

PROP BLOWN

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surveying the damage, concluded there was nothing to worry about. Loaded down with a maximum weight of bombs and gasoline, the plane could not be immediately landed however, so Lt. Rorer decided that the bombs should be released. He climbed to several thousand feet and headed for open sea.

Meanwhile, Sgts. Stanley Duch, Sidney Spyer, Miles Stephenson and Lt. Robert D. Goodoak, the bombardier, removed the bomb fuzes. Two of the bombs were later successfully salvaged, and then, as they were working on the forward bombs, the Liberator suddenly went out of control and lurched downwards.

They were over water, and Lts. Rorer and Bigbee desperately fought with the plane, finally gaining control of it and heading it for land. Everyone had their chutes on, ready to bail out.

Bombay Door blew off

Checking to find out what had caused the plane's abrupt, violent behavior, Sgt. Duch discovered that the previously damaged from bomb-bay door had blown off, been swept back by the slip stream and had smashed into the already torn stabilizer, cutting it almost in two. It ripped the fabric on the left elevator and wrapped itself firmly around the stabilizer.

Lt. Rorer, still confident of safely landing the ship despite the disabled elevator, informed the crew of his intention and gave them the opportunity to bail out, if they so desired. All chose to stick with him, and braced themselves for an anticipated rough landing.

"But when we got down we were amazed by two things," recalled Sgt. Duch. "First, the way Lt. Rorer brought that plane in—so smoothly that we didn't even know when we touched the ground. We couldn't so much as feel a jar. And then we were even more amazed when we saw that bomb-bay door still tangled in the stabilizer!"

New Staff Officer Joins Group Surprised at set up

First Lt. William B. Cox, freshly from the Training Command of Tuskegee, Ala., joined the Group recently as the assistant to Captain Schmidt, Group Statistical Officer.

A student in Business Administration, Cox was a senior at the University of Tennessee at the time of his enlistment. Receiving his initial training at Boca Raton, Florida, Cox was sent to the AAF Statistical School at Harvard University.

Asked how he liked the Cotton-tails, Lt. Cox replied that he was pleasantly surprised at finding a base as complete as this in a combat theatre. "I expected to live in and work out of a tent," he explained.

WHO'S WHO

Those of us who are beginning to weaken after 15 months of duty in Italy might do well to take a lesson from S/Sgt. Harold B. Mills who has been overseas for 32 months.

Arriving in England on August 5, 1942, Sgt. Mills spent three months preparing for the invasion of North Africa. He landed with the first assault wave at Oran, and took an active part in both the Algerian and Tunisian campaigns as a member of an "ack-ack" battery. Fighting in the original 7th Army, then commanded by "Blood and Guts" Patton, he later took part in the invasion of Sicily. When asked how it felt to wade ashore with enemy guns pointed at him, he countered modestly with "Have you ever felt your kness sink and refuse to support your weight?"

While the American armies were being regrouped for the uppercut at France, Sgt. Mills was assigned to the 5th Army and joined in the drive above Rome that ultimately brought the Allied Armies to the mountains overlooking the Po Valley.

Brought to the 450th to set up a homing beacon, Mills was transferred to our Group on December 6th of last year.

A graduate of the Oakfield High School in Basom, New York, Mills enlisted in the army in February of 1941 and received his electrical training at Fort Totten, New York.

Though he is eligible for a thirty-day furlough in the States on the detached service plan, he prefers to stay with the Group until he can return under permanent rotation.

Did You Know?

That this Group had more basketball entries in the League than any other in the entire wing?

ON THE LINE

Following a discussion of the subject of lowering the nose wheel when the normal method failed, it was noted that a small but highly important detail had escaped some of the engineers. We present for your information the following steps in lowering the nose gear during emergency.

Step 1. Place landing gear lever in the down position. Note: On entering nose wheel compartment it may be necessary in some airplanes to remove the draft curtain to get access to the nose gear.

Step 2. Remove the butterfly pin in the latch linkage from its normal position and reinsert disconnected link to keep from losing pin.

Step 3. Release the nose gear latch by pulling on latch link while pushing up on the drag link.

Step 4. Take a sitting position near the top of the shock strut, pull back on the drag link, then grasp the top of the shock strut with both hands and lift upwards to force the gear into the extended position. Note: It may be necessary to rock the gear two or three times to gain momentum.

Step 5. After the gear falls, make certain the lock is securely latched. If the latch is not securely locked, push upward on the aft drag link to force the lock into the latched position.

CAUTION NOTE: Do not reconnect disengaged linkage until after landing has been successfully completed.

Instructions for crew chief after emergency nose gear is let down: The application of hydraulic pressure to the system, plus a complete check of all clearances in the nose gear linkage should be accomplished on all airplanes after the emergency lowering procedure has been used, and prior to the next flight.

Master Sergeant Stephen Radkoff.

UNIQUE RECORD

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September 13th. His last mission was over Zagreb, Yugoslavia, on March 14th. During that time, most of his missions were flown with members of his original crew, and on the day that he finished his tour of duty, two other members of his original crew were in the plane with him, also finishing their fiftieth missions.

Lt. Hall wears the Air Medal with three Oak Leaf Clusters and the Distinguished Flying Cross.

721st Ordnance Team Takes Hoop Finals, 38-23

Trailing 61-14 at half-time, a fighting 721st Ordnance team rallied to smother the highly touted Group HQ quintet by a 38-23 score in the finals of the Special Services basketball tournament. Judd, lanky Ordnance center, garnered top scoring honors for the afternoon with 20 points.

The Ordnance cagers, coached by Lt. Thomas Howard, had a hard time getting started against the tight HQ defense. Time and time again, the lofty HQ quintet, paced by Cunningham and Jackson, puzzled the 721st boys.

The second half turned out to be a horse of a different color as Ordnance's Judd and Walsh banked shots through the loop from every corner of the court. Aided by Hortle, Judd and Co. they pulled away from a firing HQ team. The final whistle saw the 721st Ordnance cagers out in front by a 38-23 score.

Marshall and Stahlhoefer played a steady floor game for Ordnance and cut short many HQ scoring threats. Walsh and Hortle tallied 10 and 8 points respectively for the 721st quintet while Cunningham was high man on the totem pole for the HQ team with 14 points.

BOX SCORE

721st ORDNANCE		FG F		TOTAL
Hortle f	4	0	8	
Walsh f	5	0	10	
Judd c	9	2	20	
Marshall g	0	0	0	
Stahlhoefer g	0	0	0	
	18	2	38	
EF F TOTAL		GROUP HQ		
Cisternino f	0	1	1	
O'Karma f	2	0	4	
Cunningham c	6	2	14	
Petry g	1	0	2	
Jackson g	1	0	2	
	10	3	23	

It was mating season for the monkeys at the zoo, and they remained far back in their cages, out of sight of visitors.

A modern young Miss, disappointed at not seeing them scampering around in their usual manner, asked the attendant: "Will they come out if I offer them peanuts?"

"Darned if I know, Ma'am," replied the zoo keeper, "would you?"

