

## 'Your Navy ... Spearhead of Victory'

Never before has there been so much cause to honor the United States Navy and its fighting men as on the 22nd annual celebration of Navy Day which will be observed throughout the country next Wednesday.

The Navy League started the observance of Navy Day in 1922 when steps were being taken to scrap our fleet under terms of the Washington arms limitation treaty. It chose Oct. 27 as the date for a Navy Day celebration because it marked two events that were to have great influence upon our country—Oct. 27, 1775, was the day the first bill authorizing the organization of a Navy was received by the Continental Congress, and Oct. 27 was also the birthdate of Theodore Roosevelt who consistently recognized the need for a powerful modern Navy.

Navy Day 1943 sees this second World War striding into its fifth year. Slogan for this year's observance is "Your Navy—Spearhead of Victory," and a better one could hardly have been chosen. It is particularly suitable for naval aviation.

Munda, Guadalcanal, Midway and the Coral Sea—all are tributes to the skill and combat tactics of naval aviation. Across the world Navy air patrols not only have appreciably reduced the submarine menace in the protection of convoys, but have helped furnish air coverage for the invasions of North Africa, Sicily and Europe itself. Quite a record for a branch of the service that celebrated its 30th birthday on Aug. 30, 1943.

One of the greatest single contributions of naval aviation has been in combatting the German U-boat offensive. The Navy Department recently credited the airplane with playing a substantial part in winning the summer's battle against the underwater craft. It was revealed that of 29 German U-boats destroyed by American forces in May, June and July, 26 were sunk by aircraft and all but

five of this number were destroyed by Navy planes.

The umbrella of protection thrown over vital troop and supply convoys has been of a dual nature. Patrol bombers, such as the *Martin Mariner*, *Vega Ventura*, Consolidated *Catalina* and *Liberator*, have ranged up and down the coasts and far to sea in a constant search for periscopes or telltale wakes. Beyond their range, the job has been entrusted to carrier-based planes which, in turn, hand the convoy back to patrol planes on the other side.

Greatest single factor in welding this bridge of supply ships across the Atlantic has been the Navy's new "baby" carriers. These converted freighters and tankers, their hangar decks loaded with planes, have succeeded in policing that perilous 500-600 mile stretch of mid-ocean where once the U-boat roamed with comparative security.

The patrol plane, in addition to its deadly work against the subs, has performed miracles of rescue work. It is both a bird of prey and an angel of mercy.

More than 60% of Navy flyers forced down at sea have been rescued.

At the outbreak of World War I, naval aviation had a strength of one air station, 38 officers and 168 enlisted men. Today it encompasses not only air stations and auxiliary stations all over the world, but is operating a training program with an input of 30,000 potential pilots and 100,000 enlisted aviation specialists a year.

Airplane strength multiplied six times in 1941 over 1940, doubled again in 1942, with 1943 deliveries certain to triple last year's. By the end of the year the Navy will have more than 20,000 planes.

The tendency in time of war is to shorten all training programs; yet the Navy has reversed the process in order that its aviators be given the best possible flight

training. The pilot training course which in 1942 was approximately 12 months in length is now 16-18 months.

The part naval aviation was to play in this war was first emphasized less than two months after the Pearl Harbor attack.

While the strength of naval aviation at that time was not large, training and planning had been complete and thorough. Squadrons from the carriers *USS Enterprise* and *USS Yorktown* were able to retaliate quickly by blasting shore installations and shipping in a raid on the Gilbert and Marshall Islands for the first offensive blow struck by the United States.

Raids on Wake, Marcus, Salamaua and Lae followed quickly. Then the daring Tokyo raid and other Pacific actions that now are familiar history to all.

On the other side of the world, in the Mediterranean theater, Navy planes have also been in the thick of the fighting. For four perilous days Navy carrier-based units covered the landings in North Africa after helping to protect the greatest sea armada in history. Naval airplanes performed valuable patrol and artillery "spotting" work in the invasion of Sicily and Italy, as Allied troops finally set foot on Hitler's fortress of Europe.

In the transport field, as well as in combat operations, naval planes are playing an important role in spearheading the victory. The Naval Air Transport Service, with some 60,000 miles of routes and a half-score of operating squadrons, is filling a vital need in speeding personnel and strategic materials to naval bases and the fleet wherever they may be.

And so, through the amazing advance of naval aviation from a World War I group of 201 officers and men to more than one-fourth of the entire Navy, Navy Day 1943 assumes a new significance for naval aviation.

## CLOUDBUSTERS

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ball into pay dirt early in the first period with an around-the-end jaunt good for 40 yards. Cecil Hare climaxed the steady advance of Pre-Flight by a plunge from the one-yard line good for the touchdown.

The Pre-Flighters took to the air for the second marker a few moments later, when Kellogg heaved a 30-yard pass from mid-field to Lovett, who dashed the remaining 18 yards for the score.

High class punting by Kellogg, who averaged 48 yards a kick for the afternoon, kept the Cloudbusters out of danger during the second half.

An alert interception of one of Stoeckel's passes by Norman, who outran the Camp Davis offense for 40 yards and a score, gave the Cloudbusters their winning margin in the fourth quarter. Ostergren scored late in the second for the Soldiers, but the Sailors were marching again just before the gun sounded.

Kellogg and Hare were the leading ground gainers for the Pre-Flighters, while Stoeckel, who connected on 11 out of 21 passes, and Provenzano led the Army attack.

## FOOTBALL

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ends; Warren Lowans and John McNulty, tackles; Thomas Hynes, William Learned, J. J. McNulty, W. B. Budd, guards; E. P. Lawrence, George Copeland, and E. J. Holland, centers; S. Budzianowski, wingback; V. L. Cleri, fullback; Harry Hillard, quarterback, and J. T. Miller, and Warren Nute, tailback.

For the visitors Brooks and Tiller will start at ends, Luka and McFarland at the tackles, A. Walker and Davidsmeyer at the guards, and D. Walker at center. Lewis will be at quarterback, Nolte at left half, Hoequist at right half, and Randall at full.

## Navy Wives' Meeting Postponed

Due to Navy Day celebrations on Oct. 27, the monthly meeting of the Pre-Flight Women's Club scheduled for that day has been postponed one week, it is announced by Mrs. Burton Ingwersen, chairwoman of the club. The next meeting will be held on Nov. 3 in Lenoir Hall, starting at 3:00 p.m.

## Informal Dances Planned For Officers, Cadets and Crew

Informal dances for officers, the regiment of cadets, and members of the crew are planned for the coming week by the Welfare and Recreation Department. Refreshments will be served at each affair, and music will be provided by the popular swing section of the Pre-Flight band.

First of the trio of dances will be given for the crew starting at 2000 this evening in the Officers Club building located on the upper soccer field.

Next Friday at 2030 an informal Halloween dance will be held for the officers in the same building. Charge is \$1.50 per couple, and res-

ervations must be made in advance in the Welfare and Recreation Office, Room 112, Alexander Hall.

Cadets will have their round one week from tonight when a special Halloween dance is planned for them in Woollen gymnasium starting at 2030. Free cider, doughnuts and soft drinks will be served.