

# C LOUDBUSTER

Vol. 3—No. 23 Friday, February 23, 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.

The Cloudbuster receives Camp Newspaper Service material. Republication of credited matter prohibited without permission of CNS, War Department, 205 E. 42nd St., N. Y. C.

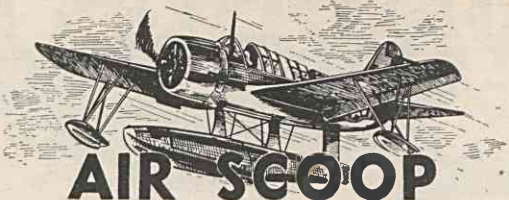
LIEUT. COMDR. JAMES P. RAUGH, USNR  
Commanding Officer

LIEUT. COMDR. HOWARD L. HAMILTON, USNR  
Executive Officer

LIEUT. LEONARD EISERER, USNR  
Public Relations Officer

LIEUT. (JG) FRANCIS STANN, USNR  
Editor

R. D. JACKSON, PHOM1C HAROLD HANSON, Sp(P)2C  
Photographers



Early in the post-war period U. S. airlines will need between 6,000 and 8,000 men as flight crews and 23,000 on the ground—three times the pre-war number, the Civil Aeronautics Administration estimates. Manufacture of private planes, however, will comprise the major portion of the post-war aviation industry, and it is predicted by CAA that there will be 210,700 planes in operation five to 10 years after the war.

"Today we have a 20 billion dollar annual aviation manufacturing industry. Some say we will be lucky to have 2% of that operating in peacetime. That would be a \$400,000,000 industry employing 50,000 persons. J. A. Krug, chairman of the WPB, estimates 5% to 10% of today's industry will survive," the CAA states.

As to who will buy planes for private use, here are the potential customers as outlined by CAA:

"Two and one-half million men now in the air forces, 300,000 of them pilots; 2,500,000 men and women now working in the aviation industry; several hundred thousand young men and women now at flying schools who have come of flying age since the war started, and only now are able to get instruction; 16,000,000 older men and women—40 to 50—daily reading about the ease of flying, new planes, the 'air age,' etc.; several hundred thousand who learned to fly between 1927 and 1941, who have been unable financially to keep up, but who would buy an inexpensive plane."

### 'Canned' Aircraft Engines

Can openers large enough to open a "canned" aircraft engine may be needed soon by GI's in the South Pacific, according to Maj. D. L. Batten, Packaging Coordinator, Air Technical Service Command, Wright Field, who reports that the AAF has found a tremendous advantage in the use of hermetically sealed cans to guard against deterioration from the hot and humid Pacific climates.

Hundreds of AAF items which previously had to be cartoned and crated after the application of pliofilm or some other moisture repellent, now are being canned under a new process developed at Wright Field, with the steel cans serving the three-fold purpose of unit container, shipping container and moisture barrier.

# Lessons Of The War

(This is the final in the series of personal columns by Lt. (jg) W. O. Shanahan to appear in the CLOUDBUSTER, since the writer is being detached this week-end for duty in Washington.—The Editor.)

It is not too early to assess the military and naval lessons of the present war. Unless the general public and the personnel of the armed forces begin to think about our post-war military institutions the fruits of victory again may have a bitter taste.

There is fortunately a more realistic attitude toward armies and navies than that prevailing in 1919. General disarmament has not figured prominently in any of the security measures proposed for the United Nations. The mood of the victors of World War I made possible the Washington Conference of 1921-22, the "most destructive naval battle of history" which "sank" a score or more battleships. It is doubtful if the present American mood would tolerate the scrapping of a single dinghy.

Post-war security demands the maintenance of a two-ocean Navy together with sufficient bases in the Atlantic and Pacific to bring naval guns and planes within striking distance of our enemies. It should be obvious now that the United States at the outbreak of the war lacked sufficient bases to develop its real naval power. Almost three years of war in the Pacific have been fought to gain bases from which to attack Japan. Unless we are to condemn ourselves to a repetition of the campaign that began on Guadalcanal and is now ending on Luzon, bases should be kept in waters adjacent to the Asiatic coast.

### Mass Army Necessary

To exploit command of the sea, our armies must invade the enemy's country. There is only one way to maintain ground forces equal to the need of the United States and that is by conscription. It may be possible to attract sufficient volunteers for the two-ocean Navy but peacetime Army life never has appealed to very many Americans. Since mass armies have been shown to be indispensable in the war against Germany—the victory promised by strategic bombing faded in 1944—strong measures must be taken to maintain, train, and equip a great field Army in peace time.

Military conscription must not be confused with summer CMTC camps or ROTC drill in high school and college. Soldiering is an art that cannot be learned in spare time. Nor is military conscription simply physical conditioning. If the training is to be effective the men must handle and use the weapons with which a modern army fights. A victorious army must attack and use offensive weapons—bombers, fighters, heavy artillery, and tanks. Soldiers cannot learn to use these by assembling every Sunday afternoon on the village green.

## Commandant's War Bond Pennant Won By Station

Headquarters Sixth Naval District  
Fort Sumter Hotel  
Charleston, S. C.

14 February 1945

### MEMORANDUM

From: Commandant, Sixth Naval District  
To: Lt. Comdr. J. P. Raugh, USNR  
Commanding Officer, Pre-Flight School  
Chapel Hill, N. C.

Subj: War Bond Pennant, winning of

Ref: Commandant Sixth Naval District Memo. #25-44

1. It was a distinct pleasure to learn that the Pre-Flight School at Chapel Hill qualified for the Commandant's War Bond Pennant and certificate with 9% enrollment.

2. It was my sincere hope to present personally these awards but circumstances beyond my control deny me this honor.

3. Consequently, the District War Bond Officer, Lieut. K. L. Brooks, (SC) USNR, will act as my personal representative and will make arrangements with you for the presentation.

4. Congratulations to you, to War Bond Officers, Lt. Comdr. W. C. Clark, USNR and Lieut. J. C. North, USNR, and to the officers and men under your command who by their whole hearted participation in the War Bond Program are at the double barreled charge of financial support to our country and military service to our country.

JULES JAMES  
Rear Admiral, USN

"To get peace, we have to fight like Hell!"  
—GENERAL DWIGHT D. EISENHOWER,  
Supreme Allied Commander in Europe.

## Male Call

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



## Message Center For The Main Body