

BECOME PCA CO-PILOTS
Thirty-six former Army Air Corps pilots, who have flown more than 5500 over-sea missions and amassed nearly 90,000 hours of flight time, have been accepted as co-pilots by PCA (Pennsylvania-Central Airlines).

The fliers are part of a group released from the Army Air Forces under a program by which a limited number of air corps personnel, having completed overseas combat duty, are being made

available to the nation's commercial airlines. The men were signed on for co-pilot training with PCA after being carefully selected from hundreds of candidates by a panel of the airline's personnel, medical and flight operations departments. They were assigned to regular flights this month after undergoing a rigid course in readjustment and reorientation to effect the proper transition from air corps to commercial pilot.

One former major and 44 former captains were included in the group accepted by PCA. The remainder were first lieutenants.

IT'S DINNER TIME FOR LAWN



Serve Scott's Turf Builder
An early fall meal of this enriched grass seed renews color and vigor in lawns, encourages luxuriant and healthy grass growth. Yet the cost is little—use 1 lb. to 100 sq. ft., 50 lbs.—\$3.75 feeds large lawn of 5000 sq. ft. Turf Builder is a sanitary lawn food without objectionable odor.

25 lbs. - 2.25 100 lbs. - 6.50

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Men in Service

Men in the armed forces, and parents, are invited to send us news of the boys' whereabouts and activities. Service men scattered over the world are hungry for news of their friends. Give the address of newly-placed industrial men in it, instead.

Former Birmingham Youth Lives Through Jap Suicide Attack

Hugh A. Preston Jr., escaped without a scratch when his ship was hit by six Jap suicide planes and three 500-pound bombs within thirty minutes in the Okinawa campaign.

Hugh is the son of Mr. and Mrs. H. A. Preston, formerly of Madison avenue, Birmingham, and is now visiting here with his sister, Mrs. Arthur C. Harrower, Jr. The following letter to his parents describes the incident and suffering he has had.

Dear Mother and Dad:
The ship and the remaining crew (including myself) are back in the U. S., thanks to some unexpected help.
We arrived at Pearl Harbor March 5th, Guam and Saipan two weeks later, arrived in Okinawa March 25 and guarded the U. S. Fifth Fleet of which we are also a part. In making preparations for that invasion, we shelled the 67 mile length of the island day and night out, blowing up Jap 8-inch, 14-inch gun mounts, so as to have a place for the troops to land in and get their supplies. The ship's head of the whole operation. On the first day of the invasion, we were right off the beach, the ships fired ahead of the troops as they moved onto the shore, blowing up gun mounts. We were in the Destroyer Squadron 57, the ship home—We were at general quarters (Battle Stations) all the time—slept, ate, and other words, lived by our guns, shooting Jap suicide planes, submarines, suicide swimmers, etc.

One night on April 27, we were attacked for seven and one-half hours by the same thing, but 500 pound bombs dropped 30 yards off the bow and one off the stern.
On May 3rd at 6:15 evening time, we were attacked while on a secret mission 80 miles Northwest of Okinawa, by Jap suicide planes. We were hit by six of them within 30 minutes, plus three direct bomb hits. Fifty men were killed and sixty-seven were wounded. From our number one smokestack clear to the stern, all the super-structure was leveled off to the main deck. Two fire rooms and the after engine room were very much blown up. The sides of the after engine room were blown out 15 feet from their positions. Seven of my best buddies were killed and a number wounded. They are in hospitals all over the United States right now.

The whole crew is going to be presented the Presidential Citation for outstanding duty, etc. I helped the Doctor operate all night long on the wounded while the other end of the ship was still burning and on the verge of sinking.
The ship and survivors are here on the West Coast. We are leaving pretty soon for the East Coast to be repaired. We'll be there many months. As soon as we get there, I get a 30-day leave. We'll go through the Panama Canal on the way around.

Lots of Love,
Hughie.

EXPECT MORE MEN HOME

Families of Birmingham's more than 500 men in service are hopeful that their boys will be among the anticipated four million men to be released from Army service during the year after V-J Day. There are now nearly eight million men in service.

Home From Pacific

1st Lt. Lawrence A. Hulbert, of the Army Air Corps, has been enjoying a 30-day leave at his home in (Battleground) Birmingham since he returned from his tour of duty in the South Pacific and at the conclusion of his leave will report back at the base at Santa Ana, Calif. He wears the Asiatic Theater ribbon with three battle stars and the Philippine Theater ribbon with two battle stars and the Air Medal with three Oak Leaf clusters. Lt. Hulbert received his wings in February, 1944, and went overseas July 11, 1944.

Seaman E. Jack Flatman, who was home from Great Lakes on a nine-day leave to visit his parents, Mr. and Mrs. Fred Flatman, West Bloomfield, has gone to Seattle, Wash., to await further orders.

Pfc. Robert L. Hart, son of Mr. and Mrs. M. C. Hart, 1208 Villa Vista, reported enroute home from France for a furlough visit and is expected here any day. He commands the 7th Infantry "Old Hickory" division. He wears the Combat Infantry Badge and two campaign stars on his European Theater ribbon. He will be sent first to Camp Oklahoma City, the infantry redeployment center.

News comes from France that Pfc. Charles W. Kelley, Jr., is enroute home on a furlough after serving with the "Santa Fe" Division in Germany, and will visit his wife, Mrs. Marilyn Kelley, who resides at 241 Pingree road, in Royal Oak. He wears three battle stars, the Purple Heart, a presidential citation badge and the Combat Infantry Badge.

After six months in the European theater's operations, Corporal Nick Martin, son of Mr. and Mrs. N. Martin, 912 Linden road, is reported enroute home from France on furlough. He has been at Camp Arles, one of three huge staging areas near the Mediterranean port of Marseille.

Ensign Bruce F. Randall has been enjoying a short leave home with his parents, Mr. and Mrs. Charles B. Randall, 1259 Dorchester road, coming from the amphibious base of the Atlantic Fleet at Little Creek, Va.

MEET IN PACIFIC
When Birmingham boys meet in some place in the far away Pacific there usually is a very lively afternoon or evening recorded. Latest such news tells of the meeting of Ralph A. Pugh, son of Mr. and Mrs. Robert Appell, of 522 West Lincoln, and Alan A. Keshg, son of Mr. and Mrs. Frank Keshg, of 444 Pierce street. The event happened something like this: Alan happened to be watching a fleet of warships passing and noticed the number of the destroyer on which Ralph was serving. The boys soon arranged a meeting and Alan was over to Ralph's ship for show. The boys also write of having met Charles Martz, son of Mr. and Mrs. John E. Martz, of 224 Lakeview. Ralph and Alan are old school friends, having been through Barnum and Baldwin together as graduates in the same class and both going in to Naval radio for their war duty.

GUAM—Mose D. Montreuil, seaman, second class, of Route 1, Clarkston, Mich., has arrived at an advanced island base where he is part of a special Seabee battalion. Montreuil, who left the States at Raleigh, Pa., a month ago, reached his destination during a drenching tropical downpour. The battalion to which he is assigned is a veteran unit, having been in the midst of the western Pacific war for nearly 20 months, during which time it participated in the invasion and occupation of the Marianas Islands.

MIDWAY—Joseph S. Blaisius, Seaman First class, USN, son of Mr. and Mrs. J. J. Blaisius, 7287 Davis, Birmingham, Mich., is stationed at the Pacific Naval Base. He has been overseas 20 months. Before entering the Navy in July, Blaisius was a student at Baldwin High School.

Ordinance No. 313 CITY OF BIRMINGHAM An Ordinance to Amend Ordinance Number 221 and to Repeal Ordinance Number 304.

The City of Birmingham Ordinance No. 221, as amended by Ordinance No. 221, is hereby amended to read as follows:

Class	Stories	Depth of Footing (ft.)	Width of Side Yard (ft.)	Depth of Rear Yard (ft.)
Single Residence	1-1 1/2	25	5-0	10
Income Buildings	1-2 1/2	35	5-0	10
Residences	1-2 1/2	35	5-0	10
Multiple Family	1-2 1/2	35	5-0	10
Residences	2-2 1/2	35	5-0	10
	3-2 1/2	35	5-0	10
	4-2 1/2	35	5-0	10
	5-2 1/2	35	5-0	10
	6-2 1/2	35	5-0	10
	7-2 1/2	35	5-0	10
	8-2 1/2	35	5-0	10
	9-2 1/2	35	5-0	10
	10-2 1/2	35	5-0	10
	11-2 1/2	35	5-0	10
	12-2 1/2	35	5-0	10
	13-2 1/2	35	5-0	10
	14-2 1/2	35	5-0	10
	15-2 1/2	35	5-0	10
	16-2 1/2	35	5-0	10
	17-2 1/2	35	5-0	10
	18-2 1/2	35	5-0	10
	19-2 1/2	35	5-0	10
	20-2 1/2	35	5-0	10

Unless the Established Building Line is less, in which case the depth of rear yard may be as small as 10 feet, the side yard shall not be less than 10 feet in width.

(a) Except in case of a residence building on a street 40 ft. or more but less than 45 ft. in width, deduct 1 ft. from minimum rear yard. (b) Except in case of a residence building on a street 45 ft. or more but less than 45 ft. in width, deduct 2 ft. from rear yard.

The Established Building Line as to residential property in a lot shall be the line which is the most restrictive of the setbacks of all street walls, or portions thereof, on all streets, on each side of the street wall in question. The setback of a building from the frontage provided that the Established Building Line shall not be less than 15 feet back from the street line.

No dwelling shall be erected on any lot which does not abut for at least 15 feet upon a permanent unobstructed street or highway. Such street, court or easement shall be at least 15 feet wide. No street, court or easement shall be added to the adoption of this Ordinance prior to the completion of such building. No building shall be erected on a lot which does not abut for at least 15 feet upon a permanent unobstructed street or highway.

In all Districts, where it is desired to erect a building from the building line to the rear yard, the rear yard shall be required but there shall be no setback from the building line, additional side yard area between the front and rear building lines shall not be less than one-half of the area of the rear yard.

Section 603—Building Line in Single Family Residence District shall be as provided in Sec. 504 above.

Section 604—Side Yard in Single Family Residence District shall be as provided in Sec. 504 above.

Section 605—Rear Yard in Single Family Residence District shall be as provided in Sec. 504 above.

Section 702—All buildings erected or altered in this district shall conform to the following:

FLIES TO MAINE
Cpl. Robert J. Filkins, son of Mr. and Mrs. Ray Filkins, of 751 Chestnut street, and veteran of 40 months service as a Wire Chief in the European Theatre of Operations, arrived enroute home from France for a furlough visit and is expected here any day. He commands the 7th Infantry "Old Hickory" division. He wears the Combat Infantry Badge and two campaign stars on his European Theater ribbon. He will be sent first to Camp Oklahoma City, the infantry redeployment center.

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How Long before you'll get your new car?
AUTHORIZED industry-wide manufacturing quotas indicate comparatively few new cars will be available this year. And it is expected that strict priority rationing will continue until all essential needs are met.
●●● So, when your present Ford needs attention—and it will, as it grows older—let us help you keep it rolling—as only your Ford Dealer knows how! We have genuine Ford replacement parts and adequate equipment. Our mechanics know your car best.
●●● We pledge you the very best service possible. Let us help you get all the "extra" miles that Ford built into your car. By all means, bring it "HOME" for service!
●●● The New York Times says: "Since the interest of every possible car be kept in service, continued, careful maintenance and conservation of existing cars is imperative."
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