

ANNIVERSARY

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tioned to remain Chief BuAer for nearly 12 years, until his death in the crash of the dirigible, USS Akron, April 4, 1933. Because of his many years' association with development of naval aircraft, both heavier-than-air and lighter-than-air, Admiral Moffett was fittingly called the "Father of Naval Aviation."

Establishment of BuAer in effect was part of the reorganization period which followed the close of the World War. It virtually placed all aviation activities of the Navy under the jurisdiction of a single Bureau, to which were assigned officers expert in many fields of aeronautics.

The Bureau came into being a decade after the potential value of aviation to the Navy had been dramatically demonstrated by Eugene Ely, a pilot for Glenn H. Curtiss, during the winter of 1910-11 with flights from a platform on the deck of the USS Birmingham at Hampton Roads, Va., and flights to and from the USS Pennsylvania in San Francisco harbor.

During the last war training facilities were expanded to comprise 21 schools, and by Nov. 11, 1918, a total of 2,835 officers and 30,683 enlisted men were attached to naval aviation. Submarine patrol, convoy and reconnaissance operations largely marked the work of naval aviation in the last war.

Experience gained by naval aviation during the World War was followed up by amazing developments through the 1920's under the Bureau's guidance.

The Collier *Jupiter* was decked over from stem to stern with a special superstructure and recommissioned as the USS Langley—our first aircraft carrier, from which the first take-offs were made Oct. 26, 1922, the eve of the first Navy Day in the year following establishment of BuAer.

Under the Bureau's direction, modern torpedo plane and dive bomber designs and techniques were evolved, which today are the envy of our allies and a terror to our enemies.

During the last 1920's plans were made to convert two heavy cruisers scheduled for scrapping under the Washington Arms Limitation Treaty into aircraft carriers—and they became the USS Saratoga and USS Lexington. They were commissioned in 1927. One of these, the Lexington, was



"One is of the light cruiser type and the other is of the heavy class"

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a victim of the Coral Sea battle.

In the early thirties, a new series of carriers, designed as such from scratch, was started, including the USS Ranger, USS Enterprise, USS Yorktown, USS Wasp and USS Hornet.

It was also largely due to the insistence of BuAer that radial air-cooled engines became standard for the Navy. Another notable contribution of BuAer to aeronautics through these years was the substitution of metal for wood and fabric construction in aircraft, and extensive studies to prevent or minimize salt water corrosion.

Today's overocean air transport triumphs also stem from BuAer's development of large flying patrol boats, whose mass flights from California to Hawaii and our more remote possessions in the Pacific were dramatic sagas of the late twenties and early and middle thirties.

As the war in Europe ushered in a new decade, dubbed the "flying forties" by the aviation industry, so-called "normal" expansion programs projected by the Navy were scrapped in favor of plane production and pilot training on a scale hitherto undreamed of. Estimates jumped into the thousands and lit-

erally billions of dollars were allocated to naval aviation.

The long, patient labors of BuAer began to bear fruit. The designs were ready—the training techniques had long been drawn up. Naval aviation attained its majority almost simultaneously with the disaster at Pearl Harbor. Man-grown, it was prepared to slug. Today's day-to-day communique tell the story. Reserves and regular Navy men together are writing history in blood and glory.

BuAer today is under the capable direction of Rear Admiral Dewitt Clinton Ramsey, USN, a former Executive Officer of the USS Saratoga and a former Assistant Chief of BuAer.

BERLIN

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for the trans-shipment of Swedish iron ore, and the center of much coast-wise shipping, has been knocked out. Estimates of the civilian casualties run as high as 200,000 persons but these are perhaps exaggerated.

In the Ruhr at least half of the metallurgical plants and mines have been destroyed. Aircraft pro-

duction has been dislocated by smashing blows at the Blohm and Voss plants in Bremen and Hamburg, and at two of the largest Messerschmitt factories in Regensburg and Wiener-Neustadt. The great Heinkel works at Oranienburg near Berlin was certainly included in the briefing for last week's raid on the German capital. Berlin which is a center of electrical and machine tool production is a prime target. Flexibility of the heavy bomber made possible the raid by 175 Liberators on Ploesti in Rumania, the Axis' only important natural petroleum refining city. About half of the refineries' capacity was believed destroyed.

In addition to these achievements strategic bombing has helped to stretch the Luftwaffe thin. No substantial German air strength has appeared in the Mediterranean theater this year. The air fleet stationed in Norway is believed to be without its full complement of fighter planes.

Each bomber raid in force over Germany costs the enemy from thirty to fifty of his best fighters. High scores have been run up by the Fortress' .50 caliber machine guns with their compensating sights against even the redoubtable Fock-Wulf 190. In night fighting great numbers of JU 88's equipped with cannon have been thrown at our planes. While this aircraft is versatile its use for night fighting indicates a definite strain on Luftwaffe materiel.

Our losses in all this activity have not been light. At least ten percent of the bombers have been shot down on each flight, while operational losses, not included in published statistics, have been almost as high. In six major raids during July the U. S. Eighth Air Force (based in Great Britain) lost 108 heavy bombers in combat. Notwithstanding this sacrifice even Rickenbacker was forced to admit that the German air force has a "slight edge" over the Soviet air arm. Yet without our aerial efforts might the Luftwaffe not overwhelm its opponent in the east?

MASS

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of Chapel Hill is assisting in the arrangements.

Bishop McGuinness, who will offer the Mass, is the second Bishop of Raleigh. He received his training at St. Charles Seminary, Overbrook, Pa., and was ordained on May 22, 1915.