

Photo Pilots Have No Guns, Tricky Flying Is A Must

WASHINGTON—His job is always dangerous, death is always a possibility at him and he is back.

The army photo reconnaissance pilot is an important member of the team in an interview to the commander of the group over Normandy on the comparative pilot value of the kind of war they're in France and Italy and the kind of flying they do.

But they fly without guns because their job is to get pictures.

"If we had guns," Shoop explained, "we might feel obligated to take after enemy planes now and then instead of concentrating on doing our job and getting back with our stuff."

On D Day 150 P-38s, Spitfires and Mustangs of Shoop's group crossed the channel and photographed every German gun, road block and troop concentration in the landing area and 25 miles inland.

They flew over the Normandy beaches five minutes after the first allied soldiers hit the soil of France. They were armed only with five cameras per plane and 180 exposures per camera.

Because the ceiling was low, they flew not at 25,000 feet altitude—as defenseless photo planes are supposed to fly—but at 500

feet.

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The federal conciliation service will hold a hearing with drivers and company representatives on the question Aug. 21.

Bus Service Resumed After Short Walkout

PORTLAND, Aug. 10—(AP)—Bus service between Portland and Pendleton was resumed today as Union Pacific stage drivers returned to work after a one-day walkout.

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Bureau To Survey Airport Handling

Plans for a survey of the administration and operation of Oregon airports by the staff of the bureau of municipal research and service at the university in cooperation with the League of Oregon Cities, the civil aeronautics administration, and the Oregon aeronautics commission, were announced this week by Herman Kehrl, director of the bureau, who hopes to have the study completed by the end of September.

The request for the study was made by the League of Oregon Cities so that cities owning airports may begin planning now for greater civilian utilization of their facilities in the post-war period and so that methods of securing revenue for operating expenses can be canvassed, Kehrl explained. The investigation will be carried out by correspondence and by field trips.

The survey has been endorsed by Leo G. Devaney, Portland, director of the Oregon state aeronautics boards, and by Paul M. Morris, Seattle, regional director of the civil aeronautics administration, who have assisted the bureau in outlining scope of the study and furnished basic data on airport facilities in Oregon from their files.

Board Will Decide On Navy Liquor Regulation Soon

PORTLAND — (AP) — The Oregon liquor control commission will decide on Monday whether to allow navy personnel to make purchases in state liquor stores during all operating hours instead of only until 5 p.m., as at present, Ray Conway, commission administrator, said here.

Although the 13th naval district has given permission to liberalize the regulations, final authority rests with the commission. The Washington state liquor control commission has decided to follow the new navy policy.

KID ROLE CAST

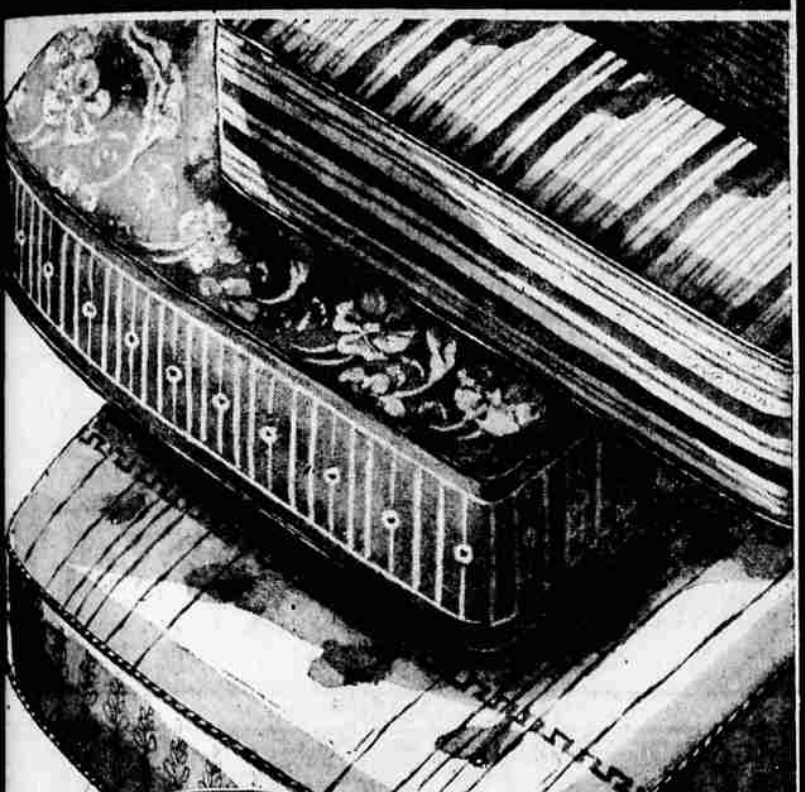
The role of the eight-year-old boy who sacrifices his dog to the army in Columbia's forthcoming war dog picture, "Sergeant Mike," has been assigned to Larry Joe Olsen. The youngster's last role at Columbia was in "Address Unknown." More recently he played in "Casanova Brown." The chief canine role in the production will be filled by "Silver," a giant German shepherd who holds an honorable discharge from the army.

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With more than 5,000 entries received from art students in schools throughout the country, Frank Ross, who will make the famous "The Robe," into a massive film production, has announced that judges are now working night and day to determine which conception of the character of Salome deserves the \$500 cash award.

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An attempt will be made to analyze all the contracts which airports have had with air lines, with the army and navy, and with private operators, and flying schools. The history of airport management will be traced and ideas presented for their post-war utilization. One of the important problems confronting airports, according to Kehrl, is working out a schedule of fees. Data will be obtained on the construction of runways and hangars, whether by bond issues or special levies, and if by government aid, under what conditions and for how much. Statistics will be gathered on the operation and whether revenue was received for landing privileges, hangars, gasoline, concessions, and how employees were paid.

Results will be published by the bureau in a bulletin, and the experience of the various airports will be pooled and presented at a conference on airports sponsored by the League of Oregon Cities to be held when the survey has been completed.

to 1,500 feet. Most of them came back with flak-riddled planes. Many did not come back at all.

By the time D Day plus 7 rolled around, Shoop's men had flown more than 500 sorties and had produced nearly 3,000,000 prints of inestimable value to SHAEF intelligence.

Shoop, whose home is in Beverly Hills, Calif., is 37. He has been flying about 15 years. He is lean and bronzed and has keen blue eyes. He was on a special army mission in Scotland when he got his D Day orders. His group already had obtained mapping photographs of more than 110,000 square miles of enemy territory. It had been told by Maj. Gen. C. R. Moore, chief army engineer, that its record was "believed to be the outstanding performance in this field, the world over."

The work isn't glamorous and there's little glory in it—"It's like playing on the line in a football team"—and so this tribute from headquarters "chirped up my young fellows immensely," Shoop said.

Shoop came home on another special mission but will rejoin his group soon. While here, he improved his time by marrying Julie Bishop, 27, film actress, on July 24. She's red-haired — and very glamorous.

Fred Stormont
Fred Stormont, 63, died Thursday at his home, 325 Eleventh Avenue west. He was born March 20, 1881, at Princeton, Ind. He was married to Mabel Green in Indiana, and the family moved to Eugene in 1932. He was a meat-cutter by trade, employed locally.

Surviving him are his wife; two sons, Beuford, in the army air forces, and Bobby, with the army in New Guinea; two daughters, Mrs. Nathan Hurt and Mrs. Verne Jellsett, both of Eugene; three grandchildren; two sisters, Mrs. Nellie Miller of Pinehurst, Wash., and Mrs. Guy Burch of Tonopah, Nev. Another son, Billy, was lost in a plane accident in New England in February.

Funeral services will be held Monday at 2 p.m. at the Veatch-Hollingsworth mortuary, with interment at Rest Haven memorial park.

Columbia has cast William Wright in the top male spot opposite Ann Miller in "Eve Knew Her Apples."

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