

Former Birmingham Airman Sets Record By Flying Plane 700 Miles with One of Its Two Engines Wrecked by Enemy Shell

HEADQUARTERS 13TH AAF, Philippines—It's normally warm over the South China Sea in the afternoon, but it was very hot for second Lieutenant Robert E. Bethel and his Mitchell medium bomber crew recently. His left engine blew out of commission during a bombing attack on Saigon, French Indo-China, by his squadron of the veteran Crusaders group.

Lieutenant Bethel completed his bombing and strafing run over the target when he discovered that he was in for trouble. Japanese anti-aircraft fire had perforated his left wing, engine nacelle, motor islet and its oil reservoir. Making the most of the few minutes remaining in which it was

safe to turn the left engine before it overheated and caught fire, he rejoined his formation and radioed the flight leader his bad news. The leader assigned another Mitchell to fly over for Lieutenant Bethel. Bethel ordered his crew to jettison guns, ammunition and everything else that was not needed in order to lighten the plane.

When the left engine had to be cut out, the ship lost altitude to 300 feet above water, and the crewmen held their breath while Lieutenant Bethel and Flight Officer Vance cycled her back to a thousand feet. From that point on they settled down to awaiting the mission. The two pilots concentrated on holding the plane's nose up and the navigator, Second Lieutenant F. Kasten of Chicago, calculated, as never before, to find the shortest way home.

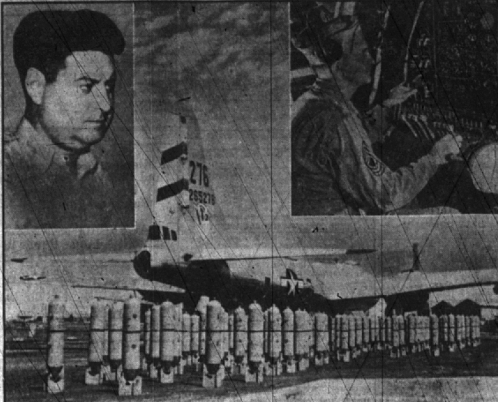
Limping along at 115 miles an hour, the lowest speed he could safely hold, in order to conserve fuel, Lieutenant Bethel held his course and successfully landed the aircraft over a 1500-foot mountain that lay in his bee-line path before he came to the end of his gasoline. The flight leader had radioed "Dumbo," the Army emergency rescue flying boat service that has set an amazing record for snatching downed airmen from the drink, and the Catalina flying boat was on its way to meet Lieutenant Bethel.

Lieutenant Bethel's hope of making a safe wheels-down landing at his home base vanished with his last drops of fuel. Signaling his intent to force the landing, he was in the impact of landing. Lieutenant Bethel set the bomb smoothly down on a calm sea and all got clear of the plane before it sank. Corporal Wendell S. Whitcomb of Newton Highlands, Mass., and Corporal Raymond P. Tuzolski of Toledo, Ohio, the engineer and radio operator, released the emergency life raft before they left the plane, and Flight Officer Vance, the smallest member of the crew and first out, pulled the raft free while standing on the wing. Norman E. Lauck of Buffalo, N. Y., the plane's gunner, had trouble inflating his Mae West life-vest and went under water once. Lieutenant Bethel swam to him and inflated the preserver. The pair were swimming to the raft when Dumbo, their friend in need, tacked up and took all the crew aboard.

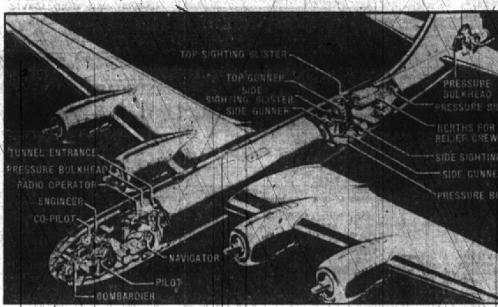
Their adventure ended 24 minutes later when the rescue plane landed them at their home base. The flight was taken to an infirmary for examination. Here Corporal Tuzolski and Corporal Lauck introduced an amusing note into the proceedings when they asked what time it was. It seems they had missed an appointment to sing in the choir at the opening services of their base chapel, which they had helped to construct. Lieutenant Bethel's only comment was a soft curse that he had not been able to make it all the way home under his own power.

The above experience was the end of the 22nd mission for Lieut. Bethel. Letters to the family tell of other missions. On May 29th this 29th mission the navigator was wounded in the shoulder by a rifle bullet which came through the windshield. He was the only casualty in the crew.

Jap Factories Afire, and Worst Is Yet to Come



Repeated obliteration bombing attacks on Jap war production centers from the Marianas Islands coupled with air base possibilities of Okinawa by the B-29 Superfortress spotlight news. The Marianas—Saipan, Tinian, Guam are main air bases—around 1500 miles from the Tokyo area. Okinawa is about 325 miles from Kyushu, Japan's southernmost homeland island—easy distance and a distance that requires so much less gasoline than the bomber flight from the Marianas that bomb tonnage can be raised considerably. An example of what the B-29 can carry is shown above: all these bombs waiting to be loaded in the single Superfortress behind them. At upper left is Maj.-Gen. Curtis E. LeMay of Lakewood, O., chief of the Marianas-based 21st Bomber Command. At upper right, a B-29 flight engineer at his complex control board. He operates engine controls and basic flight system, but can be overridden at any time by pilot or co-pilot.



Here is a cut-away drawing of the B-29, showing locations of crew stations in nose, center, and tail sections. These stations are under air pressure during altitude flight and are partitioned with pressure bulkheads. A tube-like tunnel spans bomb bays and permits access between control cabin and gunners' mid-section compartment during flight. From the Marianas to Tokyo and back takes around 14 hours.

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THE ECCENTRIC'S Camera Corner

Work for spontaneity of expression when photographing children.

SPONTANEITY is the essence of childhood and it is that quality more than any other that accounts for the universal appeal of photographs of children. The problem of making pictures of children is, then, word a psychological than a photographic problem. Photographic quality, in other words, is secondary to the importance of getting spontaneous expressions. The combination of adequate photographic quality and a precision results in better and more appealing pictures.

A living for and understanding of children are the first requisites for successful child pictures. All portrait photography depends upon the relationship that exists at the time the picture is made between the photographer and the subject. And nowhere is a warm relationship so important as it is when a child is the subject, and the best way to have a child like you is to meet him on his own level. You can usually accomplish that by playing with him. Make a game of taking pictures. Let him in on the secrets of the camera. Allow him to approach the camera as a playmate.

After you have won the child's confidence you will not have too much trouble winning cooperation. Let us suppose that you wish to make a picture of the child on bicycle as in the illustration with today's article. When you have him astride the vehicle she may sense the fact that she is posing, and he comes self-consciousness. Now is the time to turn your psychology and your patience. Again play a game with her, or tell her a story, or sing her a song—do anything that will take her attention from the idea that she is about to have her picture taken. It is then, when she is off-guard, that you make your exposure. The photograph of the child in the illustration above successfully captures a child's laughter and puts it in a funny setting which heightens the merry mood. The sunny effect is enhanced by the use of side lighting. The child was so placed that the sun highlighted the right side of her forehead, cheek, and the tip of her nose. A reflector was placed on the opposite side to reflect back a sufficient amount of light to offset what would have been deep shadow. For a reflector you can use a sheet of newspaper, a white sheet, drawing paper, or anything with a good reflecting surface.

It is important, of course, in side or back-lit shots to increase your exposure because the front of the face receives the least amount of light.

Whether you live in the sunny south or in the snow covered northern sections you can always get good child pictures if you only try to see to them in the Service.

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Q2 through U2 Aug. 31
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T2 through X2 July 31
Y2, Z2, A1, B1, C Aug. 31
D1 through H1 Sept. 30

Sugar—Stamp 36—Aug. 31

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Groups 1 and 2

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RETAIL CEILING PRICES FOR PORK CUTS

TO RETAILERS—Every cut in GROUPS 1 and 2 must qualify. (See notes on cut of meat and preparation.)

TO CUSTOMERS—Consult the Price Book of your local United States Office of Price Administration for the correct retail ceiling price.

CUT	Group 1		Group 2	
	Per lb.	Per 10 lbs.	Per lb.	Per 10 lbs.
SMOKED HAM	33	31	33	41
Regular (bone-in)	33	31	33	41
Regular (boneless)	33	31	33	41
Smoked (bone-in)	33	31	33	41
Smoked (boneless)	33	31	33	41
Smoked (bone-in) (partially cooked)	47	47	47	47
READY TO EAT HAM	34	34	34	34
Regular (bone-in)	34	34	34	34
Regular (boneless)	34	34	34	34
Smoked (bone-in)	34	34	34	34
Smoked (boneless)	34	34	34	34
Smoked (bone-in) (partially cooked)	47	47	47	47
FRESH HAM (Fresh, frozen or cured)	33	33	33	33
Regular (bone-in)	33	33	33	33
Regular (boneless)	33	33	33	33
Smoked (bone-in)	33	33	33	33
Smoked (boneless)	33	33	33	33
Smoked (bone-in) (partially cooked)	47	47	47	47
READY TO EAT PORK	34	34	34	34
Regular (bone-in)	34	34	34	34
Regular (boneless)	34	34	34	34
Smoked (bone-in)	34	34	34	34
Smoked (boneless)	34	34	34	34
Smoked (bone-in) (partially cooked)	47	47	47	47
SMOKED PICNICS	31	31	31	31
Regular (bone-in)	31	31	31	31
Regular (boneless)	31	31	31	31
Smoked (bone-in)	31	31	31	31
Smoked (boneless)	31	31	31	31
Smoked (bone-in) (partially cooked)	47	47	47	47
READY TO EAT PICNICS	34	34	34	34
Regular (bone-in)	34	34	34	34
Regular (boneless)	34	34	34	34
Smoked (bone-in)	34	34	34	34
Smoked (boneless)	34	34	34	34
Smoked (bone-in) (partially cooked)	47	47	47	47

NOTE: 1. Customers to use with care. This ceiling price is for pork and other meats from one side, including bone and skin, and is for the whole cut, including any fat, and is for the whole cut, including any fat, and is for the whole cut, including any fat.

NOTE 2: These prices apply to all cuts of meat, including bone-in and boneless, and are for the whole cut, including any fat, and is for the whole cut, including any fat.

NOTE 3: These prices apply to all cuts of meat, including bone-in and boneless, and are for the whole cut, including any fat, and is for the whole cut, including any fat.

NOTE 4: These prices apply to all cuts of meat, including bone-in and boneless, and are for the whole cut, including any fat, and is for the whole cut, including any fat.

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Scouts of Troop B-1 Enjoy 9-Day Camp On Lower Long Lake

Boy Scouts of Troop B-1 reached the high point of the year when they held a nine-day summer camp at Camp George on Lower Long Lake June 15 to 24. A well-rounded program was carried out to insure the proper amount of work, play, instruction, food, and rest.

Two Saturdays, full within the camp period and church services were held on both occasions. The leaders were Paul L. Fendell and Henry Torrance, elders in the First Presbyterian Church. The troop is sponsored by the Men's Club of the church.

Wednesday, June 20, had previously been designated Victory Day, and that evening found about 70 family members present to inspect the camp and attend the camp.

The Five-Star Award, presented for proficiency in camp work, watercraft, and campfire, together with Scout advancement and badge work to Scout leaders, was awarded by Robert Miles, Scoutmaster of Troop B-1, and Mrs. Nelson A. Miles, Woodland street.

Scoutmaster Miles and camp members, Bob Beath, Jim Buchanan, Jack Groves, Henry J. Dewar, Glenn Emery, Van Callen Grant, Bill Hesterman, Bob Hesterman, Matt Mahan, Dick McIntosh, Bob Allen, Bill Bevech, Bob Rancere, Charles Farbridge, and Tom Strabbing.

Adult leadership in the camp consisted of R. C. Beath, G. M. Emery, and G. G. Kitchin, troop commissioner.

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