

DECEMBER
1943

Flight



U. S. NAVAL
AIR STATION
— ★ —
GROSSE ILE, MICH.

Flight



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Commanding Officer

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In Charge of Publication

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Flight magazine is made possible by the cooperation of the Photographic Department, the artists, and the reporters from each department on the base. Feature stories should be submitted by the 23rd of each month — spot news can be accepted up to but not later than the 3rd of the following month. Tell it to your department reporter.

★ ★ ★ Editorial

That One Factor

A man we know tells a story about a man he knows and that story has sort of stuck in our mind. It's about a young lieutenant commander who had been doing a bang-up job flying against the Japs and had returned to this country to teach combat flying to young naval aviators. It seems he had left the vicinity of his air battles before he had been presented with all the medals which were due him, and so, on this particular afternoon, he was standing on the apron in front of the control tower at one of our eastern naval air stations having a most distinguished award pinned on his left breast. When the admiral had finished and the festivities were over, the young hero was besieged by a horde of newspaper men who wanted "to know all about it." Well, he told them as much as he could and he told it with the modesty one finds characteristic of real heroes. Then one enterprising newsman asked a significant question. He said, "What one factor best enabled you to carry out your heroic attack successfully?" Well, that query really stumped the young aviator. He just didn't answer.

As the interview ended, our friend said, "Why didn't you answer; why didn't you attempt to answer?"

This time there was no hesitancy. "Well, a man just can't stand there and tell those reporters that he's the best damn pilot in the Navy."

That's all there is to the story, as such, but as we've been turning it over in our mind it has taken on a new significance. This fighter pilot was no braggart, nor was he over-confident when he gave that answer. Rather, he was sure of his ability developed by extensive training and schooling; he was confident that he could handle himself and his plane ably in any crisis. When pilots — or other officers and men — have confidence emanating from a solid background of preparation for the job, they are unbeatable.

A Christmas Card

There's a pretty spot in Michigan
Where lots of wild things used to grow,
It's changed a lot the last few years
And now mighty airplanes come and go.

It's really quite an enchanting place,
It must have been Old-Mother-Nature's home,
Winding trails, singing trees, a gorgeous
pheasant on the breeze
Well . . . it's just a place you would love to roam.

It's called a Naval Air Station
Where young pilots learn to fly,
I'd sure like to dress one in a Santa Suit
And send him sailing thru the sky.

I'd chart him straight to your house
And say, what a Christmas cheer he'd bring.
Of course he couldn't take old Santa's place
But he still wouldn't miss a thing.

But . . . we've all a mighty important job to do
(You know the reason why)
So I'm wishing you a Merry Christmas now
. . . . I'll be seeing you by and by.

Smiley, G. D., Prtr3c

YOU Are The NAVY

When you walk down the staet, you are the NAVY!
People judge the Navy by YOU. Your uniform should be clean and smart; you should snap your salutes. A clean, smart and snappy appearance is your obligation to this great Navy!

There is no efficiency without discipline — and our Navy is a great fighting machine because of efficiency. We joined the Navy because we wanted to — because we were proud of it and wanted to be a part of it. Let us show that pride by our conduct and our dress. The rules and regulations of the Navy have been established by 150 years of experience — they mean efficiency. Do your part by following them!

—From "Muzzle Blast" Naval Air Gunners School
Hollywood, Florida

CHAPLAIN'S COLUMN

UNTO US A CHILD IS BORN

Whether in War or in Peace, Christmas quickens the human spirit wherever the name of Christ is honored. "A babe in a manger" is the theme which runs through the Christmas experience, and herein lies one of the great secrets of the season's appeal. The picture of the babe Jesus, lying in a manger, watched over by Mary his mother and Joseph his father, speaks a message which few are able to resist. It is the message of innocence and helplessness, and as such, a message which stirs all of our better instincts. For the babe Jesus is pleading to us for our love and protection; his innocence calls for our love, his helplessness for our protection.



The important thing about the plea of the infant Jesus is, of course, that it is able to penetrate the usual defense mechanisms whereby we excuse ourselves from the loving, kindly spirit and the generous giving hand. Maturity for many of us means a movement away from these spontaneous qualities of goodness. Forbid it that we should ever be called naive, so we become tough-minded as a self-protective device. We will see that every man gets what he deserves in his dealing with us, but not one mite more; no one can ever accuse us of being an easy mark.

To be sure, there is much to be said for tough-mindedness. In fact, within reasonable limits, it is a positive quality. But the danger is that one will go too far in squelching his generous instincts, that his tough-mindedness will turn to hard-mindedness. This expresses itself in a too ready suspicion of the motives of others, in building up a body of prejudices which one holds between oneself and a sympathetic appreciation of the position of others, and, what is perhaps the heart of the matter, an egotistical tendency to give one's snap judgements in such matters the authority rightfully accorded only to studied and reasoned evaluations.

However this may be for us individuals, Christmas shakes us loose from such a pattern for a time, and allows the fresh breezes of our kinder, more generous instincts to blow through our lives again. The "babe in the manger" isn't asking for justice at our hand, or pleading for an acceptance within our set prejudices. On the contrary, he speaks as the representative of little children of all times and places, presenting only his innocence and helplessness, asking for our love and protection.

And this plea does something to us. The spirit of generosity captivates us and we love for the sake of loving and give for the sake of giving. Exaggerat-

ed tough-mindedness is thrown off its guard, and in spirit we ourselves become once again as little children. And what happiness we find in this spirit which takes possession of us for a season! God has revealed himself in the face of a little child, and heaven and earth are blended into one when we respond to the message of what revelation.

It would be wonderful if we could carry this blend of heaven and earth with us all the time. Some do!

C. H. WAGERS

In This Corner.....

That "different" uniform which you see on the station these days belongs to the new Field Director of The American Red Cross, Mr. Gerald F. Richardson. Of course, strange uniforms are no novelty at Grosse Ile where the personnel includes so many of the services, but there are still officers and enlisted men who ask what the collar insignia "ARC" means. So here is the answer again.



The American Red Cross is on the job wherever the armed forces go anywhere across the world; and Field Directors or Assistants are assigned to all branches of the service whenever they are requested by appropriate Army or Navy Officers. Mr. David H. Hardie was assigned to this station in December 1942 and served until November 10 when Mr. Richardson took over. Since July, the Field Director here has also had

responsibility for Red Cross services at the Dearborn Naval Training School.

The new Field Director is a New Englander by birth but has been thoroughly cured of the Yankee dialect by years of travel. Born in Vermont he was moved to California at the age of four where he eventually attended grade and high schools. He was graduated from Aurora College, Aurora, Illinois, in 1925 with the BA degree; and, over the years, has done advanced work in three graduate schools, including the University of Chicago. Mr. Richardson was trained for the ministry and served pastorates in Ohio, California, and Illinois. In 1933 he returned to his alma mater as College Pastor, which soon included the post of Public Relations and Promotion Director. He organized and directed a 50th Anniversary Development Program for the college in 1942.

Mr. Richardson enlisted with Red Cross and was called for service in January, 1942. After training in Washington, D. C., and Jefferson Barracks, Mo., he was sent as an Assistant Field Director to the Army Air Base at Salina, Kansas; and in May was advanced to Field Director and sent to the Army Air Field at Great Bend, Kansas, to organize and direct Red Cross activities there. He came from Great Bend to Grosse Ile. The new Field Director's home is in Aurora, Illinois, where Mrs. Richardson and their four children, including twin daughters, are living.

Asked the inevitable question "How do you like Grosse Ile?" Mr. Richardson has a ready answer: "This is really a grand station. Everyone is friendly and cooperative; and it will certainly be a pleasure to serve here."

Fire Department Meets Many Emergencies



N.A.S. Grosse Ile Fire Department originated with two regular firemen and an auxiliary pick-up crew. The auxiliary crew was composed of men who had some firefighting experience and volunteered for this duty. The room that is now the Schedule Office in Land Plane Hangar No. 2 served as the Fire Station, and the hangar formerly housed the engine and crash truck. Someone had to be with the crash truck at all times which meant the two firemen had to take it to chow with them.

Lieut. T. H. Urnston now holds the position of Fire Marshal, or the head of the Fire Department. Sawmiller, MM1c, has been acting Fire Chief since September of this year. His previous experience was six months with the Detroit Fire Department. Under him are the two Division Leaders, Mack, AMM2c,



Division Two, and Rabideau, AMM2c Division One. These two men were checked out long ago in firefighting. Mack having been with the Detroit Fire Department for twenty-four years, and Rabideau for twenty-two years. Assistant Division Leaders, Gleason, Cox, and Szopko, AMM3c, have had experience in fighting fires also, and Kern, S1c, Maas, S1c, and Shaft, S1c are ex-city firemen. Altogether there are now thirty-three firemen on the station and six at Newport.

Newport Field's Fire Department is a sub-division of the one here.

It has six regular firemen, supplemented by the line crew, using three men on each shift. Equipment at Newport consists of a crash truck, Michigan State Auxiliary Pumper, and a trailer pumper. The only equipment stationed at Ash Field is a crash truck, and the lower base has an auxiliary pumper.

The Base Fire Station is very well equipped with a pumper engine, ladder truck and pumper combined, crash truck, crash boat, foam truck, and the "red jeep." As far as we know, it is the only red jeep in the Navy. A portable lighting unit is also on hand for use when there are crashes at night.



Base Firemen Hard Workers

The firemen aren't sitting around waiting for an alarm; they are constantly on the alert. They make a complete fire inspection of the station daily, checking fire boxes, would-be fire hazards, and all firefighting appliances; for fire prevention is as important as fire-fighting. The night fire patrol must also make a similar inspection.

Up to the present, the fire alarm has been a siren system. This was found to be ineffectual and has been replaced by an exterior fire-reporting system by the Michigan Bell Telephone Company.

The firemen are indoctrinating the station personnel in the use of all appliances with which they would come in contact. An auxiliary fire brigade, which includes men in the First Lieutenant's Department, reports to every fire, and stands by



to assist the regular firemen.

Two former Grosse Ile Firemen, Burns and Irish, are now aboard Fire Boats fighting shipboard fires and doing a swell job. After fight-

ing the fire at the home of Dallas Kelsey on the Island, Gleason, Szopko, Muha, and Killingbeck received citations from Commander Edwards.

Our Fire Department is different from city fire departments as the work is more varied. Our Department may be called for fires, crashes, distressed duck-hunters, or fires on the Island. The Fire Department members deserve commendation for the competence they demonstrate in handling a variety of emergencies.

What's Doing At The U.S.O.

Most frequent question—"What is the U.S.O.?" Those letters stand for United Service Organizations—consisting of the YMCA, YWCA, National Catholic Community Service, Jewish Welfare Board, Traveler's Aid and the Salvation Army. They, under the direction of the President of the United States and the Secretaries of Navy and War, formed the U.S.O. to take care of and entertain men and women of the United Nations in their off-duty time.

Original plans called for about 400 U.S.O.'s. Today there are over 2600 and the end is not in sight as the demand for additional facilities is terrific.

Did you know that the U.S.O. is today the largest employer of theatrical and musical entertainers in the world? The most famous stars in many cases donate their services without charge except for traveling expenses. Others are paid a very small percentage of their civilian salaries.

...

Are you booked up for Christmas? If not, there are literally hundreds of homes near here where the people would like to have you spend the day with them; Christmas dinner and all the trimmings. If you're interested, turn in your name at the desk at the Grosse Ile U.S.O. Same goes for New Year's Day, too.

...

There will be a Christmas Formal Dance at the Grosse Ile U.S.O. on Monday, December 20th, sponsored by the Junior Chamber of Commerce of Wyandotte — special food, good orchestra. White tie and tails will not be required of service men!!

...

The Christmas Party is planned for Friday evening, December 24th, 1830 to 2230. Entertainers, singing, dancing and Christmas presents.

PUKKA GEN

CHANNEL STORY

Some tell of daylight bombing
And the Fortress in its might,
But I would speak of Lancasters
That take the air by night —
Of when they fill the sunset
With a sight to light the eyes
In their hundreds and their thousands;
Deadly monsters, thick as flies.

We had seen the Rhine in moonlight
And the flash of Essen guns;
We had parted with our "cookies,"
On two steady bombing runs.
Then in a sweeping shallow dive,
With twelve or fourteen boost
We left a blazing hell behind
And hied us home to roost.

In welcome light beneath the moon,
The channel lay in sight,
And the flashing coast of Holland
Fell behind us in the night.
We were thinking of our coffee
And another lucky trip
When blinding tracer tore from stem
To stern along the ship.

The Captain called his gunners,
His wireless "op" and "o",
As he sheared her to the nearest cloud
As fast as she could go.
They answered all except for one,
The poor old Navigator
Who cursed the day and cursed the dead
And cursed the perpetrator.

We reached the base at midnight,
And brought her gently in,
The main thought was the comfort
Of the wounded man within.
He was very quiet and thoughtful,
And didn't even bleat
As they bore him from the aircraft
With a bullet in his seat.

—Looker

THANKSGIVING THANKS

All British students take this opportunity to sincerely thank the U. S. Navy for the magnificent Thanksgiving dinner it gave them, and for the spirit in which it was given. It is with the same spirit that we all hope, after the fighting has ceased, to heal the wounds of all nations and bind them all closer together in one great brotherhood.

SQUADRON SCUTTLEBUTT

By

Lt. Lugg and Ens. Hazey

Introducing the column devoted to the "Yellow Peril" fighter pilots and their associates. From time to time you will read in this column odd facts about odder people including the choicest bits of scuttlebutt caused and created by the mental midjets of BOQ.

Incidentally what red headed Ensign, who looked like Palmer, was seen studying the stars in front of BOQ at 0300 with the National Geographic Magazine — Navigation Department please note . . .

Benny Satterfield and a few of the other boys who were scheduled for the duty at Newport field over the Christmas weekend wish to extend the holiday greetings to Jack Schaefer, who accepted by request the duty for five successive days.

'Chambie' and 'Duff' momentarily returned to their childhood days the other morning, when they were seen roller skating down the corridors of BOQ. All was fine until 'Chambie' lost flying speed, stalled out and spun in. 'Chambie' appeared in the mess hall with a patch over his eye. No more skating was decided on . . .

Aerology reports that the thick layer of smoke concentrating over Grosse Ile is not from the factories in Wyandotte but has been traced directly to Lt. Brach's cigar. We are wondering whether this instrument condition is included in the syllabus?

Lt. (jg) Harmon has applied to the local ration board for a "C" book. Reason: To make more frequent trips to the Goebel beer sign in Detroit.

Congratulations to Lt. (jg) Bill Pardoe on being a father of a big 9 lbs. 2 oz. baby girl. Also to Ensign Fred Schmidt, who is a father of a seven and one half pound boy. Both fathers are doing nicely. Thanks for the cigars and keep 'em coming.

Congratulations to Ensign Bill Gilfillan, who is going to leave behind the rowdy life of BOQ and join the ranks of married officers. Marriage bells will be ringing this Christmas season. Good luck, Gil — we'll miss you.

Lt. (je) Fitzgerald would like it announced that the Waves did not borrow the new Accey-Ducey set from BOQ . . . how-

COMDR. RIZK NEW S.M.O.

Land-bound Navy men who have been itching for combat seaduty can spare a moment of sympathy for Comdr. Wade S. Rizk, the station's new Senior Medical Officer.

A veteran of some 12 years in the Navy, Comdr. Rizk was assigned and aboard one of the newest and largest aircraft carriers when illness put him in a hospital ashore, and he's been recovering since.

Even this bad luck didn't sour the Commander's cheery good pleasure with facilities as he found them at NAS, Grosse Ile, however. He arrived here on Pearl Harbor day, Dec. 7.

"The dispensary, staff, facilities, and general setup are all splendid," he said. "I consider myself lucky to be here."

On the original Pearl Harbor day Comdr. Rizk was stationed in the Caribbean Area with a group of Marines. Shortly thereafter his interests turned to aviation medicine, and he was assigned to Pensacola naval air station where he completed the regulation air surgeon's course and won his wings.

He began his naval career at the Naval Hospital, Brooklyn, N. Y., in 1929. The next few years took him to many jobs and several countries, but at recurrent intervals he returned to Brooklyn for short periods of duty.

Two years were spent aboard the battleship U.S.S. Wyoming, which was being used at that time for midshipmen's cruises. During this tour of duty Comdr. Rizk was forced to perform a serious appendicitis operation while the ship was being tossed in a heavy ocean storm. The surgery was completely successful.

After more shore duty, he was assigned in 1940 to destroyer duty with the Atlantic fleet. In 1941 he was sent to the Virgin Islands.

Florida was his birthplace—Jacksonville, on March 25, 1903. He attended Spring Hill College, Mobile, Ala. and Georgetown University, finally taking his M. D. at Georgetown in 1929. He is married and has no children.

ever no comments on the Victrola records.

As we go to press, we wish to congratulate the following members of the Marine Corps upon their promotion . . . George Mallinson to rank of Captain, Bob Christie, Clinton Crollius, Vincent Sheehan, and Merton Signer to the rank of First Lieutenants. Incidentally the latest scuttlebutt is that the Marine Corps is cutting out the rank of 2nd Lt. . . but don't worry Kowal, there will be an Al-Nav in 44, which will also be of interest to the Waves.

The PASSING PARADE

By ELIZABETH SOBESKI, SK3c

During the last few weeks, we here have welcomed aboard many new faces, among them men who have seen lots of action, as well as a new group of Tarmacs; we have said goodbye to many old friends who have departed to participate in the action that was promised them when they enlisted; we have congratulated all those who have become engaged or married; and we have listened patiently to all those underestimating stories new parents tell of their offspring. All this is an integral part of Grosse Ile—our passing parade.

Room for Rent at BOQ

From Ship's Service comes the news that Ensign Gillfillan will soon put up a "For Rent" sign in the window of his room at BOQ. Miss Eleanor Hunt will become Mrs. G. sometime in December, and they will make their home in Trenton. Ensign Gillfillan, incidentally, is the Officer-in-Charge of Ship's Service, now that Lt. Leh has left for foreign service.

Paul Woigdka, AOM3c, whose engagement to Betty Anderson of Flint was announced in Passing Parade but a few weeks ago, decided that a long engagement was not for them, and married Miss Anderson on December 4th.

The dazzle that meets the eye when entering the Ship's Service office come from the diamond on Miss Plum's left hand. Miss Plum was reluctant on details, but has promised us a wedding picture—and very soon, too, we hope!



"Among Those Present"

William Samuel Debaradinis, SC2c, known to everybody merely as "Frenchie" gave a venison party at his home on the island on December 4th. It was also the occasion of his 52nd birthday, and celebrating with him were Lt. J. W. Putsch, our Commissary Officer, Lt. Thayer, Chiefs Syckowski, Lassen

and Brennan, as well as numerous other friends. To say that a good time was had by all would be a gross understatement.

Lucky Day

13, generally considered an unlucky number, proved to be otherwise for four people we know. On November 13th, Michael J. Kehoe, AOM2c, of the Ordnance Crew, made Martha Scheldel the Mrs. One of our "Parachute Packin' Mamas", Ann Vanderkolk, also decided it would be a pretty good day to marry Fred Lorimer, SC2c. Both marriages took place in Detroit.

Interesting, too, is the fact that Barney Gorecki, S1c, Melvin Kirsch, AMM1c, and Joe Steffes, another AMM1c, all well-known on the base, have finally settled down with the girl.

The Spinster list at No Man's Land, more commonly known as White Barracks, no longer includes the name of Jean McWillis, AMM3c, who became the bride of Coast Guardsman Gail Fox, who is stationed in Seattle. Congratulations.

New Arrivals

The pink-blanket, blue booties department was not entirely abandoned this month! Everyone who has been within 100 yards of Lt. Pardoe recently has learned of his new daughter. Although she's just a few weeks old, she's a big girl already—she astounded everyone by weighing 9 lbs. at birth.

Also proudly announcing the arrivals of baby girls are Lt. and Mrs. Dixon, as well as Ens. and Mrs. Maxwell.

A stop at the Parachute Loft would not be complete without Alonzo Tisdell, PR1c, telling you all those stories about little Ted who recently joined his family, and Nancy Anne Trumitch is also monopolizing the conversation of her dad, S. Trumitch, AOM2c, of the Ordnance Crew.

Blessed eventing also are R. McLean, S1c, and his wife, as are E. Jackson, S1c, and his Mrs., who are expecting their addition in February.

Related congratulations are extended to R. P. Dickerson, S1c, of the Welfare Department, and Mrs. Dickerson, who welcomed little Sandra Kay into their home on October 14th.

On November 12th, the Little Chapel was the scene of the christening of James Joseph Zelenak, infant son of Mr. and Mrs. Joseph Zelenak. Chaplain Wagers performed the ceremony.

New Officers Aboard

Grosse Ile welcomed aboard two new Wave ensigns among the many officers reporting here for duty. Joining the complement of Waves here, were Ensigns D. M. Burnette and C. J. Ash. The Marine Corps was also well represented in the new arrivals—2nd Lts. H. A. Sadowski, R. F. MacNeil, W. F. Roehl, E. H. Bradbury, and J. A. McCormick. From the Naval Reserve Midshipmen's School at Notre Dame came Ensigns T. C. MacDade, T. L. Lathrop, C. F. McCann, R. G. Larkin, J. M. McRae, and H. M. Tonkin, who will be here until March, when they will report to Harvard for further training. Others reporting during the month were Pharm. A. P. Klebs, Ensigns J. H. Toler, G. W. Jackson, D. J. Davis, J. T. Rominger, K. M. Read, J. D. Allen, and L. Moses. Comdr. W. S. Rink arrived to replace Comdr. Brophy as senior medical officer and Lt. Comdr. L. E. Schuster also reported aboard for duty at the dispensary.

Departures

After saying our reluctant good-byes to Dr. McKeever, we all wished him smooth sailin' in his new assignment. Dr. McKeever, who was a good friend to everyone, left for the West Coast on December 4th.

Others detached were Ensigns D. W. Brown, B. M. Hines, A. W. Carstens, E. E. Willis, and T. W. VanArsdale; also Lt. (jg's) W. S. MacNamara and L. H. Burlbert.

We wish them Good Luck and Godspeed!

The youngest sailor ever to serve at NAS Grosse Ile according to available records was Lawrence C. Welch, who was recently discharged from the Navy inasmuch as he was only fourteen years old.

This is the second time that Welch has been discharged. The first time he enlisted was in June, 1942, at the age of thirteen. He was discharged then, but somehow or other got by the recruiting office again in August, 1943.

Inseparables Separated !



Lt. Comdr. V. S. Deitrick

The promotion of Lt. Comdr. Deitrick to the position of S.A.T., vacated by Lt. Comdr. Vogt, and the promotion of Lieut. George Cannon to the Squadron Commandership, broke up geographically a team that had been functioning together since June of 1942.

In June of 1942, the station had two squadrons, instead of the one squadron organization with two divisions we now have.

Lieut. Cannon, who had reported here in December as a flight instructor became Chief Flight Officer of Squadron Two and Lt. Comdr. Deitrick, then a lieutenant, moved from Squadron Two to the same position in Squadron One. This was the beginning of the "team" referred to above.

Lt. Comdr. V. S. Deitrick first joined the Navy in 1935, going through training at Anacostia and Pensacola. Later he was sent to the fleet and attached to the Lexington in Scouting Squadron Two, from December, 1936, until August, 1938. Until October, 1939, he instructed in Squadron Three at Pensacola, at which time he left the Navy requesting inactive status to go with the C.A.A. until November, 1940.

Arriving at NAS, Grosse Ile, on 28 November, 1940, he received orders to report to the Flight Selec-

tion Board, then located at Grosse Ile, where he served a year. His first duty on this station was as a Flight Instructor. At this time we were still training American Cadets, with approximately 15 or 20 instructors. It was during September, 1941, that the first British students reported on the station. Wayne County Airport was used for one class of students to fly from, while Ford Airport was used for several classes. From instructor, Mr. Deitrick was promoted to Chief Flight Officer of Squadron Two.

Lt. G. E. Cannon is an old hand at flying, begin-



Lieut. G. E. Cannon

ning way back in 1925 at the San Francisco Airport. He was there during the time the test flights were being made on the "Southern Cross" later going to Oakland Airport, hoping passengers and instructing students until 1932. After a time doing some crop-dusting, he bought two airplanes and conducted his own business of instructing students, charter work, newspaper aerial photography and passenger hopping. In 1939, he became an acrobatic instructor for the Oakland Flying Service where he participated in all C.P.T. courses as an instructor. Then in June, 1941, he joined the Navy and reported at NAS, Grosse Ile, on December 5, 1941.

MARRIAGE CEREMONY — NAVY STYLE

"Wilt thou, Edward, have this woman as thy wedded wife to live together insofar as the Bureau of Naval Personnel will allow: Wilt thou love her, comfort, honor, and keep her, take her to the movies, and come home on all 48's?"

"I will."

"Wilt thou, Jean, have this sailor as thy wedded husband, bearing in mind liberty hours, boat schedules, watches, sudden orders, uncertain mail connections, and all other penalties of Navy life? Wilt thou obey him, serve him, love, honor, and wait for him; press his uniform and let him smoke Navy Plug in the house?"

"I, Edward, take thee, Jean, as my wedded wife from 1700 until 0730 as far as permitted by my Captain, liberty hours subject to change without notice, for better, for worse, for early or late, and I promise to write at least once a week."

"I, Jean, take thee, Edward, as my wedded husband subject to the whim of the Officer of the Deck, changing residence whenever the ship moves; to have and to hold as long as my allotment comes through."

"Then, let no man put asunder what the Bureau of Naval Personnel has brought together. Therefore, I, Chief of the Bureau of Naval Personnel, considering the regulations BuNav Manual, and the latest BuNav Bulletins concerning matrimony, do pronounce you Man and Wife, by direction of the Commanding Officer."

—USS Hunter College

NAVY CHUCKLES

A new recruit who had just arrived at his first Naval base, passed an officer without saluting. "Didn't you see me?" the officer asked the boot. "Yes, I did," the recruit replied, "But I was smoking. It says here in this book that you ain't supposed to salute with a cigarette in your mouth."

While drilling a batch of recruits for the first time the CPO noticed that one was consistently out of step. Marching beside the man he said sarcastically, "Do you know, sailor, that they are all out of step except you?" "Well, you're in charge," said the recruit innocently, "why don't you tell them?"

"What do you think of the Navy as far as you've gone?" the petty officer asked the recruit. "I may like it later on," said the new man, "but just now there's too much drilling and fussing around between meals."

HAVE YOU HEARD ?

SUPPLY DEPT.

Supply Department is pleased to welcome aboard a new Chief Storekeeper in the person of Charley Boyles. Chief Boyles has been in the Naval Reserve for 11 years, the last three years on active duty at NRAB, Anacostia, D. C. He wears the Defense, Good Conduct, and Ten Year Naval Reserve ribbons.

With his past experience at a similar naval air activity, and boasting a degree in accounting, the Chief is considered a most valuable addition to the Supply Dept.

Chief Bayles hails from Arlington, Va., and yes, girls, he's married. When his "sea" orders come through the Chief, like most of us, hopes for duty related to aviation.

E. Schaefer, SK1c, who has been acting Chief at Supply for the past year, was relieved of his duties when the new Chief came aboard. He had done the job well and deserves the best for his efforts. We feel sure he shall go on to greater heights in the Navy.

Supply has been sending "Flight" to men who have left for sea duty, and they are appreciating it as we have received thank you letters from both the Pacific and Atlantic.

Something will have to be done about the lone Marine in our department who is continually falling out of his bunk during his nightly night-mares. Why not just let him sleep on the deck, because that's where he winds up anyway.

Any Port In a Storm

When it comes to getting back to the base after an evening's liberty, any transportation available is more than welcome. You can imagine the surprise of the Seaman Guard at the main gate, when late one Saturday night, three Waves came in, in an Army Air Corps Station Wagon.

Waves and now "CV's" (civil service workers to those not in the know) have invaded the Supply Department. As our Supply Officer, Lt. Hoard, says — the influx of new people has made us all realize it's everyone's war and not just the Navy's.

Did you know that our Supply Department was rated the best in the entire Naval Aviation Primary Training Command by Rear-Admiral Buckmaster?

P.T.S. PROPWASH

The Line Crew is evidently allergic to cold weather. Chief Gabert recently announced to the Crew

that Lt. Jones, FTS Administrative Officer, wanted three volunteers for transfer to sunny Puerto Rico. Mr. Jones' office was so besieged in the following few minutes that he was forced to call the Chief to terminate the mad rush of Linemen to his office.

We suspect that R. A. Arrowsmith, AMM3c, who was recently transferred to our station from California, is a member of the Chamber of Commerce of that state. He is continually filling the Line Crew with propaganda as to the lovely weather there, swimming all year around, lounging on the sandy beaches of the Pacific coast, and how far superior anything grown in California is to that grown in any other state, especially Florida. We expect him to begin selling real estate any day now.

Chief Papulski tells the one about the nurse that he was out with who thought that he was a doctor because he worked in the Operations Dept.

The one the good Chief doesn't tell about, is the time he tried to get a student to sign his pay chit: claims the student looked like an officer due to the fact that he had his flying paraphernalia on.

The feminine influence has finally inveigled itself into the schedule office with the addition of Waves Ensign E. A. Duckstein, P. Beemon,

Sp(Y)3c, J. Waldrup, Y3c, and H. J. Avery, Sp(Y)3c. It has been noted that the boys in that office have begun to spruce up, even to the extent of wearing their dress blues to work, since their arrival. The lads are really outdoing themselves in an attempt to be allowed to teach the petite blonde Beemon to make schedules.

We don't know what kind of a line Brusca, of the Schedule Office, is feeding the women, but we do know that he got a perfume scented letter the other day addressed to him as follows:

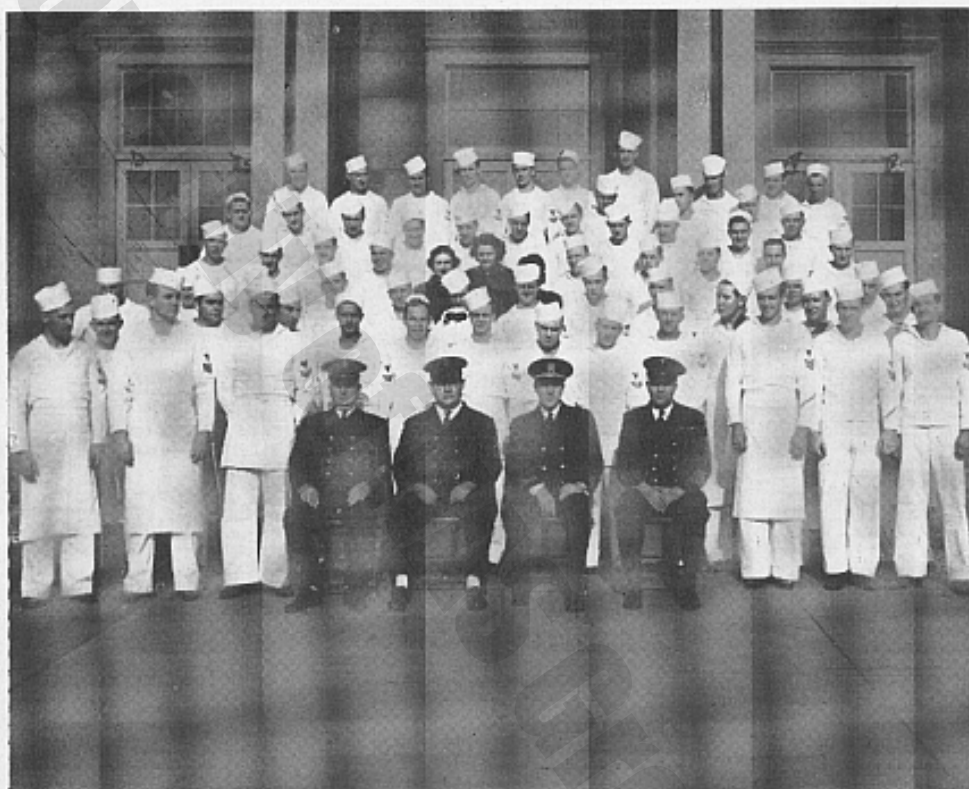
Andy Brusca, AMM3c
In Charge of Operations
USNAS, Grosse Ile, Mich.
Somebody ought to tell us about these promotions.

M. Z. Vendzuh, AMM3c, who has been temporarily taken off of the cold Operating Line and placed on light duty as compartment cleaner in LPH No. 2 because of "ill health," claims he develops a sharp pain in his shoulder and back every time he sees an airplane crank, which necessitates his staying on his nice warm inside job as Sweeper First Class.

Have you noticed the new winter gear the Line Crew is sporting? All the fellows need to do now is to let their hair grow a few more inches and hang a long gold chain from their waist and they'll be the envy of the best dressed zoot-suiter in Detroit.

Waves and Officers Wives Wrapped Christmas Gifts for Santa





The Commissary Dept. poses for a pre-Christmas picture

Helping to make the children's Christmas party a success are the Waves and officers' wives shown on the left. Reading from left to right they are: Iva F. Sheldon, Slc(Y), Frances E. Porter, Y3c, Nancy R. Bauer, Y2c, Mrs. William Cronk, Mrs. William Wenner, Mrs. William Christian, Johanna V. Noland, Y2c, Evelyn R. Miller, Y2c, Florence Blue, Y2c, and Della Gorsline, Y2c.

Their particular responsibility was the wrapping of all the hundreds of gifts that were obtained for the children. Several nights a week they assembled in the basement of the Rec building surrounded with piles of paper, ribbon and toys of every description.

The party itself is scheduled for Tuesday, December 21st. Santa will arrive by plane at 1830 and then all present will parade over to the Rec building where the gifts will be passed out, and ice cream will be served.

ORDNANCE DEPT.

The Gunairstructor is here, a very valuable synthetic training device for flight officers. It seems upon first appearance to be a regular plane with the wings cut off. It has two cockpits, one for the instructor and one for the student and its main purpose is teaching the student pilot and fixed gunner how to aim and hit a moving enemy airplane, and fly his own plane at the same time.

All of the atmosphere is present, as the motor labors in a climb or roars in a dive. The elusive target in the meantime is diving, turning, climbing and rolling in an attempt to keep out of the gunner's sights. When the pilot has his target correctly sighted he presses the trigger switch and the machine guns crack and his hits or misses are recorded. The device is equipped with dual plane controls including an interphone between pilot and student.

"Use of the Gunairstructor or the process of Gunairstruction is a unified, integrated, step-by-step process of fixed gunnery instruction, a combination of theory and methods of practice which today is giving the U. S. Navy the best trained fighter pilots in the world." This machine is being installed in the Gunnery Dept. in the Link Trainer Bldg. and Grosse Ile. NAS is very fortunate to have it here.

The Officers Gunnery Syllabus is proceeding according to plan, and at press time is in its 40th period. This syllabus is compulsory to nearly all of the Flight Officers aboard this station and concerns chiefly the theories surrounding Free and Fixed gunnery and Dive Bombing. An unusual amount of interest was shown while the classes were being instructed in Skeet shooting.

A temporary skeet range was set up directly behind the Balloon hangar. The Skeet Tower which contains the traps is 40 feet in height and is now completed.

OFFICERS' BOWLING LEAGUE "ROLLS ALONG"

A great deal of "friendly" rivalry has developed among the six teams in the Officer's Bowling League.

Highlighting the Dec. 7th session of the league, Supply Team took the Dilberts for three games, and also set a new high game total of 849. The triumph was accomplished without the usual noise manufactured by the vocal cords of the S. and A. boys. Could it be that the Skipper bowling on an adjoining alley acted as a silencer? Maybe it pays to bowl instead of talking too much. Then again that ringer (MacDade) might have helped the morale of the team. How about it Daigle—are you going to protest?

The Skipperos won their usual weekly game from the Athletics. The ribbing champion of the League (Lt. Comdr. Deltrick) was in fine voice as well as in good bowling form. He knocked off a classy 557 series. Probably it should be recorded that some of the league members are agitating to have "Str" barred from the league because of the rum he is alleged to stick all over the alleys.

Really deep in a slump are the Wasps. There is an unconfirmed report they are searching for a Waves league on the station they might join. Imagine dropping three games to A&R! "Noisy" Cregier was on leave and was missed—he being the supporting pillar of the team. Anyway, the Wasps have their dander up, now having lost five of their last six contests, and Towner and his cohorts might well be warned to be on the alert next week. This should be a good match, with the two loudest teams in the league battling each other.

A&R, sparked by Meyers' excellent apple-knocking, is now well in front of the pack, supporting a four-game lead over Lefty Gallagher's Athletics. Woodley, their captain is a consistent performer.

Orchids for the week go to "Ribber" Deitrick with a series of 196, 172 and 191. Close on his heels was "Stone Face" Myers, followed by Arvo of the Athletics.

..TARMAC TALK..

On 24 November 1943 the first replacement company of Tarmacs arrived at Grosse Ile. The time: 1730. The day: one of those bleak, damp afternoons which would dull even the aspirations and dreams of the great; but not bleak enough to dull the senses and spritely spirits of these lads. They were as sharp as any boots who ever arrived at Grosse Ile.

Almost immediately upon their arrival, it was decided that some of the veteran Tarmacs from Co. B should take charge of them and so they were divided into four platoons which were supervised by Lt. Silliman through Ed Montanus, "Bruiser" Laughton, McPherson, and Mr. Jenkins.

In the face of the fine results which these men obtained in a period of some 10 days we must congratulate them and also the men in their respective platoons. At the present time these four fellows are enjoying a well deserved leave, so evidently someone besides ourselves thought they were on the beam.

During the first days the new Tarmacs had few men qualified to be "officers in charge" of their various units but at the present time they have their own cadet officers as follows and they hail from many different cities:

Platoon Leaders:

1. F. E. Bell, Cleveland, Ohio.
2. R. J. Duffy, San Francisco, Cal.
3. R. Gilgins, Detroit, Mich.
5. A. D. Mead, Zoar, Ohio.
6. P. J. J. Olsen, Grand Rapids.
7. J. W. Tabner, Cohoes, N. Y.
8. J. Vaughn, Ashland, Ky.

Company Commanders:

- R. M. Palmer, Brooklyn, N. Y. and
R. M. Frehse, Ferndale, Mich.

The Detroit Post Office called on a group from our battalion to help during the busy season and when the request came through to Lt. Silliman he called a rush muster in upper south. After the news had been announced some awed Tarmac chimed, "Well, that's the only thing in the world I didn't think of anyhow." A good laugh was had by all, including Lt. Silliman.

Leading Petty Officer Wiesner (I hope the spelling is correct) of A&R Lower Base, has been elected unchallenged and untied "hang-up boy" of all the Tarmacs.

Shorty Lockwood and Bud Lingo, who stood a dismal night watch at Newport Field, have a yen for haunted houses. According to Shorty, Bud is quick on the draw—

of course he was rather embarrassed when the intruder turned out to be a piece of paper caught in the draft—1A eh?

Warren Lange, idol of the Roller Arenas, suffered an injury to his eye when the handle of a windlass defeated him in a one round bout at A&R. Seriously, we hope he suffers no ill effects.

Two unconfirmed reports from fairly reliable sources which I believe but can't ask you to: She writes—My dearest darling baby honey, —and just a hint — his last initial is Lockwood.

Bob Kieper has a sworn and signed affidavit with an official seal stating that he spent the last two Saturday nights at his home in Toledo reading The Life of President Lincoln.

Midwinter Night's Call

(a one paragraph play)

He sits at a telephone with crossed eyes.

Klinkert—Tell me something.

Miss L.—What, my sweet?

Klinkert—You know, quit teasing me; tell me!

Miss L.—I love you!

Klinkert—How much?

Miss L.—Bushels and bushels and bushels!

They sigh, forgetting time and the world about them until:

Operator—That will be six dollars and 35 cents for that call to Holland, Michigan. Thank you.

The End

Most of the fellows who came to Grosse Ile with us (the "old" Tarmacs) have already begun training in Delaware, Ohio, and sometime before Christmas the remainder of the "old" group will join them.

Those of us who are still here, and those who have departed, agree that we had a lot of fun. We have met many people who have made us better by their friendship and knowledge passed along.

Our officers have been helpful and considerate and we will not soon forget the enlisted personnel who have been our intimate associates, hecklers, and teachers.

Putting our thoughts in poetry:

Good-by Grosse Ile!

We bid you a first farewell—it may not be the last:

You were our first home in the Navy—

The cradle that rocked us—sometimes softly, sometimes a bit roughly—

And with the vivid image of our goal in view

We know too well that rougher jolts are still ahead,
And those of us who bruise too easily
Must fall out, and turn to other tasks.

Good-by Grosse Ile!

You fed us well—the body and the soul —

You kept us busy;

And we lived within our own Arm's length .

We learned that men who live together

Must cooperate to make each other happy

And be happy in themselves.

And we were happy more than sad.

Good-by Grosse Ile!

Only yesterday we said, hello!
And if we should return

We hope your second welcome is the peer and equal of your first;

True—you chided us and made us all at ease

But in a friendly way and with a laughing eye;

Recalling to your minds the infant days

When you were the targets

There is good in every part of you, Grosse Ile.

And as one man we say to you, "Good-by".

—James R. Lewis

WHO IS IT ?



The man pictured above first enlisted in the Navy 38 years ago as an apprentice seaman. He served 20 years of active duty, 14 of them at sea, and was in the Fleet Reserves from 1926 to 1941, during which time he was with the Bell Telephone Co.

(Answer on page 15)



Lower Base Proud Of It's Record !

By CHIEF WAGNER

About seventeen years ago the State of Michigan decided to the U. S. Government the site now occupied by the A&R Department's Lower Base. In addition the State also provided buildings and upkeep for same, while the government supplied all equipment and personnel for an overhaul station, and so—inexplicably began what is now known as the "Lower Base."

To many personnel of the Air Station at Grosse Ile it represents merely a name, to others who have participated in its growth or who have been but recently transferred "below" it has been, and is, a source of pride; pride in the knowledge of a job well done, pride because since the outbreak of the present war, production has been "stepped up" to the tempo of the times, pride because we, at lower base, feel that we are definitely doing a good job in keeping 'em flying.

Officers Are Well Liked

We are proud, too, of the officers of the base who have been assigned to A&R and who have not only discharged their military duties and responsibilities but have remained, withal, associates as well as superiors. Lt. Shafer, now Engine Project Officer, for years instructed on aircraft engines, magnetos, and electrical theory at Cass Tech. in Detroit. Lt. Campbell is Inspector of Aircraft and though but recently transferred to Lower Base has already made a host of friends of his subordinates. Lt. Hartwell, Lt.

Comdr. Maire, and Machinist Barnes, who have gone on to other duties had much to do with the organization and development of this overhaul base, and it is hoped their new duties are most agreeable.

At the time of its inception, the U. S. Naval Reserve was using as training planes, Consolidated NY-1's on floats, powered by Wright engines. Through the transition to Fledglings, and later, a few "Hell-Divers" (F4's) and down to the time of the present war's first shot, the overhaul facilities were gradually expanded from an engine overhaul shop to a complete overhaul base.

Output Reaches New High

When the war became a reality for the United States, expansion and progress of the shops were given added impetus, personnel was recruited from surrounding localities, and completed overhauls jumped from one plane per month to nine major overhauls completed in addition to repairs to minor crashes. As a further example of the work performed at the lower Base, during the past three months the Accessory Shop has completed an average of 80 starters, 80 to 100 magnetos, 75-80 carburetors and have wired fuselages of eight major overhauls per month. This in spite of a limited amount of space.

The machine shop has completed many specialized jobs as has the metal shop and fabric loft. Due to the fact that the men recruited and transferred to this station were, for

the greater part, inexperienced in aviation and had no previous military training, a most commendable record has been "chalked up" here at our end of the field and we're proud of it. We are also mighty glad of the fact that so many of the personnel here who came aboard this station as Seamen have through their attention to duty, study, and hard work, advanced themselves to higher ratings in aviation.

14 Years For Mr. King

This short history of Lower Base would be far from complete if credit were not given to one of the "mainstays"—Mr. E. King, Government Inspector, who has been at the Base for the past fourteen years and has seen the advent and departure of many former officers and men.

Here at the base Mr. King is well liked by all hands for his willingness to lend a hand or a word of advice and for his continuous cheerfulness. We hope he stays for fourteen more years! The fabric loft is being manned by Waves and they have been doing an admirable job. As they have become broken-in on their new jobs formerly held down by men it has become possible to shift the men to other jobs where they were needed.

"Gaffers" Get Credit

"Gaffers" in the shops have been assigned their jobs as foremen because of their knowledge and ability and have lived up to all expectations. The following men are now

(Cont'd on page 16)



Long May They Wave

New Wave Bill Goes Into Effect

The much discussed and amended overseas Wave bill now has the President's signature, the Senate's amendments to the bill having been accepted by the House November 4.

The bill provides that highest rank in the Waves shall be captain, thus permitting promotion of the WR director from lieutenant commander to captain. Likewise, the director of the Women Marines will be promoted from major to colonel.

Restrictions on the number of officers in lower ranks also are removed.

Members of the Women's Reserve are granted all the allowances or benefits provided by law for male officers and enlisted men. They may receive allowances for dependents, except that a husband may in no case be considered a dependent, nor may children be considered dependent unless the father is dead or they are in fact dependent upon the mother for chief support.

Since the original overseas clause has been stricken from the bill, Waves and Women Marines will be restricted to shore duty in continental United States.

Postscript

Reason why Navy Department withdrew overseas service provision from new WR bill: Shore billets that now are available overseas can be filled by men who are enlisted



(Wave Athletic Story, page 16)

for limited service. At the time the bill first came up for consideration, these limited service men were not in the Navy.

Withdrawal of the overseas amendment was made with the understanding that the amendment would be resubmitted when a definite need for Waves overseas arose.



MEET ENSIGN MAYES

She starts out with her southern drawl and tells you about how much she likes the Naval personnel on this station. "The weather here is wretched, but that is not the important thing at a station." Miss Mayes says she would like to be in the Navy all of her life. She has worked in several different places since coming aboard and they have included the commissary and dispensary. Miss Mayes was in the first official class at Northampton. It was a class of 1,000 women who were learning Navy, Navy and Navy. Above the stripe she wears on her sleeve, there is a corps device, that of the supply corps. She is the only woman officer aboard to wear this special insignia. She's proud of her oak leaf. It's a pleasure to know and work with this personable woman. Smooth sailing, Miss Mayes.

MISS McAFEE CHRISTENS AIRPLANE CARRIER

Sponsor of the new aircraft carrier FRANKLIN, at its launching, October 14, was Lt. Comdr. Mildred H. McAfee.

She is the second Naval Officer to sponsor a ship of the U. S. Fleet. The only other one having had the honor is Lt. Joy Hancock who christened a destroyer named in honor of her husband, the late Lt. Comdr. Lewis Hancock, Jr., USN.

Console yourself, you Hat Shoppers — When Lt. Comdr. McAfee, about to launch a ship, decided a new hat was in order, she couldn't get one either. A sample from Busanda's stockroom had to be pressed into service.

QUOTES AND UNQUOTES

Editorial excerpts snatched from The Hypo, publication of the Hospital Corps School at Great Lakes:

"For several months we have become increasingly familiar with the sight of a new type of hospital Corpsman and since she hove in sight as a member of our organization, we have become increasingly aware of her worth as a hospital Corpsman. I refer, of course, to the V-10 — Wave to you — She is a hospital corpsman in every sense that the word connotes efficiency and loyalty to the Corps and to the country.

"Of her patriotism there is no question. Women do not like uniforms — for themselves. In ordinary times individuality of dress is one of a woman's primary ambitions and any woman who would voluntarily relinquish that ambition to don a dress exactly like thousands of her sisters-in-arms in order to serve her country must be OK. Any woman who will voluntarily give up her right to wear those horrible monstrosities called women's hats in favor of a sensible Mainbocher creation undoubtedly possesses a deep love of country, because a woman's love for a hat of distinction passes all understanding.

"These women have come from office, home and factory, from all walks of life to help to win the war. They are doing a good job — more power to them — and spread the word around about the good work they are doing because we need many more of them before this job is completed."



PHARMACISTS MATE

Our typical pharmacists mate — Laverne J. Rucker, born in Beggs, Oklahoma. She is a graduate of Grand Saline High School of Grand Saline, Texas, and Ouachita College, Arkadelphia, Arkansas, with a B.S.

(Cont'd on page 16)

HOW DO YOU RATE ?

161 men advanced in rate on December 1st.

Cox to BM2c

Clark, W. J.; Dinkel, E.; Harmon, F. B.; Roe, M. D.

S1c to Cox

Trombley, R. H.

S2c to S1c

Addisson, G. A.; Anderson, G. A.; Armstrong, J.; Baron, P. A.; Berehulak, W.; Caylor, R. D.; Chamberlain, R. J.; Cornish, E. M.; Croft, S. J.; Cummings, A.; Diegel, G. W.; Doherty, J. E.; Drury, J. W.; Emerson, R. A.; Fournier, J. F.; Glasgow, H. E.; Graham, H. H.; Gustafson, S. E.; Holda, H. F.; Holstine, F. G.; Itchue, J. A.; Jesnig, E. R.; Johnson, A. D.; Jones, G. C.; Joseph, E.; Kauffman, N. W.; Klemanski, M.; Konezal, J. J.; Lenzion, L. A.; Loynes, R. L.; McBain, E. C.; McCullough, O. E.; McLaren, G. E.; McNeff, D. J.; Martin, C. E.; Micareli, I.; Miller, J. R.; Mills, D. P.; Monday, H.; Mueller, E. C.; Nelson, R. H.; Noe, M. L.; O'Keeffe, J. E.; Oliver, R. D.; Phillips, R.; Remick, R. C.; Renaud, V. F., Jr.; Rinna, O. A.; Ryan, W. G.; Shuba, I. S.; Simpson, J. W.; Smith, E. R.; Stowell, C. E.; Summers, A.; Szuma, S.; Tapper, M.; Tomaszewski, W.; Ulam, K. M.; Van Meter, H. J.; Wellock, E. G.; Wilson, E. H.; Wilson, W. C.

EM3c to EM2c

Stine, G. M.

S1c to CM3c

Bookwalter, H. W.; Hoffman, L. H.; Kott, S. U.; Stevens, H. D.

S1c to Prtr3c

Geigle, G.

Prtr3c to Prtr2c

Anderson, W. I.

S1c to SM3c

Beil, F. I.

F2c to MoMM3c

Taylor, W.

F1c to MoMM3c

Cooke, J. H.; Nareski, F.

F1c to WT2c

Bostock, A. R.; Klingler, R. I.

AMM3c to MoMM2c

Jans, A. J.

S1c to AMM3c

Bateman, F. C.; Cann, R. G.; Donaldson, D. A.; Fishbaugh, M. A.; Henkel, R. J.; Keller, G. S.; Kaminiski, E.; Lightbart, A. E.; Ohman, E. L.; Streblke, D. L.; Teach, C. L.; Torner, D. A.

AMM3c to AMM2c

Mead, J. H.; Whetsel, A. G.; Radecke, N. T.; Goodwin, D. O.; Anderson, J. F.; Bemis, R. W.; Burke, D. F.; Gula, J.; Hoffman, H.; Kozlik, L. J.; Matson, R. G.; Priebe, W. A.; Witschi, R. W.; Ziesmer, E. W.; McClellan, P. E.; Swartz, E. D.; Thatcher, M. E.; LaPorte, V. H.; Vendzun, M. J.; Joern, W. H.; Redfield, M. A.; Comsa, G.; Currier, R. F.; Frommert, R. A.; Lamond, R. J.; Nemeth, G. W.; Saghy, E. J.

AMM2c to AMM1c

Andris, P. A.; Wheeler, B. J.; Woodside, E. R.; Riordan, J. P.; Bler, R. E.

AM3c to AM2c

Chouinard, B. J.

S1c to AOM3c

Greenblatt, J. M.

AOM3c to AOM2c

Copp, L. B.; Zenobia, M. E.; Smith, D. L.

PhoM3c to PhoM2c

Marshall, J. E.

AerM2c to AerM1c

Boyer, E. N.

PR2c to PR1c

Altenberger, G. E.

S1c to Y3c

Baxter, P. J.

Y3c to Y2c

Blue, F. I.; Collins, D. E.; Miller, E. R.; Moehter, T. V.; Swim, R. D.; Wernex, F. W.

SK3c to SK2c

Moloney, A. L.

SK2c to SK1c

Beaty, W. C.

Sp(W)3c to Sp(W)2c

Pempin, D. W.

Sp(M)3c to Sp(M)2c

Lory, O. F.

S1c to SC3c

Hubel, D. L.

Bkr3c to Bkr2c

Stadler, G. H.

Bkr2c to Bkr1c

Bieber, E. L.

StM3c to StM2c

Bohanon, H. L.; Jefferson, L.; Melton, L.; Otten, M. D.; Rogers, R. Shout, C. (n).

StM2c to StM1c

Fitzpatrick, W.; Frazier, J. H.; Hargrove, L.; Meyers, J.

St3c to St2c

Cathey, R. H.

CK3c to CK2c

Laserna, F. T.

PhM3c to PhM2c

O'Leary, J. P.

SF2c to SF1c

Jackson, J. R.

INVEST IN LIBERTY

BUY MORE BONDS



SPORTS

BOB HALL, Sports Editor

NAVIATORS SUFFER 2 BLOWS FROM BOWLING GREEN QUINT

Grosse Ile's Navigators were rolling along to what gave every sign of being an excellent season until they bumped into Bowling Green University Dec. 13.

Bad luck struck the cagers in a double dose on that night. They suffered their first defeat of the season, 51-34, and lost Lieut Beryle Sacks, dependable first-team center, for the rest of the season.

Sacks fractured his wrist when he hit the floor after leaping high to fight for a rebound. When he left the game near the end of the third quarter he had tossed in 12 points, which still won him high scoring honors for the Navigators.

A giant pivot man named Max Otten who roams in the upper atmosphere somewhere around six feet, 11 inches, was "largely" responsible for Grosse Ile's first beating. On defense he batted a dozen shots out of the basket, and on offense he accounted for 16 Bowling Green points.

Win Five Out of Six

The Navigator record after that disaster was five victories in six games. Previously they turned back by decisive scores, a Windsor pro team, Toledo Navy, Toledo U., St. Mary's of Orchard Lake, and Dearborn Navy.

St. Marys opened the regular home season here Dec. 3 and returned with a 54-22 beating for their efforts. Coach Lieut. Dick Gallagher's quintet had a 26-12 lead at halftime and coasted in. George Toten gleaned himself 19 points.

Chief Jimmy Klein was the spark-plug of the victory over Toledo Navy. His 16 points were high for the night, although Toten was not far behind with 11. The final score was 46-28, with some sparkling defensive play by Sacks never being recorded on the score books.

Toten stepped into the cockpit again on Dec. 9 when the Navigators sandbagged Dearborn Naval Training station, 21-27. Some excellent defensive work throttled the Dearborn attack, with the visitors picking up only one field goal in the last period. Toten himself waltzed away with the scoring laurels.



MEET BOB RICE
AND BOB HALL

This is the second of a series of articles introducing the station athletes.

By Ensign Paul Chandler

Probably you best know Robert K. Rice, AMM2c, as the guy who frequently arises in wrathful indignation to inquire "Wadda ya mean, I play dirty? Have ya been watchin' those other mugs?"

Rice plays a lot of basketball and he's a long physical specimen with half a dozen elbows. Various other athletes have come into contact with those elbows from time to time, which sometimes creates incidents during which Rice finds it necessary to protest innocence.

Like many of the basketballers seen about the drill hall Rice has quite a background. He is an instructor in powerplants in the Ground School, a college graduate, and a high school coach.

His tall stature and sharp basket-eye helped the Midway all-stars into the championship finals with Operations.

This hard-playing athlete has his softer side. Only recently he stepped to the wedding altar, speaking the soft vows to Janet Marie Crum of Ohio.

That little guy who threw the big fast ball for the station nine last summer wasn't always a pitcher—or a sailor either.

Back in 1933 Bob Hall (now Sn(T) 2c, was one of the better athletes on the Detroit high school athletic front. Then, as now, baseball was his special interest, but he did his work entirely in the outfield, and didn't even learn there was a slab

GROSSE ILE BOXERS DEFEAT HIGHLAND PARK A. C. AND NAVAL ARMORY

A hard-punching Grosse Ile boxing team swept four out of six bouts, scored one technical knockout, and soundly defeated a scrappy ring club from Highland Park for their first victory of the season here 30 November.

A sizzling individual performance by 165-pound Rufus Knighton was the brightest moment of the Navigators' triumph. Rapid Rufus climbed all over L. Plowett, leaving him battered and groggy when referee Tony Lamarette finally stopped the contest. It was the second TKO of the evening, earlier, Clark of Highland Park scored a TKO over MacFarland of Grosse Ile in the second round.

In their second appearance in the home ring the Navigators thumped Detroit Naval Armory for a 6-1 victory.

Willie Fitzpatrick scored a TKO in this match over Ernie Schultz, with decisions going to John Horton, Dale Watson, Rufus Knighton, Hank Shea and Roy March.

The only Armory winner was Jerry Meltzer, a 135 pounder, who defeated Bob Martin in a sizzling bout.

VARSITY BASKETBALL SCHEDULE

Dec. 16th—Romulus Air Base, here.
Dec. 20th—Det. Coast Guard, here
Dec. 21st—Dearborn Navy, there.
Dec. 28th—Suffrin Clothiers, here.

out on the pitcher's mound until he went to college.

At Michigan State, however, casualties of diverse kinds wore down the hurling corps until Coach John Kobs called in his outfielders in search of someone who could help out in a bad situation.

Hall got his chance along with the others, and showed so much stuff he's been pitching for one ball club or another ever since. He started with a good fast ball, and he's picked up the other tricks since then.

So it wasn't too much of a surprise when he pitched Grosse Ile's Navigators to six victories last summer, with three no-run, no-hit games among them. Before coming here, Hall had three summers of pro baseball under his belt, and a summer of Semi-pro in Muskegon.

Detroit Mackenzie was his high school. He won nine varsity letters for athletics there, a record that hasn't been equaled since.

Now he's combining his sports with his duties as instructor of Aerology in the Ground School.

YOU READ IT THEY PRINT IT



Lt. Finley, Officer in Charge

Possibly you've wondered at the excellence of the quality of printing which characterizes our new "Flight", especially when you realize it is wholly the product of station talent. When you further realize that the equipment to print it was obtained entirely without financial support from the Navy Department and that no official funds were provided to aid in its production, you will really wonder how it was accomplished and by whom.

Charles P. Hackett, Prtr2c, USNR, has worked in the printing profession for approximately 20 years and has retained and learned to apply all of the practical experience acquired during that period. The station is now receiving the benefit of

that experience through the medium of the excellent work turned out by the print shop.

The Printing Department was born about January of this year when the Supply Department acquired for the station a "brand" new Multilith machine. Lt. (jg) Robert Waters was appointed printing officer and given the machine, but it was necessary to find someone qualified and willing to operate it. He chose Hackett. William Anderson, Prtr2c became an understudy in February, and Lt. Finley was appointed officer in charge in March. George J. Geigle, Prtr3c, was added in June, and the department personnel rounded out in September with the arrival of William Blau, Prtr3c and G. D. Smiley, Prtr2c from Kansas City.

Linotype Procured

Hackett proved to be a printer in every sense of the word. Sometime in August he discovered an unused Linotype machine standing idle in the offices of the Wyandotte News Company. This discovery coincided with the directive by N.A.P.T.C. to reduce the cost of "Flight" magazine and produce it oftener. During the struggle to accomplish the directive by NAPTC without sacrificing the quality of the magazine, the executive officer was most helpful. Lt. Comdr. Edwards arranged for the loan of the Linotype machine to the Printing Department for the duration. However, this was merely the beginning since the Linotype wouldn't run. In approximately six weeks, Hackett and his men rebuilt, located and bought, re-

paired here, borrowed there, selling himself and his idea until finally a smoothly running Linotype and Gordon press were functioning under his control.

Wide Variety of Work Produced

At present the department can produce the equivalent of a civilian establishment with a minimum of \$10,000 worth of machinery and accessories. It can and is producing all types of forms and printed matter, including most official forms, as well as all of the station departmental manuals. This has all been accomplished at a figure which will be repaid in a few months by the saving on Flight magazine alone. On the basis of a year's accounting, the Welfare Department will show a substantial savings in the cost of the magazine even though it is to be published twice as often. Thus it is that NAS Grosse Ile is in the enviable position of being the only station of the "big nine" under NAPTC having complete offset and direct from type printing equipment.

In addition to the above, the men themselves are receiving excellent training in the art of printing, which will be invaluable to them for the remainder of their careers.

It may be truthfully said, without equivocation, that the Printing Department has earned the right to the use of its slogan: "The difficult we do immediately, the impossible takes a little time."

ANSWER TO WHO IS IT?

Chief Boatswain Mate, Frank Erlewein.

Left to right: Anderson, W., Prtr2c, Blau, Wm., Prtr3c, Hackett, Chas., Prtr2c, Smiley, G. D., Prtr3c, Geigle, Geo., Prtr3c



New Chief Nurse Recalls Pearl Harbor



Editor's Note—Valera C. Vaubel, Lt. (jg) N.C., USN, is the Chief Nurse at NAS, Grosse Ile. Knowing that she was at Pearl Harbor on the fateful Pearl Harbor Day, Dec. 7, 1941, the editor asked her to write something of her experience there. The following article is Nurse Vaubel's contribution.

Blitz or no blitz, people must eat. My duties on 7 December, 1941, were that of a dietitian. Having seen that breakfast was served to the patients about ten minutes of eight, I returned to the nurses' quarters for my own.

We were used to many noises — large formations of planes (Navy and Army) maneuvering, building, dredging, heavy laden trucks going by, but the noise we heard about eight o'clock was thunderous, and most unusual. Some of us rushed from the quarters to see what had happened. Across the bay a Navy Air Hangar had collapsed, and from it huge columns of smoke arose. Soon after, much smoke could be seen in the area in which our ships were docked.

Very different sounding planes swooped down upon us, close enough for us to see Japanese faces and huge red circles painted on the wings of the planes. They came very low, we were told, to avoid ack ack fire. We realized then that we were being attacked.

Shortly began the busiest day in the lives of many people. There were no petty jealousies, or unkindnesses shown that day, only a great united effort to accomplish the same thing—protecting and saving of lives and property that we found dear to us.

MASONIC CENTER CHRISTMAS PARTY

The Masonic Service Center located in the Masonic Temple has arranged a big Christmas party for service men and women on Thursday, December 30. This party is being put on by the Northwest High Twelve Club, and it is predicted that it will be in every respect a grand affair. No expense is being spared by the High Twelve Club. Those who attended the "Millionaire's Party," given recently by this club, will testify as to their ability to put on a real party.

According to John W. Thornton, the new field agent for the Service Center, there will be a big Christmas tree, and presents for all. The High Twelve Club is bringing a very good orchestra for dancing, and the regular cadets of the Center will be in attendance. During the evening, the High Twelve Club is going to put on three or four very good acts, an entertainment in itself well worth seeing.

Mr. Thornton pointed out that wives of service men living in the area are invited to use the facilities of the Center at any time, and are cordially invited to any of the parties given by the Center.

Waves Keep Fit With Exercise

The physical fitness program for Waves is progressing very well with supervised classes in calisthenics, games and drill, held throughout the working day. Waves are secured from their regular work three hours per week at times when it is convenient for them to leave their work. Classes range in size from 10 to 25 and are held four days a week between 0800 and 1700, giving each Wave on the base an opportunity to participate. Packer, Sp(S), is in charge of the program.

PHARMACIST (Cont'd from page 12)

degree. While at college she was considered an outstanding student and J. R. Grant, president of the college, told us that he regarded her as "one of our most efficient alumni". Following graduation, she was a teacher of high school science and home economics in the Mounds, Oklahoma Public Schools.

After enlistment in the Waves and a period of "boot" training at USNTS, Bronx, New York, she received specialized training at US Naval Hospital, Bainbridge, Maryland, reporting aboard at this Station 23 June, 1943.

THE COVER

Instead of Santa's picture, the Editors decided to run on this issue a picture of Santa's chief assistant at Grosse Ile, Executive Officer C. L. Edwards.

Through his interest and active cooperation, the base personnel will enjoy some mighty fine Xmas parties next week. Many of the toys which will go to the children were his personal gift.

As planned at present the Exec will fly out to meet Santa between 1815 and 1830 on 21 December.

Other events of the holiday season include:

Carol Singing	20 Dec.
Santa Claus Ball.....	22 Dec.
Christmas Musical Prog.	23 Dec.
U.S.O. Party	24 Dec.
Xmas Dinner	25 Dec.
Student Dance	31 Dec.

LOWER BASE

(Cont'd from page 11)

foremen of the Lower Base A&R.

Fabric Shop—Beckwith, Miracle Shops:
(Wave).

Machine Shop—Weber, Dilley.

Metal Shop—Carless, Lang.

Rigging Shop—Mead, Lintz.

Salvage Shop—Leesoerg.

Engine Overhaul—Selay, Carnell.

Accessory Shop—Hodgkinson, Placzek.

Dope Shop—Mallette, Porter.

Wing Shop—Micallef, Marvin, Dallaire.

A&R Office—Reed, Frick (Waves)

Personnel are divided into two shifts and work from 0700 to 1500, and from 1610 to 2400. The shifts change each week on Monday, the officers change each week on Thursday and the chiefs change every two weeks on Monday. In this way each Chief knows the personnel of both shifts. "Pop" Robbins and K. Wagner are the Chiefs at Lower Base.

Personnel Changes

All in all we are kinda proud of the record that has been made at Lower Base and in the future we hope to better it. We wish we could keep all hands here for the duration but gradually the familiar faces of old friends are becoming fewer as men are being transferred to sea duty and other stations.

We know that new duties offer new experiences that will prove invaluable in the future and, too, that all hands will welcome a chance to see combat duty. As old hands leave new men will come in from war zones to replace them and we know that they will more than welcome a chance for leave and recreation and that in the future they, too, will take pride in the accomplishments of the Lower Base. So—to all our old Shipmates—the very best of luck wherever you are or wherever you go, and to new Shipmates—Welcome!