

CLOUDBUSTER

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U. S. NAVY PRE-FLIGHT SCHOOL, CHAPEL HILL, N. C.

Friday, March 23, 1945

Jap Suicide Planes Hit LST Thrice But New Pre-Flight Officer Survived

Despite being aboard a 350-foot LST when she was struck three times by Japanese suicide planes, Lt. Harry W. Lawson, assigned to the Military Dept. at Carolina Pre-Flight, is very much alive to tell about it.

The narrow escape of Lt. Lawson, who recently came aboard, happened on D-day in Mindoro and although his shirt and wrist watch were blown off in the attack he sustained only slight burns and a minor shrapnel wound.

Lt. Lawson's tour of duty here represents his second stop at Chapel Hill. In December, 1942, he went through the second V-5 officers' indoctrination class here. One of his two sons in the Navy, Ens. Richard G. Lawson, also went through Carolina Pre-Flight School, winding up with the 28th Batt in August, 1943. Ens. Lawson now is flying a Navy bomber in the Pacific.

Blown Through Hatch

Lt. Lawson was executive officer of NABU-5 (Navy Air Base Unit), when Jap planes struck on a December morning as the LST which he was aboard neared Mindoro. The first wave had

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Pre-Flight School Worships Easter In Special Services

Special divine services for Easter have been announced for personnel of this station.

On Wednesday, March 28, the Jewish Passover will be observed in the Carolina Inn, starting at 1900.

Good Friday Vesper Services will be held for Protestants in Memorial Hall on March 30, beginning at 1900.

For Catholics a three-day Mission will start on Good Friday at 1900 at Hill Music Hall and wind up in the evening of Easter Sunday.

Spencer Entertains

University of North Carolina girls of Spencer Dormitory will be hostesses at an "open house" for members of the 68th Batt, 11-R-B and 4-R-B on Sunday, March 25, from 1400 to 1745. Refreshments will be served.



MOVES UP—It's Comdr. James P. Raugh now, following the promotion last week of the Carolina Pre-Flight School's skipper from lieutenant commander. All hands join in congratulating the captain on his scrambled eggs.

Red Cross Drive Here Nets \$1,808 For '45 War Fund

A 50 per cent increase in total contributions over 1944 was shown by Carolina Pre-Flight as the Red Cross War Fund drive came to an end this week. Despite a 25 per cent reduction of station personnel, a total of \$1,808.60 was contributed this year as against \$1,199.41 last year.

"The support of the drive by all hands was excellent," said Chaplain Cummins, chairman for the station drive. "The cadets' contributions were very fine, exceeding that of last year while having fewer numbers aboard."

The Academic Department, with all persons contributing, gave the largest departmental amount, \$309.50. Officers contributed \$522.25 as against \$245.28 last year. Cadets gave \$1,006.35, to \$913.63 in 1944, and enlisted personnel jumped from \$18 to \$120.50.

Civilian employees, who gave \$22.50 in 1944, contributed \$159.50.

3,887,364 In Naval Units

Naval strength as of 31 January 1945 totaled 3,887,364, including 3,242,400 in the Navy, 474,814 in the Marine Corps, and 170,150 in the Coast Guard.

Unrelenting

French Cadets Outwit Nazis As Saboteurs

Expert saboteurs and masters in the art of outwitting the Nazis are included in the French contingent undergoing training at this Pre-Flight School.

Unrelenting resisters of Nazi rule, a score of French cadets here once fought the enemy bitterly as members of the underground movement in France before the liberation and now are preparing to return to the fight in their country's struggle for freedom.

While names and places are necessarily restricted, typical cases may be cited to illustrate the daring and heroism displayed by these cadets against the Nazis.

Having been called up twice to work in Germany's slave labor battalions, Cadet A escaped the first call through use of counterfeit papers, and the second time, with things hotter than ever, he joined the Maquis. His job was to sabotage the French railroads and German communication lines.

Wire Cutting Difficult

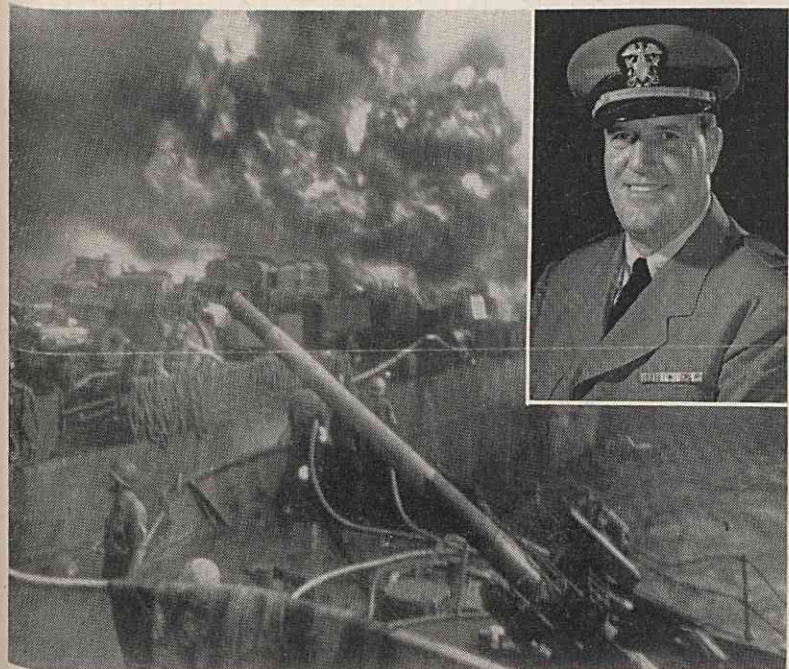
Rail sabotage was accomplished either by dynamiting the railroad or, in most cases, by removing the rails in the turns or on the bridges so as to stop traffic as completely as possible. In this manner the train, when derailed, blocked traffic in both directions. Cadet A participated in 11 successful ventures of this nature.

Cutting the underground telephone wires was more difficult, for they were enclosed in two tubes, one of lead and the other of steel, and covered with hemp. The tubes usually were six to eight inches in diameter and stretched along the main roads about three feet underground. To destroy them the Maquis had to dig trenches and either cut the tubes or drive long nails in

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Keep Off The Grass

Pre-Flight School personnel are requested again this spring to cooperate with the University's "Keep Off the Grass" program to protect sodded areas around the campus. All hands are urged to walk on the walks to give the grass a chance.



AFTER JAPS FINISHED—Hit three times by Jap suicide planes, the LST which was carrying Lt. Harry W. Lawson (inset), of Carolina Pre-Flight burns fiercely as crews of nearby craft fight the fire off Mindoro last December. Lt. Lawson, who came aboard recently, escaped with only minor injuries.