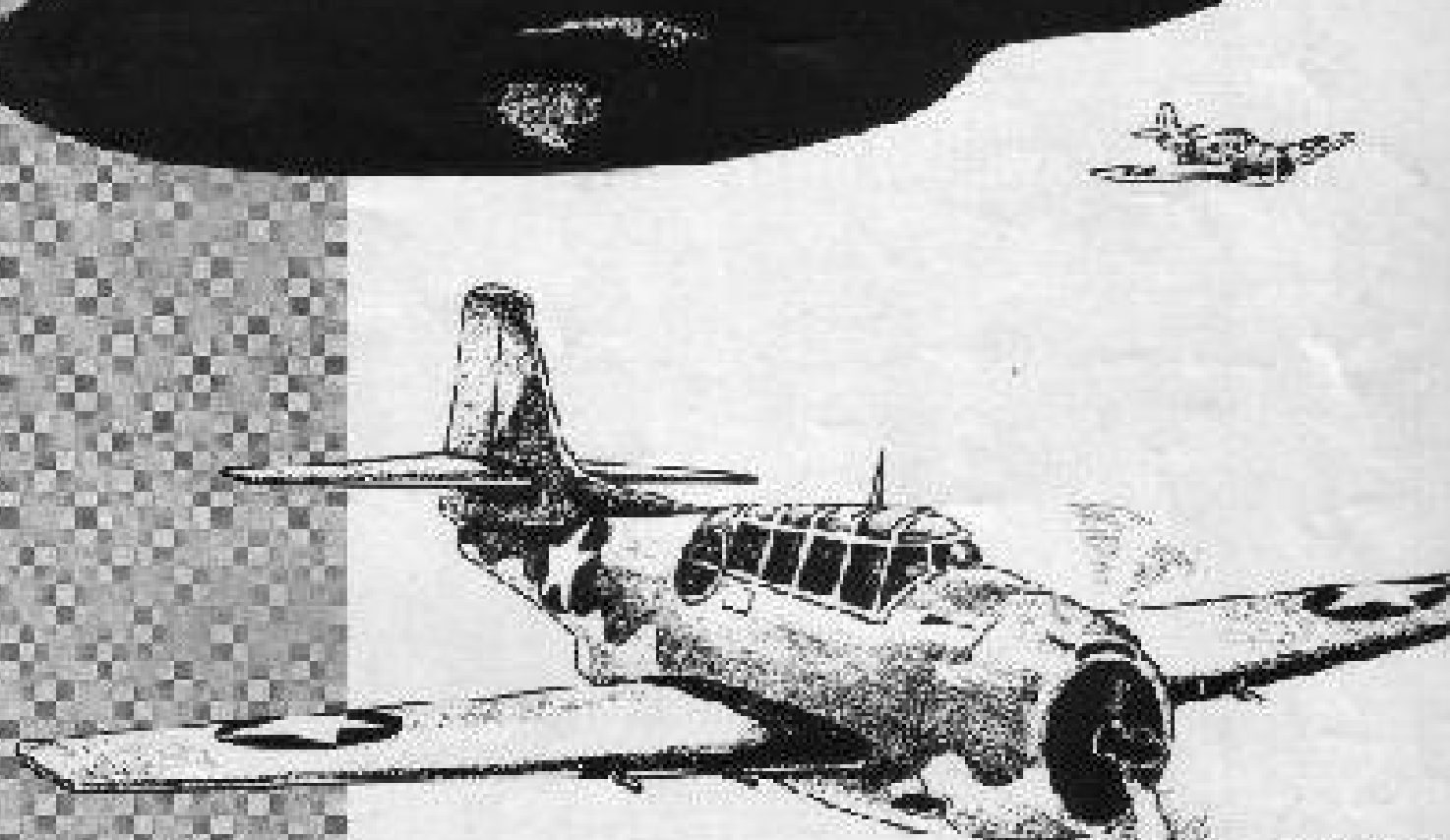


# FLIGHT



PUBLISHED BY  
UNITED STATES  
NAVAL RESERVE  
AVIATION BASE  
GROSSE ILE, MICH.

*This Space Contributed*

*to*

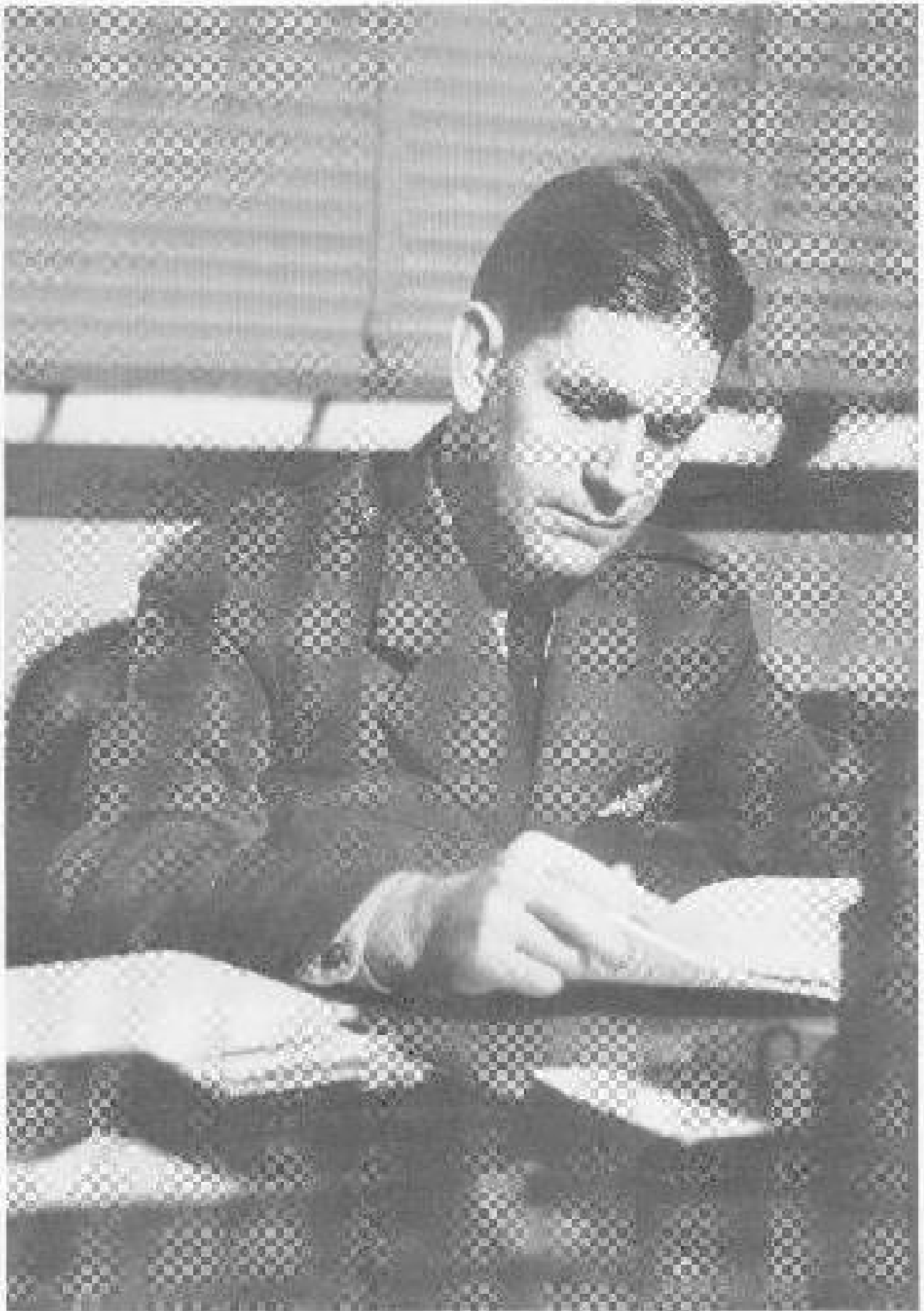
**“FLIGHT”**

*by*

*Velvet Brand*

**SEALTEST**

**ICE CREAM**



COMMANDER R. C. YOUNG, U. S. N.  
to whom this issue is dedicated



# Our New Magazine—

TODAY the men and officers on this base can add one more notch to the past that measures their achievements. One more job has been tackled and conquered.

There are more hours involved in the production of a magazine than one can imagine unless he has struggled through the ordeal once. The truth of the whole matter is that unless the men appreciate it, the magazine isn't worth the effort. We, the staff, have reason to believe the men need and want a medium that reflects their personalities, work and characters.

Believing that we are doing a job that needs doing, it will always be our aim and ambition to give you the best and nothing else. We want each department to get proper credit relative to its importance to the Base.

Our policy will be to treat the events and happenings of equal importance the same, whether they concern men or officers. There will be no favors shown any one man, officer, or department, except the governing officials of the Base. Our time and efforts are always at their disposal.

With your support, we will publish a good magazine; without it, there will be no magazine. We will always be open and ready for suggestions, contributions and constructive criticisms.



# Americans All—

AMERICA, where was established a new nation, conceived in liberty and dedicated to the proposition that all men are created equal. Its portion of this earth with its broad fertile plains, its great mountains and wide rivers and thousands of lakes. Its millions of homes dotting the landscape and clustering in the cities, its people in which are strong beautiful women and brave competent men and growing laughing children.

America and its tradition of democracy, for its respect of human personality, its opportunity to think and plan together. Its religious spirit with its white spires against wooded hillsides, for the great Christian organizations of the city, for the healthy moral tone of our literature and press.

America's great heart, its sympathy for the underprivileged, for compassion which comes to united expression in some moments of terrible crisis.

America's flag, whose streaming red and white and whose generous star-strewn field of blue bring bright new light to our eyes and a new grip to hold upon life. Thank God for America.



# Aviation Up—

IT WAS with a good deal of satisfaction that we heard of the promotion of John H. Towers, erstwhile Chief of the Bureau of Aeronautics, to the rank of Vice Admiral with command of air warfare in the Pacific. Airmen have long awaited such a move. Undoubtedly the airplane has played the most important and surprising role in this new type of mechanized warfare and it is fit and proper that an man of long standing be given the opportunity to decide how and where our naval power should be disposed and brought into play.

Admiral Towers can boast of a long and brilliant service with the air unit of the navy. Back in 1911, as a young lieutenant he was ordered to the Curtiss and Wright Companies for flight instruction and subsequently aided in the organization of the first naval aviation unit which was located at Greenbury Point near Annapolis, Maryland. The original flying equipment of this unit consisted of two Curtiss biplanes and one Wright airplane.

He stayed with aviation through the years, pioneering all new developments in the perfection of sea aerial warfare and was instrumental in bringing our air arm to its present high peak of efficiency. A man of Admiral Towers' breadth of vision and daring will do much to hasten the day of wrath for our little enemy from the land.

# FLIGHT

Published monthly by the United States Naval Reserve Aviation Base, Grosse Ile, Michigan



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In an effort to obtain original short stories from the officers and men on this base, FLIGHT will pay five dollars for each story that it prints from such contributions. These stories must be in the Chaplain's Office not later than fifteen days from the date that this magazine appeared.



# FAREWELL, Commander Young—

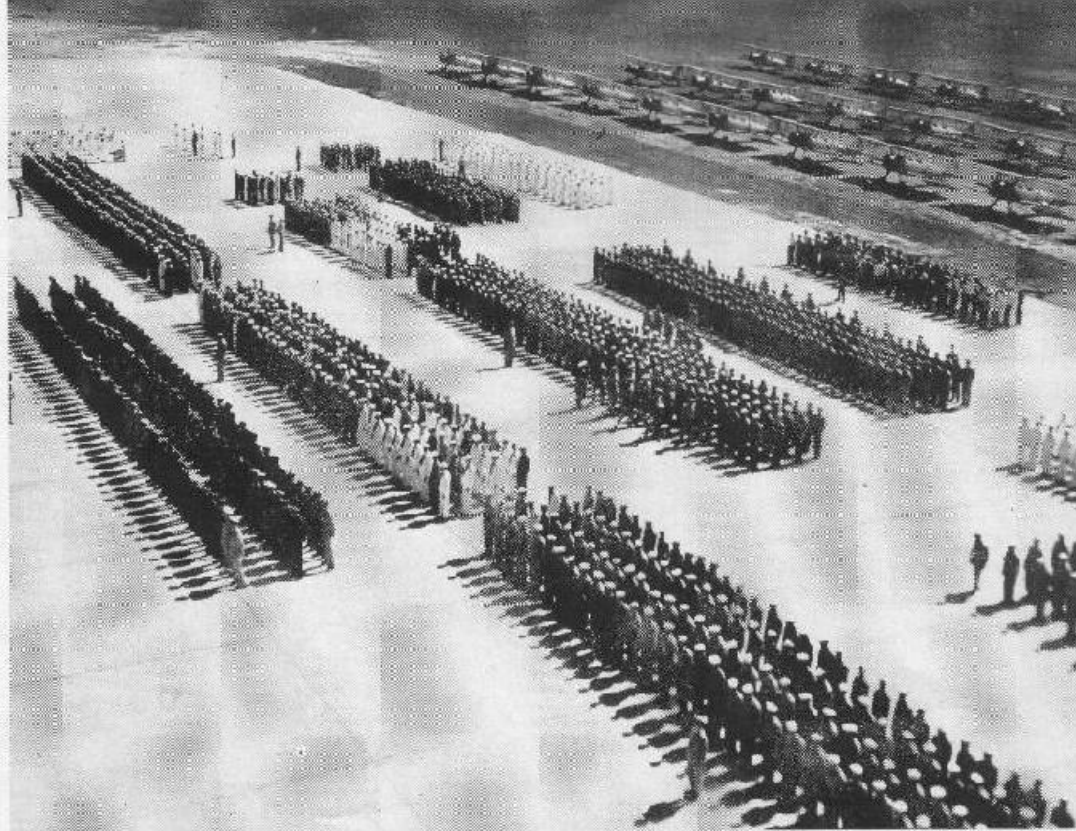


As this new magazine goes to press the Grosse Ile Naval Air Base is in the process of acquiring a new Commanding Officer, but there is still left in our minds the memory of another man. This man is a gentleman and an officer. There is no doubt in our minds that every one on the base will remember Commander Young as a man with a job to do. His job here is done, and he is going elsewhere to begin another.

Commander Rufus C. Young graduated from the Naval Academy in 1924. From then on his experience is broad and leads from one side of the world to the other. In 1926 he served at Pensacola. After leaving Pensacola he served with the "Fleet", and has an impressive fifteen years of sea duty behind him. This sea duty was served on various ships, namely, the Saratoga and the Langley. At one time he was in command of an Observation Squadron, VO2.

Coming here in July, 1940, Commander Young and his family immediately made many friends who will undoubtedly miss their presence. Mrs.

OUR NEW SKIPPER give us the chance over, following change of command which took place on the south ramp.



BASE PERSONNEL bids farewell to Commander Young and welcomes Capt. Ernest W. Litch. General muster on south ramp.

Young, who is well liked by every one on the base, is also prominent in local and state society.

Besides losing a leader of men, who has always been known for his outstanding work in the navy, we are also losing a family which has been an outstanding influence in the community.

\* \* \*

## Capt. E. W. Litch Relieves

In a simple, but impressive ceremony the command of this base was formally changed at 1300 September 21, 1942. In keeping with the present war time policy of minimum interruption in the base flying schedule the entire personnel of the base was mustered in work uniform in front of the main landplane hangar to witness the transfer of command. Commander R. C. Young, U.S.N. read his orders from the

Chief of Naval Personnel relieving him from command and ordering him to report for "sea duty involving flying". Commander Young then thanked the assembled Officers, cadets, and crew, for their effort and cooperation in the development of the base. Captain Ernest W. Litch U.S.N., the relieving commanding officer read his orders detaching him from duty with the Chief of Naval Operations and ordering him to the Command of this base. The new Skipper spoke solemnly of the magnitude of the task confronting the nation and warned that "this is not only a war but an actual fight for your way of life and my way of life". He concluded his brief address by inviting all hands to approach him, through the executive officer, in the settlement of all their problems.

OUR NEW CAPTAIN reads his orders which place him in command of Grosse Ile.





# They

IT WAS a sultry, hot day in June, 1942, at the United States Naval Air Base, Grosse Ile, Michigan. All the morning there had been very little wind, and when the sun reached its height after noon the heat was sticky and almost unbearable to the British airmen.

Suddenly from out of the heavy skies came the first low rumble of thunder, like the distant rumbling of artillery, like the bursting of heavy bombs just over the horizon. Lightning zig-zagged across the skies and down to earth at frequent intervals, came nearer and louder with each passing minute. An aeroplane came in to land, its speed decreased so much by the wind that it almost dropped flat for twenty or thirty feet. The rough air buffeted the plane like some small toy, lifting it for a second and letting it fall again.

Downstairs, just outside the Operational Building, a small group of Instructors stood talking with the Operations staff. Most of them had their students in the air, flying solo, and they cursed the weather and looked worried. I stood there with them, listening to their conversation, learned that there were still four or five solo students in the air. As the storm reached its height little men ran out on to the field, waiting for the planes to come in. All eyes were turned towards another arrival, and there were anxious looks on set faces. Down came the plane, too slow for safety, bouncing heavily, and I heard a curse as it seemed about to land on the tennis court, just skimmed over the top of a car, and touched the ground just a few feet from the edge of the runway. I felt a queer sensation in my stomach as the pilot taxied the machine across the field to the hangar, and I lit a cigarette with fingers that were a bit shaky. There was an interval of several minutes before the next one arrived, gunning the engine skillfully, making a perfect landing in the center of the field. Slowly, one by one, they came in, some making good landings, some getting down with the aid of a gust of wind and heavy air. Looking over the far side of the field I could see the rain beginning to fall, crawling across the field with the wind. Slowly it came across, and we dashed indoors just before it arrived near enough to drench us.

I waited until the last one had arrived, and then returned to the office, which by this time was like a hot-house. All this had reminded me of something

which happened not very long ago, and I would like to tell you about it.

It was a chilly, fresh morning in April, 1940, just outside a small French village about thirty miles from the Belgian frontier. Along with a dozen other airmen, I was standing guard over the aerodrome, which was nothing more

## Also

By RONALD LINFORD

Cpl. R. A. F.

than a large, flat field, surrounded by trees and dotted with tents in the corners. We had stood and watched the bombers leaving just a little before dawn, had counted them in the half-light, and our thoughts were flying with them to some destination not very far away. Slowly we walked along the side of the field, stopping to chat with the soldiers who manned the Bren and anti-tank guns. We watched them as they cleaned their guns and rifles, as they did every morning at this time. Occasionally a farmer would pass with his oxen-drawn cart, one or two "poilus" passed by on motorcycles; and the sun came up over the hill, displaying a patchwork of cropped and unfarmed fields, the river that ran by just a little way off, the woods that chased all along the skyline. Along the road, heading for the Belgian frontier, rumbled a convoy of buses, heavily laden with "poilus", followed by gun-carriages, trucks filled with men and machine-guns pointed skyward, trucks laden with supplies, and with the inevitable casks of "vin rouge". Heads craned from the windows, and "au revoirs" and "bonne chances" were repeated in chorus. Bottles were waved excitedly, and "fritz" was cursed well and strong. We stopped a few of the despatch riders and gave them what they were always glad to receive—English cigarettes and chocolate, and the good old "bully beef" and concrete biscuits that went with it. They shook our hands warmly and spoke the few words of English that they had learned from the "Tommees". I had spent years at school learning their language, and had revised all my knowledge and learned more in the two months I had been there. And so I spoke with them for a few minutes, until they had to leave to catch up with the convoy. I learned that one of them was a native of Paris, that he had left his "cherie" there, and that this was his first time on active

service. His eyes had filled with tears as he had spoken of his mother, for his father had been killed in the war of 1914.

The sun was getting warmer now and it was getting near to the time when the planes would return from their raid. We walked along the road a little further, but turned around sharply as we heard the rising throb of distant engines. Three small specks, like small birds, appeared just above the horizon, growing larger as they came nearer to the field. In a few moments we shaded our eyes from the glaring sunlight and could see the numbers of the planes. "There's Shorty coming in

## Serve

and Monty; and Yorky. I knew they'd be in first; they always are." And we raced over to the planes as they taxied to a standstill, and helped the crews to climb out of the machines when the propellers had stopped revolving. "Did you get what you wanted, Sir?", and "Have any trouble, Sir?". One of the pilots grinned tiredly, and pointed to the ominous holes in his fuselage and the rips on the wing-fabric. "Got a cigarette?", he asked, and I handed him my packet. His hands were shaking as he lit it, and he inhaled deeply the first puffs of smoke. Another black speck in the distance broadened to take the shape of a plane, and yet another landed safely. My tour of duty as guard had now finished, but I decided to wait for the remaining four to come in. We waited for over half an hour before the next two came in, and when we asked them what had been the reason for the delay they merely said that they had been taking things easy for a little while. The bullet-holes in the tails didn't make this sound very plausible, but we made no comments, although we were disappointed that we could get no further information from them. But we had imaginations, and didn't take much of that to figure out what had been happening.

Still a few more minutes of waiting, and another lone speck appeared on the horizon. "Wonder what's happened to Johnny", said the Squadron Leader, searching the horizon for another little speck. Nobody commented on his remark, and so he just kept peering into the sky, blowing out great clouds of smoke from his big pipe. A eyes remained fixed on the growing shape, and the engine could be heard spluttering and knocking ominously.

(Continued on page 10)





## Boots! Boots!

Boot school training is one of the most valuable assets a man can acquire both from an educational and physical standpoint. If this training is kept in mind and put into daily practice, the man will operate at its maximum efficiency.

The six instructors are Schnieder, Mesley, Gonyea, Goodsmith, MacInish, and Gibb.

Boot school extends through a 10 day period with the routine starting at 0745 and ending at 1700. Boots are required to have short hair cuts, and are not allowed liberty. During this period of instruction, they listen to lectures on Naval etiquette, regulations, first aid, hygiene, taught how to fold their clothes, how to stencil their clothes, and they must be able to send and receive by the two arm semaphore method.

"Boots" must wear their leggings (or boots) from muster in the morning until secure at night. The greater part of the days spent in Boot School is put

in on the manual of arms and infantry drill.

On graduation day, every man must pass a bag inspection and a final inspection on manual of arms and infantry drill, which is reviewed by the Executive Officer, Lieut. Comdr. Wickes and Major Adams.

## Four On—Eight Off!

The seaman guard was recently organized for special duty at the base. Each member must have had boot-school training and in addition either has or will be given a modified F.B.I. training course at the rifle range in the use of sub-machine guns and riot guns. Competitive matches with rifles and pistols are also to be held.

The seaman guard has been established to protect the security of the base. It is their duty to challenge, identify, pass, or arrest all persons coming on their post. In cases of emergency the guard is doubled. Seaman Guards are instructed to be stern, but courteous at all times. Duty hours

(LEFT)—All clothes must be stenciled. Boot School training includes instruction in the proper stenciling of clothing. Inspection is made at the close of training.

(RIGHT)—Hoisting the Ensign—Members of the Seamen Guard assume this duty as part of the regular day's routine.

are 4 hours on and 8 hours off, except when the watch is "dogged" (2 hours on and 2 hours off). Every fourth day the men rate liberty for 24 hours.

Considering the short length of time the seaman guard has been organized, it is functioning exceptionally well. Opportunities for advancement in seaman guard depend upon the individual ability of each man in the same manner as other base personnel. Every seaman guard must know the routine of every watch on the base, and by the way, those guns are loaded.

Seaman Guard is under the direction of Lieut. Rickerts. Tony Schneider, BM1c, is the senior sergeant.







GRID SQUAD COACHES are doing a bang-up job with our new team. They are left to right: Lt. Crawford, Lt. (jg) Zeno, Chief Maag, Lt. Clogston, A. B. Cushner, PmM3c—manager, Ens. DeMarino.



ALL OF UNCLE SAM'S sailors to qualify them for later tests.

# SPORTS

## Grid Team Preps For Coming Games

As "Flight" goes to press, we find this season's grid team shaping up well, and in good condition for the coming Ohio Wesleyan game at Ecorse on October 26. Although the boys do not expect an easy battle, it is believed that the teams are both well enough matched to offer the fans a real ball game.

The base eleven defeated Grand Rapids University on October 2 by a score of 29 to 0. Every man on the team had an opportunity to get into the game. Outstanding offensive players on the Navy team were Jack Lorenz, Jerry Dugan, and Jim Riordan. The line was anchored at both ends by Charles Maag, and Lt. J. Brennan. A variety of offensive attacks and completed passes contributed to the victory and bids well for future success.

Between halves the newly organized drill squad, with the assistance of the base band, entertained the fans with a variety of drill exercises. They show promise of becoming a highly polished unit.

The coaching staff which is assisting Lt. Clogston has been very successful in rounding out the team. They are:—In the backfield; Lt. (jg) Larsen, of Lake Forest College, Ill. where he was assistant football and baseball coach. Line; Ens. D. DeMarino, former freshman coach at Penn State and a tackle and boxer of note during his college days. Assisting the three coaches is Lt. Crawford, formerly of State Teachers College, Westchester,

## ★ FOOTBALL

- Oct. 16—Wyandotte Orioles at Ecorse night game.
- Oct. 23—Otterbein College, C Ecorse, night game.
- Oct. 27—Navy Day Game, W University at University Detroit Stadium.

PLENTY OF GOOD MATERIAL things are expected from these boys







bove is a class taking instructions  
ill eventually embrace life saving.



WE ARE PROUD of our softball  
team. They carried through the  
season to champ. finals losing by  
only 2 to 0 to Dearborn.

## Important Part In Navy Life!

### SCHEDULE ★

- ov. 7—Western Michigan College at Kalamazoo.
- ov. 14—Baldwin-Wallace at Cleveland, Ohio.
- ov. 21—Bowling Green University at Bowling Green, Ohio.

Pennsylvania; and C. Maag, C.P.O., former all-conference guard from Ohio State University.

The athletic director, Lt. Bruce Caldwell, formerly of Yale, All American halfback in 1928 and a former member of the Brooklyn Dodgers, is in charge of the athletic program on the base. Lt. (jg) C. Zeno is equipment manager, and Lt. (jg) J. C. Brennan, former Michigan guard, is public relations and schedule manager.

### Softball Team Has Successful Season

Two softball league trophies may be seen in the base trophy case, which testify to the success of the base softball team the past season. The trophies were presented by the City of Wyandotte. One represents the Wyandotte League Championship with a record of 12 wins and three losses. The other trophy was presented for participation in the state play-offs in which the sailors battled their way to the finals, only to be defeated by Dearborn, defending cup-holders.

Softball fans may well feel that the base team did themselves proud when it is considered that only one-half hour each day was devoted to practice.

The base team was composed of Ensign Penner, Mach, McGhen, Szopko, Huren, Kushner, Kahal, Cornell, Consiglio, Barber, Weisman, Steffes, and their four star battery, Joe Zaluski pitching and Al Laverack, catching.

for football here on the base. Big  
ng into a smoothly operating squad.





## Divine Worship

Divine Worship is deemed an important part in the life of all men, ashore and afloat. Divine Services have been held in the Assembly Room of the Ground School each Sunday morning with good attendance at both Protestant and Catholic Services.

Chaplain R. A. Lundquist, is the Protestant Chaplain at the Base and Chaplain John Wagener of the Naval Training School, Dearborn, Michigan has been conducting the Catholic services until he was recently sent on duty afloat. Catholic masses are being read for the present each Sunday morning by Father George W. Pare, parish priest on Grosse Ile.

Protestant Communion Services are held on the first Sunday of each month. Vesper Services have been held Monday evenings at 1930 for the benefit of the men desiring to attend a week-day service.

Upon the completion of the Recreation Building, divine worship will be held in the auditorium of that building. Aiding in the worship will be a Hammond Electric Organ, a gift from the Detroit Commandery.

## YOUR UNIFORM

The uniform is not just another piece of clothing, it is a badge of office, the seal of a trust imposed and accepted. Salute it with respect, behave in it in a seemly manner, defend it when it is offended and endangered. It represents the flag, the nation, your home and family, and of all that men believe to be worth dying for.

## Station Choir Organized

A station choir, under the direction of Lieut. (jg) Stanley Augenbaugh, has been organized recently at this base. The choir offers to the men a means of expressing their enjoyment of vocal music as well as assisting in base activities such as Divine Services and other occasions that may arise from time to time. Rehearsals have been held weekly during the past month.

The membership of the choir is not closed, and anyone desiring to join the group is invited to attend its regular rehearsals each Tuesday evening in the Ground School assembly room. The time is 1830. If you like to sing, don't be afraid that you are not qualified. You will find a congenial group of men and the experience will prove most helpful.

## TAPS-

The Base experienced its first fatal accident during twelve years of commissioned service when, on September 11, 1942, an SNC-1 piloted by Ensign Warren T. Umbright, USNR with passenger Robert E. J. Morlan crashed in a field near Saline, Michigan. Both the pilot and passenger were killed instantly.

### UMBRIGHT

Ensign Umbright reported for duty on April 14, 1942 after completing flight training at Jacksonville, Florida. Funeral services were held at the Prish Funeral Parlors, Chicago on Monday, September 4, 1942. Officiating was Chaplain Roderic Smith of U.S.N.R.A.B., Glenview, Illinois. The escort of honor was Ensign Graham and Ensign Anderson of Grosse Ile, Michigan, and Ensign Dare of Glenview, Illinois. Six sailors in charge of Coxswain Kesterson of Glenview were pall bearers. Eight seaman guard, commanded by Ensign Alexander, rendered a firing salute at the grave. The services were concluded with taps by Bugler Hawley.

### MORLAN

Funeral services for Robert Morlan, Photographer's Mate third class, were held in Brighton, Michigan at the Keehn Funeral home on Sunday, September 13. Chaplain R. A. Lundquist officiated and was assisted by Rev. Floyd Porter, pastor. A company of sixteen sailors in charge of John Wesley, Sea 1c formed the pall-bearers and firing squad. The service was conducted with taps by Wm. Larson, Sea 1c. Ensign Merl Clark was the escort of honor.

Morlan enlisted in the Naval Reserve on March 30, 1940 and was placed in active duty at this Base.

### THREADGOLD-PRIDMORE

The first fatal crash involving R.A.F. students at the United States Naval Reserve Base, Grosse Ile, occurred Wednesday, September 23, when the planes they were flying collided during formation maneuvers.

According to witnesses, the planes touched wings while executing a turn. One pilot baled out but was too close to the ground to allow his parachute to open.

The dead are LAC Harry Threadgold, and LAC William Pridmore.

Threadgold was 21 years of age, and a construction engineer. He came from Chestershire, England. Pridmore was 26 years of age, and a former constable in London, England.



## CHAPLAIN'S Corner

CHAPLAIN R. A. LUNDQUIST

### GO TO CHURCH

Fundamentally life is a spiritual enterprise. The highest joys we will ever know, and the deepest pains we will ever suffer, will always be spiritual experiences. To lose one's sight or hearing is a very great tragedy, but to lose one's faith in life or one's confidence in himself is disaster.

The truly great things in life are not houses, jewels, luxuries or vast estates. Rather, they are spiritual qualities like courage, faith, patience, vision, hope, self-control and moral integrity. Jesus made it clear when He said, "A man's life does not consist of the abundance of things which he possesses."

Life has a way of closing down upon those who never learn the fine art of managing their spiritual lives. On the other hand, life opens up for those who become spiritually efficient. Poise, confidence, strength of soul, gladness of heart, peace of mind—these are not special favors bestowed by a whimsical God, but rather are spiritual achievements which are within the reach of any individual who is willing to make the effort to attain them.

Life cannot be left to chance. Anyone that does that will arrive nowhere because he sets out for nowhere. In the hour of stress and strain, when hope and faith are needed, the man who has no spiritual resources within his own soul will perish. But those who live under one mastery, with body, mind and soul united in a devout purpose to the will of God will be spiritually efficient and correspondingly free.



# MEDICAL CARE

*Will Be The Best  
With New Hospital  
Facilities*

One of the prominent new buildings that has been attracting attention on the station is the new hospital which is being built directly north of the crew's barracks near the New Service Center and is now about twenty-five percent completed. It is hoped that occupancy can be made by the middle of December.

The exterior of the building will conform to the plan laid down for the rest of the base. However, the appearance will be different in other respects. The building will be only one story in height and will have a flat roof with large overhanging eaves. The main entrance will face east.

The ground plan of the building consists of three wings: Sick Officers' Quarters (SOQ), and two wards for enlisted personnel. One ward will be devoted to medical cases and the other to surgery.

In addition to the ward space the Dispensary will contain complete oper-



ating facilities. It is expected that all major operations will be conducted there. There will also be special work done in eye, ear, nose, and throat work, and in orthopedic surgery. Specialists will be in charge of these two divisions and special equipment has been ordered for them.

The work of the medical and surgical departments will be complemented by complete laboratory facilities under the direction of trained officers and

WHAT A RELIEF! There's everything here to make it easy to dig down and give to Navy Relief funds. The Commandant of the Ninth Naval District directed that the annual solicitation for contributions to Navy Relief Society be made from Sept. 1 to Oct. 1 1942.

men. It is felt that this will greatly expedite the work of the hospital inasmuch as complete diagnosis and therapy will be carried on. In this department  
*(Continued on page 11)*

With The Compliments  
of the

O. W. Burke Construction Co.

Fisher Building

Detroit, Mich.



# HOW do you RATE?

ACMM (AA) to  
ACMM (PA)  
Pitchford, C.  
AMM1c to ACMM (AA)  
Woodcock, M. T.  
AM1c to ACM (AA)  
Brown, W. H.

AMM3c to AMM2c  
Bier, E. R.  
Blackwood, I. C.  
Duquette, K. R.  
Fetters, R. P.  
Healey, H. C.  
Laverack, A.  
Mach, R. R.  
Paruch, H. J.  
Wezner, R. J.  
Wise, L. R.  
Witt, G. C.

CM3c to CM2c  
DeFore, A. S.  
Wentworth, A. K.

AM3c to AM2c  
Stajich, M.

Y3c to Y2c  
Beaumont, F. E.  
Chech, F. E.  
Doyle, E. C.  
Jay, J. F.  
Miles, L. E.  
Smith, T. E.  
White, W. P.  
Witt, D. E.

SK3c to SK2c  
McBride, G. R.  
Munger, G. W.  
Tull, C.

AerM3c to AerM2c  
Muschette, L. C.

PhoM3c to PhoM2c  
Smith, W. D.

Sealc to Cox  
Gonyea, B. A. J.

Sealc to EM3c  
Pusker, J. A.

Sea2c to RM3c  
Ebert, R. R.

Sealc to AMM3c  
Alber, W. W.  
Beck, T. A.  
Curtis, J. J.  
Edwards, E. J.  
Fountain, W.  
Kochevar, F. J.  
Locke, W. J.  
McGhen, J. H.  
Miank, C. F.  
Pearce, G. W.  
Schmidt, R. L.  
Torok, S.  
Arndt, J. H.

Sealc to AM3c  
Datson, K. W.

Sealc to AerM3c  
Vollmar, P. R.  
Sealc to PhoM3c  
Morlan, R. E. J.

Sealc to SK3c  
Eilers, G. O.  
Sugarman, I.

Sea2c to Sealc  
Anderson, S. H.  
Barozzi, L.  
Briney, L. A.  
Daniel, R. E.  
DeRudder, J. R.  
Fair, J. W.  
Fehler, D. A.  
Hill, J. P.  
Huren, J. E.  
Kessinger, A. E.  
Killian, E. R.  
Kosabucki, E. A.  
Land, W. G.  
Lodemel, O.  
Montgomery, W. R.  
Maas, H. F.  
Noden, H. F.  
Overway, E.

F3c to F2c  
Wiseman, A. D.

A.S. to Sea2c  
Florian, G. M.  
Sanders, N. H.



## RANDOM SHOTS

Life goes on in a normal routine at the base, as the pictures to the left indicate. There is plenty of work to be done, and the men are taking hold of their jobs in great style. We are not forgetting, however, that the individual interests of every man must be included.

Reading from top to bottom!

- 1 CUT YOURSELF A PIECE OF CAKE—Capt. Edwin S. Roberts, USMCR, does the honors for his bride. They were married recently.
- 2 HERE COMES THE BRIDE—Adam Owaki, Bkr1c and his new bride. They were recently married in Detroit
- 3 ENS. COSTLY checks the flight board with a group of British students.
- 4 RADIO ROOM OPERATIONS show (left to right) B. Marks, RM2c at the mike and R. R. Ebert, RM3c copying the message and tuning the transmitter. They are broadcasting to a plane.
- 5 GUN DUSTERS AT WORK—J. H. Stanley, Sealc; W. E. Geffe, Sea2c; A. H. Christensen, Sea2c; E. A. Jones, AOM2c; and F. M. LeVeck, Sea2r cleaning and repairing arms.

## THEY ALSO SERVE

(Continued from page 4)

Slowly he approached, the engine coughing and sputtering wildly and finally cutting out altogether. Circling the field slowly, losing altitude very quickly, the plane came in, and the pilot placed it down on the grass with a bump that made me shudder. He tried to climb out slowly, and his navigator and some of the waiting crews went to help him out. They carried him slowly and gently to the first-aid tent across the field, and I saw the blood-soaked trouser leg as he passed. They gave him a cigarette, lit it for him, and carried him inside.

Some of the men came out of the tent a few minutes later, and I stood outside the little circle of officers and men who had gathered there. "He's all right, Mac", said the Squadron Leader, "Just one below the knee—not much more than a scratch." He blew out another cloud of smoke and continued. "Johnny didn't get out of it in time, so you can tell the others not to wait for him".

And so we went away slowly, wondering just what had happened to the one who didn't get back, wondering too how bad the little scratch was.



# Meet LIEUTENANT CULLUM •

Flight Lieutenant C. R. P. Cullum sailed in a convoy of sixty-one ships in October 1941 to take up his present post at the United States Naval Base at Grosse Ile, Michigan. He is in charge of all the Royal Air Force Personnel that are sent over from England on his base.

In the present war, Flight Lieutenant Cullum served in Egypt. He was on the start of the Libyan campaign. His squadron was based at Heliopolis and then flew to Mersah Matruh when Italy declared war. Mersah Matruh is the fortified rail-head on the Egyptian-Libyan border. During his service in Egypt he was in the Royal Air Force intelligence.

At the end of November, 1940, he was invalided home to England. The troopship in which he returned made a



LIEUT. CULLUM

voyage of over eighteen thousand miles around South Africa. On arrival in England he was in hospital for four months. Air Ministry then sent him to an R.A.F. Fighter Station outside London.

At this station, he was Administrative Officer for Royal Air Force Personnel engaged on Radio-Location work.

During World War I, Flight Lieutenant Cullum served with the crack Coldstream Guards in the rank of second lieutenant.

## MEDICAL CARE

(Continued from page 9)

also will be facilities for electrocardiographs (ECG) and basal metabolism tests (BTM). The use of both of these is of inestimable value to the surgeon or physician in his work.

The Dental Department will be incorporated as part of the Medical Department and will maintain offices with an enlarged staff in the Dispensary. Here will be all the facilities for the ordinary dental work in addition to the new department of prosthetic dentistry. Here also will be complete dental x-ray equipment. In all there will be three complete dental units.

A new department that is being added is the Out-Patient Clinic. Here treatment will be administered to those not actually confined to the Dispensary and to immediate relatives of personnel.

One of the chief departments will be that of Aviation Medicine. There will be complete aviation examining rooms staffed by the Flight Surgeons and the Aviation Medicine Technicians. It is expected that considerably more flight work will be carried on at the station when this department has been fully organized.

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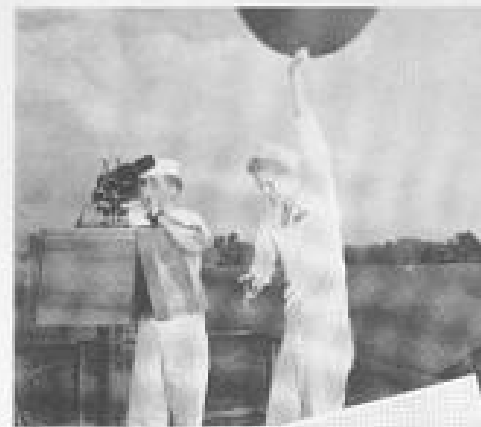
To

"FLIGHT"





**CORKIN' OFF**—Ensigns Ricker, Flannagan, Lt. (jg) Pissani, Ensigns Lillich, McNet, Gockel, and Gustafson talk it over between flights.



**PAUL VOLMAR AND ARNOLD THORSEN**, both AerogM3c trying to convince us that they know something about the weather.



**IT'S EASY BOYS!** Just get up there and—Ensign Gockel instructs British students just how to do it.



**WE'RE READY**—One of the base crash wagons and its crew. These emergency squads are always kept in readiness to protect lives and property. The training they receive qualifies them to do an excellent job.



**GETTIN' EM READY**—(left to right) D. Blalock, R. J. Gleason, A. E. Kwalton, B. Wyle, and H. J. Paruch preparing a ship for flight.



**UNDER THE DIRECTING** influence of department heads Anderson and Wecoil, the so-called needle pushers from the "loft" have been turning out some "bang-up" jobs lately.



**HIT IT!**—Gassing up for another hop, W. D. Meyers, and J. D. Hill fill the tank.



**IF IT DOESN'T WORK**, bring it back—S. Czerina, Jr., PR2c, and A. W. Vargo, PR3c, packing chutes for use on the base.



**0630 ANY MORNING?**—Members of operations crews taking time off between flights.



**MANY GOOD MEN** are with the A & R shop. Though these men are new sailors, the majority are fresh from the shops and factories and fit into their new assignments very well.



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