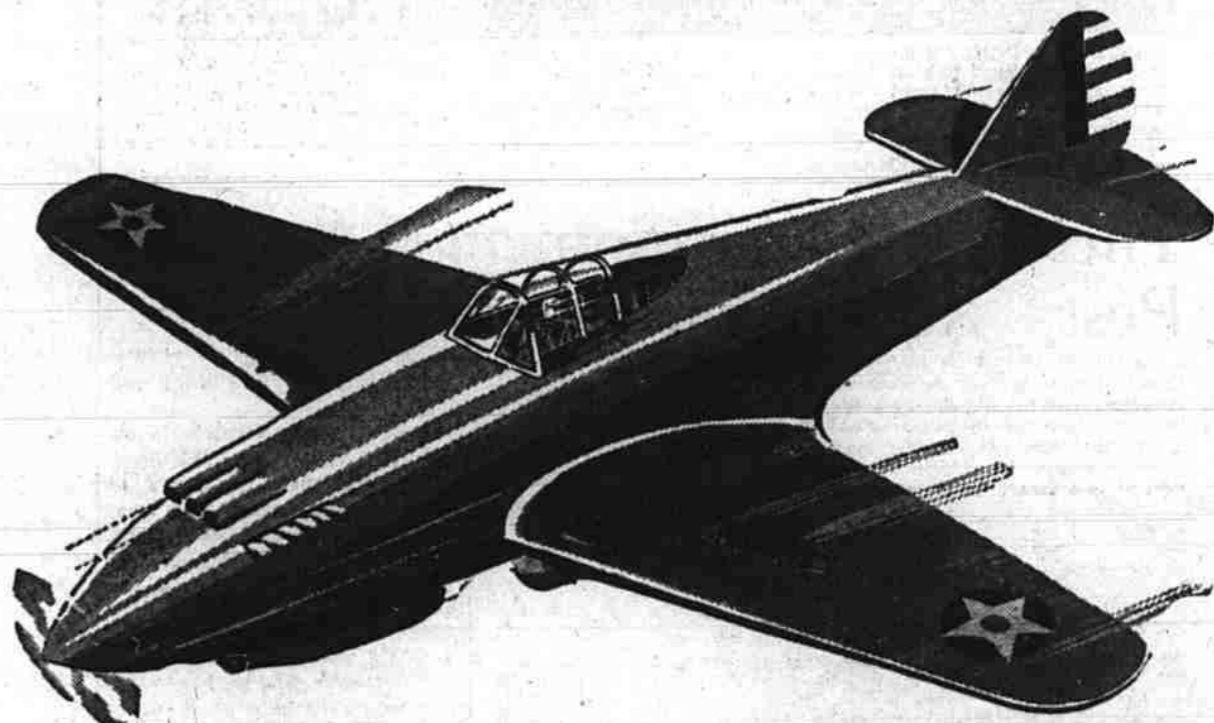
Officers, Cadets, Enlisted Men, we say "Welcome", with all our hearts. We are glad Uncle Sam chose to put you here, and will be of any service to you that we can.

For Fun, Food And Dancing Make It

SKY HARBOR



PENNEY'S



Defenders of Democracy

Many are the years that have passed since the first American Soldiers were victorious in the battle which determined our right to a democratic life . . . we have been called upon again to defend this right. With the completion of Big Spring Army Air Force Bombardier School our city takes an active part in the defense program of the nation.

Welcome To Big Spring

Big Spring is proud of this defense project . . . proud to welcome the officers, enlisted men, and civilian employers of Big Spring Air Force Bombardier School to our city . . . proud that they now join us in calling this city "Home."

WELCOME

Officers - Cadets - Men to the Big Spring Army Air Forces Bombardier School



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DECORATIONS, UNITED STATES ARMY



Distinguished Service Cross

Medal of Honor

Distinguished Service Medal



Silver Star

Distinguished Flying Cross

Purple Heart

Soldier's Medal

DECORATIONS IN U. S. ARMY

U. S. Army decorations are awarded for acts of heroism or exceptionally meritorious service. Service medals are awarded to all persons in the military service who have taken part honorably in campaigns or wars of the United States, or who, as members of the Army, serve honorably during periods of emergency short of actual war.

Decorations are prescribed for wear only on certain specified occasions of an official or social nature. These include state occasions, both at home and abroad; when receiving or calling upon, or acting as escort or aide to the president of the United States or the sovereign or chief executive of any foreign country, or any member of a reigning royal family; at all official or social functions at the White House and when attending elsewhere other ceremonies and social functions given by or for certain high civil and military officials.

Commanding officers may also prescribe the wearing of decorations at parades, reviews, inspections and funerals, and on ceremonial and social occasions of a general and formal nature. They may also be worn, at the option of the wearer, at social occasions of a private nature and on holidays

when the wearer is not on duty with troops.

Army decorations take precedence in the order: Medal of Honor, Distinguished Service Cross, Silver Star, Purple Heart, Soldier's Medal, and Distinguished Flying Cross. When more than one is worn, they are worn in that order from right to left of the wearer. If more than one row is necessary, the rows will overlap.

MEDAL OF HONOR: For conspicuous gallantry and intrepidity at the risk of life, above and beyond the call of duty, in action involving actual conflict with an enemy, while an officer or enlisted man of the Army of the United States. (The Medal of Honor is the only decoration awarded in the name of Congress. It is also the only one which is presented by the president in person whenever it is practicable to order the recipient to Washington for the presentation ceremony.)

DISTINGUISHED SERVICE CROSS: For extraordinary heroism in connection with military operations against an armed enemy while serving in any capacity with the Army of the United States.

DISTINGUISHED SERVICE MEDAL: For exceptionally meritorious service in a duty of great re-

sponsibility while serving in any capacity with the Army of the United States.

SILVER STAR: For gallantry in action in situations not warranting the award of either the Medal of Honor or the Distinguished Service Cross.

PURPLE HEART: For any act of singularly meritorious service or act of extraordinary fidelity, and for wounds received in battle.

SOLDIER'S MEDAL: For heroism not involving actual conflict

with an enemy.

DISTINGUISHED FLYING CROSS: For heroism or extraordinary achievement while participating in aerial flights.

MEDAL OF HONOR ROSETTE: For wear with civilian dress, showing that the wearer is a holder of the Medal of Honor.

OAK LEAF CLUSTER: Awarded in lieu of duplicate decorations.

Bombing Results Closely Checked

There is no guess-work involved in checking on the accuracy of a bombardier cadet's practice shots during his period of training.

Spotting towers are maintained on the bombing ranges to afford a check of practice shots. In addition, photographs of each bomb dropped are taken from the plane and these are projected on a graph screen to provide an incontestable score card.

Thus, every cadet has positive and extremely accurate proof of his "bombing pudding."

Precious Parachutes Get Close Inspection At Regular Periods

When a man's life depends on a thread, then those threads are treated mighty carefully for the "life rafts" or parachutes often mean the difference between an accident and a casualty and nothing gets better care taken of it than a parachute.

Every 10 days, parachutes in use at the Big Spring Bombardier school are carefully inspected by a "parachute rigger." If anything is out of adjustment, it is taken apart and re-packed.

Every 60 days the "chute" is re-packed unless it has been used, involved, or is dirty. Then it is unfolded, washed and re-packed.

The parachute contains about 65 yards of silk cut from specified patterns and sewed together. No garments ever have such meticulous checking and re-checking, examination and re-examination, as these silk gossamers.

The pure white pieces of finest quality silk are sewn together at electric sewing machines, some of which drive four needles at a time.

Time after time the threads and stitches are checked.

A parachute and its harness weigh only 22 pounds and the chute is made up of 24 panels which are shaped something as the pieces of cloth between the ribs of an umbrella. Each panel, in turn, is composed of four smaller sections to make 96 all told.

The big job is cutting out the pieces and sewing them up. When the four little pieces are sewn a machine is used with two needles that leaves a double row of stitches. When the 24 composite panels are stitched, four-needle machines are used that simultaneously sews four rows whirring down the seam. When the big canopy is partly finished the "lines" are inserted from which the jumper must hang; 24 of these come down. They are made of silk too and woven after the fashion of a hollow silk shoe-lace.

Every inch of every seam is examined for when life hangs on a thread there must be no mistakes. A skip stitch, a broken thread, a broken stitch—they are all matters for rejection. Pure silk is used because of its amazing strength and lightness.

Every chute must be drop-tested from a plane before the government accepts it. It is dropped at 100 miles an hour at 500 foot altitude and must open in four seconds. Just to make it harder, the government requires that the suspension lines be given three complete twists inside the case. A dummy weighing between 100 and 175 pounds is used for these tests. The small pilot chute which pops out first facilitates the quick opening of the big canopy that follows.

After a parachute is used and washed it is hung up in a drying room to dry. Later it is re-packed, an art in itself, that requires stretching it out on a long table and the cords straightened according to regulations and then folded. A drop test is given each parachute once each two years for the first four years and after that period it is tested once each year for the remainder of its period. The normal life of a "chute" is seven years.

I want to see that it's our planes that keep flying and attack enemy troops."

Corporal Grunnet, the other half of the Grunnet team, is 21, about half the age of his father. His name is already on orders to leave for glider pilot training. He expects to make that his permanent role in the army.

Church Sends Hometown News To Men In Service

BELLAIRE, Ohio.—Service men from Bellaire won't go hungry for home news.

The Young People's Society of the Neff-Coulbrook Presbyterian church is publishing a weekly four-page mimeographed edition of the home-town news, appropriately named "Home Front."

Its first issue went to 122 of the 167 Bellaire men in the service.

He's In Army Again For Two Reasons

MERCED, Calif.—Pvt. George R. Grunnet had two reasons for joining the army, via Merced Army Flying School, he declared.

The first of these was to be with his son, Corp. Gene Grunnet, and the second was to help retaliate for the aerial bombing he himself took in World War I.

The son is an airplane inspector, and the father an aviation mechanic.

"In the last war," he said, "I was a sergeant in the advanced section of the 480th Motor Transport Regiment. We didn't see many planes in those days. Our nearest base was more than 100 miles away."

"But once in the St. Mihiel battle, we did undergo aerial bombardment. We were the only ones to be attacked from the air in the battle, and I won't forget it. Now,

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LET'S GO! U.S. ARMY KEEP 'EM FLYING!

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To the Big Spring Army Air Force Bombardier School's Commandant, Col. Ellis, his staff and entire field personnel, we pledge every possible cooperation in helping to further the program for the preservation of Democracy.

Beaty's Steam Laundry

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We're Proud To Be "Home Folks" With Uncle Sam's Flying Men

—Men who make up the finest air force in the world—and men who'll do more than their share toward bringing victory to our nation.

OUR SINCERE GREETINGS TO COL. SAM ELLIS AND HIS ENTIRE PERSONNEL.

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Is Proud to Honor the Officers and Men of the U. S. Army Air Forces... Those "Fighting Yanks" Who Are Daily Doing More and More to Bring to Our Nation VICTORY!



HONOR ROLL

We Salute The Many Responsible For The Completion And Operation Of The Bombardier School

■ ARCHITECTS AND ENGINEERS

■ CONTRACTORS AND MATERIAL FIRMS

■ COL. SAM ELLIS AND HIS STAFF

■ OFFICERS, MEN, AND BOMBARDIER CADETS

Back Our Boys
With The Fighting
Tools They
Need! Buy U. S.
WAR BONDS
AND STAMPS

We're pretty proud of our new Army Air Forces Bombardier School. We're proud of the friendship and cooperation of the many firms and individuals who assisted in bringing into being this military facility. We're happy to have worked with them and to have provided them service.

Protect Every-
thing You Hold
Dear! Invest At
Least 10% of
Your Income In
VICTORY!



And we're just as proud of the young men who are now stationed at the School . . . the officers, the enlisted men, the cadets who are training to be of further use to their country in the winning of the aerial war.

This institution stands ready at all times to extend its every service to the men of the armed forces who are stationed in Big Spring. We want you to be Big Spring's own citizens, and we want you to feel that this is your bank.

First National Bank

VICTORY