

C LOUDBUSTER

Vol. 3—No. 18 Friday, January 19, 1945

Published weekly under the supervision of the Public Relations Office at the U. S. Navy Pre-Flight School, Chapel Hill, N. C., a unit of the Naval Air Primary Training Command. Contributions are welcome from all hands.

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The 97,694 aircraft produced during 1944 raised the U. S. total during the past four years to more than a quarter of a million, with approximately 233,000 since Pearl Harbor, according to figures released by the Aeronautical Chamber of Commerce in Washington last week.

Annual unit aircraft production for the past four years is listed as follows: 19,290 for 1941; 47,873 for 1942; 85,946 for 1943; 97,694 for 1944.

The four-year 250,803 U. S. total compares with 102,609 produced by Great Britain since the start of the European war in 1939.

Last year was marked by increasing emphasis on production of bigger and more powerful planes. Average weight per plane rose from 8,080 pounds to approximately 10,500. Production was concentrated on tactical types—bombers, fighters, Naval reconnaissance and transports—in contrast to the earlier period when trainers accounted for a larger portion of unit output.

With a tentative schedule for 1945 of approximately 78,000 planes, 1944's achievement may remain as the record for unit output, although aircraft poundage output should be greater than ever.

The 1944 production had a dollar value of approximately \$19,400,000,000, which maintained the position of aircraft manufacturing in this country as the largest industry in the world.

Corsairs for Marine Carriers

Marine Corps air squadrons will be equipped with F4U-1D Corsair fighters when they go into action aboard carriers recently assigned them by the Navy, Aviation News reported last week. In pointing out that the new Corsair has been revised to obtain better deck landing characteristics, it was revealed that during the past year 525 major engineering changes and 2,500 minor production changes were made in the plane, among them the installation of a "twin pylon" bomb and auxiliary fuel tank rack, permitting the plane to carry two 1,000 pound bombs under its center section.

Other changes reported were incorporation of a water injection system for emergency power; redesigning of the hydraulic system; replacing of cartridge starters with electrical starters; installation of a new clear-vision sliding cockpit section, and modification of the tail wheel and tail wheel yoke.

The Eastern Front

By Lt. (j.g.) W. O. Shanahan
Academic Department

The great vise which Soviet writers talked about in 1942 when they asked for a second front is now beginning to close. On the Western Front Anglo-British forces have regained the initiative after fighting defensive battles for more than a month. The winter air offensive from the west is the heaviest since the start of the war. On the Hungarian plains German forces have been smashed back to the approaches of Vienna. Above the Carpathian mountains from Krakow as far north as the Memel the front is blazing as Soviet armies begin an offensive which the Berlin radio admits is intended to "win the war."

The main Russian effort is being made below Warsaw by Marshal Ivan S. Konev's First Ukrainian Army Group. This drive is moving northwest along the trunk railroads that follow the curve of the High Tatra Mountains. In Galicia not far from this region the Russians crippled the Austro-Hungarian army in 1914.

On the northern end of the long battle line the First White Russian Army Group under Marshal Gregory K. Zhukov has been thrown into the attack. This is probably intended to prevent German reinforcements reaching the threatened sector around Krakow. East Prussia lakes and marshes offer the defense too many advantages to tempt the Russians into making their main effort there.

Soviet Strength in Poland

About three quarters of the Soviet strength is being thrown into these offensives in Poland. Only a quarter of their resources have been used in Hungary. In terms of divisions it may be assumed that Marshals Konev and Zhukov have at least 225 divisions. This total may be compared with approximately 60 American and British divisions that have been identified in press dispatches from the Western Front. It is not generally realized by most Americans that General Eisenhower does not have any numerical advantage. For comparative purposes it is worth noting that in 1918 Foch had 220 divisions in line and 90 in reserve.

Silesia is the prize for which Marshal Konev is driving. It is the third ranking industrial area of the Reich with an output only slightly less than that of the Leipzig-Chemnitz-Nuremberg area. The Ruhr is still the main forge of German weapons. For a campaign in Silesia there are fine communications and a natural advance into the heart of Germany via the valley of the Oder river.

"And why were you late for reveille?"
"They called the roll before I got there."

The Lighter Side...

Teacher: Johnny, your lessons for today aren't done. Where did you go last night?
Johnny: To the movies with a girl, teacher.

Teacher: Get out of this class for a week. And you, Tommy where did you go last night?

Tommy: Out parking with a girl.
Teacher: Go home and stay there for two weeks. Oscar, where are you going?
Oscar: Teacher, my school days are over.

Disappointed One: "When your girl friend said she'd dig me up a date, she wasn't kidding."

A card game had been running in the back room of a Colorado cigar store for years. The four men were always the same but one day, when one of the regulars was sick, the others in desperation asked a newcomer to sit in for a few hands. The stranger was astonished at some of the irregularities. Finally he could contain himself no longer and burst out: "Say, did you see Grandpa Smith slip the ace from the bottom of the deck?" "Well," said Uncle Harry Jones, "it's his deal, isn't it?"

Girls are like newspapers—every man should have his own and not try to borrow his neighbor's.

Provost Marshal to new SP: "Didn't you hear the chief tell all you men to wash your brassards last night?"

New SP: "Yeah, what does he think we are—a bunch of WAVES?"

MORON: A Sailor who studies all night for a blood test.

SIR: What a cadet says to an officer instead of 'Hey You'.

Male Call

by Milton Caniff, creator of "Terry and the Pirates"



Tetched-nition Fifth Grade

