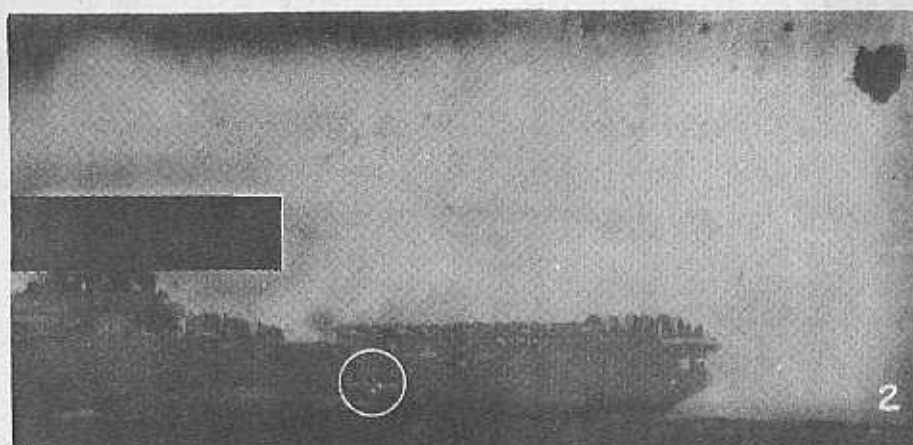
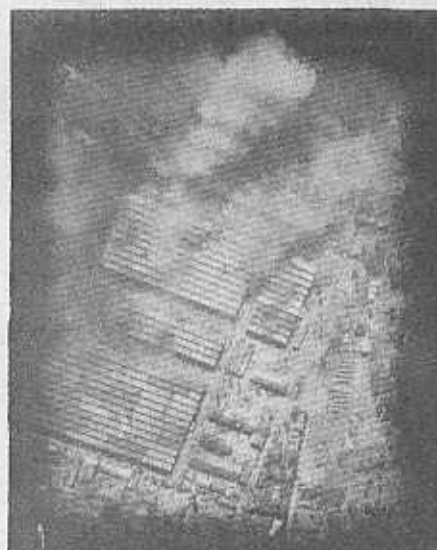


Volume II No. 2

U. S. S. YORKTOWN (CV-10)

15 April 1945 (Delayed)

ANNIVERSARY ISSUE



1838 107 Years Glorious Tradition 1945

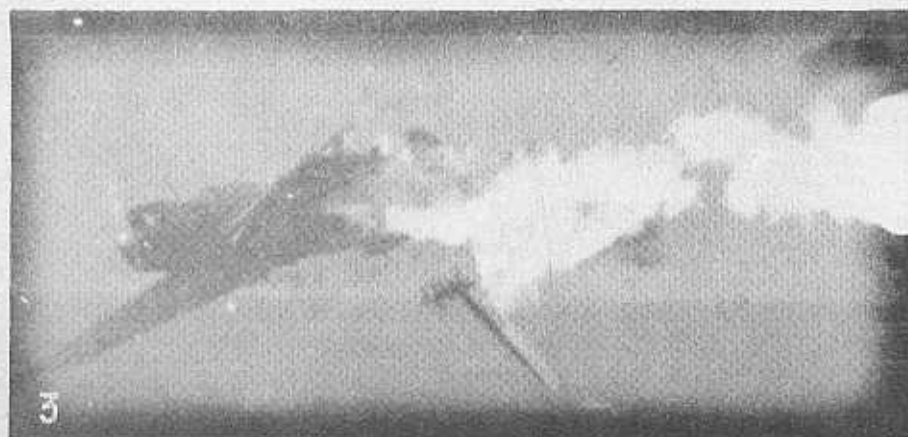
The U.S.S. YORKTOWN (CV-10) is the second aircraft carrier and fourth United States Navy vessel to be given this name. The ship was built by the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia. Her keel was laid December 1, 1941, and she was launched at 1240, January 21, 1943. Her sponsor was Mrs. Franklin D. Roosevelt, wife of the President of the United States.

The first YORKTOWN was a 16-gun sloop of war built in 1838 and engaged in duty in both Atlantic and Pacific waters. She was wrecked on the reefs of Cape Verde in 1850 while on duty with the African Squadron.

(continued on page 2)

NEVER TO BE FORGOTTEN

1. "The Fighting Lady" Strikes TOKYO!
2. Too (CENSORED) Close For Comfort!
3. A JILL... A THRILL... A KILL!!!
4. "Tallyho" and OUT!



Not For Publication

1838 — U. S. S. YORKTOWN — 1945

(continued from page 1)

The second YORKTOWN was gunboat No. 1, built in 1887 for duty in the Squadron of Evolution and assigned to duty in the Mediterranean, Pacific, and Asiatic stations. During the first World War she was assigned to patrol and convoy duty in the Atlantic and Gulf of Mexico. After thirty years of service she was decommissioned and later sold.

The aircraft carrier, YORKTOWN (CV-5), was the third vessel to carry the name. The ship was built in Newport News, Virginia, and Mrs. Franklin D. Roosevelt served as sponsor at the launching in 1936. The carrier was placed in commission in 1937. From that time until 1941 she was assigned to an intensive cruising and pilot training program in both Atlantic and Pacific waters.

In 1941 the YORKTOWN (CV-5) was assigned convoy duty in the Atlantic. Immediately after December 7, 1941, she was ordered to the war zone of the South Pacific, and it was while assigned to this duty that she accomplished her famous "104 Days" of battlecruising under Captain Elliot Buckmaster, U.S. Navy (now Rear Admiral). Those 104 days saw the YORKTOWN with its air group smashing the enemy wherever found at sea or on land. The Gilbert and Marshall Islands, Salamaua and Lae, Tulagi, Coral Sea and Midway were all entered in her log. Japanese battleships damaged, carriers, cruisers, and destroyers sunk, and transports, shore installations destroyed, and enemy planes shot down in a staggering score. The final fate of the YORKTOWN has been described in full report. When the waves closed over her June 7, 1942, she ended one of the most brilliant careers in naval history.

With the same fighting spirit, the new YORKTOWN took up the job of carrying on the magnificent tradition established by the former YORKTOWN in her raids through the Jap-controlled Central and South Pacific during the spring of 1942 and by her courageous and last stand at Midway.

From the day of her launching, the new YORKTOWN has been an "eager" ship. To the amazement of her distinguished sponsor, Mrs. Franklin D. Roosevelt, the assembled guests and onlookers, the present YORKTOWN took off down the launching ways several minutes in advance of schedule and before her christening ceremonies had been completed.

The prospective commanding officer, Captain Joseph J. Clark, was just as eager to outfit his new command and start on a record-smashing career. The date of commissioning was brought continually closer. The ceremony was held in Norfolk Navy Yard on April 15, '43, decidedly in advance of the original plan. As of this date, Captain (now Rear Admiral) "Jocko" Clark took command.

A trained air group, assembled at Naval Air Station, Norfolk, was all ready to go aboard when short training cruises were started in Chesapeake Bay. Lieut. Commander (now Comd. r.) Jimmy Flatley, outstanding naval aviator and seasoned veteran of many combat missions, then brought his Air Group FIVE aboard during May.

A shake-down cruise was the first order of business. The latter part of May the USS YORKTOWN could be found with her new air group embarked, cutting through the calm and serene waters of the Caribbean Sea en route to Trinidad.

After this was completed, there was no lingering in Norfolk. On July 6, 1943, the USS YORKTOWN departed on her long trip to the war zone. Though attacked by German subs on this trip, it was radio Tokyo which announced the sinking....the first of many times "Radio Tokyo" has performed miracles beyond the Imperial Navy. Speedy transit was made thru the Panama Canal; and, on the 24th of that month, the new USS YORKTOWN (CV-10) reported at Pearl Harbor ready for action.

The action for which both Captain and crew were so anxious was not long in coming, for on August 31 the YORKTOWN and her sister carrier, the ESSEX, launched their air striking groups against Japanese-held Marcus Island, only 900 miles east of Japan. In those days this was a daring, if only diversionary, raid. YORKTOWN planes pounded the small island from the break of dawn until mid-afternoon, while Hellcats, Dauntless and Avenger planes dropped over 55 tons of bombs, a generous contribution toward the flattening of 80 per cent of the buildings and installations.

At Wake Island a month later the YORKTOWN struck again with an even larger carrier force. There her planes dropped 89 tons of bombs in two days, poured 155,000 rounds of ammunition into the enemy, destroyed 17 planes in the air, 16 on the ground, and damaged eight more.

Then came the Gilbert Islands invasion of November. For more than a week the Mighty "Y's" planes supported the landings with bombing and strafing, and also helped neutralize the enemy bases in the Marshall Islands to the north from which Jap counterattacks were attempted.

No sooner had she completed this mission than she joined a fast carrier task force which cruised into the heart of the Marshall Islands to pummel the big Jap base at Kwajalein. There on December 4, 1943, her Hellcats shot down five enemy planes and destroyed forty-four more on the ground. Bombing and strafing accounted for four ships sunk, 18 set burning, and all of eight more damaged. In this action the Avenger pilots tried mast-head bombing for the first time with great success. Eleven direct hits and 22 near misses were scored on 10 Jap cargo vessels. During that same afternoon, the YORKTOWN narrowly escaped severe damage when four enemy torpedo bombers, coming in low on the water, penetrated the screen and were seen to make straight for the ship. Three of these were quickly shot down by the YORKTOWN and the SAN FRANCISCO. That night wave after wave of Jap planes made desperate attacks on the task force until the moon went down. One other ship was damaged in this action. The Mighty "Y's" luck still held.

By the end of the year, the YORKTOWN was battle-tried, experienced and happy. But there was more work ahead for The Fighting Lady. In January and February, 1944, there was the Marshall Islands invasion to cover. From January 30 to February 4, her pilots made 468 sorties over choice targets, dropping 121 tons of bombs. Fifteen enemy planes were knocked out and destroyed both in the air and on the ground as Air Group FIVE supported the landings on the southern portion of Kwajalein.

A week prior to the sensational and daring carrier strike against Truk, Captain Ralph E. Jennings (now Rear Admiral) succeeded Captain Clark as commanding officer. The YORKTOWN with her new Captain, as a part of Admiral Mitscher's famous Task Force 58, engaged a bitter enemy in the attacks on Truk, the Marianas Islands, Palau and Woleai in quick succession.

(continued on page 3)

1943 — CV-10 SKIPPERS — 1945



CAPT. J. J. CLARK, USN



CAPT. R. E. JENNINGS, USN



CAPT. T. S. COMBS, USN



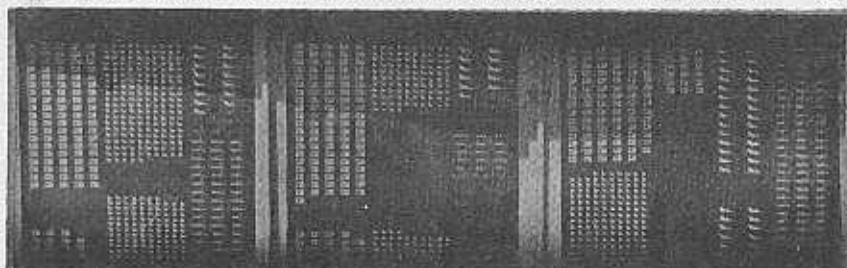
CAPT. W. F. BOONE, USN

THE ANNIVERSARY ISSUE

This ANNIVERSARY ISSUE is meant to be a souvenir of your tour aboard the finest ship in the Navy. You can feel justly proud that you are a part of the splendid record of the U.S.S. YORKTOWN as it stands in the annals of Navy tradition. This is a memorial - not only to a gallant ship - but to the combined effort of every one of you, each in his own little niche, that has produced this enviable record. You are the spirit of The Fighting Lady, and she is a taut and happy ship because you have made her so. With her fighting spirit and teamwork undiminished, she will carry on to even greater heights of achievement and glory.

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The delay in publishing this Second Anniversary Issue is understandable; however, we are glad to announce that the May Issue will be off the press before the end of the month. GAW



(continued from page 2)

Task Force 58 inflicted extremely heavy damage on the enemy on 16 and 17 February at his supposedly impregnable base at Truk. The YORKTOWN pilots flew 279 sorties over the target during which they shot 31 enemy planes out of the air, destroyed 23 on the ground, and damaged 12 more in addition to scoring two and three hits on each of two light cruisers, a sub, a transport, two destroyers, 19 cargo ships and two oilers. Over 100 tons of bombs were expended on enemy targets during these two days.

In April, the YORKTOWN supported General MacArthur's surprise invasion of Hollandia, New Guinea; and, on the way returning, made another stab at battered Truk.

Soon after, in May 1944, Air Group ONE relieved the battle-weary pilots of Air Group FIVE. This new air group was destined to give the departing group stiff competition in the no. of enemy planes and ships damaged and destroyed. It soon had its chance, for the battle of the Philippine Sea on the night of June 19-20 proved to be a veritable heyday, as the YORKTOWN'S new air group met scores of enemy fighters. Over 400 Jap aircraft were downed by the Force during this aerial battle, named by the pilots, the "Marianas Turkey Shoot." This engagement had been preceded by attacks on Guam and the Bonin Islands. During June and July, the U.S.S. YORKTOWN assisted in softening-up the Marianas and supported their invasion. After attacks on Yap Island, Ngulu and Ulithi Atolls, in the latter part of July, the Fighting Lady, war-weary, but yet UNDAUNED BY ENEMY ACTION, headed homeward. Air Group ONE, having done itself proud, returned with the ship to the States, arriving in Bremerton, Washington, on August 17, 1944.

During the seven-week stay at Puget Sound Navy Yard, additional fire power was added, new types of radar were installed, and innumerable internal changes were made. While in port a new Captain, Thos. S. Combs, U.S.N., came aboard to relieve Captain Jennings. Thus, better equipped than ever before and with her new Skipper on the bridge, she left the States toward the middle of October. The shipload of planes, trucks, mail and supplies was exchanged for a new Air Group THREE at Pearl Harbor.

Early November saw the YORKTOWN again steaming in enemy waters. This time its air group attacked Philippine shipping and airfields. Later, in December, Luzon airfields were hit in support of the occupation of Mindoro. Surprisingly little air opposition was met during these operations.

The new year of 1945 found the YORKTOWN'S experienced Air Group THREE attacking Luzon and Formosa. From these raids, the YORKTOWN led the Third Fleet's entrance into the China Sea, searching for the Japanese Fleet. Failing to spot a Nip Battle Force, her planes pounded the airfields along the French Indo-China coast and the Canton-Hong Kong area. Foul weather hampered the Fleet in this operation, but heavy damage was inflicted on the enemy. Having negotiated a safe passage out of the China Sea, her air group again hit Formosa's air fields and extended even further north to slash at one of the Nansei Shoto Island group which extend southwest of Japan.

In February the YORKTOWN steamed north with famous Task Force 58 to participate in the first carrier smash at the enemy in the nerve center of his Empire, namely, TOKYO BAY. Despite unfavorable weather conditions, lasting during the two days of strikes, YORKTOWN planes shot down 53 enemy planes and destroyed 29 on the ground in the course of dropping 33 tons of bombs on the airplane assembly plant at KASUMIGAWA and the TACHIKAWA Engine Plant. This was the first of three phases of operations during February of 1945.

The second phase consisted of lending direct support to the landing forces engaged in the bitter struggle for IWO JIMA. Two of the three YORKTOWN strikes launched the second day of the invasion were successful in dropping almost 20 tons of bombs and launching 286 five-inch rockets at enemy positions on IWO JIMA. Similar strikes were launched each of the two days following. Incidental to the pounding of IWO, fighter sweeps and reconnaissance missions were made of CHICHI JIMA, HAHAI JIMA, and MUKO JIMA.

To further reduce enemy air power in the TOKYO BAY Area, a return call was made the 25th of February. In the morning fighter sweeps were launched principally against TSUKUBA field. Afternoon sweeps had to be cancelled as a consequence of bad weather which impeded flight operations for two days; and, in the face of continued unfavorable weather conditions, all further strike activity was cancelled. The YORKTOWN returned to Ulithi, the bold ones braved another "strike" on MOG MOG, and Air Group THREE was relieved by a NEW Air Group, experienced, already battle-hardened, having participated in the TOKYO action aboard a sister carrier.



Captain W. F. Boone, USN
Commanding Officer

Comdr. A. S. Born, USN
Executive Officer

EDITOR

Lieut. George A. Wright, ChC, USN

ADVISORY BOARD

Lt. Cdr. J. Moody, ChC, USNR
Lieut. W. L. Parker, USNR

Lt. W. J. Dunn, Jr., USNR
Ens. F. Holloway, USNR

AIR GROUP PAGE

Lieut. A. B. Gregory, USNR
Lieut. J. N. Koelch, USNR

Lieut. S. W. Miller, USNR
Lt. (jg) C. J. Lee, USNR

Cartoons by Eley, H. W., ARMC, USN

The Photo Lab

The Print Shop

Runner-Head by Peebles, M. E., PhMie, USNR

Official U.S. Navy Photographs Used Exclusively In This Issue
Not For Publication

Send the SEA-V-TEN home. (but NOT via Air Mail)

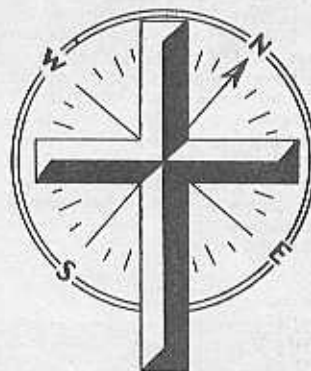
CIRCUMSTANTIAL

In Detroit, Mrs. Elizabeth Nicholson, mother of five, file suit for divorce, when she found a traffic ticket in her husband's pocket. The charge: One arm driving.

It was not the only time that one arm driving has been harmful. In fact it is good advice to keep both hands on the wheel. Which is merely another way of saying, if you drive a car, keep your mind on the job.

Religion keeps our minds on the big job of life. It keeps our eyes on the road ahead. It urges us to use all our faculties in the supreme task of living.

JNM



DIVINE SERVICES

Sunday Masses - 0630 : 0900 : 1645
General Protestant - 1000
Service Men's Christian League - 2000
Christian Science - 1000 (crew's library)
Latter Day Saints - 0900 (crew's library)
Daily Mass - 1645
Daily Bible Class - 2000
Novena - Tuesday - 1945
Benediction - 1945



Not For Publication

Happy Landings Air Group Three



(left to right)
Capt. Thom. S. Combs, USN
Lieut. Geo. A. Wright, CAG, USN
Comdr. John W. Lowe, USN

(continued from column 2)

hasn't heard... "Mister GOURLY what can possibly be the matter now?"

"Pop" Deitz was next on the program, the guy who kept the bombers flying...and then the 8 inch moustached Bermeister...

And have you ever heard that "beautiful" song by the ah name of "Three Clay Pigeons?" Well, we had to listen to Bomber pilot Holt and Chaplain Wright sing it together! (More words fall us here!)

Last to be given an individual sendoff were Fireman Sullivan...Chris Fink, vet of Guadacanal who holds the Silver Star for dropping a bomb right down the stack of a loaded Jap transport...Raslowkey...Bunker and Hackett the Mutt and Jeff of the outfit...Chow hound "Bo Bo" Hunt...Dell Landry...Red Dog Jonson...Killer K. King...P.V. Miller who has no gal...Pop Ensl...and Hart...Sholt...Tomlinson...and Sam Berry who raped the island structure with his TBM...and last but not the least, the man who sent a whole CAP off with the wrong dope... "Buck" Bright!

Captain Thom. S. Combs, USN, the Ship's Captain then presented the Group Commander with a "Well Done Scroll," the gang sang "Auld Lang Syne," and the title of the movie which followed seemed very appropriate.....

"And Now Tomorrow"

(below)
Lt. Comdr. J. N. Moody, CAG, USNR
N. Parton, Music, USNR
Joe LeCl, Music, USNR



A gala sendoff was given to Air Group 3 upon the completion of their tour of duty aboard the Fighting Lady. "California Here We Come" by the Ship's band, introduced Chaplain Moody who gave an appropriate talk to our departing friends. Then Chaplain Wright introduced the various and sundry personalities of the several squadrons. Air Group Skipper...Comdr. "Jigger" Lowe; Torpecker Skipper...Comdr. "Topsy" Ed Turner; Fighter Skipper...Lt. Comdr. W. "Bugsy" Baer; former Chennault "Flying Tiger" and the Skipper of the Bomber-Fighters...Lt. Comdr. Fritz Wolf; and Bomber Skipper...Lt. "Guss" Austerhaut, representative of "the finest group of taxi pilots ever to grace the pale blue boards of the Fighting Lady's flight deck!"

Other members of the group were due to take their bow in the lime light...the guy who was put in the brig for hotfooting our Chaplain Wright, the Group's Flight Surgeon, Lt. Comdr. Voriss, best remembered for his thrilling removal of the bullet from the base of a pilot's skull, after the pilot himself had accomplished the impossible by returning to the ship and successfully landing his damaged aircraft...High man with 7 kills, 3 in one day over Tokyo, Lt. (jg) "Jake" Jones...and "Pappy" Joint...Rover Moore...Joe Mayer...McElroy who brought the wounded Taurus (mentioned above) back by acting as wingman...George Smith of the "Super Division" (there's one in every group) who once spent 21 days on a raft... "Chee Chee" Menoher from Legonier, Penna...Hoppe... "Sorry" Sam Salsburger... "Lucky" Reilly...biggest feet, biggest brain in the engineering dept...and by far the biggest sack artist, Swede Lundberg... "Opio" Charley Wall, the fighter who offered to trade two F6F's for a bottle of grog...Onions... Rip Miller and Dittich ("P.P.")...and worry wart "Pup" Jones...Jeeter Lindsay... "Tool" Armstead...Night fighter George Cassell and his a.f. message drops...Poston who got lost...cartoonists Adylotte and Zeigler...and who

That Rumor Board down in Torpecker Country was voted a 4.0 by all the TBMites until the latest rumor to end all or else, for the have the "Lucky Lady" (can't be anything else with VT aboard!) go back for the sole purpose of picking up 500 WAVES is just more than we can stand. (And said dope was purported to have come right from the galley!)

Is it true that LT. STETSON had an ulterior motive when he volunteered his squadron for night patrols? Or does it take a heroic gesture to get away from taxi duty? After all.... there's a limit to everything! Speaking of the limit..... ORCHIDS to Ensign ORTH of VFN for a job well done.

Next to the popular tune of "Yamata Been A Beautiful B B, But BB Where Are You.... suggest-- "VALENCIA" as an appropriate song for Ready 1!

Suggest that the above tunes be sung as a trio with CLARK of Ready 2 on the tenor, SAM MILLER of Tyrone's Coffee Shop on the melody, and DOC BOND of Haley's House of Horror on the bass....with PIERSON at the piano! That I gotta hear!!!!



Welcome Aboard New Air Group

SAM'S THOTS WHILE G-CUEING

The Fighting Lady's GUNNERS can eat at the head of my chow line anytime...Better cut down on this excellent food or none of my good uniforms will be worth taking ashore.....Can hardly get into them now....Those daily talks by Chaplain Moody certainly pep me up toward the end of the day....Some fellows get the most inappropriate names. For example there is the name BRIGHT...and KITCHEN....and WOOLIN.... That Air Group Commander is the flyingest so-and-so. He's got more combat hops than a guy can shake a stick at....And those lads up on the flight deck that push planes, guns, ammo an stuff do a superb job. They deserve awards, for my money.....Wonder what keeps that Group flight surgeon going? Never seems to slow up a bit....Better not tell any of the ship's personnel, but this is the cleanest carrier we've ever seen.....

Wonder how the wife and boy are doing.... Looks like the war in Europe is in its last and final stages. Wish I could lay my hands on one of those no good Nazi chumps..... "Yamato been a beautiful BB, but BB where are you now?" ... Got to hand it to that boy ELEY in the bombing squadron. He's got plenty on the ball.....Wish they'd play "Jingle Bells" instead of that Bong-Bong at G.Q. Scares me half to death.....The way that bugler speeds through G.Q. call makes me think he's anxious to get below....Two ?'s always asked at G.Q. "Where are they? How many?"

BOMBING BILGE

Even though we are forgotten back in Ready 3 and 5, the Beast Jockeys are still piling up the taxi hours. And despite the continual ribbing from the Glamour Boys up forward who insist "that the Helldivers are rusting in the chocks," DURIO is scheduling support missions and a fair amount of strikes with painful regularity.

Our two crews who were left derelict on Y----- have returned with tales of blood and thunder that grow bigger and bloodier each day. Crewman WALKER is back in the saddle again, ignoring his shrapnel remembrances and Wiz is catching up on sack time in the sick bay---with occasional sorties topside to ease our activities.

Our cartoonist ELEY has deluged the easel and smock to another budding artist, Jim KISSICK, while he "eases" into a well earned rest. Jim's caricatures of the crewmen are starting to sprout on the bulkheads.

Hank PIERSON continues his teletype versus squawkbox feud with "Curley" BRIGHT, and it's a toss up for first pin. We're betting on the gray gent with repeat with hair.

The Captain is firmly convinced that we are strictly a bunch of characters, but has a heart set on the Arkansas torpedeer, GRADY JEAN, to make the circus complete.

Come down and visit with us sometime! Our acey deucey boards are always hot and we will take on any and all!!!

FIGHTING-LADY



(left to right)

Lieut. Eugene A. Valencia, USNR
Lt. (jg) James B. French, USNR
Lt. (jg) Harro E. Mitchell, USNR
Lt. (jg) C. L. Smith, USNR (rear)
Lieut. Ralph C. Murphy, USNR

DIZ BIZ OKE, SEZ DOC

The sole reason the VBF left hand circle fly boys seem to act dizzy is because they are...

Howsomever, as seen by a casual observer, the current custom of sitting (Ed. could be also "sacking") in the ready room with oxygen mask on is not to be construed as a manifestation of a state of dizziness. On the contrary, it is a foresight extra-ordinary. This odd action has been recommended by no less an eminent medical an acey deucey authority than Dr. Benjamin J. Bond, in order to forestall the otherwise unavoidable consequences of anoxia resulting from the very crowded condition of Ready Room Two. (VF can please take note.)

If this condition is not soon remedied, wrae yet if requested via official catacombs, the malicious effects of said anoxia may ultimately if not absolutely lead to a condition of vertigo. The result should be interesting; great things are expected from VBF in the coming month(s).

NOTE: Due to the above state of affairs it becomes our painful duty to request that a certain wind-bag from Air Plot keep his reflection out of Ready 2.

AG

9 9 9

Send the SEA-V-TEN home. (but NOT via Air Mail)

Send the SEA-V-TEN home. (but NOT via Air Mail)

(below)

Lt. Comdr. H. R. Pierson, USNR
Lt. (jg) J. A. Howell, USNR
Lieut. Irvin Korich, USNR





Comdr. A. S. BORN USN



Lt. (ig) JACK B. FLAHERTY USNR

SHIPMATES

Candidly, here are twenty-six pics taken by our own roving cameraman of personalities (characters) for your YORKTOWN album.

To begin with, "Mail Coming Over" might well fit as a title for the pic of the Exec....and for the benefit of our unenlightened readers... the gentleman across the page is not about to sing the popular wardroom ballad, "It Don't Mean A Thing If You Ain't Got That Ring! (The man got the violin later, we heard.) And then there's FLAHERTY (pronounced just as it will sound), the other half of the gold-dust twins.... You can bet your bottom buck that ELAND has his eye on that bogie....and so has LUNDGREN, former sports editor of the SEA V-TEN, just recently transferred....lovely thought that.... "recently transferred." One of the drivers who has yet to miss a rut or a bump, FLEMING. And there's Lucky "13" BRITT, the twenty mm. whiz, and "Chubby" NELSON giving his baby a cold steel enema. Lamp the expression on C. CODY, blinker boy with the cereal eyes, ..and, "See The World Thru A Port Hole" with one of his pals, OSNER. Hold it please, there's CORY of the photog staff, talented star of stage and screen, about to put the finger on one of "Big George" Earnshaw's gang, GLANZMAN....and way down in the corner from way down yonder, it's "The Man From Mars".....MATTHEWS!



Comdr. M. T. EVANS USN



ELAND, GEORGE J., GM3c USNR



BRITT, LEWIS T., S1c USNR



FLEMING, JOHN E., QM2c USNR



LUNDGREN, ALFRED J., Corp. USMC



NELSON, J. C., ADM3c USNR



CODY, CARL A., SM2c USNR



OSNER, RICHARD F., QM3c USNR



CORY, JEFF, PhM1c USNR



GLANZMAN, DONALD F., S2c USNR



MATHEWS, HAROLD D., STM1c USNR



Lt. (ig) H. M. (PAT) HALEY USN



FEDERSPIEL, PETER, CY USN

SHIPMATES

And in the left hand corner we have..... none other than Pat "Hot-Foot" HALEY! Brother Haley, as far as we know, is the only man to succeed in perfecting the now-famous Mark 14 All-Purpose Hot Foot mine. The Deacon is also the hottest Acey-Deucey manipulator since Pavola, according to "Doc" Bond, ex-champ. That's WALKER taking a bearing on hell-cat. But for an inside peek at the man behind the man behind the man behind the gun, take a good gander at the Air Department's FEDERSPIEL; CAUGHT in the act of checking up on COOPER checking out on the dash dash dot glsmo. The blonde lad is REDDING of the ordnancemen... but what "Wild Bill" wants to know is just how SCHMIDT got into this! (Beats us, too!) And if there isn't Teddy LOUGHNER...and making points, too. Hats off to the plane captains! For here's GRAF with his eye on the ball. And H.E. RICHARDSON, salty marine on the job. Took us two hours to find out who GEISAMEN was--had his pic but that was all. Right below's Pappy McKaig, genial proprietor of the parachute loft. BEGOLE isn't letting anything get by either... but we think the snap of JORDAN takes the well known cake. More SHIPMATES next month!!

Not For Publication



Ens. JOHN M. WALKER USNR



COOPER, BURNS P., S1c USNR



REDDING, STANLEY N., AOM2c USN



SCHMIDT, LEONARD M., Y2c USN



LOUGHNER, THEODORE K., PFC USMCR



GRAF, CHARLES R., S1c USN



RICHARDSON, HORACE E., PFC USMCR



GEISAMEN, RAY C., S2c USNR



JORDAN, JOSHUA A., STM1c USN



BEGOLE, ROBERT L., AMM3c USNR



MCKAIG, JOHN J., PR2c USNR

