

J. K. Williams

WE FLEW WITH GUNS

This is a true story of the man who flew the "hump" carrying passengers and cargo over the high Himalayas between India and China. It is the toughest aerial route in the world.

CHECK FLIGHT

CHINA National's airport at Dinjan, in Upper Assam, India, had been cut out of thick jungle. It was square-shaped, about one thousand yards long on each side, and it lay deep in the valley of the Brahmaputra River. In addition to C. N. A. C.'s transport equipment the field accommodated planes and pilots of the Royal Air Force. Surrounding the field for miles in every direction was thick, impenetrable jungle, its green-black monotony as seen from the air broken only occasionally by brownish patches of rice paddies and neatly cultivated tea plantations.

The usual procedure was to send new men out on the regular trans-Himalayan flights as soon as possible after they arrived. Gingles, Skippy Lane and I, for instance, made our first trips over the Hump within three days after reporting for duty. We were given our own maps, including "strip" sections about a foot wide and three feet long covering only the terrain over which we would fly in crossing the Hump. The maps and strips included much territory that had never been charted or surveyed, so on each of those early flights we would mark them as we went along, noting valleys and river banks and mountain peaks—giving them names when they had none, or adopting new ones when the formal ones were too hard to remember or pronounce. Thus the Nam Kiu River, running a twisted course down from lower Tibet to where it joined the Nmai River in Upper Burma, became

the Red River, because it had a reddish color when seen from the air. The Nmai looked silvery-white, so it was the White River. The Salween, third in line as we flew east from Dinjan, patriotically assumed a bluish hue and became the Blue River; and the Lantsang Kiang, largest of them all and muddy as the Ganges, we called the Brown River.

THERE was little regularity as to how long a pilot had to fly the route before being checked out as a qualified C. N. A. C. flight captain. Some of the boys spent two or three months as co-pilots, others only two or three weeks. Even among the pilots who came to C. N. A. C. from the Flying Tigers after the American Volunteer Group was disbanded, there were several who spent a long time proving their ability to take a ship across the Himalayas entirely on their own. There were good reasons for this, because the "Tigers" were combat pilots; they were used to light, fast, single-engine planes, their previous training had taught them how to attack, to fight, to strafe—to always be on the offensive. And now they were jockeying flying freight cars; slow, cumbersome, DC-3's and C-47's; and their instructions were to run for cover whenever they saw a Zero. That was hard to take for some of those lads, but those who didn't catch on pretty fast were never heard from again.

There were a number of factors that contributed to my passing the final flight check after seven trips "over the Hump." In the first place, I had my instrument rating and was not only able to fly blind but liked doing it; secondly, I had a thorough background in navigation; and thirdly, my year in England with the A. T. A. had taught me how to fly in almost

any kind of weather, to always be on the watch for enemy planes, and to always think first of my crew and passengers, then of the plane, and only after that of myself. On that seventh day I went up with Captain Woods, the chief pilot at Dinjan, and he put me through all my paces. Flying at a thousand feet we headed due East (90 degrees) for 10 minutes; then East Southeast (110 degrees) for seven minutes; and due South (180 degrees) for three minutes. Then Woods said, "Head me into the station." Looking only at my instruments, seeing nothing of the ground below, I had to figure how far we had traveled, exactly how long it would take to return to the field, and at what angle I would approach it. We headed back, and halfway there Woods said, "Turn to the right 90 degrees." A moment later he said, "Turn to the left 75 degrees." Then, "Take a check on where you are." I told him where we were, and he said, "All right, head me into the station." We came in entirely on instruments and touched the runway exactly as planned. Woods shook my hand before he climbed out of the plane.

THERE was never a dull minute in the C. N. A. C. In my first three weeks flying the Hump my plane was attacked five times by Jap Zeros; twice I was forced to return to my base because of motor trouble; once a cargo of two Army jeeps broke loose from their moorings, and for two hours of rough flying threatened to tear out the sides of the ship; and on my last trip back from Kunming before leaving for Calcutta and a week of relaxation I fought my way through an ice storm that in some places was thicker than 24 hours brought destruction to three Army planes and their crews. That, of course, was in the early days of the Army Transport Command, and at that time, in spite of their superior equipment, they were losing eight to 10 planes a month over the Himalayas—compared to three or four a year in the C. N. A. C.

(To Be Continued)

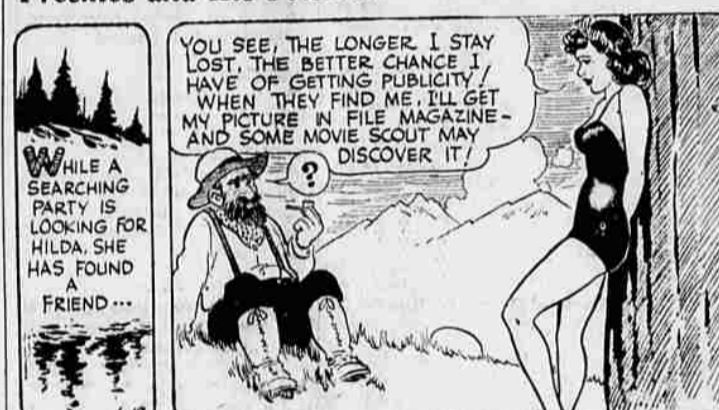
Our Boarding House



Boots and Her Buddies



Freckles and His Friends



Red Ryder



Wash Tubbs



Alley Oop



Out Our Way



By Edgar Martin



Merrill Blosser



Fred Harman



By Leslie Turner



By V. T. Hamlin



Ruffled Collar



By MRS. ANNE CABOT

A lacy bit of fluffiness which you can easily crochet to add that summery touch of white to a plain frock. There are two ruffles to the collar and a one-inch band. Sew the band inside the neckline of the frock or use it as in the illustration as a stand-up neckband. The ends are tied in a soft bow. Collar will be lovely on a dark print or a pastel cotton afternoon dress.

5000

To obtain complete crocheting instructions for the double ruffle collar (pattern N. 5000) send 15 cents in coin, plus 1 cent postage, your name, address and the pattern number to Anne Cabot, La Grande Evening Observer, 709 Mission St., San Francisco, Calif.

Ethel Barrymore

On Liberty Screen

Ethel Barrymore has the top feminine role in "None But the Lonely Heart," a story of London's slums, in which Cary Grant is starred on the Liberty theater screen.

June Duprez heads the supporting cast, which also includes Barry Fitzgerald, Jane Wyatt, and George Coulouris.

Miss Barrymore is cast as the mother of Grant, a Cockney "drifter", embittered by the poverty and squalor of London's east end, the pubs, shops and other places are said to be faithfully reproduced by the set designers.

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Your favorite shirtwaist frock with the new cap sleeve treatment for cool comfort all summer long. Lovely in stripes, checks or floral prints.

Pattern No. 8874 is designed for sizes 14, 16, 18, 20, 42, 44 and 46. Size 18, requires 3 1/2 yards of 39-inch material.

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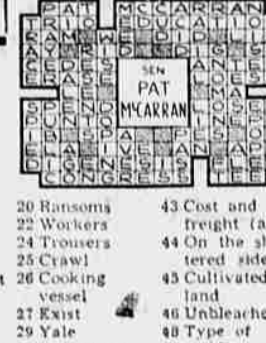
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Ready now—the spring issue of Fashion. Just 15 cents. A complete guide in planning wardrobe needs for all the family.

Roosevelt Aide

- | | |
|------------------------|--------------------------|
| HORIZONTAL | 55 Ascribed |
| 1,7 Pictured | 57 Editor (ab.) |
| aide to our | 58 Opera by beloved late |
| U. S. President | 59 Rival |
| Franklin D. Roosevelt, | 60 |
| Col. | 61 |
| Jr. | 62 |
| Chinese | 63 |
| measure | 64 |
| 11 Sold in small | 65 |
| quantities | 66 |
| 12 Within | 67 |
| 16 Aged | 68 |
| 17 Marsh | 69 |
| 18 Individual | 70 |
| 19 Drop of eye | 71 |
| fluid | 72 |
| 21 Dissolve | 73 |
| 22 Ocean | 74 |
| movement | 75 |
| 23 Corded fabric | 76 |
| 25 Mountain pass | 77 |
| 26 Animal | 78 |
| 28 Stair part | 79 |
| 31 Either | 80 |
| 32 Half-em | 81 |
| 33 Cloth measure | 82 |
| 34 Behold! | 83 |
| 35 Doctrine | 84 |
| 37 Weird | 85 |
| 39 German river | 86 |
| 40 Golf teacher | 87 |
| 41 Honey | 88 |
| makers | 89 |
| 43 Restaurant | 90 |
| 47 Deer track | 91 |
| 50 Annex | 92 |
| 51 King's | 93 |
| residence | 94 |
| 53 Self-esteem | 95 |
| 54 Doctor of | 96 |
| Divinity (ab.) | 97 |

Answer to Previous Puzzle



20 Ransoms

21 Vex (coll.)

22 Credit (ab.)

23 Dress edge

24 Particle

25 Unusual

26 Chock face

27 Footlike part

28 Paid notice

29 Sort

30 Decay

31 Type of boat

32 (ab.)

33 Born

34 Mend, as

35 Wicked

36 Scandinavian

37 Road (ab.)

38 folklore

39 Ambar

Hold Everything



"Have you guys got a cheeper?"