

GOD IS MY CO-PILOT

By Col. Robert L. Scott W.N.U. RELEASE

The story thus far: Robert Scott, a West Point graduate, begins pursuit training at Panama after winning his wings at Kelly Field, Texas. When war breaks out he is instructor at a California airfield, but wanting to get into combat flying he writes General after General making the request. Finally the chance comes. He says goodbye to his wife and child and leaves for Florida, where he picks up his four-motor bomber and flies to India. Here for some time he is a ferry pilot, flying supplies into Burma. When Burma falls to the Japs he helps carry refugees to India. Soon he has an opportunity to visit General Chennault, and tells the General he wants to be a fighter pilot.

very lucky. When I had come in from my first sortie, the day operations burned down, my pal Col. Gerry Mason kidded me a bit.

We got pretty confident, the transport boys and I, for I used to go with them across Burma, and Joplin and some of the other daredevils would try to lure the Jap in to attack them. Jop would call over the radio, in the clear: "NR-o from transport one three four—I'm lost near Bhamo—give me a bearing."

Up there, some three thousand feet above them, I'd be sitting with my fighter, just praying that my "decoy" would work and some luckless Jap would come in for the kill. Then I'd imagine myself diving on his tail, my six guns blazing. But the ruse never worked. Sometimes I think the "Great Flying Boss in the Sky" was giving me a little more practice before he put me to the supreme test.

May the fifth was one of the big days in my life. Waving good-bye to Gerry Mason as I taxied out, I saw him hold his thumb up to me to wish me good hunting. I waved back and was in the air on a sweep towards central Burma. I went straight to Myitkyina; then, seeing nothing, I swung South along the Irrawaddy over Bhamo. Continuing South I went right down on the Burma Road, North of Lashio, and searched for enemy columns. North of the airport at Lashio I saw two groups of troops in marching order. I would have strafed them immediately, but I was afraid they might be Chinese; after all, there were two Chinese armies coming North somewhere in Burma. I made as though to ignore them and they partially



Chinese soldiers and coolies look over Jap plane shot down by Col. Scott.

scattered to the sides of the road. Twelve trucks in the column kept rolling to the North. Then I momentarily forgot about the troops—for in the northwestern corner of the field at Lashio was a ship. From my altitude of 2500 feet I saw at once that it was a twin-engine enemy bomber, later identified as a Mitsubishi, Army 97. It was being serviced, for there were four gasoline drums in front of it and a truck that had evidently unloaded the fuel. My gun switches were already on, and had been since I had seen the troop column. Now I was diving for the grounded bomber and getting my "Christmas Tree" sight lighted properly.

Hurriedly I began to shoot. I saw men running from the truck and jumping into the bushes to the side. My first shots hit in front of the plane, probably striking the fuel drums, for heavy dust covered the enemy ship. I released my trigger as I pulled out of my dive, just clearing the trees behind my target. As I looked back I saw the red circle on my wing, but the other was covered by the body of a man who either had been shot or was trying to hide the identifying insignia.

Keeping the ship very low, I turned 180 degrees for the second attack. This time I did better. I saw my tracers go into the thin fuselage and then into the engines. At first I thought that what I was seeing was more dust; then I realized it was smoke pouring from under the ship. It was on fire. Foolishly then, I pulled up to about six hundred feet; if there had been anti-aircraft fire, I know now they would have shot me down. Again I turned and shot at the truck and the gasoline drums, and once more I saw the tracers converge on the enemy ship. Smoke was floating high in the sky—I could smell it over the odor of cordite that came from my own guns.

Keeping very low again, I turned East and found the Burma Road, turned up it and started looking for the columns which I now knew were Japanese. I approached them from the rear, fired from about a thousand yards, and the road seemed to pulverize. The closely packed troops appeared to rush back to the distance as my speed cut the distance between us. I held the six guns on while I went the length of the troop column and caught the trucks. There were only six now, but I fired into all of them and two I saw burn immediately. On my second pass, as I "S"ed" across the road, I shot at each truck individually, then turned for the troops again. The road was so dusty that

I could barely see the bodies of those I had hit on the first pass. I suppose the others were hidden in the brush to the side. As I pulled up, I could see the black plume of smoke to the South—my first enemy ship was burning fiercely.

I made as though to leave the area, then came in again from the South on the troops after the dust had settled. They had reformed but were not as closely packed as before. Again I strafed them, but this time I saw that they were firing at me. The trucks couldn't get off the road, and I exhausted my ammunition on them in two more passes. One truck that I caught dead center with a full two-second burst seemed to blow up. When I left, I knew that four of the trucks were burning, and farther to the South I could still see the smoke of my first Jap plane rising high above the trees of Burma.

Straight back to base I went, feeling very intoxicated with success. At last I'd been able to see Japs and draw blood. In this case they had been treated just as they had been treating Allied ground troops, and I was happy.

That afternoon I went back on the second mission. I found the wrecks of four trucks and baggage, and objects that could have been men, scattered all over the road. The place where I had caught the troop column showed about forty dead men. The grounded plane had burned, and with it had burned about ten acres of the jungle. I fired a long burst into the truck and into the four fuel drums in front of the debris of the enemy bomber, but they didn't burn; I guess the morning fire had finished them. I searched the country to the North for more troops, but didn't intercept any.

I went back home highly elated—I had drawn my first blood. I felt that the world was good again. With pride I radioed General Chennault that his "shark" had been in use, that I had caught lots of rats walking along the Burma Road, and that one Army 97 bomber would fly no more for the Japs.

When Myitkyina fell, I went over there every day to burn the gasoline that had been stored in tins in the woods to the Northeast of the end of the runway. I had found out its location from British Intelligence, but the RAF Group Captain had exacted from me a promise that I would not fire into it until he gave me the word.

It seems that he was afraid that the firing and the burning of the fuel would excite the native Burmese who were in the village. I couldn't see what difference that would make, for after all the Japs would capture the thousands of gallons of aviation gasoline, and the natives were more than likely helping them anyway. Though I held off, every time I saw the shiny four-gallon cans in the trees my finger itched to burn the cache before the enemy could use it. I passed the three days of waiting in burning three barges on the Irrawaddy, South of Bhamo, and in setting a fuel barge on fire down on the Chindwin. In this last raid my ship picked up a few small holes; evidently some Jap sympathizers got my range.

Later in the week, the RAF Group Captain told me that his Command in Myitkyina were going to knock holes in all the fuel tins with picks before they left the field to the Japs. Nevertheless I kept watching the gasoline stores while the Japs moved to the North. On May 8, when I got in my ship and started the Allison, my friend the Group Captain ran across the field to tell me that the Japs could not get the gasoline—it had been destroyed without fire, and thus the villagers would not be panicked. Over the roar of the engine I yelled that in that case it would not burn when I fired into it. For I had waited long enough; the Japs were in Myitkyina and I wasn't taking any chances on their acquiring over 100,000 gallons of aviation fuel less than two hundred miles from our base.

When I came over the field at Myitkyina, the enemy fired at me while I was yet ten miles away; I could see the black bursts of the 37 mm AA in front and below me. I started "jinking" and moved to the Northeast, so that I could come from out of the sun and be as far as I could get from the field. With my first burst the whole woods seemed to blow up—I have never seen such a flash as that which came when that veritable powder-train of high octane fuel caught fire from the tracers. I also fired at two of the gun installations on the field. But the bursts from the Jap guns were so close to me that I decided to let well enough alone, and turned for home in Assam.

Next day, May 9, I made four raids into Burma. On the first of these I escorted two transports piloted by Sartz and Sexton to Paoshan, where they were going to land to pick up the baggage of the AVG, who were going on to Kunming. I waited for them to land and take off again, and then called goodbye. They were going on East within the air controlled by the AVG, and I wanted to look for Japs to the South any way. Two hours later Paoshan was badly bombed by the Japs and so I missed a good party by not staying around.

(TO BE CONTINUED)

Improved Uniform International SUNDAY SCHOOL LESSON

By HAROLD L. LUNDQUIST, D. D. Of The Moody Bible Institute of Chicago. Released by Western Newspaper Union.

Lesson for December 31

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THE BASIS OF COURAGE FOR THE FUTURE

LESSON TEXT—Matthew 16:13-20; II Peter 3:14-18; I John 3:1-3. GOLDEN TEXT—Wherefore, my beloved brethren, be ye steadfast, unmovable, abiding in the work of the Lord, forasmuch as ye know that your labor is not vain in the Lord.—I Corinthians 15:58.

A significant year—1944. But now it is gone. We look into the future and ask ourselves, what next? Shall we enter the new year with fear and trembling, or may we face it with courage?

If man's knowledge and dependability are all we have to stand on, we had better be afraid, but there is a real basis for courage and assurance if we look to God, and to His Word. We have:

I. An Unfailing Christ (Matt. 16:13-20).

It is not enough that men recognize Christ as a teacher, a moral leader, or a man willing to die for His convictions. He must be more if He is to deliver mankind, and, thank God, He is more.

Peter, speaking by the guidance of God, declared Jesus to be "the Christ, the Son of the living God." "Is this what Christ is to you? There are so many Christs, inadequate, inaccurate, limiting views of Christ today. Men will give Him praise, but refuse to give Him the honor due to Him alone. The only Christ that ever really lived is the Christ of the New Testament, and that Christ is the omnipotent and eternal Son of God. Any Christ less than that is a false Christ, a Christ of man's imagination. The Christ of the New Testament can save, but no other Christ is the saviour of men" (Peloubet's Notes).

This Christ, the unfailing One, established a victorious Church, built on the acceptance of Him as God. That Church marches on into 1945, as it has entered every other year, assured that as it follows Christ, and preaches God's Word, there is reason for encouragement and joy even in this awful day.

II. An Uplifting Faith (II Pet. 3:14-18).

Christianity is not just a set of rules and regulations. It is a life. It must grow, and it does grow. The really born-again believer cannot stand still in his spiritual experience. He has a faith which must move him forward and upward for the glory of God.

This experience is called growing in grace, which means that each day of this new year we as believers are to become more like our Lord. We are to have stronger convictions, and at the same time we are to be kinder and more loving. We are to be more forgiving, tenderer, more eager to serve Christ. Christian, have you made any spiritual progress in the year 1944? If not it is because you have failed to take God's provision for your life. You have let the enemies of your soul mislead you (v. 17). You have not been diligent in your Christian life (v. 14).

God does not want any believer to live a defeated life, not growing in grace and in knowledge. And there is the secret—study God's Word in 1945. Learn more about God, and you will grow. That's something to look forward to.

Then note that this is to be in the light of the promised return of Christ (v. 14). He may come in 1945.

III. An Inspiring Hope (I John 3:1-3).

We have already touched on the great hope of the Church—the coming again of our Lord Jesus, and here it is presented as the inspiration to holy living. Sometimes the world points a finger of scorn at Christians, exposing their weaknesses and failures. It makes us ashamed and we resolve to do better, but we are not discouraged. The world doesn't understand spiritual truth or Christian experience. We believers are "the children of God," born again through faith in Jesus Christ.

All that is involved in this new life does not yet appear. It is hidden under the imperfections and the failures of our lives. But it is there, and one day when Jesus comes again it shall be made known. "We shall be like him." Ah, that makes one square his shoulders and lift up his head to meet 1945 with assurance.

Observe that this hope of Christ's return is not just a theological doctrine to discuss, or a religious slogan to proclaim. It has a tremendously practical application. The one who expects Christ to come back seeks that holiness of life which is spoken of in verse 3. He is coming, I must be ready to meet Him with joy. So my life—yes, the details of my daily life—must be right. What an incentive to real holy living!

Well, here is real courage with which to meet the new year. May it be a blessed one in your life, no matter what the experiences and circumstances may be. God is in the new year. Let us move forward with Him.

Washington Merry-Go-Round

DREW PEARSON

Washington, D. C.

FOUR STARS FOR CLARK

The name of the seventh full general of the war will soon be sent to the senate for confirmation—Lieut. Gen. Mark Clark, commander of Allied forces in Italy.

Clark has been considered the hard-luck general—through no fault of his own. The public doesn't realize it, but Clark has trained division after division in Italy, only to have them transferred to other more pressing war theaters. Many of his former troops bore the brunt of the landing in Normandy. He also trained most of the men who landed along the French coast near Cannes and Marseilles.

It is no longer a military secret that Clark and his U. S. troops are now bearing the brunt of the Italian war. The British have largely pulled out of Italy for the Balkans. Clark has a few Poles, Brazilians and some Indian troops, but the main fighting is being done by Americans.

The full generals now on active duty in the U. S. army are Generals Marshall, Eisenhower, MacArthur, Stilwell, Arnold and Malin Craig. The latter, having been retired after serving as chief of staff, was recalled to active duty in the war department, where he heads a personnel board.

In addition, two other full generals are on the retired list, John J. Pershing and Peyton C. March, the latter chief of staff in the last war—both, incidentally, bitter personal enemies.

With Clark, this will make a total of seven full generals on active duty, plus two retired full generals.

It is interesting to note that, prior to 1930, there had been only six other full generals in all the history of the United States. George Washington, for instance, never became a full general, even though congress made it possible for him to do so. Other full generals have been Ulysses S. Grant, William T. Sherman, Philip H. Sheridan, all of the Civil War armies, plus World War leaders Tasker H. Bliss, Charles P. Summerall and John L. Hines.

NOTE—Considerable debate has been going on in top military circles over what assignment Gen. "Vinegar Joe" Stilwell should get when he finishes his California vacation. It was planned to put Stilwell in command of a specially trained army to land on the China coast. However, some propose keeping him in the war department to replace Lieut. Gen. Ben Lear as commander of ground forces.

STALIN AND DE GAULLE

It can now be revealed that one of the foremost questions on the agenda of the Stalin, de Gaulle conferences in Moscow was the vital problem of "what to do with Germany after the war." Both Stalin and de Gaulle are for a hard peace, want to see Germany's war-making powers destroyed completely.

One significant proposal taken to Moscow by de Gaulle calls for the use of German industry after the war for the rehabilitation of all wrecked French and Russian factories, railroads, shipping. Also he proposes using German mines to replenish Soviet and French stocks of raw materials depleted by war. On this Stalin was in complete agreement.

NOTE—Stalin strengthened Russian influence in France by his invitation to de Gaulle. French diplomats believe there is now less chance of Britain forming a Western bloc in Europe composed of Britain, France, Belgium, Holland, Norway and Denmark—a bloc which the Kremlin looks upon with suspicion.

MERRY-GO-ROUND

When announcement was made in the senate that President Roosevelt had nominated world-renowned poet and Librarian of Congress Archibald MacLeish to be assistant secretary of state, one wit cracked: "From now on, all treaties negotiated by the state department will be written in iambic pentameter."

Winter difficulties in shipping supplies to Russia through the Arctic sea, combined with the establishment of Allied control of the entire Mediterranean area, are resulting in Allied pressure upon Turkey to open the Dardanelles. This would permit shipment of supplies to Russia's Black Sea ports, and mean the saving of thousands of miles of water and overland travel from the Persian Gulf up through Iran and Southern Russia.

When Larry Fly resigned from the FCC and moved to New York, he took up residence at the Lombardy apartments. A neighbor in the building is Well Street lawyer Eugene L. Garey, who, master-minded the smear-Fly campaign of Congressman Cox's house committee which investigated the FCC not long ago.

At the Court of St. James, U. S. ambassadors usually bow to British custom and wear knee breeches. Through Ambassador Charley Dawe's rebellion, and wore ordinary "bobby" pants.

History Made on New Year's Day



Not only does New Year's day mark the beginning of a new year, but of a new hope to many people in many lands. During time of war, it has always meant the period of prayer for the safety of country and loved ones.

Many events of lasting importance have occurred in history on this day, including:

- 38 B. C. The era of the Caesars began.
- 1349 A. D. Edward III, king of England, defeated the French before Calais with great slaughter.
- 1735 Paul Revere was born.
- 1757 Calcutta, India, captured by the British.
- 1776 First Union flag of 13 stripes unfurled by George Washington.
- 1792 Kentucky entered the Union.
- 1801 Union of Ireland with Britain.
- 1814 American dragoons attacked the British who had seized Buffalo, N. Y.
- 1815 General Jackson repelled British when they attacked New Orleans.
- 1825 Great Britain acknowledged independence of South American republics.
- 1863 Emancipation of Negro slaves went into effect by proclamation of President Abraham Lincoln.
- 1907 Pure food law put into effect.
- 1913 Parcel post system inaugurated.
- 1919 New Year's day declared a legal holiday throughout the country except in Massachusetts and Washington, D. C.
- 1920 U. S. census gave population of 105,710,620.
- 1923 Canadian National Defense act went into effect.
- 1926 Mexican railroads returned to private ownership.
- 1929 Ecuador's eight-hour and child labor laws went into effect.
- 1933 Soviet Union's first five-year plan ended.
- 1934 U. S. bank deposit insurance law went into effect.
- 1935 Ration card system abolished in Soviet Union.
- 1936 U. S. unemployment insurance law went into effect.
- 1938 Thomas E. Dewey sworn in as district attorney of New York city.
- 1939 Insurgents shell Madrid. Ex-Premier Wang Ching-Wei expelled.
- 1940 Russian planes bombed Jyväskylä, Finland. England called to colors men from 19 to 28 years old.
- 1941 English and German planes made reconnaissance trips.
- 1942 Japanese submarines shell Hawaii.
- 1943 U. S. planes bomb Japanese positions in Aleutians.
- 1944 Lieut. Gen. A. Vandegrift becomes head of U. S. marines. Russia observes Christmas. Pacific agreement reported by President Roosevelt.

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