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Through use of existing knowledge, remote-controlled rocket bombs can be developed to span a distance of half the globe and hit an objective with pin-point accuracy, according to Hall L. Hibbard, vice-president and chief engineer of Lockheed Aircraft Corp.

Pointing out that jet propulsion has advanced aircraft speeds "much more than 100 miles per hour," Hibbard said that rocket propulsion was the best and simplest form of jet power and is the type of transportation that will "one day carry us outside the earth's atmosphere."

Hibbard spoke at the University of California, Berkeley, where he showed drawings of a typical jet-propulsion fighter plane and of a rocket fighter which he said could be built and flown today. While available fuels give too short range for military use of rocket planes, new fuels are being developed rapidly, he explained. Once proper fuels are available, the rocket fighter will be capable of flying at altitudes of 100 miles or more, without atmospheric resistance, at speeds "practically without limit."

Hibbard "is certain" that all airplanes, military, transport or privately owned, will use some form of jet propulsion within eight to 10 years.

Citing inability to stop the German rocket bombs except by sending infantry forces against their bases, he warned that if another war comes there will not be time for such a defense. "The aggressor's aim will be the total destruction of his victim in the first 24 hours of hostilities," he said.

Job of Supply

The job of the Air Technical Service Command's supply division—keeping aviation supplies and spare parts flowing to all parts of the world where American aircraft are flying—calls for the stocking and shipping of more than 620,000 different items.

For every airplane overseas, the supply division ships an average of six tons of equipment monthly. This includes items ranging from nuts, bolts, and goggles to spare wing panels, giant cranes and portable hangars. The ATSC reports that for every \$100 America spends for a new airplane, it sets aside \$60 for spare parts and aviation supplies, including special equipment for flight crews and ground maintenance equipment for use at air bases.

Steel Ships Used Sails

Launched in 1894, the *Dirigo* was the first all-steel sailing ship. She was designed by the Waddingtons of Liverpool and the frames and plates were fabricated in Scotland, shipped to Bath, Maine, where construction of the hull was supervised by the designer. She was launched in 1894 by her owners, the Sewalls of Bath Maine, operators of famous wooden sailing craft.

She had two full decks and was 312 feet long, 45 feet beam and 26 feet draft. Her gross tonnage, 3,004. Designed to carry 13,000 square yards of canvas without ballast, the *Dirigo* proved to be a most useful craft.

The ship attained considerable fame when Jack London and wife shipped on her, London serving as third mate, his wife as stewardess, to get local color for his story "The Mutiny of the *Elsinore*."

The world's first all-steel ship was the victim of a German sub in 1917.

A sailor walked into a bar and ordered a beer and a straight whiskey. To the bartender's amazement, he drank the beer, but carefully unbuttoned his peacoat and emptied the whiskey slowly into his inside pocket. Curiosity overcame the barkeep.

"What are you doing there?" he asked. The sailor snorted. "I'm minding my own business, and I suggest you do the same. I ought to climb across the bar and give you a punch in the nose."

With that, a little mouse lifted his head out of the sailor's pocket, eyed the bartender belligerently through bloodshot eyes and snapped: "And that goes for your cat, too!"

'Hoppicopter'

One of the newest and perhaps the oddest development in the rotary-wing aircraft field is a device announced by Horace T. Pentecost, a Seattle engineer. A one-man helicopter, the "hoppicopter" is without landing gear or fuselage. Pentecost has obtained an experimental license on his device which, he says, will soon be ready for its first test flight. It is strapped to the back of the pilot with harness resembling a parachute harness. A metal tubing framework supports the two-cycle two-cylinder, air-cooled 20 hp. engine that rests on the wearer's shoulder.

The engine turns two counter-rotating two-bladed rotors, which have a diameter of approximately 13 feet. The device is operated by a single control stick suspended, inverted, in front of the wearer. The throttle is operated by turning the end of the control stick. The device weighs about 100 pounds.

The Lighter Side...

Then there was the mountaineer who put a silencer on his shotgun because his daughter wanted a quiet wedding.

Peroxide blonde—an established bleach-head.

Yachtsman: "If this storm continues we'll have to heave to."

Lady: "What a horrid way of putting it."

GI's girl friend: "I'll never go out with that ventriloquist any more."

GI: "Why, honey?"

Girl Friend: "Last night he sat me on his knee and you should have heard the things he made me say."

"I'm sorry I slapped you, I thought you were trying to get my sorority pin."

"You say you were rejected by the Navy?"

"Yes, my seeing-eye dog had flat feet."

"Hi, 'ya Babe, I'm going your way."

"Oh, yeah? Better bring your powder puff then, sailor."

Santa Claus is the only one who can run around with a bag all night long and not get talked about.

"Aren't you getting tired of this bachelor life all the time, Bill?"

"Certainly not," replied Bill. "What was good enough for my father is good enough for me."

They tell the story of the rank-happy airman who one day had to bail out in a hurry. He unbuckled his parachute, stepped out, counted three—and pulled his rank.

Male Call

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



Bum Check at a Blood Bank

