

## Field Rations

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The field ration will assure every soldier sufficient wholesome food to condition him as well as a variety to please his palate, mess officers point out. The soney value of the ration remains unchanged and menus will be prepared in Washington, subject to local changes to meet market and climatic conditions.

The net effect of the change is simply to see that each soldier gets an adequate diet at the same time that food is conserved. Instead of each mess operating as an entity on funds issued to it for the purchase of food, the food itself is issued on a meal per capita basis. In other words, attendance at the mess halls varies for each meal and the food is apportioned accordingly. As an illustration, the mess attendance on Saturday nights and on Sunday drops as much as 62 per cent because of passes and days off.

Under the field ration system, the Technical Training Command messes will follow the Service Command's master menu or the Surgeon General's recommendations with the result that soldiers will be as adequately fed as previously but at a greater savings in total food consumption.



DOINGS AND UNDOINGS IN REPRODUCTION  
By MORRIS OLSONSKI

Editor's note: We're at their mercy. After all - Reproduction prints this paper!

This being our initial column, we intend keeping the G.I.s in reproduction steppin' and side-steppin' to look out for this reporter's roving eye. We will devote our talents to gossip (strictly). Little seriousness except in excretories to keep the fuse from blowing. We sincerely hope that too many fuses don't blow. (Ed's note: we hope so too!).

Here goes.....Little Caesar, sometimes referred to as S/Sgt. Lungren is our new barracks chief and is certainly keeping the boys on the beam...Blackout or opaquer Pvt. Bob Monroe, has a certain young lady bring him a quart of milk each morning - it has us guessing.....The two vari-type operators asked for a day off because of being under a sever strain for the past two weeks - so they say.

Kingfish, or Pvt. Joe King, if you insist, has his tongue hanging out at the very mention of the Service Club. Can it be he is trying to gain weight???

Common sights in Reproductions: The unholy three - Sgts. Suter, Merwin and Lungren getting the G.I.s on the beam in this department. The Kraftzman, our cheese and cracker fiend, known better as Pvt. Jake Cohen...The shepherd and his flock, Pvt. Joe Pinzone...The Blond Bomber of Blushing Boy, we mean PFC John F. Gallagher and his, "Don't bother me!" each time he is approached by a certain blond...John L. Sullivan Groat the Pvt. "Whitney" Groat, coming out of the dark room making sounds which seem to be relative to the prehistoric era of dinosaurs.

## "Looping The Loop"

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Comedy is expertly handled by the well-known Carroll and Howe team and that talented mimic, Steve Evans. Carroll and Howe reverse the usual routine in their act. Miss Carroll is the "funny" with Howe playing straight. She also does clever impersonations highlighted by a socko take-off of Henry Armstrong and his trumpet.

A handsome, lithe blonde star in the dance division of Looping the Loop, Alice Kavan's the name of this pulchritudinous bundle of rhythm and grace, and her clever ballet-tap routines have graced the boards of top flight theatre and clubs all over the country. Alice does a swell job in the line and in a single "spot."

The show has a hundred fine touches of real enjoyment and relaxation for the servicemen. Every bit was enjoyed by the fellows who saw the show last night, and everyone is sure to enjoy tonight's final performance.



## Air Cadet Program Revised

A complete revision of the Army aviation cadet program to extend the training for cadets to fifteen and one-half months instead of the present eight and one-half was announced by headquarters, Fourth Service Command.

The announcement said that the new program would be made up in the following manner:

(1) In the first two months aviation cadet candidates will be processed and have basic training in an Air Force basic training center.

(2) In the next five months they will study at a university or college where, in addition to pre-aviation cadet training, they will take five academic courses. They will have 60 hours in each of these; modern history, English, geography, mathematics, through trigonometry. In physics they are to have 180 hours.

If a student successfully completes the course, he will go to the Air Forces classification center to determine whether he should become a navigator, bombardier, or pilot. Then he will become an aviation cadet and follow advanced academic subjects and receive advanced flying for another eight months.

## Roving Reporter Praises Work of Air Mechanics

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thing around a fighter bomber air-drome is important, but I know of nothing more important than the Repair Section."

### TOURS IN JEEP

Pyle who is touring the North African battlefields in a jeep, watched 250 Technical Training Command air mechanics graduates perform technical legardeman on 14 damaged ships despite sand-laden desert winds and enemy bombs. Amazed at what he saw Pyle wrote, "I've never seen greater willingness to work beyond all requirements than these men show."

Confirming the wisdom of the Technical Training Command's policy that its graduates must be "two-fisted" technicians conditioned to stand the rigors of combat, Pyle said, "All plane work is done right out doors. The only shops are tents where small machine work is done. The tents are three sided with one end open. The floor is sand. Beside every tent almost within one jump distance is a deep slit trench to dive into when the enemy bombers come." Following is the complete story, reproduced word for word as it appeared in the daily newspaper.

### REPAIR SECTION IMPORTANT

"Everything around a fighter-bomber air-drome is important, but I know of nothing more important than the repair section.

"It's vastly different from air plane shops or garages back home, where nothing more than a little inconvenience results from the long lay-up of a plane or car.

"Out here there are just as many planes. With us and Germany tester-tottering for air superiority over Africa, every single one is as precious as though it were made of gold. Every plane out of action is temporarily the same as a plane destroyed.

"It is the job of the repair section to take the shot-up planes and get them back into the air a little faster than is humanly possible. And that is what they are doing.

### MAJOR COVERLY

"At our desert air-drome this section is in charge of Major Charles E. Coverly, of Palo Alto, Calif. His nickname is "Erk" and he was one of my fellow travelers from England.

"His right arm is a quiet mechanical genius named Walter Goodwin, of Grove City, Pa., - a regular Army Sergeant, Just promoted on the field to warrant officer. The men worship him and every officer on the field accepts his judgment on plane damage as final.

"The repair section operates under a theory that seems outlandish after coming from a peacetime world. Its motto is to give away everything it can.

### SNOWED UNDER WITH WORK

"Instead of hoarding their supplies and yelling that they're snowed under with work, they go around the field accepting every job imaginable, fulfilling every pilot's request, donating from their precious small stock of spare parts to any line mechanic that asks for something. For only by doing it that way do planes get back in the air a few hours sooner.

### 250 CRAFTSMEN

"In the repair section are 250 master craftsmen. They are happy and sincere and proud. I've never seen

greater willingness to work beyond all requirements than these men show.

"Let me give you an example of how the section works. After a recent little to-do with the enemy, 14 of our planes were found to be damaged. Some needed only skin patches others had washtub holes through the wings and were almost rebuilding jobs.

"Maj. Coverly and the squadron engineers surveyed the situation all morning, driving in a jeep from one plane to another. I rode with them and when noon came and not a plane had been moved over to the repair area, I thought to myself this is a mighty slow way to win the war. But I changed my mind a little later.

"It takes that long to estimate all damage, plan out your program distribute your men and machines over the huge field, and get things rolling.

### 5 PLANES READY

"Two days later I checked on their progress. Five of those wrecked planes were ready for missions by that first evening. Three more were delivered the following day. On the third day four more were just about finished. That makes 12. The other two had been turned into salvage for spare parts.

"Under peacetime conditions at home, it would have taken perhaps two months even in the finest shops to get all those planes in the air. But here they were fighting again within three days. You can do the impossible when you have to.

### DEARTH OF SPARE PARTS

"The field operates with a dearth of spare parts, as probably do all our fields at the far ends of the earth. So the field provides its own spare parts by scrapping the most badly damaged planes, and using the good parts that are left.

"This happens to about one of every 15 planes that are shot up. These condemned planes are towed to the engineering section, and there they gradually disappear. Finally they are skeletons - immobile, pathetic skeletons, picked bare by the scavenging mechanics.

"These salvage planes are nicknamed "hanger queen". Five of them are sitting on the line now. As you know, every bomber has a name painted on its nose. One of these hanger queens is called "Fertile Myrtle". Another is "Special Delivery." And a third is "Little Eva."

### TENTS ARE SHOPS

"You'd be touched by the sight of the repair shops here. All plane work is done right out doors. The only shops are tents where small machine work is done.

"The tents are three-sided, with one end open. The floor is sand. When the wind blows the men have to wear goggles. Beside every tent, almost within one-jump distance, is a deep slit trench to dive into when the enemy bombers come.

"Their is real war work, and you can't say they're much safer than the airmen themselves, for they are subject to frequent bombing.

"They say their main hope is that no experts from the factories back home show up to look things over. The experts would tell them a broken wing can't be fixed this way, a shattered landing gear can't be fixed that way. But these birds know damn well it can be, for they are doing it."