

Thirty Seconds Over Tokyo

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Whitely said I took off and fanned back on three tanks while the Columbia River opens into the ocean.

"I took off a Jap sub that day. We saw him circling and dropping his bombs and, by the time we got over to where the oil was coming up in great bubbles, as if some aerial thing was blowing up under water. The sinking was confirmed."

"The weather closed in on us right after that, and Brock, his bomb gun, headed back for land. I was wild to get a sub. So I dropped lower and lower under the weather, thinned down the gas mixture and decided I'd stay out there just as long as I could. Whitely had the same idea."

"The weather reports were slow coming through that day. There was a radio silence, except for code transmission. That was slow, and bad news. McChord was elated. Tacoma was closed. So were Everett and Portland. Seattle was closing up, and that was the last plane in there."

"Whitely and I stayed out. There wasn't much else we could do, and there was always a chance we'd spot something. But gasbusting was closing up, and I could have been down on a beach along the southern edge of Washington."

"I got halfway to Portland when the gas needed began knocking against the leg. I looked in on a Navajo but it was under construction and just a big mad cave. I had to get down near and the wasn't going to unload those bombs. I went over the maps again and found a little empty gas field at a place named Hwaco, Washington. I remember reading a little about this field of the city and they were depressing; a 1,500-foot field, no runway, population 200."

"The gas held out just long enough for me to find Hwaco, circle the field three times and decide how I was going to get down our tough load. We had 300 pounders with us. The only thing to do was to land like the Navy; a keel-first, but just enough to drop the load to flow it down a little and not enough to break anything. So I came back from the field on the third time around. I put the three wheels down on a concrete road and we went like a bat out of hell across a little ditch, onto the field and splashed through three big shallow puddles that should have zoned us over, but didn't."

"The mud was just about right. It slowed us over but didn't crack our nose wheel. We stopped in good time, but then the wheels began sinking into the mud and the props, still spinning, chucked into the stuff and buckled. We got out and it made me mad to look at the plane. I had only eighteen hours on it, and now it looked hopeless."

"Ellen frimmed the tree that night and waited. I guess it was tough on her, but finally one of the boys back at the field got in touch with her and told her I was okay. I had Christmas dinner the next day with an Iliaco lumberman. He was real kind, but I kept thinking about Ellen and how we had planned to be together for our first Christmas—and how something always seemed to pull us apart."

"Back at McChord we soon got some news that excited all of us. Our Squadron was ordered to Columbia, South Carolina, by way of Minneapolis, for patrol work against the German subs which were then sinking so many tankers off the Atlantic coast. Our again it was good-bye to Ellen and me."

"My left engine quit and forced me down on a golf course at Rawlins, Wyoming. Later, continuing East, between North Platte

and Omaha, I picked up a heavy load of ice and had to get down in a hurry once again. I got over on 2500 feet, nearly put it down in the snow on top of the mountain, then saw a little air field near the top. I went into it with such much class that I was the only plane to land there. It was a strange feeling, rolling across the snow at 90 or 100 miles an hour on an inclined plane. The B-25 more than 1. It was things like this that made me love the job more than any other I ever worked on or flew. It is so much more than an infantry mass of material, intricately geared and wired and riveted with flying wire, water-cooled, trustworthily friend."

"When the weather would let us we flew on to Minneapolis. There were just six B-25's on hand installed in each of the planes, ostensibly for administrative purposes. I took over the administrative job. I got a sub Columbia, another sub Everett, and one sub included in our bomb bay."

"I didn't know that the whole bombing machinery of the raid was to function in Washington, along the Pacific Coast, from Seattle to San Francisco. I didn't know that the extra tanks had to be a tight package. It's a good, trustworthily friend."

"The job of putting in the new tanks and checking over the planes was just about done. I was anxious to get to function in Washington. I had a sub Columbia, another sub Everett, and one sub included in our bomb bay."

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"Without realizing it, I had picked my crew for the Tokyo raid."

"We were at Columbia until near the end of the month. We were given the ship list fifty-hour check, and by that time we were just about ready to go. Something big was happening, and that was the middle of the month. We were ordered to fly to Eglin Field, near Pensacola. Our trip down and came to a lot of haphazard conclusions. We decided. We also decided that we would be where we were going to go for whatever we were going to do and that we would have something to do with flying wire, water-cooled, trustworthily friend."

"Our squadron put its three-propeller wheels back on the ground on February 28th. As I lashed across the field after the landing, I saw a plane and a crew. We had company. B-25's from three more squadrons of the 49th group were scattered around the place. There were twenty-four bombers in all."

"I didn't know anything. I figured out that I had a job to do and talked to some of the boys in the other squadrons. I saw that we were in the dark as to what we were to do. So that night we sat around the campfire and talked about the night's operation. I was in the middle of the night when I saw a plane and a crew. We had company. B-25's from three more squadrons of the 49th group were scattered around the place. There were twenty-four bombers in all."

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Y Staff To Honor Link

Luncheon Scheduled For 1 P. M. Tuesday

The entire staff of the Young Men's Christian Association will be host at a farewell luncheon Monday night in honor of Carl W. Link, for many years physical director of the local "Y", and Mrs. Link.

Roundup of a number of farewell parties for Mr. Link, YMCA directors will hold a luncheon in his honor Tuesday at 1 P. M. at Thacker's Restaurant.

The dinner party Monday night will begin at 7 o'clock and will be held at Kuester's Grill on E. Morehead St.

Mr. Link recently resigned as physical director at the local "Y" to accept a position as general secretary of the Sumner, S. C. YMCA. Mr. Link is scheduled to leave over his new assignment next Wednesday.

No successor to Mr. Link has as yet been named. Len Klutz, general secretary, said today.

Funeral Held For J. B. Fitzgerald

Last rites for James B. Fitzgerald, 44, 728 E. Wintonhurst Ave., were held this morning at 11 o'clock at the Chapel of Z. A. How & Son, with the Rev. Paul Durkwall, assistant pastor of the Episcopal Church, officiating.

Burial took place at 4 o'clock this afternoon at Oakwood Cemetery in Spartanburg, S. C. Graveside services were conducted by the Rev. O. K. Webb, pastor of the Southside Baptist Church of Spartanburg, which Mr. Fitzgerald was a member.

Mr. Fitzgerald died at midnight Tuesday in a local hospital of an ailment of several weeks. A funeral service was held at the funeral home of J. B. Fitzgerald, 101 E. 11th St., where he held the rank of sergeant in the United States Army.

At his death, he was secretary-treasurer of the New Bottling Works here.

Employees of that company are observing pallbearers at the moving services.

Diary Of A Brand New Victory Gardener

By Margaret Clayton

How strange it seems to see our recently lush green garden metamorphosed into a bleak barren plot of red soil. That is, until you look very closely; then you will find tiny leaves peeping through the earth again, just as they did last Spring.

The kale, lettuce, beans, radishes and cucumbers planted last week are all up as are the beets from several weeks ago. They look awfully tender for the hot August sun, and if this dry spell continues, we know watering will be in order.

Incidentally, we must have had an unusually lucky summer in regard to precipitation, for our water bills have remained about the same as ever. We were afraid that heavy waterings would add materially to the cost of our garden; but we have had to water only a very few times during the entire season.

Our first and last! Yet, though there were so few waterings, those that did mature were super-duper—great, large green beans of a succulence untouched by any we had eaten all Summer. Next year, we are going to try pole limas again and if we do not strike a rainy spell such as the one that rotted these plants at the ground, we should have an excellent crop.

Ozra is the most enduring crop I know of, next to chard. Every year we are going to have 18 year-old or under in North and South Carolina. This includes the outdoor commercial event, the flying scale model event, hand-launched glider event.

Prizes for each event are being offered, and a trophy cup, donated by G. C. Thomas Jr., will be awarded the best all-round model builder.

As previously announced, the contest is open to anyone 18 years old or under in North and South Carolina. This includes the outdoor commercial event, the flying scale model event, hand-launched glider event.

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Model Plane Contest Applications Received

Event Sponsored By Junior Chamber To Be Held Sept. 5 at Independence Park

Applications for the forthcoming event, and the exhibition event, the Junior Chamber of Commerce Model Plane Contest, being held Sept. 5 at Independence Park, have been coming in heavily. Gene Robertson, Jayce, announces, "Those who are still planning to enter are urged to secure in person or by mail entry blanks from the Carolina Model Airplane Co., 804 Lexington Ave., as soon as possible."

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A & C Bus Co. Expands

To Extend Service To Belmont, Mt. Holly

Interurban passenger transportation service of the A & C Bus Lines will be extended Sept. 1 to the Belmont and Mt. Holly communities, according to an announcement today by E. W. Armstrong of Charlotte, president.

The company, which operates operations about a year ago with one bus, now operates eight buses serving the Belmont and Mt. Holly Rd. section of Mecklenburg County.

A great and increasing need exists for bus transportation to these workers in essential plants in the Belmont and Mt. Holly sections, and this need largely will met by the new service, it was explained.

The increased operation will provide service for about fifteen daily commuters and for rural residents who are employed at various other manufacturing concerns in that part of this county and Gaston County. While the schedules, which will be announced next week, will be ample to meet public necessities on week-days, a limited service will be provided on Sundays.

THE ARMY WAY

BERKLEY, Calif.—"Something's wrong with our women and we need a service which will help them after parties for service men. It will be cancelled when only a few hundred men are left over."

Explained Maj. G. H. Stewart.

"These grand girls, but they've got to be put in the line to perk their own girls an entertainment."

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Note:

Your Home Demonstration Agent or your Duke Power Home Service Advisor can give you worthwhile tips. Why not come in and talk it over?

Electricity and Gas...

Have helped preserve many tons of war-vital foods through controlled cooking on modern electric and gas ranges. Exact best assurance against loss from spoilage deficiencies in preserved foods.

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Your Home Demonstration Agent or your Duke Power Home Service Advisor can give you worthwhile tips. Why not come in and talk it over?

PRESERVING and CANNING

It's somewhat like putting away War Bonds to put away row upon row of the canned foods we have worked so hard to grow this year. Let's not waste our war garden labors. ONE tomato in the can this winter is worth more than ALL the tomatoes left to waste in the garden.

Electricity And Gas Are Vital In War — Don't Waste Them

Duke POWER COMPANY
Charlotte, N. C.