

BISCUIT BOMBING TRIP ENJOYED BY CORRESPONDENTS

Two Accompany Flight of
C-47's Dropping Rations,
Ammunition, New Guinea

(Taking advantage of a momentary lull in fighting on the Aitape front of New Guinea, the only two American correspondents in the area—Acme Newspictures' Tom L. Shafer, Chicago, and United Press War Correspondent Francis L. McCarthy—accompanied a flight of C-47's dropping rations and ammunition to scattered outposts on the southern flank of the U. S. Driniumor river line. Here is their report of these daily flights at low altitude over enemy lines.)

By Francis L. McCarthy
United Press War Correspondent
With U. S. Army Forces on the Aitape Front, July 29—(U.P.) I went on a "biscuit bombing" mission today accompanied by Acme's Tom Shafer to see for myself the manner in which

troop-carrying C-47's are utilized as cargo planes to drop to front-line troops every necessity of life, from shoes to grenades and including grave-marking crosses, rations and cigarettes.
For 80 minutes we wheeled and dipped over enemy territory on the western side of the Driniumor line to make our 150-foot "drops" at stalling speed in a small cleared site in the middle of "no-man's land."
We didn't draw any small-arms fire from the enemy on this particular flight, although every single one of these twin-engine Douglas has been bullet-riddled at least once.

Japs Learn
The Japs learned the hard way that firing on these planes—although a tempting target—invariably draws the wrath of Yank artillery down on their heads.

Piloting our C-47 was 24-year-old 1st Lt. John P. McNew, Carthage, Mo. There were three GIs—Private Manley J. Blevins, West Jefferson, N. C., and S/Sgt. James W. Johnson, Hollywood, Cal., and Fred H. Jolley, Spartansburg, S. C., pushing out our cargo each time the supervising officer, Capt. Andrew G. George, Waterloo, Iowa, sounded a buzzer from the cockpit of the plane.

These boys had their heart in their work—they were dropping supplies to the infantry unit to which they are attached.
Giving them a hand were Walmsley's crew members: T/Sgt. Anton M. Koesler, Munster, Texas, and Sgt. Ray W. Williams, Winston Salem, N. C.
When we took off from the airport we climbed to our maximum "altitude" of 150 feet and roared down the length of the snaky Driniumor to Aitape village to our southernmost flank perimeter.

Natives Seen
I could clearly see natives bearing litters of our wounded over winding trails through the jungle, with scouts ahead, on the flanks and behind. I saw clearly one cannon-blinded clearing in which our artillery earlier this week slaughtered 400 Japs.

We dropped over enemy lines at varying speeds, maneuvering evasively to throw off any attack.
We could see parachutes billowing from a C-47 directly

NO FATS—NO FASHIONS



Everyone thrills with pride at the smart appearance of our girls in uniform, particularly in their cool-looking summer outfits. In this group are Spar Seaman Jennie Dietz, of Hollywood, Cal., in grey and white striped seersucker; Army Nurse Lt. Alice E. Hall of W. Pittston, Pa., in olive drab, light weight tropical worsted; Waco Pvt. Lois B. Blisbey, of Houston, Texas, in her off-duty dress of beige shantung; Marine Sgt. Mary Ann Doherty, of Pierre, S. D., in green and white striped seersucker; and Wave Seaman First Class Betty Matney of Ashland, Ky., in grey and white seersucker. Women out of uniform have a part in providing these uniforms if they save their used kitchen fat, because used fat is necessary in processing all fabric, as well as dyes. Used fat is also an ingredient in the tanning of leather bags and shoes.

ahead of us piloted by 1st Lt. James D. Larson, 23, Mt. Vernon, Wash., with 1st Lt. John T. Ennor, 23, Des Moines, Iowa, as his co-pilot.

Their vari-colored chutes dropped to earth right on the nose of the area they were shooting for.

We made eight runs over the "target," dropping packs containing shoes, rations, etc.

We went from near-stalling speed to full throttle after each drop, barely brushing the tops of trees at the end of the clearing. There wasn't a sign of a Jap although we were almost continuously over enemy territory.

Our job over, we roared back to home, glided to a landing and pulled up as trucks immediately

backed up against the open door and started to reload for another trip.

Over three million persons attended United Service Organizations in continental United States during a single month, according to a compilation of figures recently released at the USO headquarters.

There were only 150 cases of claims for pensions for disabled former servicemen of World War II pending at Milwaukee at the end of May. During February, March and last December cases numbered 3000. About 2000 Wisconsin veterans of World War II up to May, 1944, had failed to file pension claims at the Veterans' administration office.

MIGHTY AIR FORCE GOT FIRST PLANE BUT 35 YEARS AGO

USAAF Marks Anniversary
—Now Has 75,000 Machines and Huge Force

Washington, Aug. 2.—(U.P.)—Thirty-seven years ago Tuesday, the U. S. army air force was born in a signal corps order setting up an aeronautical division "to study the flying machine and the possibility of adapting it to military purposes."

The "aeronautical division" was staffed by one officer, two enlisted men, and no planes.

Today the USAAF, in an anniversary statement, announced that it had reached the strength of 2,300,000 officers and men and more than 75,000 planes, including 34,000 combat aircraft—the largest and most formidable air army in the world.

First Plane Flimsy
Thirty-five years ago today—another anniversary—the signal corps aeronautical division accepted its first military plane. A

two-passenger ship designed and built by the Wright Brothers, it was powered by a 30-horsepower engine. Its only "instrument" was a piece of cotton twine fastened between the landing skids to serve as a turn and bank indicator.

Now the army has in operation the B-29 superfortress bomber, whose four engines, delivering a total of 8,800 horsepower, could power nearly 300 planes of the type first used by the army. In addition to its main engines the B-29 has about 150 other motors to drive its generators, bomb-bay doors and other apparatus, and carries several hundred instruments of all kinds to aid in its operation.

Arnold 14th Pup
Shortly after the purchase of its first plane, the army established its first flying field at College Park, Md.—the world's first military airdrome.

The 14th student assigned for army flight training was a youth named Henry Arnold, who became one of the first three officers to earn wings. Today, as Gen. H. H. Arnold, he is chief of the world's mightiest air force.

DOUBLE THE WORK
Haverhill, Mass.—(U.P.)—Two employees of the Haverhill Coal Co. will never deliver their wares to the wrong address again. On one of the hottest days of the year, the pair—a driver and a helper—delivered 20 tons

of soft coal to the Colonial theater instead of the Strand theater, which had ordered the load. They had to shovel out the 20 tons and make the delivery to the right address.

In the 11 months ending May 31, 250 disasters struck 44 states, occurring at the rate of five a week during the 48 weeks covered by a Red Cross report. During the year ended July 30, 1943, there were 187 disasters.

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ROCKET DRIVEN FIGHTER PLANE HITLER'S LATEST

By Walter Cronkite
United Press Correspondent

London, Aug. 2.—(U.P.)—Germany recently released another of its "vaunted" secret weapons, a Messerschmidt 163 rocket-propelled fighter plane, in a desperate effort to halt American bombers, it was revealed today. Preliminary reports indicate the ME-163's were defeated in their first engagement with American Lightning fighters but United States air force headquarters withheld judgment on its potentialities.

The new plane was "secret" only in the date when it would first appear. Most of its details have been known by allied headquarters for some time and what was not known could be surmised from allied experiments with similar craft.

It was the first of two new weapons Germany was expected to throw into the air war. The other is a jet-propelled fighter plane on which virtually all nations, including the United States, are known to be working.

Both American and British heavy bombers have been attacking rocket and jet-propulsion engine factories at Stuttgart and elsewhere in Germany on a large scale. The authoritative magazine the Aeroplane warned that the scale of attacks indicated that Germany now has jet-propulsion engines in production on a scale that may threaten allied air supremacy over Europe.

First accounts of the new rocket plane indicate it merely is an adaptation of rockets as "booster" power to augment the gasoline engine, when the pilot needs a sudden burst of speed to elude or catch his opponent.

Flynn's Accuser Divorces Singer

Hollywood, Aug. 2.—(U.P.)—Blonde Shirley Evans Hassau, 22-year-old film player who never got to court with her paternity charges against Actor Errol Flynn today obtained a divorce from Henry Hassau, vocalist and former navy Seabee.

Stepping down from the stand after testifying to Hassau's "cruel" treatment of her, Miss Hassau avoided comment on her allegations against the debonair film actor.

Her lawyer, Charles B. Taylor, said the matter was still "pending."

Meanwhile, Miss Hassau is doing freelance movie work under the name of Sheryl Starr.

"I don't sing or dance or anything—I just look pretty," she explained.

Bulges caused by excess paint are removed by passing the discolored products through electrified space.

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