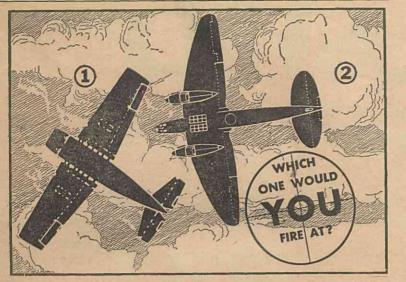
je Two

Saturday, January 9, 1943



NOT AT NO. 1! It's the U. S. Navy's Grumman F4F-3, "Wildcat," a midwing single seat fighter powered by a radial engine. The edges of both the wings and tailplane of the "Wildcat" are tapered to square cut tips. The fuselage is short and cylindrical.

FIRE AT NO. 2! It's Germany's Heinkel He.111K, a long range, low wing, heavy bomber powered by twin engines. The wings are swept back elliptically on the leading edges and the trailing edges are straight. It has an oval tailplane and a large single fin and rudder.

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Boner-Boy Dilbert Display Opens at Local Art Gallery

be on display.

Art gallery visiting hours are from are invited to attend. 1200 to 1700 on Sundays, and from 1000 to 1700 on weekdays.

-FOR VICTORY BUY BONDS-

NO SCUTTLEBUTT!

Lieut. Monaghan to Speak **On Psychology in Aviation**

Dilbert, the boner-boy of the Navy's Lieut. E. A. Monaghan, of the Preflight bases, will show visitors to the Flight medical department, will be one models which have been known as the Person Hall Art Gallery how not to of the speakers at a meeting Jan. 13 of fly, in an exhibit of special interest to Alpha Psi Delta, the psychological hawk," will be known now only as the cadets opening tomorrow. Some 75 fraternity of the University of North Dilbert cartoons, created by Lieut. Carolina. His subject will be "Psychol-Robert Osborn to illustrate graphically ogy in Aviation." The meeting will the common mistakes of piloting, will start at 2000 in 110 New West Building, Navy's carrier fighter, the Grumman and all Navy personnel and their wives

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Army, Navy Officially **Adopt Popular Names For Aircraft Types**

Acting to lessen some of the confusion among the civilian population regarding the names of military aircraft, and to aid the general public more easily to identify the planes mentioned in press dispatches from the battle fronts, the Army and Navy have officially recognized the popular names which have become associated with the various models.

This practice has long been common in England, with the names "Spitfire" and "Hurricane" becoming almost household words both there and in this country. The British have also adopted certain names for American-built aircraft and, with few exceptions these names have been retained on this side of the water.

Since many of these planes have earned fame, it was felt that this practice should be maintained rather than attempt to plant new and perhaps conflicting terms in the minds of the civilian population. Certain minor changes have been made by the Army and Navy in accepting the popular names. Thus, the Curtiss P-40 series, "Tomahawk," "Kittyhawk," and "War-"Warhawk."

One important exception to the rule of adopting the British names is the "Wildcat." In the Fleet Air Arm of the Royal Navy, this plane is called the "Marlet." Against the Japanese the "Wildcat" has made the reputation of being the best carrier-based fighter in the world. To help the American public follow this plane's exploits in action with the Fleet Air Arm, the Royal Navy has been requested to consider adopting the American name of "Wildcat."

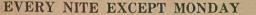
In carrying out this plane-naming plan, the manufacturers' suggested names were given first consideration and, unless there was good reason, these suggestions were approved.

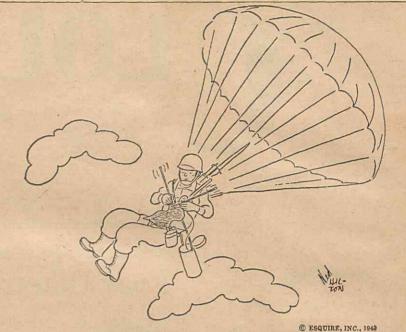
No Holiday on Appetite

To appease the hearty appetites of American bluejackets for the traditional American dinner this past Christmas required, according to Navy Department figures: 1,250,000 pounds of turkey; 600,000 pounds of ham; 1,300,000 pounds of potatoes; 1,225,000 pounds of other vegetables; 135,000 pounds of celery; 18,000 pounds of cranberry sauce; and 31,000 gallons of ice cream.

The

MARLEY'S





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