

Engineers Move 49 'Dozers Via Air Into Burma

By Jack Guinn
(United Press Staff Correspondent)
Myitkyina, North Burma (UP)—Myitkyina's famed airstrip-building engineers claim two firsts for any theater of war—they have flown in the first full-size bulldozers and other heavy equipment and they have flown in the first battalion of all-Negro aviation engineers.

The engineers say that for the first time in any theater they flew in full-size bulldozers, huge dirt-hauling carryalls, heavy shovels, road graders, sheepfoot rollers and 20-ton flat-bed trailers. All but the rollers were cut into sections with acetylene torches so they would fit in transport planes, flown in to the Myitkyina area and welded back together—an operation the engineering high-ups had frowned upon as impractical.

The all-Negro engineering battalion, not a regular airborne unit, was flown in from one of the B-29

Superfortress fields. The members of the battalion are well-trained, experienced troops and have given "excellent" performances, according to Capt. Leo Vecellio, Beckley, W. Va., plans and operations officer for the aviation engineers.

Whipped the Monsoon
Commanding officer of all four battalions of the engineering troop—the "airstrip fixers" who made the Myitkyina airstrip serviceable during the monsoon after inadequate Japanese repairs had left it a mass of holes—is Col. Manuel J. Asencio of Passaic, N.J.

Asencio said that when the rains set in on the Myitkyina airstrip—five and one-half inches in six hours on one occasion—the shell holes in the strip which the Japanese had hastily filled with loose dirt began to sink. As a result, several American transport planes cracked up while attempting to land. The engineers went to work, patched the holes and put in a drainage system so effective that after an early morning five-inch rain the dust was flying on the strip in the afternoon.

The engineers are more proud of cutting and welding the huge machines with which they work than they are of the work they have accomplished with the machines.

1,300 Flights Needed
The devices which they took

O. K. With G. I.'s



Out of place in this setting? Not so you could notice it, say G. I.'s behind lines in Italy who see Rita Roper, Chicago dancer, shown leaving tent "dressing room," do her stuff as U. S. O. entertainer.

Norden Bombsight Is Shown To Public for the First Time

By George D. Crissey
(United Press Staff Correspondent)
Chicago, Dec. 23 (UP)—The Norden bombsight is so efficient that after it has been set on a pre-conceived target the plane would continue toward its objective even though all the crew had been killed, it was disclosed recently at a public showing of this heretofore secret weapon of the U. S. air force.

The bombsight was the subject of a press review at the Victor Adding Machine company where it is manufactured in part and assembled in full for the army air technical service command and the navy. Hundreds of sub-contractors contribute parts to the final job of the instrument which might well be called a mechanical eye for Superfortresses and other bomb-carrying planes.

Device Described
The bombsight is comprised of two units—upper and lower. The lower part is the stabilizer which holds the craft on its course through the ship's rudder during the bombing run. The upper part is the "sight" itself. The two function as a unit although there are 900 parts to the lower unit alone.

Most important parts of the sight itself are the telescope, the computer and the gyro. The computer is called the brains of the sight by engineers who said its mechanism is approximately 40 times more accurate than the finest watch.

The function of the computer is to solve various mathematical problems which confront the bombardier just prior to the bombing run. It answers questions as to ground speed, altitude and atmospheric conditions almost instantly.

Sighting Explained
In effect the three-way team plays this way: The computer

G. I.'s 'Prof.'



Maj. Gen. Frederick H. Osborn, above, head of the Army's Information and Education Division, intends that 800,000 soldiers will be better educated when they return to civilian life. Through his enormous correspondence school—the U. S. Armed Forces Institute—that many men take 300 courses, preparing for better jobs.

Through prosperity and peace—through adversity and war, we have always enjoyed greeting our friends at Christmastime. And so again we send greetings with the hope that your future will always be bright with the light of liberty and broad in the freedoms as we know them so that you may enjoy all the fine things that freedom brings.

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apart and flew in to Myitkyina—and welded together without losing a single machine—included 49 sixteen-ton bulldozers, seven 16-ton shovels, 22 twelve-ton road graders, 27 eleven-ton carryalls, 12 sheepfoot rollers and seven 20-ton flat bed trailers.

It required 1,300 sorties by transport planes to bring in the equipment.

Vecellio said that "some of the best welders in the business" were on hand to weld the machines back together after the various parts were unloaded from the planes. And considering the fact they had no great amount of equipment with which to work, Vecellio considers they did a good job. It took 10 hours to disassemble completely a heavy bulldozer and make one necessary cut with a torch. A day and a half was needed to put it back together.

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to All and

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KBND

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