

Washington Digest

Radar Saved Britain— Will Remodel Industry

Electronics Proves of Great Value to American Air and Naval Forces During Present War.

By BAUKHAGE
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WNU Service, Union Trust Building,
Washington, D. C.

(This is the first of two articles by Mr. Baukhage revealing some of the remarkable achievements of radar and explaining how it operates.)

Little by little the world is learning more of the secrets hidden in that magic, five-letter word which, spelled backward or forward, means the same thing, but whose real meaning is still a mystery. I mean R-A-D-A-R.

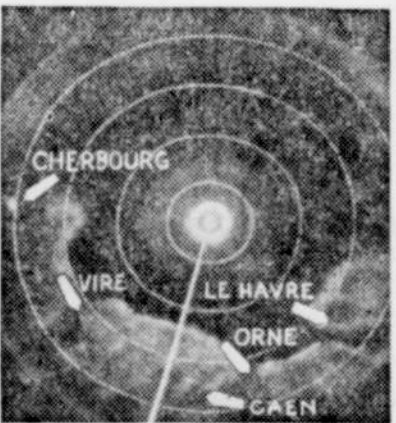
I have written it down that way because its derivation is one mystery that we can reveal. Before it went into "classification," which is what they say in the army when they mean something can't be mentioned in public, radar was an important but little-known, copy-righted, commercial label. It is really four words in one: Radio Direction and Ranging.

Early in the war there were some stories printed about a German airplane which had a television camera in it which could send back pictures of the territory beneath it. Shortly thereafter all mention of such an apparatus stopped and the dark and mysterious career of radar began. Radar and television are not the same thing, but there are similarities and if we can believe that actors in a studio in the RCA building in New York can be seen out in Westchester county by people sitting around a television set, we can believe that another little gadget can register the presence and location of a distant object (like a plane or a warship) and, if it is moving, tell which way it is going and how fast.

Radar Will Soon Be Industries' Marvel

As I said, we knew the Germans had been working on such a device early in the war. This is how radar was born in this country:

Back in 1932 two scientists observed that something happened to a radio wave when it hit the wide side of a building and also when a ship went across its path. Research continued, but the war sent radar into hiding. On November 14, 1942, a Jap battleship slipping through the sea near the Solomon Islands was suddenly struck by a salvo of shots from an American ship eight miles away. The Japs went down to Davy Jones' locker without knowing what hit them. They never saw the American ship which fired the shots. Nor did the Americans ever see the Japanese warship except as it appeared as a



Radar Finds Military Targets.

little "blip" of light on a tiny screen.

Radar did it.

On a winter day, I sat in a room at the Willard hotel in Washington. London was trembling under the terror of night bombing. Sitting at a table before us was an officer of the Royal Air Force. After a few general remarks, he made what was to us an astounding statement; namely, that defense against daytime bombing had been perfected and a method of ending the effectiveness of night attack would soon be in operation.

The tide had been turned in the battle of Britain and, though we didn't know it then, radar had done that, too.

Between these two events was another one we don't like to talk too much about. Over in the Hawaiian Islands on December 7, 1941, Pvt. Joseph Lockard, though not supposed to be on duty at the time, was listening to a "detector," an apparatus which strangers weren't allowed to approach in those days. Lockard "detected" an airplane

about 30 miles away. He reported it to his superior, but that gentleman, knowing American planes were out at the time, took no action. Lockard was eventually given the Distinguished Service medal. The rest we had better try to forget while we still must "remember Pearl Harbor." Human service failed to carry the message that the Jap air fleet was coming, but radar had done its part of the job.

Radar has grown to be a giant since then. This is what "Impact," an official publication of the assistant chief of air staff (intelligence) says:

"The use of radar in military operations is in its infancy, but it has permeated every phase of air warfare. It is used in strategic bombing by both British and American heavies. It makes night fighting and intruder operations possible. It literally saved England in the battle of Britain. And it provided for the control and direction of virtually every day or night sortie flown by the TACs (tactical air force planes) during the winter of 1944-45."

The importance of the part which the American tactical air forces played from the battle of Normandy right up to V-E Day is acknowledged by everyone, though there may be differences of opinion as to the relative achievements of the various branches of the service. (Tactical bombing and strafing is that part of air force activity which is an integral portion of the individual land force operations, as much a part of the battle plan and its execution as the disposition of artillery. Strategic bombing is the "softening up," the long range air attacks.)

And radar was a vital part of the success of the tactical operations in Europe from D-Day on because of its help in getting a fighter-bomber to its target and getting it home again in weather which is too bad for normal operations.

It controlled night fighters, photo and mapping planes, picked out targets and kept track of enemy planes in the area.

To quote an official comment: "On the western front, despite constant overcast conditions during the last winter, the IX, XIX and XXIX TACs were able to operate at maximum strength continually. On the other hand, the 1st Tactical Air Force, which was without radar equipment last November, flew only two missions that month, one of these abortive because of the weather."

As to the long-range, strategic bomber, which has to cross half a continent to get where it is going, if bad weather envelopes it, radar is, of course, invaluable for keeping its location. Radar is also an integral part of the fire-control.

Commercial Aviation Will Profit Greatly

Speculation as to radar's ultimate possibilities are unlimited, both in war and peace. Any ordinance expert will tell you that a "controlled missile" — that is, a bomb such as the deadly German "V" bombs, which flew from Holland to England — can, with certain improvements, be made much more deadly. Not only can they be made to fly much farther—across the Atlantic, over the North Pole — but they can be accurately aimed and directed at an area such as a city and ruthlessly destroy it. Radar can do that and many other things it has not yet attempted. There are, likewise, an infinite number of ways in which radar can and will serve a peaceful world.

In commercial aviation, the man in the control tower, the traffic cop at the airport, will be able to locate all of the planes in the vicinity by day or by night, in cloudy weather and clear. And it must be remembered that regulating the traffic is going to be one of the most important problems of tomorrow's skyways, for there will be a tremendous increase in the number of planes which will be in use and a similar increase in their speed and size.

Radar can warn the planes themselves against collision and the presence of land masses, high tension wires, tall buildings or other obstacles to their flight. And, of course, will permit safe landing even in a dense fog.

Kathleen Norris Says:

Don't Be Someone Else

Bell Syndicate.—WNU Features.



She never saw the beauty of the rolling waves or the brilliance of the happy crowd of soldiers and sailors and their girls streaming up and down the boardwalk.

By KATHLEEN NORRIS

DON'T spoil your life longing for something just because someone else has it. This is a real fault in American women, partly because they have so much, and because their leisure time lets them think about their neighbors.

If life was a little more real for us, if grim necessity more often knocked at our doors, we would be cured of this weakness. The women of the Orient don't know it at all. They drive straight ahead, each one planning and working for the comfort and protection of her own little group, not embittered by the fact that luxury and leisure and all the prettiness of life are denied her forever.

But the days of many an American woman are darkened by constant watching and comparing her neighbor's fortunes to her own. She doesn't appreciate at all what she has—all that matters is that the Browns have more.

For example, I once knew a woman named Sally. She was healthy, beloved, a happy wife and mother. I met her when she had her three small children at the seaside. She and I had rented neighboring cottages for a fortnight's vacation. We were within a block of the shore and all the wild delights of childhood — merry-go-rounds, doghouses, popcorn, slides, whirls, museums and sandy beach—were close at hand. Nobody could call it an aristocratic resort, but it was expensive, joyous and wholesome as only the shore can be.

Craved for Luxury Resort.

However, to Sally, the blight was that she had a friend who had taken her child to Tahoe—remote, refined and, in spots, very dull. But Tahoe is fashionable and Santa Cruz is not, and Sally kept comparing the two places until her vacation was ruined by fretting and discontent.

If Sally had been a child, how simple it would have been to say, "Now, not another word about Tahoe or what Nancy is doing. If I hear any more of this nonsense, Miss, you go straight to bed!"

But Sally isn't a child, so we had to put up with it. She never saw the beauty of the rolling waves or the brilliance of the happy crowd of soldiers and sailors and their girls streaming up and down the boardwalk. She never smiled when everyone was in the glorious salty surf, clinging to life lines, lying wet and breathless on the float. She didn't brighten when we gathered for a delicious hot breakfast in the coffee shop or took hamburgers and buns down on the beach. Not Sally! Nancy was at Tahoe, where everything was elegant and expensive, so there was no pleasure for Sally anywhere else.

Nancy, as it happens, came back with a bad case of hay fever and her little girl was sent off to camp, but that didn't interest Sally. She continued to remark frequently that she wished the holiday was over.

Ninety-nine women out of every hundred in the world would have thought her crazy. Some would have wondered why she wasn't struck dead for ingratitude, stupidity and blindness.

Had Almost Everything.

For if there are 100 good things for a woman of 30 in this world, Sally surely had 98 of them. Sally had

ENVY AND DISCONTENT

Foolishly longing for what others have blights the lives of many women. That yearning to "keep up with the Joneses" makes life miserable for women who have all the essentials for happiness. If they could only curb their childish envy of other people who may be a little richer, or more fortunate in some other way, they could be much happier.

Sally was one of these silly, discontented women. She had health, beauty, a loving husband, three children, and a middle-class family income. But these blessings were insufficient for Sally. Her friend Nancy could afford to go to an expensive and exclusive resort, for instance. Sally had to go to an ordinary seaside cottage colony. The only difference, as far as pleasure was concerned, was the social ranking of the two places. This distinction, nevertheless, bored into Sally's spirit and spoiled her vacation.

Miss Norris compares the lot of the average American woman with that of the European or Asiatic woman, for whom life is a constant struggle just to maintain existence in a war-torn world. How trivial would most of the American woman's difficulties appear in such a setting!

health, youth, beauty, love, protection and plenty; she had a home, car, water, heat, clothes, food, pleasures, leisure, radio, telephone, gas stove, electric light. Sally had wifehood and motherhood, companionship, responsibility, a keen mind, an active body, bright eyes, good hearing, strong legs and clever fingers.

She had, even in this rented cottage, a comfortable bed and good books to read; she had white sheets and fresh blankets; she had a strip of garden, the sight of great trees, the nearness of that eternal miracle of healing, the sea, and that other miracle to which men have turned since the earliest days of Biblical history—the great line of rising dark mountains. But it is ridiculous to attempt to list what she had and it would be tragic to compare it, detail by detail, with the bitter need that millions of women overseas are facing.

These women, frightened, destitute and desperate, have traveled dusty roads looking only for water first, rest and then perhaps a little dark bread and a few boiled turnips or cabbages. They have reassured terrified children, promised them security, shelter, milk and food, only to have the little feet falter, the little hearts break and the children lie down beside the road to rest, not even rating a grave. They have known that their men were gone forever and with them all the dear old life of home, garden, kitchen, familiar stove and beds and home treasures—never to be found again.

One week with them might turn the mirror around for Sally and let her see not what she hasn't but what she has.

Handle Strawberries Carefully

Strawberries are scarce, so if you are lucky enough to have some on your menu, handle them with care. Do not wash them until ready to serve. Water clinging to the berries starts unnecessary spoilage. If you hull berries a long time before using, they may soften. If the strawberries must be held overnight, spread them on a flat plate and store uncovered in the refrigerator. Don't hesitate to can the berries, though, even though sugar is scarce. Can without it if necessary.



Watching the fortunes of her neighbors.

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NEW YORK. — A ship that refused to die, despite a terrific buzz bomb blast that wrecked her superstructure and caved in her starboard side, has come back home.

She is the LST 384, the second landing ship tank to be commissioned by the navy and a veteran of the invasions of Sicily, Salerno, Anzio, and Normandy.

LST 384 came home the hard way. The navy rescue tug ATR 13 towed her from Milford Haven, Wales, to New York in a back-breaking voyage that fluctuated from 3 to 7 knots in speed and consumed 25 days in an Atlantic ocean that still has German U-boats lurking in it.

The story of LST 384 is one of green men sailing new ships in strange waters, of luck mixed with rapidly acquired skill and of the peculiar effect of blast from buzz bombs.

The 384, launched at Newport News in 1942, went to the Mediterranean and her first battle was off Scoglitti, Sicily. Salerno and Anzio followed.

13 Channel Trips. Then, after a spell of hauling men and cargo around the Mediterranean, she was assigned to work in Normandy on one of the three beaches used by British forces. She didn't get ashore until D plus 10 and then only because her skipper tired of waiting in the jam off the beach.

When he started in, other ships followed and their cargoes were unloaded without official order.

No. 384 crossed the channel 13 more times despite a layup for repairs to a damaged shaft. Then she was ordered to Deptford in the Thames estuary near London and was there for a "rest."

On July 8 the officers and men on watch heard the sound of an approaching buzz bomb. Then they saw the flaming monster and heard its stuttering motor shut off.

Now to Fight Japs.

The entire superstructure toppled in the blast. Steel girders bent and twisted as quickly as a woman can twist a hairpin. A huge hole was blown in the starboard side of the hull and the blast or concussion stove in the side of the LST 312, anchored nearby, and killed 9 men—three more than were killed on the 384.

The luckiest man in the crew was Lieut. (j.g.) Floyd L. Maxham, 30, of Temple City, Calif., then the communications officer and now executive officer. Maxham formerly played full back for St. Mary's (Calif.) and coached football at Porterville (Calif.) high school. That night was the only night he ever was absent from the ship. He returned to find his room completely wrecked.

The sorely hurt 384 stayed in the Thames until August 2 when she was moved to Chatham, where the British removed the rest of her superstructure and shored up sagging bulkheads. She then was towed to Milford Haven in Wales and on August 29 in company with two other LSTs and a tanker, all under tow, she began the long, hard trek homeward.

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