

STRESSIONS
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At night, Col. Engstrom stands with the front line troops who live in sand-bag fortifications, caves and wretched, abandoned houses. Although that sector of the front at this time is relatively quiet during the day, when darkness comes, the front throbs with activity. Riflemen take up previously prepared positions on the forward slopes of hills and venture forth on ambush patrols and raids. And at night the mountain-trail roads are more clogged with traffic than Lincoln's Highway, Col. Engstrom reported. Then, arms, food, water and mail are moved up to the men, who in the daytime, have no contact other than radio with their outfits on the other side of the hills behind them.

The colonel was impressed with the manner in which Army infantrymen make the most of seemingly impossible conditions. He discovered a kitchen, for example, set up in the chambers of a *tupia* and found the cooks there baking cherry pies in an improvised gasoline-can oven. He saw reserve front-line troops washing jeeps and trucks with the waters of a mountain stream, "and those vehicles were about the cleanest I've ever seen," he said.

Because the front has been static for so long, some units have been able to establish themselves in fairly comfortable fashion, and their areas are kept exceptionally neat and orderly. But Col. Engstrom could hardly understand why Capt. Sawyer would trade places with a 450th man. "Divisional Headquarters housing a Major General and a Battalion General, do not compare with our Group Headquarters building," he stated. "Mess halls do not exist as such," he added. "The men eat their meals along the countryside."

In the course of his tour, Col. Engstrom visited Florence, and reports an abundance of well-dressed, friendly women there. He also flew low in an observation plane over the so-called no-man's land of the Italian front, observed feverish activity on the American side, not a sign of any activity on the German side.

"The enemy is dug in well, and when our big drive comes, there will be hard fighting."

Classified Ad in the New Britain, Conn., *Herald*: "WANTED--JANITOR; must understand boilers; also cleaning woman. Apply or call Teachers College."

Classified Ad in a Washington paper: "Secretary about to be married urgently, needs a 2 room apt."

A bishop of Texas visited London and was taken to a fashionable soiree at which the ladies' dresses were cut very low. His hostess asked condescendingly if he had ever beheld such a sight. "Not," said the bishop, "since I was weaned."

WHO'S WHO

It's a long cry from operating 200 ton heavy equipment to working on 20 lb. typewriters, but S/Sgt. Ray Bishop, 720th promotions and correspondence clerk, takes it in stride; furthermore, he is doing fine.

An old army man, having entered the service in 1936, immediately after graduating from High School, he was assigned to the 7th F. A., 1st Division, as an assistant radio operator. After a few weeks of this work, his Commanding Officer needed a personal secretary and Sgt. Bishop was the only man in his outfit who had the necessary clerical experience.

He received an honorable discharge in 1939 after serving his three year hitch, and became manager of his father's restaurant. Sgt. Bishop handled the business successfully until he was forced to leave because of lung heath.

Advised by the doctor to obtain a job which required him to work in the fresh air, he began driving taxis. Finally, he decided to initiate his own taxi company.

The war interrupted his plans, for taxing was declared unessential to the war effort and he couldn't ob-

tain tires for the continuance of a fast-growing concern.

Sgt. Bishop then turned to heavy construction work which had, somehow, always fascinated him. He worked for the War Department and operated steam shovels and cranes used to build the famous Pentagon building in Washington, D. C.

Always willing to try something new, Bishop started operating 200 ton overhead cranes for a defense plant.

He was recalled to the service on April 7, 1943. After spending three years in the service as a personal secretary, he was sent to the Fort Collins clerical school to learn the Army's new clerical system. He joined the 720th in Alamogordo, N.M.

Sgt. Bishop is in charge of all promotions and correspondence, and is one of the popular men in the Squadron. Very few men in the organization are not acquainted with him—especially if they've had any promotions.

As a tribute to his efficiency, the Army has finally decided to reward him. Having passed the Warrant Officer's test, he is awaiting orders which will put the little brown and gold bars on his capable shoulders.

THE PLEASURES OF CAPRI

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few who visit Capri for the sole purpose of resting will not be disappointed either as reports on the hotels range from very good to superior. These reports also indicate that the hotels offers an amazing variety of foods including many choice Italian dishes. Best of all, the men may "get extra long sacktime" in the mornings and still make breakfast by 1000.

During the day there is an abundance of recreational activities, one of the favorites being sightseeing among the "Ruins" of Tiberius. The so-called "Ruins" is the name given to one of the twelve villas built and occupied by the ancient

Emperor Tiberius. In addition to the "Ruins," trips are made daily to the many caves along the edge of the island, one of the most famous being the cave named "Blue Grotto." Tennis courts, shuffle boards, and even pinball machines abound on Capri. However, we doubt that the lira can replace the good old American nickel. When playing the pinball machines, please observe the "NO TILTING" signs.

Socially inclined restees who would rather vegetate in the sun all day and cut rugs each night, will find dinner-dances held every other night, and 'tis said it's a cinch to find a *ginch*.

ON THE LINE

The following checks, if accomplished faithfully, will pay good dividends in many ways. In addition to making an aircraft safer to fly in, a better engineering sense can be developed.

Check for electrical wiring rubbing on hydraulic, fuel and oxygen lines throughout airplane; also, design and installation. Whenever sloppy wiring is found in any airplane, submit U. R. and photographs.

Check aircraft structure and structural members for fatigue, improper stresses applied, poor workmanship and design. A good U. R. and photographs may prevent future structural failure by enabling improvements to be made in the production of aircraft right on the assembly line.

Check refueling equipment with a view toward anticipating future part or accessory failure and keep a standing order in for these parts. Remember, a grounded unit may mean a grounded aircraft; an unsafe unit may mean a destroyed aircraft.

Check controls carefully for proper operation and condition. Check especially for any obstruction that can in any way affect the operation of the controls, pulleys, fairleads, cables and chains.

Normal maintenance inspections and methods are indeed adequate, but the superior crew chief or crew member is the one who takes it upon himself to do more than what the T. O. demands of him.

By M-Sgt. Stephen Radkoff

SPORTS ACTIVITIES

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there was an acute shortage of athletic equipment. Nevertheless, his office will attempt to satisfy all demands. He also stated that each squadron will have table-tennis representatives in singles and doubles by May 1 when Group table-tennis play will begin.

The 450th, well known for its fine athletic leagues and its *esprit de corps* in sports, is well on its way towards becoming one of the most sport-minded groups in the Air Force. The present athletic field will include four baseball diamonds, numerous volleyball courts and touch-football fields.

A firm believer in the morale value of sports, Col. Jacoby has given the Group athletic program his whole-hearted cooperation.

"How many drinks does it take to make you dizzy?"

Just three, and don't call me Dizzy."

Didja know that this Wing was allotted 164 baseballs which are to last for three months. Here is the catch though-- they are not to be used until V-Day in this theater

