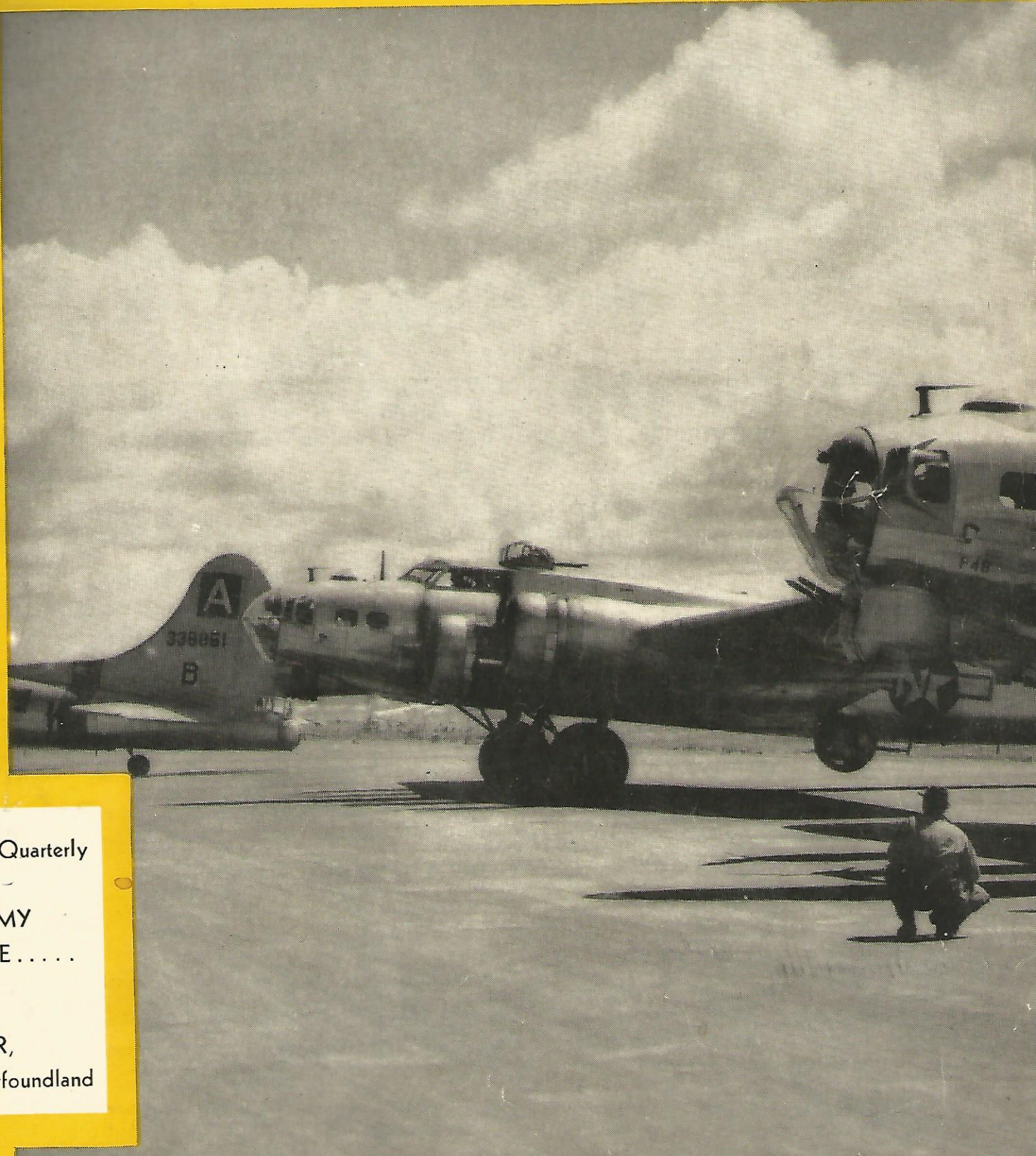


# PROPAGANDER



Published Quarterly  
at the  
U. S. ARMY  
AIR BASE . . . . .

GANDER,  
Newfoundland

*SUMMER*

1945





# The PROPAGANDER

SUMMER

1945

## THE SUMMER OF 1945

All summers are different but this one has been more different.

It was inevitable that the war with Germany should end in the Spring. After V-E Day all GIs everywhere knew that another hurdle had been accomplished. The next hurdle was in sight though and it was approaching with speed.

How long would it take to defeat Japan?

That has been the summer's topmost question.

Here at Gander, which is really an efficient service station for ATC aircraft, we did our best by the returning aircraft and crews from Europe, Stateside bound.

Our eyes, however, were toward the Pacific and we found it difficult to believe that Japan could maintain her dogged persistence.

We earnestly watched President Truman, the British elections, the Big Three Conference at Potsdam. We were astounded by the atomic bombing of Japan; glad when Russia declared war on Japan.

We also got in on some rare Newfoundland sun, some boating and fishing trips, some ball games and some plain old Ganderizing.

As we go to press, we feel the war is in its last stages. But we'll do our job well—whatever it may be—until peace has again returned to the world and we resume the more normal and attractive life to which Americans are devoted.

V.L.B.

NOTE: Things happened a great deal faster than any of us had dreamed they would, least of all VLB (S/Sgt. Bobbitt). Not only was Japan defeated before this issue could get off the press, but VLB was back in the States. And, as we once predicted that this war would end—even in spite of the radio news commentators—we now predict that the rest of us will return, this time for keeps, to "the more normal and attractive life" that each of us has in his mind.—W. G.

## THE PROPAGANDER

Published by the Special Service Office at the 1387th Army Air Force Base Unit, North Atlantic Division, Air Transport Command at Gander, Newfoundland.

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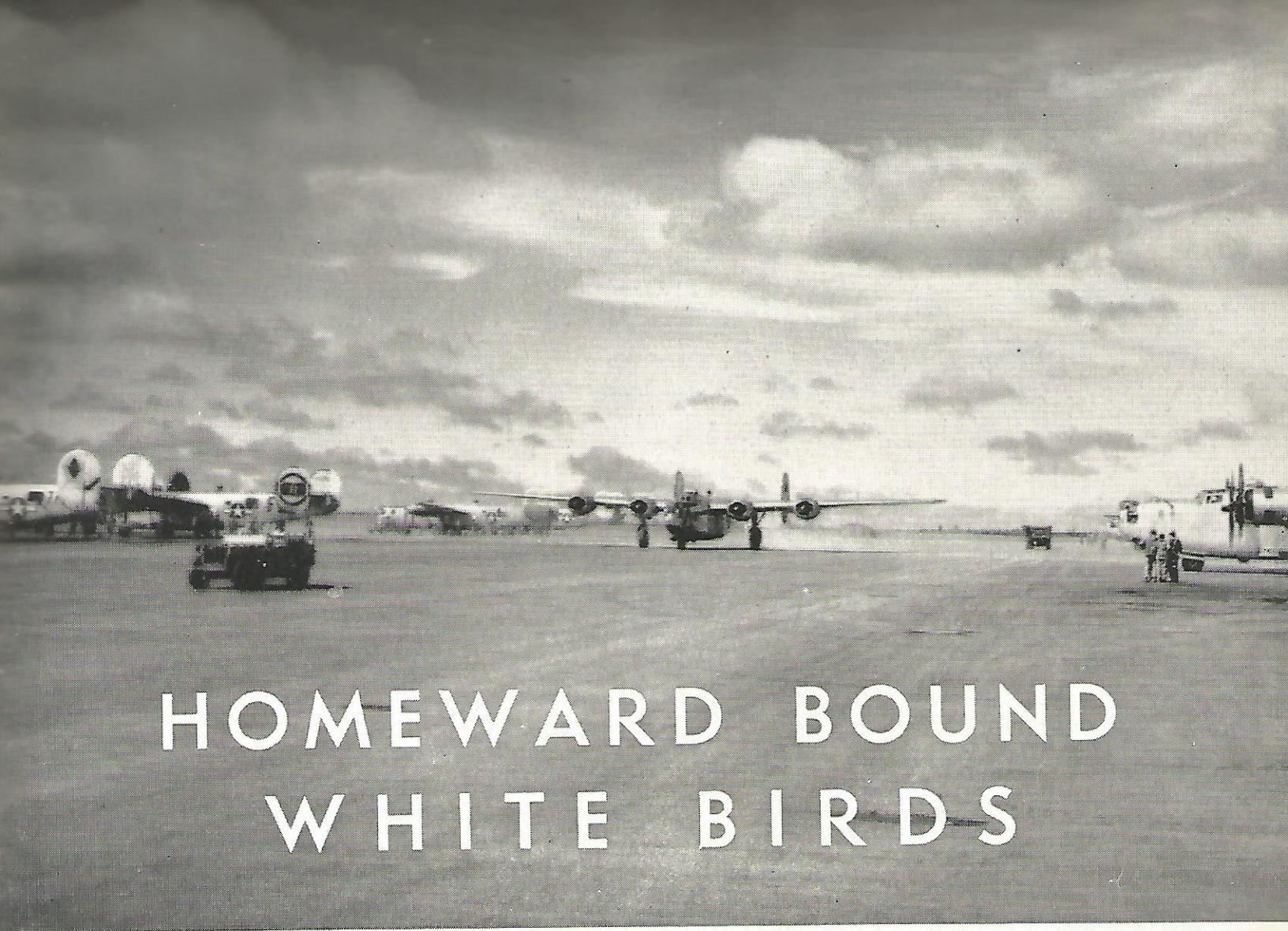
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Photographic Credit: cover—Roberts; pages 1-19, Roberts, Brackett; ✓page 21, T/Sgt. John Myers; pages 22-24, Brackett; pages 25-26, Braun; pages 28-29, Staff; pages 30-31, Roberts; pages 33-34, Brackett; pages 35-37, Roberts; pages 39-41, Captain Maloney; inside back cover, Roberts; back cover, Baker.

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# HOMeward BOUND WHITE BIRDS

"THE BASE HAS MAINTAINED AN EXCELLENT EFFICIENCY RECORD.  
OUR MISSION HAS BEEN ACCOMPLISHED EXPEDITIOUSLY."

—LT. COL. RICHARD LOOMIS, COMMANDING.

Prepared by the Intelligence and Security Office at Gander

**M**AY the 26th will be a day well remembered by the men of the 1387th AAF Base Unit. After weeks of careful planning and days of restless waiting the first East to West Tacticals began to arrive during the afternoon. The job of receiving, servicing and dispatching passengers, combat crews, and tactical aircraft, being redeployed under the White Project, had begun.

The base personnel at Gander were busy handling and servicing the aircraft, transporting, messing and billeting the personnel and providing recreational facilities for the waiting period.

**B**ATTLE scarred planes, piloted by war experienced crews,

glided in from a victorious air war over Europe and the Mediterranean. Many of the same boys that Gander had known in 1943 and 1944 as fledglings, now seasoned men of combat teams, walked the streets, visited the recreational centers, watched the weather, and checked their aircraft as they threw off flight fatigue in making their last stop before home. During the period from May 26th through July 31st 920 White Project aircraft arrived at Gander and were safely dispatched to the States.

Forty-one Green Project passenger aircraft, carrying 956 veterans of the Army Ground Forces, were received and serviced and dis-

patched during the period.

Twenty hospital planes, transporting ambulatory and litter cases, with Gander as an alternate terminal, were handled by the 1387th AAF BU during the few days of May and the months of June and July.

**T**HE method and manner of work accomplished by the base in handling both personnel and aircraft reflected credit to the thoughtful planning of the officers in charge and the enlisted men assigned to the various sections, and to the cheerful willingness of all base personnel to work extra hours to accomplish the mission assigned.





FROM THE EUROPEAN THEATRE OF OPERATIONS "MAMA'S LIL' ANGEL" PARKS AT THE GANDER BASE WHILE OTHER TACTICALS CROWDED IN — TEN, TWENTY-FIVE, A HUNDRED,—



TIRED AND HAPPY, OFFICERS AND G.I.'S MAKE THEIR LAST STOP BEFORE THE U.S.A., FURLOUGH AND—

ALREADY ON THE MOVE, FUEL AND OIL, PULLS IN TO SERVICE THE AIRCRAFT FOR THE FINAL FLIGHT.







DOWN THE RUNWAY, ALONG THE PARKING STRIP, AS FAR AS EYE CAN SEE, "WHITE BIRDS" REST AS THEIR CREWS WAIT FOR TRANSPORTATION TO "SACKS, CHOW AND BEER."



TRANSPORTATION ROLLS DOWN THE LINE PICKING UP CREWS AND PASSENGERS.



TACTICALS IN AND TACTICALS OUT—BUT A C-54 SLIPS IN WITH ARMY GROUND FORCES AND QUIETLY UNLOADS AT PRIORITIES AND TRAFFIC.





"WELCOME TO GANDER"  
—ATC PASSENGER SERVICE  
REGISTERS IN AND  
BRIEFS CREWS AND PAS-  
SENGERS.



"DID ANY BUGS DEVELOP  
ENROUTE?" — LINE  
AND RADIO MAINTEN-  
ANCE CHECK PILOTS  
AND CREW CHIEFS FOR  
POSSIBLE TROUBLES.



"SACKS FOR SEVENTEEN,  
CREW AND PASSENGERS"  
—BILLETING WAS PRE-  
PARED TO BILLET THREE  
THOUSAND MEN.



CREWS EXCHANGE  
STORIES OF THE FLIGHT  
FROM THE ETO AS  
PILOTS AND CREW  
CHIEFS PASS THROUGH  
THE PROCESSING.



THE ATC PASSENGER  
SNACK BAR, ACROSS THE  
HANGAR FROM PASSENGER  
SERVICE, MEANT  
"EGG SANDWICHES AND  
HOT COFFEE" TO WAITING  
VISITORS.



FORTY MINUTES AFTER  
LANDING AND A CREW  
BOARDS A BUS FOR  
QUARTERS.







CLEAN SHEETS, HOT  
BATH AND STEAM HEAT  
—"IT WASN'T LIKE THAT  
AT FOGGIA."



HANGAR NUMBER THREE  
AND BUNKS WERE  
READY FOR TWELVE  
HUNDRED HOMEWARD  
BOUND G.I.'S.



A CREW PREPARES  
BUNKS FOR NEEDED  
"SACK TIME".



HOT CHOW WAS READY  
AS THEY LANDED.



THE OFFICERS "SPIN A FEW" AS HOT FOOD IS SERVED.

## The ATC-

Services of Transient Service, Billeting, Transportation, and Messing accomplished a coordinated program in preparation for and in executing an important phase of the redeployment mission of the 138th AAF BU.

The ATC Passenger Mess served 90,697 meals during the period from May 26th through July 31st.

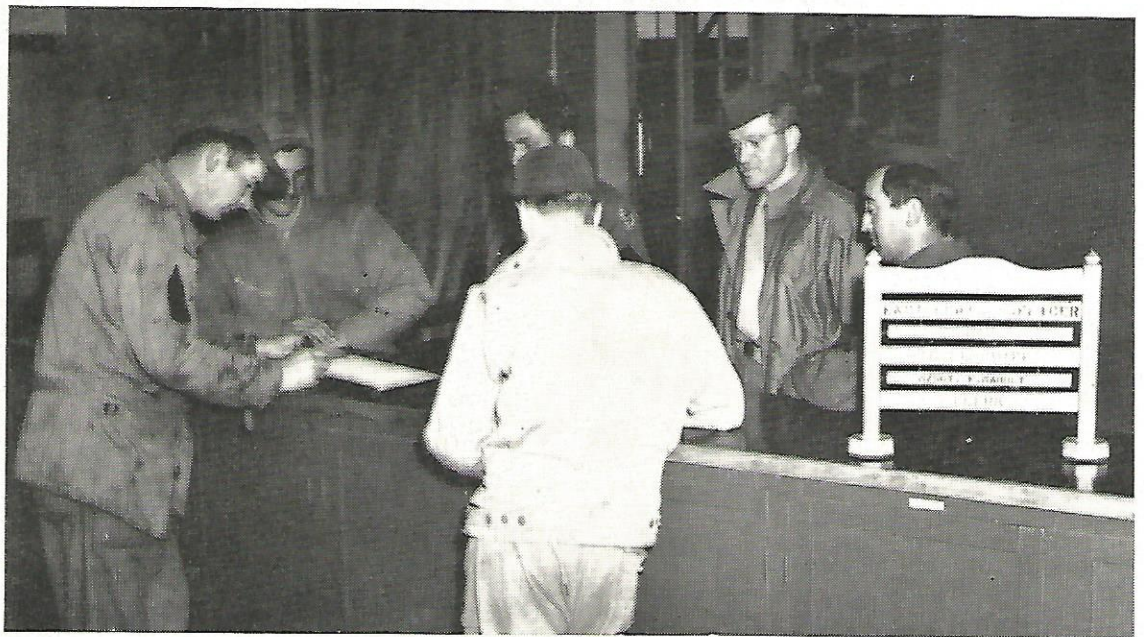
Transient Service processed and Billeting housed 7,994 officers and 19,068 enlisted men.







THE LINE IS QUIET AND DESERTED EXCEPT FOR GUARDS THAT ROVE ABOUT ON PATROL.



"WE RAN THE ENGINES UP AND THE PRESSURE WAS —" LINE CHIEF M/SGT. FRANK MAROLT LISTS THE TROUBLES.



LINE MAINTENANCE RUSHES A NOSE WHEEL STRUT REPAIR.



MAJOR REPAIR OFFICER  
CAPT. JUNGERS, MAJOR  
REPAIR CRIEF M/SGT.  
JOHN Q. HOWARD AND  
CREW MAKE A DECISION  
TO "PULL OR NOT TO  
PULL" NUMBER TWO EN-  
GINE.



THE CREW CHIEF TAKES  
IT EASY AS ENGINEER-  
ING PERSONNEL WORKS  
EXTRA HOURS TO GET  
THIS "LADY" IN THE AIR  
FOR HOME.



A NEW ENGINE IS MADE  
READY FOR REPLACE-  
MENT.







THE BAR AT THE VISIT-  
ING OFFICERS' CLUB —  
BEER, FRESH TOMATO  
JUICE, COKE, ASPIRINS—



THE VISITING OFFICERS  
READ AND RELAX TO  
RADIO MUSIC.



OFFICERS' CLUB —  
BRIDGE, CHESS, TABLE  
TENNIS—  
READING AND WRITING  
IN THE SPACIOUS VISIT-  
ING OFFICERS' CLUB.



THE LINE FORMS EARLY  
IN THE EVENING AT THE  
VISITING EM BAR.



VISITING EM REMINISCE  
—WITH BEER AND PRETZELS—AT THE VISITING  
EM CLUB.



THE GAME ROOM AT THE  
VISITING EM CLUB.







FROM THE EUROPEAN THEATRE, A HOSPITAL SHIP UNLOADS AT GANDER.

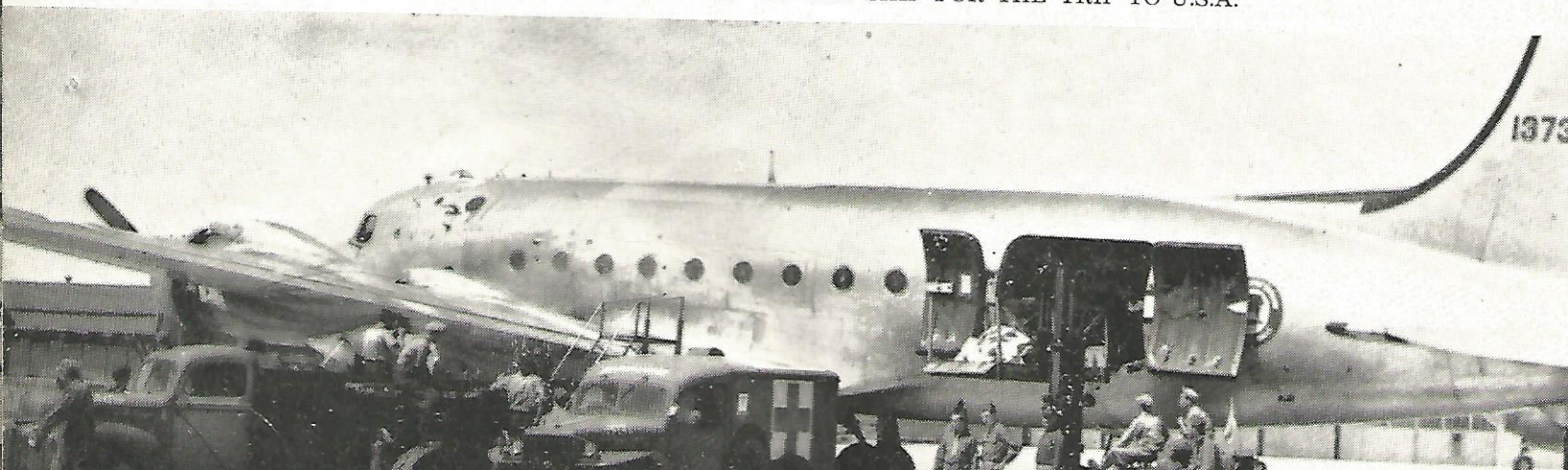


HOSPITAL PERSONNEL PREPARE TO BED WOUNDED VETERANS.



TWO G.I.'S, LITTER PATIENTS, REST FOR THE FLIGHT TO THE STATES.

A NIGHT'S REST AND BACK TO THE SHIP FOR THE TRIP TO U.S.A.







A DELAY FOR THE TACTICALS—VISITING PERSONNEL TAKE TO THE BOATS AND DEADMAN'S POND.



"THE FIRST SAIL BOAT SINCE I WAS AT HOME IN MICHIGAN"—OR WAS IT ALABAMA OR NEW JERSEY.



OFF TO REGIONS ACROSS THE POND — AND FISHING OR MOSQUITOS.





SWIMMING AND SUNNING AT THE POND.



"HOW IS FISHING?" SGT. HARPER TELLS THEM TALL TALES OF TROUT AND SALMON.



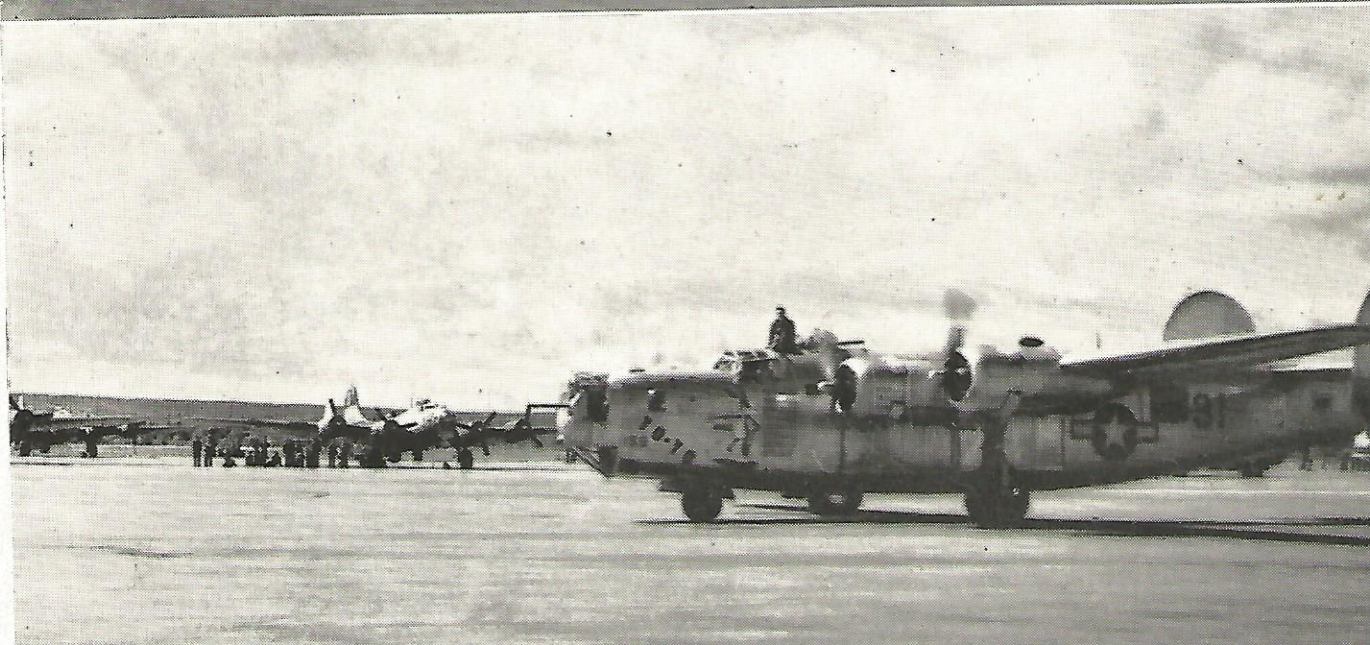
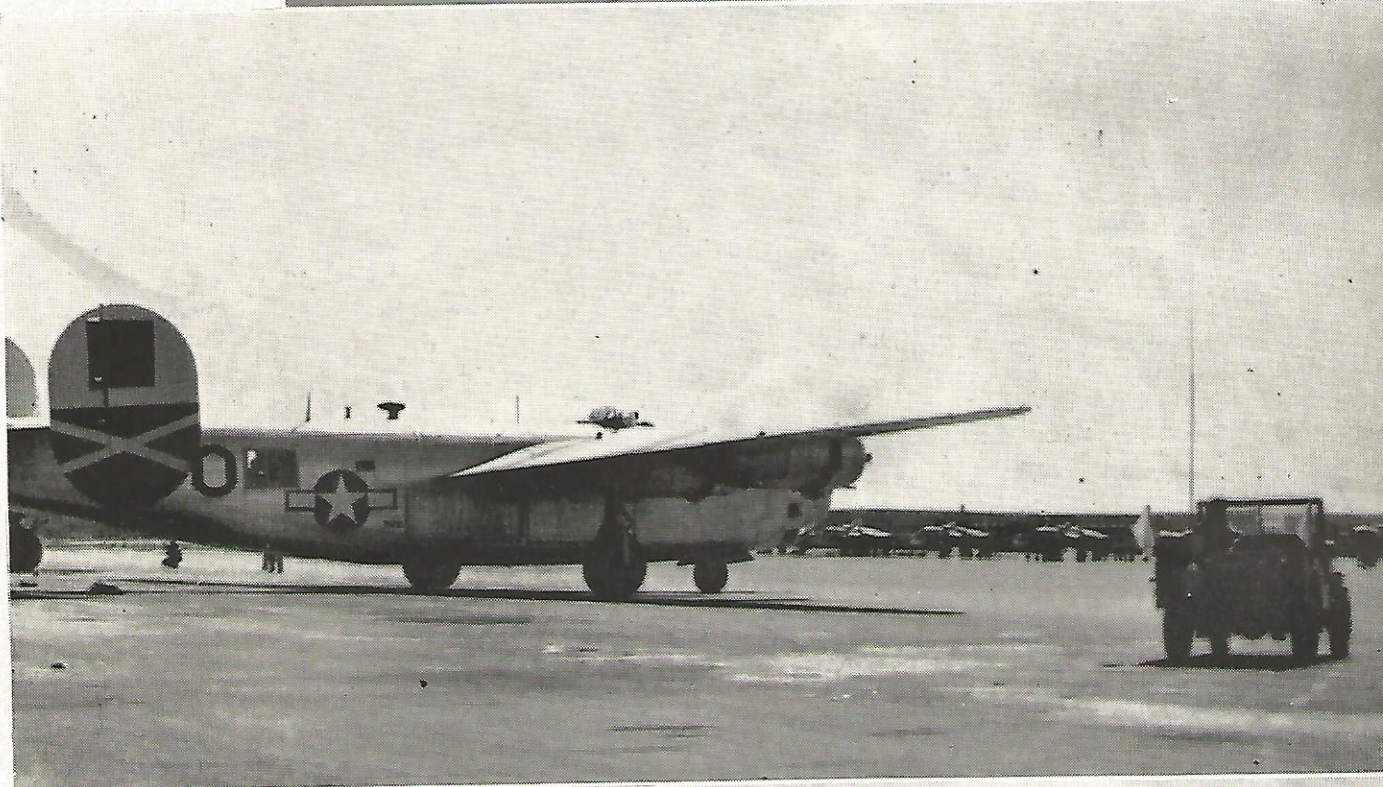
LOOKING THE BOATS OVER AS ONE GROUP VENTURES OUT.



FROM QUARTERS TO  
BRIEFING — THEN THE  
RUN-UP TAKE OFF AND  
HOME.

LT. KAPLAN, LINE MAIN-  
TENANCE OFFICER, AND  
THE RADIO JEEP WAIT  
FOR THE TOWERS SIG-  
NAL.

DOWN THE STRIP FOR  
THE TAKE-OFF RUNWAY.







INTO POSITION WITH  
ENGINES WARM.



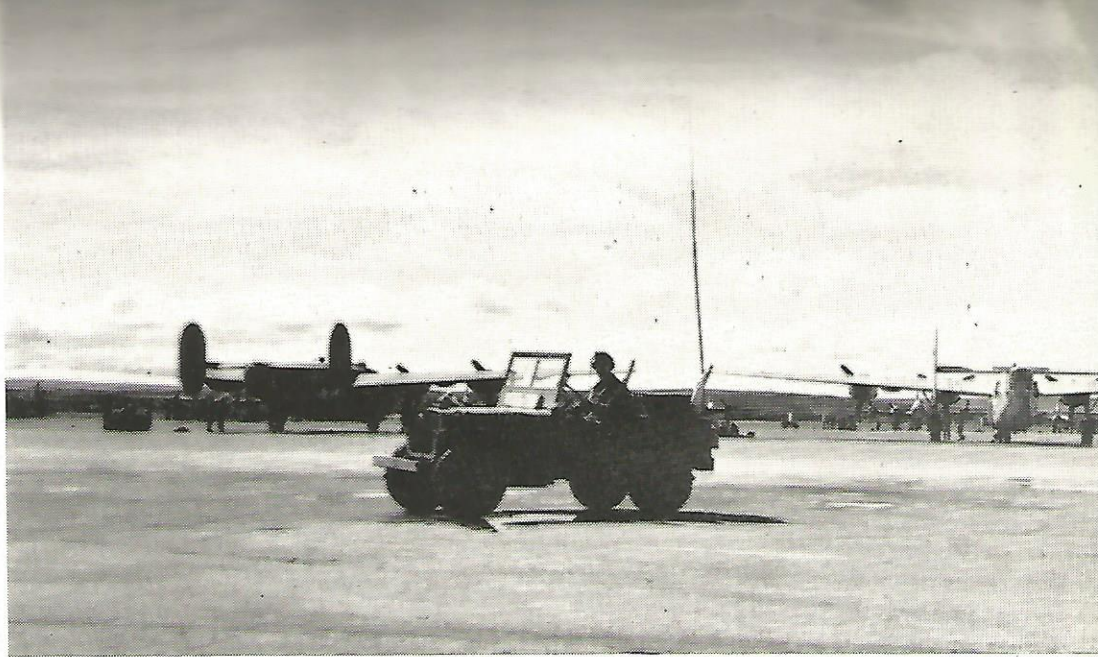
POISED RESTLESSLY  
WAITING FOR THE FINAL  
SIGNAL "CLEAR FOR  
TAKEOFF."



AS TACTICALS CON-  
TINUE TO MOVE IN AND  
OUT — A ROOMY C-54  
LEISURELY PREPARES  
TO DEPART WITH A PAS-  
SENGER LIST OF INFAN-  
TRY VETERANS.



THE RADIO JEEP PULLS  
OUT TO START THE PEEL  
OFF OF ANOTHER PARK-  
ING LANE.



B-17'S MOVE OUT TO THE  
LINE—NOSE TO TAIL.



DOWN THE RUNWAY —  
NINETY - NINE IN TWO  
HOURS AND TEN MIN-  
UTES—TAILING ONE AN-  
OTHER FOR THE TAKE  
OFF.

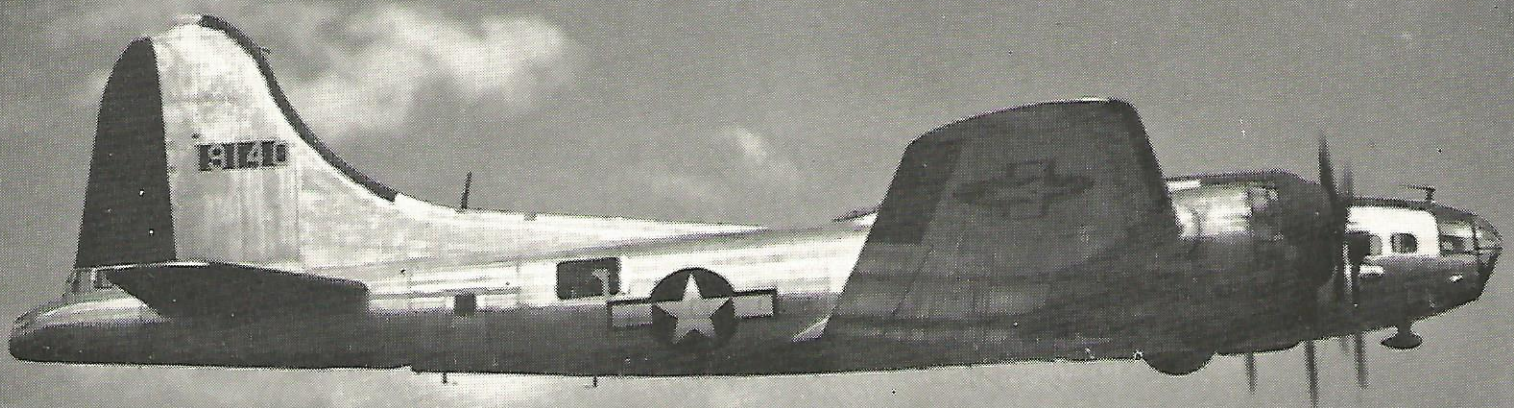






A FORTRESS NERVOUSLY  
WAITS FOR THE WORD—  
"TO HOME".

WHITE BIRDS IN THE AIR FROM GANDER TO BRADLEY FIELD CONNECTICUT — A WEATHER RECON,  
DUTY DONE RETURNS TO GANDER AIRPORT.







AT DEAD MAN'S POND







# THE AAF DISPENSARY AT GANDER

The AAF Dispensary here is rather unlike any other medical installation with which U. S. Army personnel are familiar. It is of a Canadian cantonment type of hospital construction and is patterned to withstand the rigors of severe northern weather — heavy snows and high winds.

Built to accommodate 150 patients, it is a large, well equipped medical installation which readily adapts itself to the handling of smaller numbers of patients, yet within an hour's time could be expanded to handle the number of patients designated as capacity.

Although at present it has the official title of an AAF Dispensary, this installation is authorized to carry on all the professional activities of a station hospital and such service is rendered to the military and civilian personnel at Gander.

## Convalescent Training Services

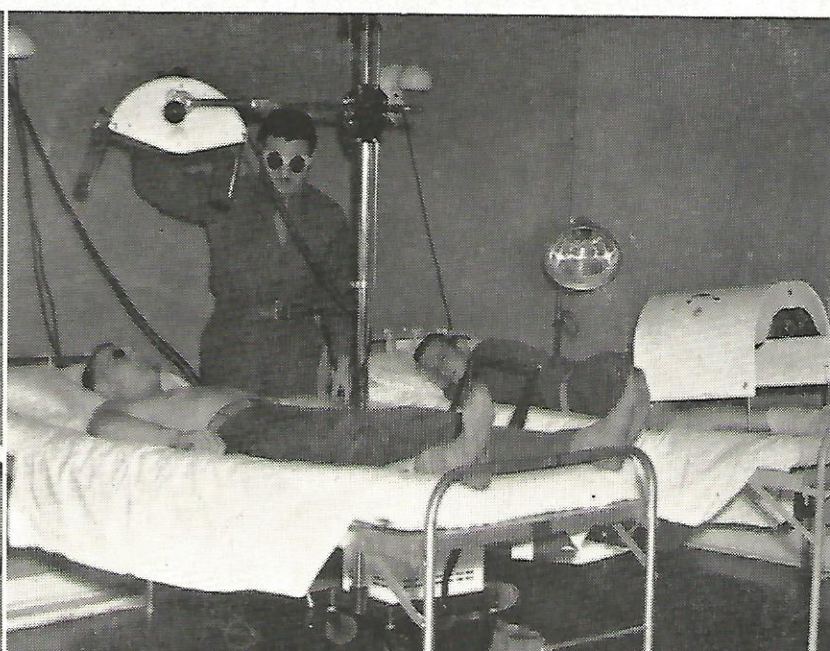
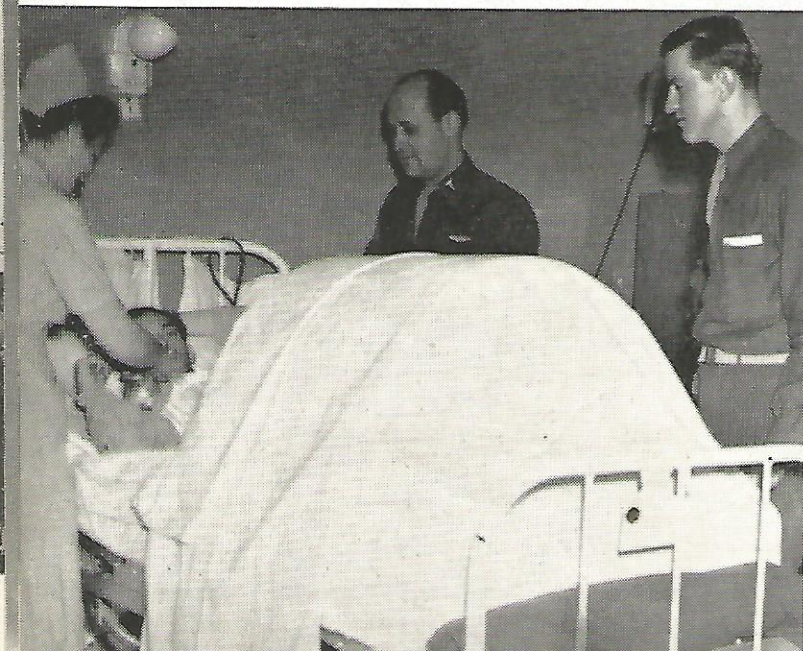
The Convalescent Training Service has been in operation in AAF Hospitals for the past two years, but at Gander it is something new. The purpose of the program is to recondition hospitalized soldiers physically and mentally by a planned and organized rehabilitation

program. In this manner time spent in convalescence is actually not wasted, nor does the patient feel that he is squandering days and weeks in regaining his strength.

Many opportunities and devices for this reconditioning are made available to the patient in order to make it appealing and interesting to every type of patient.

The Convalescent Training Service here started in the basement of the Hospital with a hand full of tools and a strong inclination to develop a useful program. With the co-operation of the various departments on the field great strides have been made. A convalescent Hobby Shop has been set up in one half of a wing at the north end of the hospital. A Hospital Theatre and a Library have been set up in Ward IV. Physical reconditioning is held in the wards every morning from 9 until 9:30, and all patients except the acutely ill participate. The convalescent Hobby Shop is open each afternoon, from 2 until 4 and all material and tools are furnished. A typical day for the convalescing patient in the hospital is filled with diversions and interests directing his mind from worry and boredom.

Awakened in time to wash and shave before breakfast, he goes to the mess for his meal. After returning





to the ward he rests a short while before making his bed and policing the immediate area. At 9 exercises strenuous enough to suit the individual patient are given. After resting from this, the patient is made ready for the doctor to see on his ward rounds. Sometime later in the morning the ambulatory cases go to the Hospital Theater to see a variety of training films of universal interest to military personnel. The remainder of the morning the patients have access to the well stocked Library and Day Room facilities at the Hospital. After lunch there is a movie of the GI series, newsreel, or short subject type at the Hospital Theatre that he can attend if he so desires. At 2 the Convalescent Hobby Shop opens and the NCOIC familiarizes the newcomer with the many dozens of hobbies he can start and lends a hand to those already working on projects who have come to a stumbling block and need assistance. At Gander we are very fortunate in having Cpl. Gerald R. Smurphat connected with the Convalescent Training Service, since he brings a wide knowledge of radio, carpentry, metal work, and arcraft acquired in civilian life to assist in carrying out the program.

In the evening the American Red Cross presents a recent full length movie for all the patients, either in the Ward to accommodate those unable to leave their bed, or in the Hospital Theatre.

The day for the convalescent has been a full one — with but little time to concentrate on his illness plus great strides toward returning to the status of a useful soldier.



Treatment received by Maier from Russo and Hallett is not convalescent training . . .







**SERIOUS DIFFICULTIES** were encountered in carrying medical supplies through the heavily wooded and scrub-covered bog land around Newfoundland on Search and Rescue Missions involving plane crashes off of the base. This was overcome by improvising (with the help of the local parachute department) of the above special medical pack that can be carried on the back. Every type of emergency medical care can be rendered on the spot with the medical supplies two such packs contain.

Misses Lena Horne and Betty Grable, neither of whom has been to Gander with the USO.





# WESLEYVILLE —GANDER'S OUTPOST

BY KIRK BRAUN

TUCKED away in a remote corner of northwest Newfoundland in the little fishing village of Wesleyville, a tiny handful of AACs and Weather men have been sweating it out in one of those isolated outposts about which few people hear. Less than 50 miles from Gander, as the C-54 flies, Wesleyville, a radio range and weather station, is an important cog in the machinery that has helped thousands of ATC and tactical aircraft span the North Atlantic.

Soldiers usually flinch when they hear the word, "outpost", but the set-up at Wesleyville is the G. I. Heaven to which every lad in khaki has dreamed of being assigned. There is no gate or guard to check passes; (Passes aren't necessary) no saluting (there is no one to salute); none of the disciplinary regulations annoying to average soldier; in fact, the boys at Wesleyville can almost forget they are in the army.

BACK in the days when the station at Wesleyville was in the stages of infancy; back in the month of February, 1943, when S/Sgt. Raymond Miehle (Then Cpl.) of the old 8th AACs region arrived to set up the station, things were pretty rough. The site chosen for the station was on a ridge located about a mile from the village over treacherous marsh and bog, and all the supplies and equipment that came by boat from Fort Pepperell, St. John's, had to be carried to the station on the men's backs. Water was obtained by melting snow, the men lived on K-rations and did their own cooking in addition to their regular duties, sanitary conditions were poor and often the men went for weeks without shaving or enjoying the luxury of a bath in a makeshift old washtub. In short, Miehle and his two man crew worked day and night keeping the place going.

TODAY, however, it is a different story. The "Ridge", as

the station is appropriately nicknamed, has all the comforts of home. There is a modern hot and cold water system, oil heat, a well-furnished, comfortable dayroom, a good road to the dock and there is a regular cook who turns out real chow. The cook is also assisted by a young Newfoundland boy who lives at the station and is paid by the men themselves.

In spite of the fact that Wesleyville is accessible only by boat in the summer and dogsled in the winter, mail comes in regularly once each week. Through an arrangement with the Newfoundland Government, the G. I. mail is shipped to Gambo from St. John's by train. There it is picked up with the Newfoundland mail by the coastal mail boat which makes the trip weekly from Wesleyville. In the winter, a dogsled meets the

train and carries the mail.

THE Ridge has its own 16 millimeter movie projector and the Red Cross includes two movies each week in the mail bag. The boys on the ridge always invite some of the townspeople out for the movies and it was there on the base that many of the people of Wesleyville saw their first modern movie.

The local people have accepted the Yanks as sons and have shown them every possible bit of hospitality. Practically every home in the village is open to the Yanks at any time and although the natives refer jokingly to them as "brazen Americans", many lasting friendships have sprung up between the two peoples. Whenever one of the fellows on the Ridge has a birthday, he is sure to be presented with a cake or gift from some of the

WESLEYVILLE, NEWFOUNDLAND AND HARBOR, LOCATED ON THE NORTH ATLANTIC IN THE NORTHEASTERN CORNER OF THE ISLAND.







TRANSPORTATION FROM THE STATION TO THE DOCK IS A PROBLEM. IT TOOK OVER 50 MAN-HOURS OF SHOVELING TO CLEAR THIS HILL.

villagers and many gifts are exchanged at Christmas.

RECREATION at an outpost such as this is limited but when a social event of any kind is held, a special invitation is always sent out to the Ridge. These social functions include teas, dances, concerts and suppers. The Yanks attend the village churches regularly and special sections were reserved for them for the services on V-E day.

Even with all the modern improvements, there is still much extra work involved in keeping such an outpost running. When the supply boat comes in, the boys must act as stevedores and dock hands. During the winter and spring there is a lot of work shoveling snow and digging the two trucks out of the ditches and marshes. An unexpected breakdown of equipment often causes many hours of extra work and more often than not, this labor goes unrewarded except for the satisfaction the men obtain in knowing that they are doing a job well.

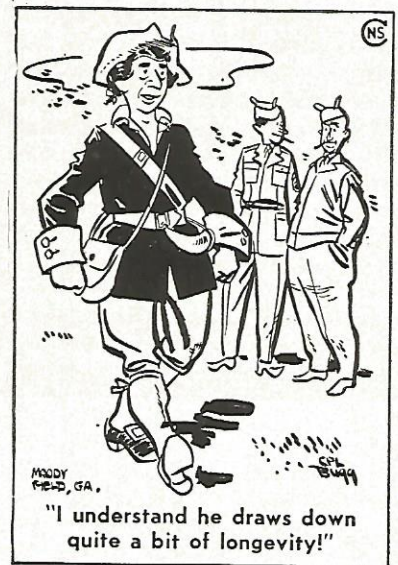
DURING the winter, bad weather confines the men indoors quite a bit of the time but usually they can get outdoors sometime during each day. On nice winter days, there are winter sports such as

skiing and skating. When the ice floe moves in, seal hunting is both good sport and profitable. On winter evenings, the fellows often gather in the kitchen and bake cakes, make ice cream or turn out other equally delectable midnight snacks.

Recreation is more varied in the summer. In addition to the regular sports such as baseball, swimming and fishing, there is boating. The boys rent boats from the New-

foundlanders for the summer and have become quite skilled at navigating the rocky waters. They often take trips to other towns on the coast. Codfish-jigging, a craft learned from the old town fishermen, results in many meals of fresh Cod on the Ridge. (Codfish-jigging is an art. First, a likely spot for a school of Cod must be found. Then a line with a large empty hook on the end is lowered almost to the bottom of the ocean. Then it is jerked up and down until a Cod is snagged.)

Yes, like very few spots in the world, Wesleyville is a bit of G.I. Heaven and in later years, the boys who were stationed there will look back on their stay in Newfoundland with pleasant memories.



SUNDAY NIGHT IS THE NIGHT — FOR WRITING LETTERS.







Gander's Most Popular Photo — Weather Recon and Ice Bergs







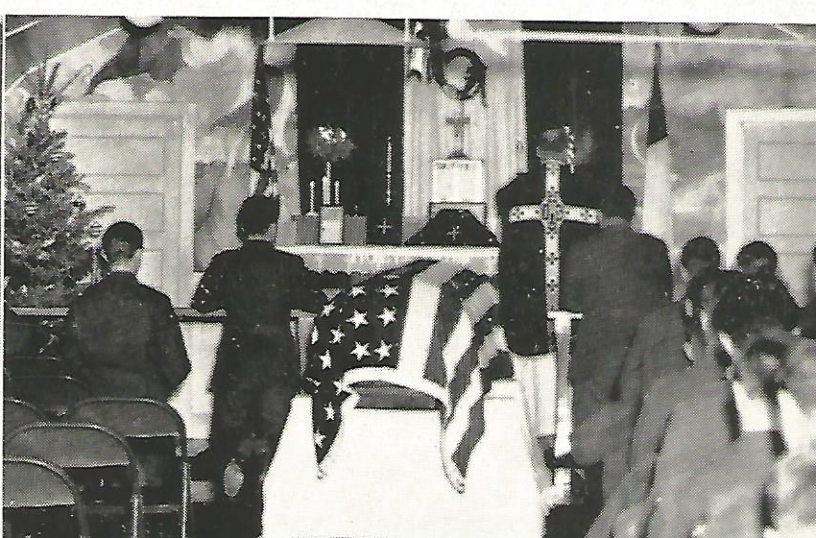
## HANDS ACROSS THE SEA

Although accidents in the North Atlantic Division have been exceptionally low compared with the gigantic number of flying hours, they are inevitable and it has been necessary at times to conduct military funeral services at Gander. Among the assigned personnel here, very few deaths have occurred. The percentage is lower than that in an ordinary civilian community in the States. Most of the casualties have resulted from crashes of aircraft using this base in their flights to and from the European Theatre.

When there is a death, everything possible is done by the Chaplains and by the Administration of the Base. A full military service is held in either the Chapel or the Theater, followed by military burial services in the well-kept cemetery which overlooks Gander Lake.

The Chaplain writes to the nearest of kin of each serviceman at whose service he has officiated. He usually sends pictures of the service and of the cemetery.

ABOVE, THE MEMORIAL DAY SERVICES, 1945. BELOW AT LEFT THE GANDER CEMETERY AND A CATHOLIC FUNERAL SERVICE IN THE BASE CHAPEL.





CHAPLAIN LAURENCE LYNCH AND CAPT. CHESTER WIECIZOREK DURING A FUNERAL MASS IN THE BASE THEATRE.



CHAPLAINS LAURENCE LYNCH AND JOHN TURNER LEAD A PROCESSION FROM THE THEATRE, WHERE A SERVICE HAS BEEN HELD.



THE MILITARY ESCORT AND BAND RETURN TO THE BASE AFTER A SERVICE.







# PRIORITIES & TRAFFIC

BY T/SGT. T. W. OTTEN

**W**E saw you first.

Three times during your career in this beautiful winter wonderland, we'll see you. The first time when you come here, still fresh with a USO glow in your cheeks and barracks bags in hand; then when you go on furlough, slightly beat up but happy; the last time we set eyes on you is when you are on your way to the nearby, but almost forgotten, States. And soldier, what a mess you are.

**P**ARDON me. . . .

"Operations to P. & T." (that's us—so says the Teletalk.)

"This is P. & T., go ahead."

"You have a Charlie Four Seven, number 0498, estimating here at 1846 zebra. Any mail on it?"

"We don't know about the mail—call the Post Office."

"OK, put the cards away fellows,

the Airline has work to do!"

"Hey! Hartman! What do you have that looks like cargo or mail?"

Get the passengers, get the cargo, get the mail, get transportation, get everything—never mind what—just get it!

**P**HONE No. 1—"The mail isn't in yet—you'll get it—don't worry—she'll write."

Phone No. 2—"Don't know if we can put you on this plane—don't come down—just sit tight—don't call us—we'll call you."

"Wonder how much gas we can talk this pilot out of? If we can get to him for another 20 gallons, we can ship out the Hangar doors."

"Personnel Office, please. . . Say boy, this is P & T. You know the fellows on orders to leave? Well, get their records ready. They'll be leaving shortly. Lucky guys. Who do they KNOW?"

"Squadron B, please. . . . Phone numbers? Never use 'em. . . . Boy, get a scribble stick and a chunk of ice, got some names for you. Get them here by 3:35."

"Assistant Operator, I'll type the manifest, you make out the tickets."

**S**O while all this is going on, that is, the two-finger typing, pencil pushing, griping, cussing and confusion, our passengers come limping in, records in hand, field bag over one shoulder and various apparel hanging out of a barracks bag. The poor fellows are out of breath. In their haste, they forgot the base bus was running and walked to the hangar. . . . the first time in two years. Naturally, they all ask the question at the same time: "When do we leave?"

Obligingly we tell them, "Pull up a bench—we'll be ready in 15 minutes."



We know they'll sit there for an hour but why tell them. It's the last time they will sit in our terminal, so let them enjoy it.

"Operations to Peter and Tare."

"We're still here."

"0498 just hit the asphalt. Any mail on it?"

"Go to ——— Mail Call."

DANIELS dashes out to meet the plane. Hartman and his cargo boys take the fork lifts out of hiding. Otten keeps the passengers happy and does the book work.

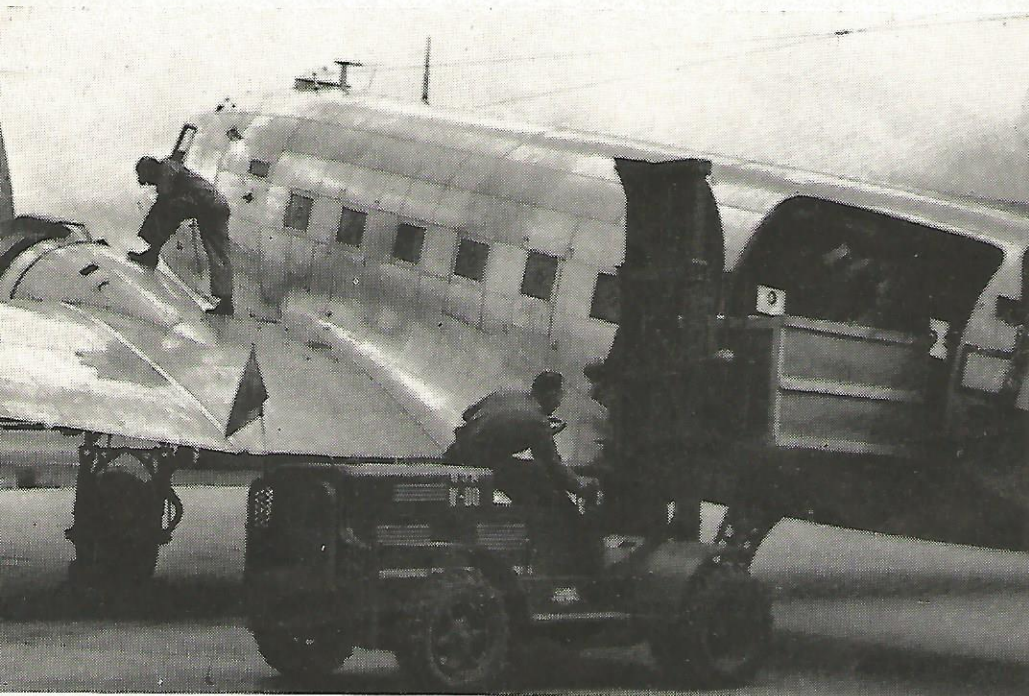
Phone again: "Have you filled out the card—makes no difference who said you can ride. We work like a Chinese laundry. No tickee, no laundry. No card, no ride. Maybe you'll get out on the next one. One little 47 can carry only so much and this one is creaking in the joints now. Sorry, don't call us. We'll call you."

"Looks as if we talked the pilot out of that gas . . ." Count on P & T to talk someone out of anything.

"P & T"—to the phone again. "There is mail. We only unload it, not sort it. The Post Office has it now. Should be out soon. Pick up mine if you can!"

ONE of the passengers gets a little restless and wanders up to the counter, very sheepishly for he's been here a long time, "How long before we leave?"

LOADING A C-47 WITH CARGO.



STORING A SEARCHLIGHT FRAME WHICH HAS BEEN FLOWN IN.

"Go have a coke. Only another 10 minutes." (We told him that a half hour ago.)

The cargo boys came in from the plane, "It's all ready. Hope the wings stay on."

So the passengers depart with a fond farewell and stumble up the steps of the 47, find a seat and strap themselves in while all the P & T personnel cast envious eyes at those leaving.

WE keep telling ourselves, "Someday, I'll be on one of those flying machines."

And all the time we know darn well it will be the Newfie Bullet for us, after everyone else is loaded and gone back to the States.

"That's one off in the wild blue yonder. Deal the cards, men. We have time for another hand before chow."

"Operatoins to Priorities and Traffic."

"Go away."

"Stephenville is going to close in for six hours and it looks as if you'll catch some five-fours."

"Roger."

Smith sounds off with, "Do I get time for a quick one at the Club?"

THIS is about time to stop because anything said from now on just won't be good. We like 54's but . . . another day, another dollar, but no fishing.







# OPERATIONS THIS SUMMER AT GANDER

BY S/SGT. ROBERT A. AKER

Before an aircraft at Gander takes off for the "wide blue yonder," a visit must be made by the pilot to the Operations Office in Hangar 9 to file a clearance. This is only one little strip of red tape involved, however. This visit certifies that volumes of ARs, AAF, ATC, NAD and Base Regulations and memoranda have been observed in regard to the mechanical perfection of the aircraft and the qualifications of the air crew. Other information is the flight plan and weather en route, the terminal and the alternate airport.

To clear Gander-based and transient aircraft, a crew of some 240 officers, enlisted men and civilians are organized into crews of clerks, teletype operators, pilots, navigators, radio operators, mechanics—and so on up and down the line of MOSs. To direct this activity is a rated officer. The present Director of Operations is Major James A. Greenlee, whose flying experience has been in the field of test pilot activities, airport supervision, and a share in training some of the best AAF pilots.

Suppose you are a pilot planning to fly locally during one of our "sunny Los Angeles" afternoons! The crew chief would roll out Charlie 45 from Hangar 7, give it the final going over and a preflight. In the meantime, you would fill out a form with the weight and balance computed just to be certain that the CG will keep the plane flying straight and level without trim tabs, radio frequencies listed, weather information and the exact plan that tells where, when, and what you will fly. How you fly is the business of Operations 240 men. In fact, one sec-

tion of Operations has five 4-drawer steel file cabinets that answer the "how you fly" question.

Local flying is only one of the side shows of this multi-active organization. From time to time this air base is directed to participate in projects of moving VIPs, litter patients, air forces, search and rescue missions, and point-saturated combat veterans ready to be condensed into "civies" again.

The important mission of this base this summer was the redeploying of European and Mediterranean based air forces. This was known as the "White Project," or "white birds" as they were fondly called from Paris to Washington.

The Operations Office had its first knowledge of the rough and tumble combat air crew teams headed toward Gander when the teletype in Flight Control pounded out: "OP RCD IN CLEAR. . . . FIRST DEPARTURE FOR GANDER AND FLIGHT PLAN ON BAKER TWO FOUR AND BAKER ONE SEVEN FLYING RHUMB AT TEN THOUSAND AND ALTERNATE STEPHENVILLE FUEL TWO SEVEN HUNDRED WITH FOURTEEN HOURS ENDURANCE POINT OF NO RETURN SEVEN HOURS CMS SEVEN PLUS FOUR EASY TARE ABLE NINE PLUS THREE FIVE CMA NINE PLUS FOUR ONE. . . . etc."

The news was "spilled" around the base. Transient Service was alerted to take care of passenger and crews; "Peter and Tare" (Priorities and Traffic) to take care of cargo; Engineering to take care of refueling, minor, and major mechanical repairs. Finally the crash crew is warned just

in case. . . . In the meantime, weather personnel plotted maps and drew cross sections of the expected temperature, humidity, cloud forms, visibility, "precip" areas, icing zones to be expected on the route that was to be used by the "white birds" on the last leg of the flight home.

Once all the planes were parked on the ramp, the crews were fed and relaxed with a bottle of 3.2 the operations and weather officers got into a huddle and considered the possibilities of dispatching aircraft the next day. Such factors as air traffic, weather, alternate airports, which might be necessary, gas loads, emergencies procedure, mechanical conditions of the aircraft, all are considered. When a decision was reached again, the news was "passed" around to the various departments concerned so as to have the crews and planes ready to go at the same time.

Together the briefing and operations officer took over answering questions with: "No, lieutenant, you can not alter your flight plan to fly 150 miles to buzz your home town," "Shooting flares over Boston or any other city on the Fourth of July is a court martial offense," "Landing other than at designated airports is permissible only in a real emergency," "I know major, you can and did take off from English airfields when you could not see the end of the runway—it's different here — you've more time."

There is another story about a radio operator who called up from the Red Cross Rec Hall and said, "It's most important that I know the exact time of our squadron departure. You see, I've just come from



the flight surgeon and he gave me some medicine to take."

The officer on duty thought of regulations regarding sulfa drugs and their effect on vital crew members and began to ask questions. The whole matter was cleared up when the radio operator added, "This medicine is a physic, and before I take anymore of the damned stuff, I want to be sure that I don't have to go at the same time the plane has to go."

Operations is manned with a crew around the clock. For one task it is possible to have two or three men performing similar duties during the 24-hour period. With a variety of men there are many techniques for a routine procedure. There are, for example, the precise mannerisms of Sgt. Ashworth who warned a department with, "I have authoritative information regarding the expected arrival of one hundred five White Birds from Love George Sugar. I say again, one zero five planes from \*Love George Sugar. Estimated time of arrival one two zero Zebra. Who will receipt this message in Transient Service?"

After the "white birds" departed Gander, leaving a littered snack bar, empty beer bottles outside the transient EM club, runway cluttered with the refuse of inflight lunches left when the bomb-bay opened to let a tired crew out to stamp on Mother Earth, the miscellaneous lost hand bags and clothing neatly stacked, the clearance counter begins to collect items of flight plan, Form F, Form 23, a copy of briefing certificates, etc., to turn over to the record section.

When you thought that the situation was normal again with the missing links of information bridged with explanations, without fail there was an explosion in the record section with T/Sgt. Weinstein blowing his top, "Why in hell did you fellows at the clearance counter allow this guy to take off without having him sign his full name and serial number. That's the very item that AI could make a 10-page inspection report about. Do I have to do all the work by myself around here? Aren't you guys ever going to learn anything?"

When the safe arrival message was received from Dog Victor Uncle\*, the tables, black boards were cleared and the crew was ready for the next flight of the "White Project."

\*Code for an airport.

\*An airfield in Connecticut.



## FLIGHT CONTROL ROOM





# MEET THE BLUES

## .... The Newfoundland Champions, 1945

The Blues won 14 consecutive games up to August 10 and have defeated every team in Newfoundland. They have played the Royal Canadian Navy at St. John's, the Royal Canadian Air Force at Gander, the United States Army Air Force at Stephenville, the Grand Falls Athletic Club and the Grand Falls All Stars.



UPPER LEFT: KEN DAVIAU, FRED MICHAELS, HARRY HOWELL, FRANK RYAN, DICK CYR.  
UPPER RIGHT: GUS LASSER, JUNIOR HECKATHORNE AND DON HEFNER.  
CENTRE: FRONT ROW KNEELING: HOWARD CHAPMAN, KEN DAVIAU, GEORGE NEWELL, GUS LASSER, FRANK RYAN, AL WEINIG, DICK CYR, MIKE KACZROWSKI. STANDING: HARRY HOWELL, FRED MICHAELS, CONO CAGGIANO, DON HEFNER, JOE KUHL, JUNIOR HECKATHORNE AND JOHN DEBUS. MISSING: BROWER PERNET AND KENNY HAHN.  
LOWER LEFT: AL WEINIG, FRED MICHAELS, HOWARD CHAPMAN, MIKE KACZROWSKI, CONO CAGGIANO. MISSING: KENNY HAHN.  
LOWER RIGHT: GEORGE NEWELL, JOE KUHL, FRANK RYAN AND JOHN DEBUS.







KENNY HAHN BATTING AGAINST THE GRAND FALLS ALL STARS.



RED CHAPMAN LAYING DOWN A SACRIFICE BUNT AGAINST THE GRAND FALLS ALL STARS.

KNEELING: "DOUBLE NO-HIT" ARNOLD LUCHT, PAT HUNT, GEORGE GARCIA, JOHN WEHNER, IRWIN HERMAN,

STANDING: CLANCY MILLER, ED McGRATH, JIMMY SMITH, JOE RADNEY, DAVE DE LIMA.



HARRY HOWELL BATTING AT THE ROYAL CANADIAN NAVY AT ST. JOHN'S.



PAT HUNT BATTING AT THE ROYAL CANADIAN NAVY TOURNAMENT AT ST. JOHN'S.







START OF THE 380 AT THE GRAND FALLS ATHLETIC MEET. U. S. ENTRIES ARE JOE KUHL, SECOND FROM LEFT, GEORGE NEWELL, THIRD FROM LEFT AND HARRY HOWELL, POLE POSITION. .

FRED BUSHONG WINNING THE DISCUS THROW AT THE GRAND FALLS ATHLETIC MEET WITH A TOSS OF 96' 3 3/8".



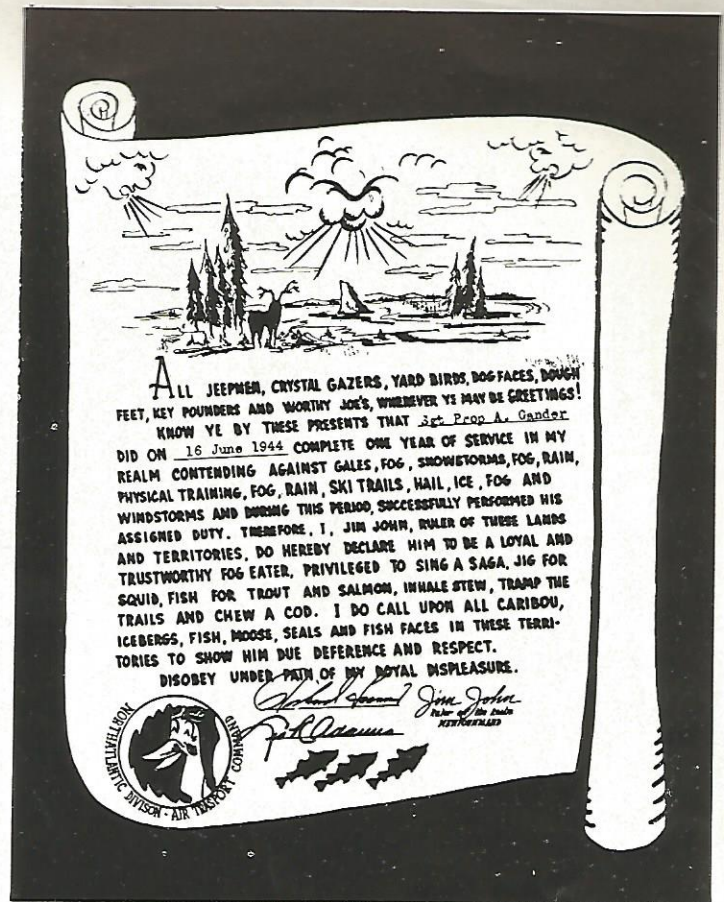
JOE KUHL WINNING THE SHOT PUT AT GRAND FALLS. DISTANCE, 36' 10 1/2".

HARRY HOWELL WINNING THE HIGH JUMP AT GRAND FALLS. JUMP 5' 1".





# For All Those Who Eat Fog



Few decorations are given at Gander, except for the inevitable Good Conduct Ribbons, but the following certificates are given in humorous ceremonies to officers and EM who have served here. The one at the top recognizes one year's service, the one at the left, two year's service.





MEMBERS OF THE RESCUE BOAT CREW ON THE P-162.



# THE AAF RESCUE BOAT

THE J-169 FOLLOWING IN THE  
WAKE OF THE P-162.





A BROADSIDE VIEW OF THE P-162 ON GANDER LAKE.

The main function of the Rescue Boat Unit on Gander Lake is quick and efficient rescue of victims of aircraft accidents. The P-162, a 42-foot AAF Rescue Boat, and the J-169, a 22-foot AAF Rescue Boat, are held in readiness 24 hours a day for any emergency that might take place.

These boats are fully equipped with various articles of rescue equipment.

The boats have also been invaluable in hauling AACS men and equipment to the outer marker across the lake.

THE J-169 COMING ALONGSIDE THE P-162. MAJOR JAMES A. GREENLEE, OPERATIONS OFFICER AT GANDER, AND CPL. JOHN PUCKETT STANDING BY.



PREPARING FOR DEPARTURE.







## FREDDIE GORENFLO

was the first Ganderite to be discharged under the point system; with 92 points on May 14. He's now MR. Fred Gorenflo of Chautauqua, New York.





The SUMMER PIN-UP:— Betty Yeaton who visited Gander this Spring with a USO troupe and found time to stop in at the Base Photo Lab.





THIS IS WHAT  
IT'S REALLY  
LIKE . . . .

